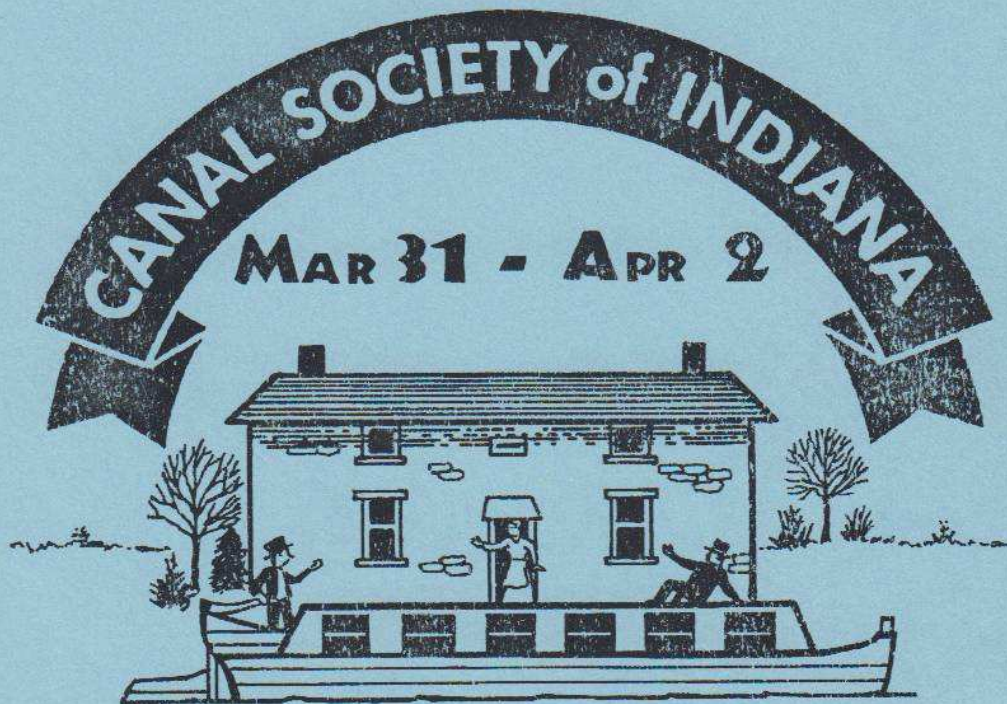


CANAL SOCIETY OF INDIANA
P.O. BOX 40087
FORT WAYNE, IN 46804

WABASH & ERIE CANAL

IN MIAMI COUNTY AND IN PORTIONS OF
WABASH AND CASS COUNTIES

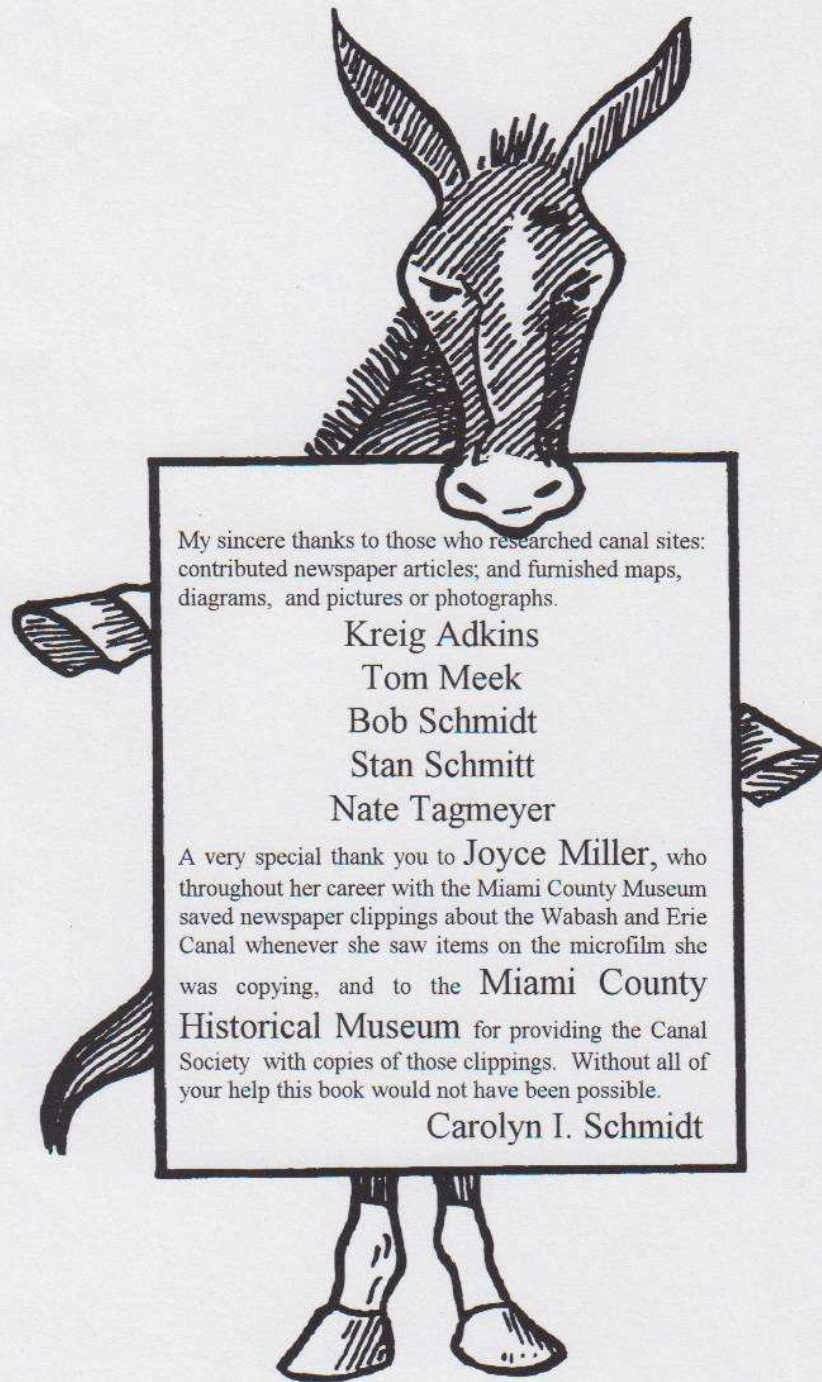


2000
PASSAGE thru PERU

Canal Society of Indiana

P.O. Box 40087

Fort Wayne, IN 46804



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

Kreig Adkins

Tom Meek

Bob Schmidt

Stan Schmitt

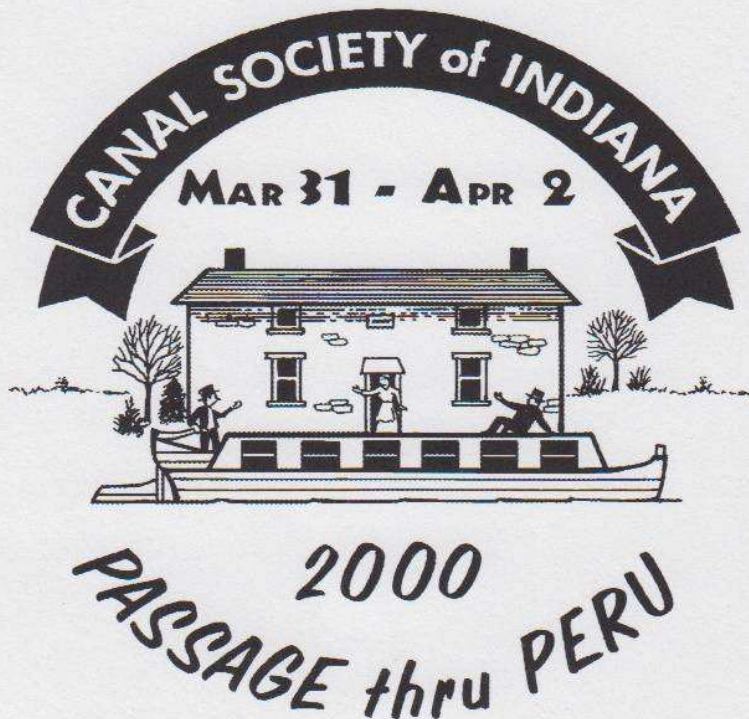
Nate Tagmeyer

A very special thank you to **Joyce Miller**, who throughout her career with the Miami County Museum saved newspaper clippings about the Wabash and Erie Canal whenever she saw items on the microfilm she was copying, and to the **Miami County Historical Museum** for providing the Canal Society with copies of those clippings. Without all of your help this book would not have been possible.

Carolyn I. Schmidt

WABASH & ERIE CANAL

IN MIAMI COUNTY AND IN PORTIONS OF
WABASH AND CASS COUNTIES



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FOREWORD

PASSAGE THRU PERU

Each tour given by the Canal Society of Indiana attempts to relate the history of the canal and point out the location of its structures in a particular area of Indiana or in a neighboring state. The tours also include other canal related buildings and the early history of the counties and towns being toured. They usually have a theme—something that ties the area together.

The major city covered on this tour is Peru with Richvalley as an anchor at one end of the route and Lewisburg at the other. Richvalley's name alone describes this area of the Wabash River valley through which the Wabash & Erie Canal passed. Its good farmland produced more excellent crops than could be used locally. These crops needed a source of transportation to reach eastern markets. Settlers needed a way to reach the interior of Indiana. The canal and later the railroad filled these needs. Pikes or roads brought the crops from the interior to the canal or took the settlers further inland.

Peru is known for its being the winter quarters for several circus companies, therefore its nickname is "Circus City." It also has a rich Native American heritage as well as being the birthplace of Cole Porter. At one time it had large railroad yards especially for the C & O. It had its share of breweries. Oil was even discovered here. But the

early settlers would have had a hard time reaching Peru without the canal.

Lewisburg was a small canal farming community. It never grew very large in size being located between Peru and Logansport. Many people passed by or through the town, but not many settled here. A small cemetery at McNeely Church has the graves of a few canal workers and Cynderilla Chidester, who wrote her reminiscences, to remind us of the earlier days.

Canal boats and trains laden with crops and passengers passed through this area. The water pooled by Dam #3 across the Wabash river passed into the feeder canal and then into the mainline canal. Some of it passed through the mills turning their stones. The raw products that passed through the mills came out in other forms—logs were turned into lumber, grain into meal or flour, cotton into thread—and, at the breweries, hops into beer. The Native Americans passed out of the area in canal boats to be relocated in Kansas. Circus menageries passed in and out of their winter quarters. Cole Porter visited his home passing through the town. Interurbans also passed through carrying passengers to Boyd Park for an outing. Each and everyone had its own type of passage through Peru.

Sit back, relax, think back in time to the 1830s-1870s and learn the history of this portion of the Wabash and Erie Canal. Today you too have booked a **Passage Thru Peru**. Welcome aboard!

Carolyn Schmidt



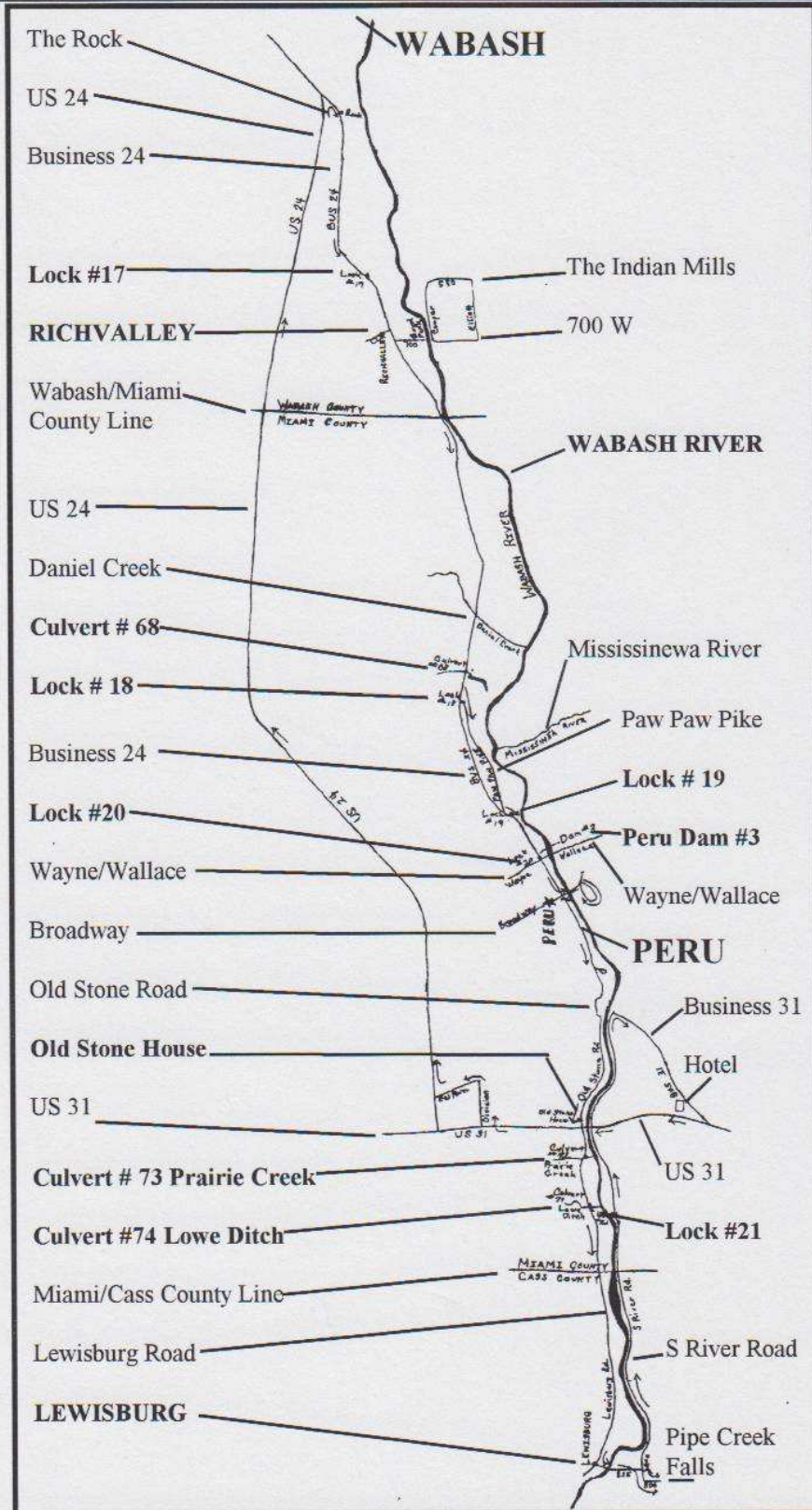
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PASSAGE THRU PERU - Richvalley to Lewisburg

SATURDAY'S BUS TOUR ROUTE



PASSAGE THRU PERU - Richvalley to Lewisburg

This route is written in the following manner. The direction of the turn is given first. The abbreviations used are as follows:

R = right, L = left, US = Federal highway,

SR = State Road, CR = County Road,

St. = Street, Bus. = Business

HEADQUARTERS AT CIRCUS CITY INN - PERU

The buses will leave the inn, proceed to US 24 and travel about 20 minutes before reaching the first stop where the "Passage Thru Peru" tour begins. This will give your tour guide time in which to give you a general orientation.

CIRCUS CITY INN Best Western- 650 U. S. 31 South (Corner of Business 31 and US 31, Peru, Indiana)

Buses arrive at 8 A.M.

R out of parking lot

R on U. S. 31

R on Division (Once the exit to US 24 East is reopened turn right at the exit and omit Division and Eel River Road turns)

L on Eel River Road

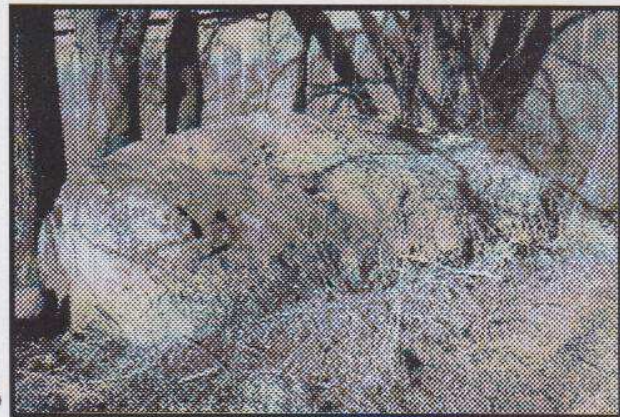
R on U. S. 24 for approximately 18.5 miles (Oil was discovered in 1897 on the right and between then and 1905 brought about Peru's main growth. The Peru Indianapolis railroad was the first railroad in Peru built after the Civil War. It was expanded to go on to Chicago in 1869 and became known as the Indianapolis, Peru and Chicago Railroad.)

R on Old U. S. 24

L into parking lot

Stop #1 "The Rock"

This glacial rock was used to mark the



"The Rock" west of Wabash, IN was used as a marker by the Native Americans. Photo by Bob Schmidt

Continue west of Old US 24

Along the way point out **Stearns Fisher House**, Fisher was an engineer and later a superintendent on the canal. See his biography elsewhere in this book.



This home was built by Stearns Fisher, canal engineer and contractor. Photo by Bob Schmidt

A little further point out the location of **Lock 17 (Cut Stone)** east of Rich Valley. It was buried by the railroad overpass.

R on 700 W (Prairie Rd.) at Richvalley

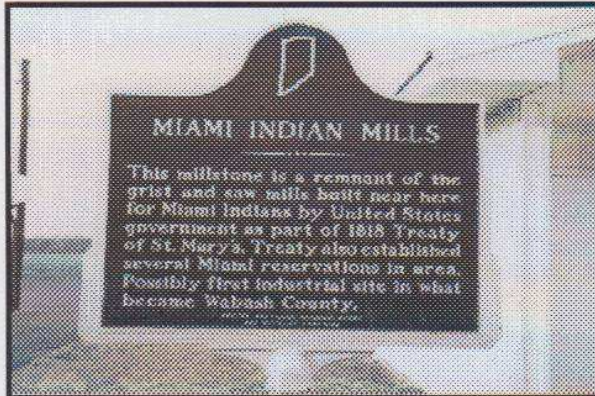
The Wabash and Toledo Railroad which is crossed was built in 1869.

L on Mill Street

PASSAGE THRU PERU - Richvalley to Lewisburg

Stop #2 Indian Mills marker and mill stones

R on Elliott



The government built mills for the Indians across the Wabash River from Richvalley. The marker reads:

MIAMI INDIAN MILLS

This millstone is a remnant of the grist and saw mills built near here for Miami Indians by United States government as part of 1818 Treaty of St. Mary's. Treaty also established several Miami reservations in area. Possibly first industrial site in what became Wabash County.

Photo by Bob Schmidt

L on 700 W (Prairie Rd.) Cross the rich valley.

Cross Bridge

Left on Bus. 24

STOP #3 Culvert No. 68

Park in Peru Sand & Gravel Lane on the left

L on Old US 24



This culvert No. 68 was built to carry the Wabash and Erie Canal over the creek. Only the foundation timbers remain today.

Photo by Kreig Adkins

L on Jefferson

L on Walnut

R on 700 W (Bridge Street)

R on Old U. S. 24

L on 700 W

Point out the location of **Boyd's Park** of Wabash Valley Traction Company which charged 1.5 cents per mile per person.

Cross Bridge

L on Cooper Road

Point out **Dish Pan Rock** where the Miamis ground corn and then notice the size of the valley and the richness of the soil.

R on 550 W (Mill Creek Pike)

Point out site of the **Old Indian Mills** which we read about on the historical marker.

L onto Paw Paw Pike (Early road that went to Erie, IN)

STOP #4 Lock 18 site (Wooden Crib Lock)

Park in lot on the left

Continue west on Paw Paw Pike

Point out that near **Lovers' Lane** the **Mississinewa River** joins the **Wabash River**. This is where the Central Canal was to join the Wabash and Erie Canal after crossing the Wabash River.

L on Bus. 24 the immediate L on Canal Street

STOP #5 Lock 19 site close (Cut Stone) Lock)

Walk to the top of the levee to see canal prism along the river and point out site of lock nearby.

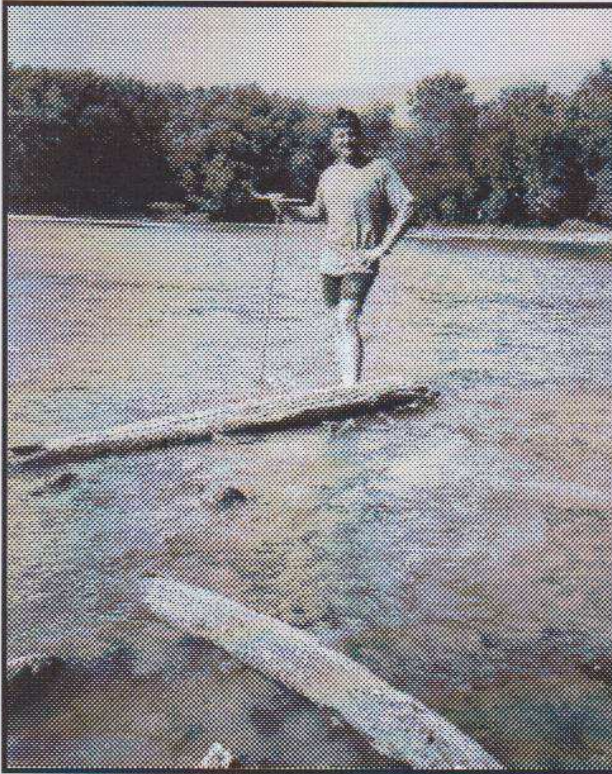
Continue west on Canal Street

L about 1/2 block west of Wayne Street

PASSAGE THRU PERU - Richvalley to Lewisburg

STOP #6 Lock 20 site (Cut Stone Lock), Guard Lock site, Wabash Feeder Dam, Feeder Canal and Wabash and Erie Canal along the Wabash River.

Turn into truck parking lot and park on the northwest side of the bridge. Walk across Wayne to see the lock sites, feeder and mainline canal locations, and the feeder dam. Point out that this was where many early mills were located. When the **Native Americans were removed by canal boat**, they camped across the river on the south east side of the road to await the boat.



The timber foundation of the Wabash feeder dam was found by Kreig Adkins during the summer of 1999

Photo by Bob Schmidt.

L on Wayne

W on Canal St.

Follow along old canal prism to the Toll House and Railroad Depot at Broadway Bridge.

STOP #7 C&O Railroad Depot & Bridge Toll House

Park buses in parking lot at station. Bus 1 R on Canal

group crosses Broadway to learn about the Toll House for the river bridge, hear about the canal bridge and covered river bridge. Bus 2 group picks up box lunch, eats at the restored Railroad Station and learns about the station. The groups then switch places. The first river bridge was built in 1844. The National Hotel was located by the Depot.



The C & O Depot was built in 1902 of limestone and brick and originally had a terra-cotta roof. Its cost of construction was \$10,000. In 1991 the restoration of the depot with a garden addition was completed for \$170,000. It is now rented for special events. Photo by Bob Schmidt



The Toll House, a square brick structure, was built in the late 1830s between the south side of the Wabash and Erie Canal and the Wabash River. It served as a toll house for the covered bridge that crossed the Wabash River. For many years George Dari operated a mercantile business here. Supplies and pioneers arrived by canal boat. It is the oldest historic structure in the town of Peru. Photo by Bob Schmidt

PASSAGE THRU PERU - Richvalley to Lewisburg

R on Broadway

Cross Bridge

R on Strawtown Pike

STOP #8 Cole Bros. Water

J. O. Cole's Golden Brew, Wiedersehen Special Brew, White Seal Extra Eporr were once bottled here in J.O. Cole's Peru Brewery. The mineral springs collected to brew them still run strong throughout the 1000,000 square-foot limestone building. The water still rushing from the ground is naturally pure.

In 1996 when the founder of Cole Bros. Natural Spring Mineral Water purchased the building, the plan was to resume brewing beer. However, after water-quality experts tested the spring and declared the water was exceptionally rare in taste, natural mineral content and purity, it was decided to bottle and market the water. This was not the first time in Cole history that water was sold for profit. J. O. Cole, maternal grandfather of Cole Porter and great-great maternal grandfather of Joe and Pete Buffington, Cole Bros. co-founders, sold water to the California gold miners.

The brewery was purchased from the original owner, George Rettig, by J. O. Cole in 1867. It brewed beer from 1859 until the prohibition era. The building then had other owners and served other functions. It is one of Peru's oldest and most historical buildings. It was abandoned and collapsing when the Buffingtons and their brother-in-law Dr. Trent Jones decided to bottle the spring water. Today the mineral water is distributed by Coca-Cola under the name of Cole Bros. Natural Spring Mineral Water. If an individual drank four 8 oz. glasses of this water per day, they would add 420 mg. daily to their calcium intake or over 40% of the current daily recommendation. Perhaps the old beers were healthy after all.

R on Armstrong

R on Warren.

L on Broadway

Cross River

L on W.Canal

STOP #9 C&O Railroad Yards

Learn about the Railroad and see the River Walk. Miamisport was located across from the C&O yards.

R on Chestnut

L on 2nd St.

L on Forrest

R on Canal

Circle around the park which was Col Rayburn's farm. It took approximately 60 years to fill in the canal here.

L on S. Park Ave.

L on W. Main

L on W. 5th

L on Kelly Ave.

R on W. Canal (Old Stone Rd.)

STOP #10 Old Stone House



This building is probably Miami county's oldest remaining structure with the possible exception of old log cabins around which farm houses have been built. Some say it was the locktender's home. It was saved from the wrecking ball by the Our Town Peru and the Miami County Historical Society. The Canal Society donated \$500 toward its restoration. The old blue stucco was removed in 1999. Photo Bob Schmidt

Continue West on Old Stone Rd.

PASSAGE THRU PERU - Richvalley to Lewisburg

STOP #11 Culvert No. 73 Prairie Creek

Continue W. on Old Stone Rd.



Prairie Creek Stone Arch Culvert No. 73 is located by Mrs. Ruth Gridley's home. The creek was also known as LaFontaine's Creek. The culvert was built with Georgetown quarry stone.

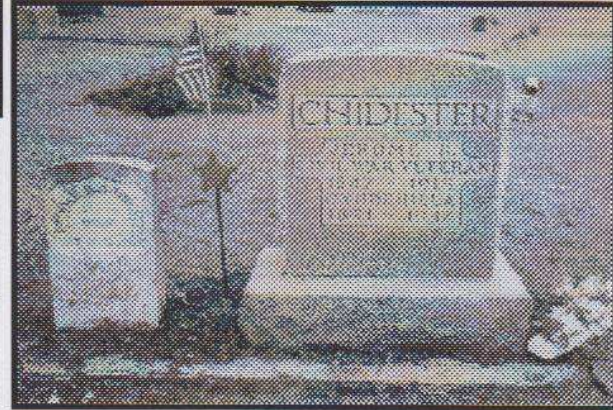
Photo by Bob Schmidt

Point out Miami County Line at 1075 E. as we pass it.

L on 825 E (Alt. bus route for bridge tonnage)

R on 200 S

STOP # 13 Grave of Cynderilla Chidester's Grave



Cynderilla wrote reminiscences of Canal times. Photo by Bob Schmidt

Continue West on Old Stone Rd.

STOP #12 Culvert No. 74 Lowe Ditch and Miller's Lock No. 21 site (Wooden Frame)



The foundation timbers of Culvert No. 74 are still visible in Lowe Ditch. Lock No 21 was erected in 1837 and named for the locktender. Nearby is the old Interurban power plant building and some of the old rails can still be seen on the road.

Photos by Bob Schmidt

REMEMBER: TRESPASSING ON PRIVATE PROPERTY TO VIEW THE HISTORIC SITE MORE CLOSELY COULD SUBJECT YOU TO CIVIL AND/OR CRIMINAL LIABILITY.



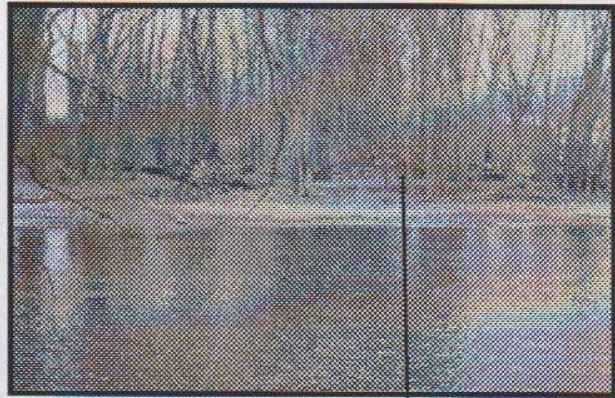
PASSAGE THRU PERU - Richvalley to Lewisburg

L on 800 E becomes 825 E

STOP #14 Pipe Creek Falls
Turn Buses Around



Many mills such as this one at Pipe Creek Falls used the water power of Pipe Creek. Photo by Bob Schmidt



The opposite side of Prairie Creek Arch and the Old Stone House can be seen from the south river bank of the Wabash river in early spring.

Photo by Bob Schmidt

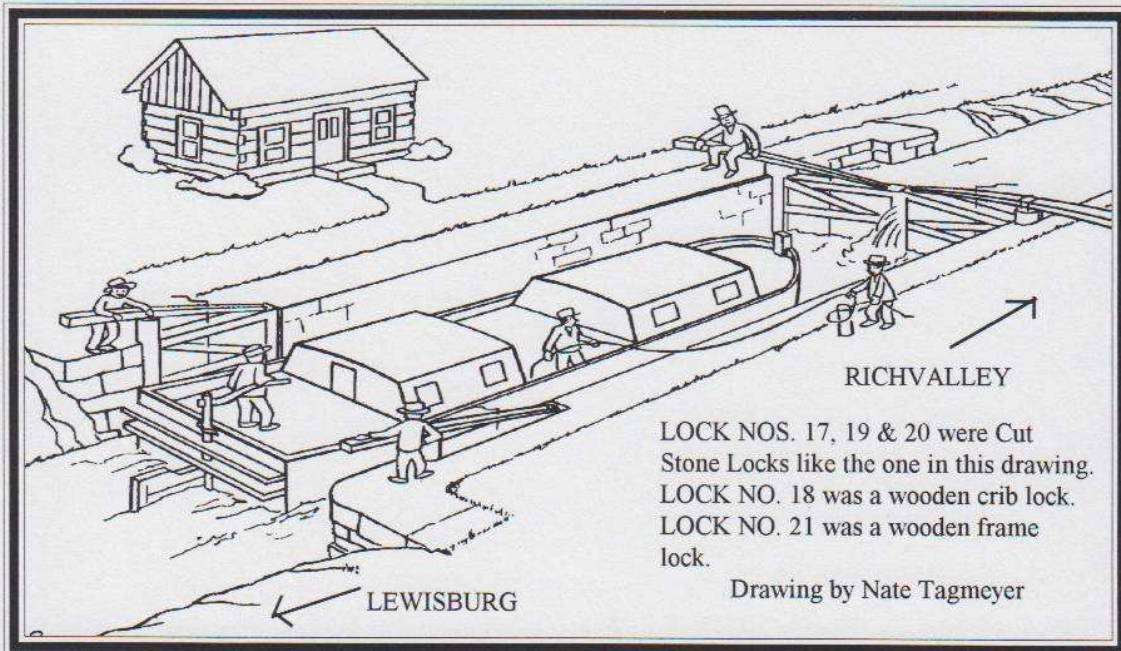
R on 825 E becomes 800 E.

R on 200 S. Road or S. River Road

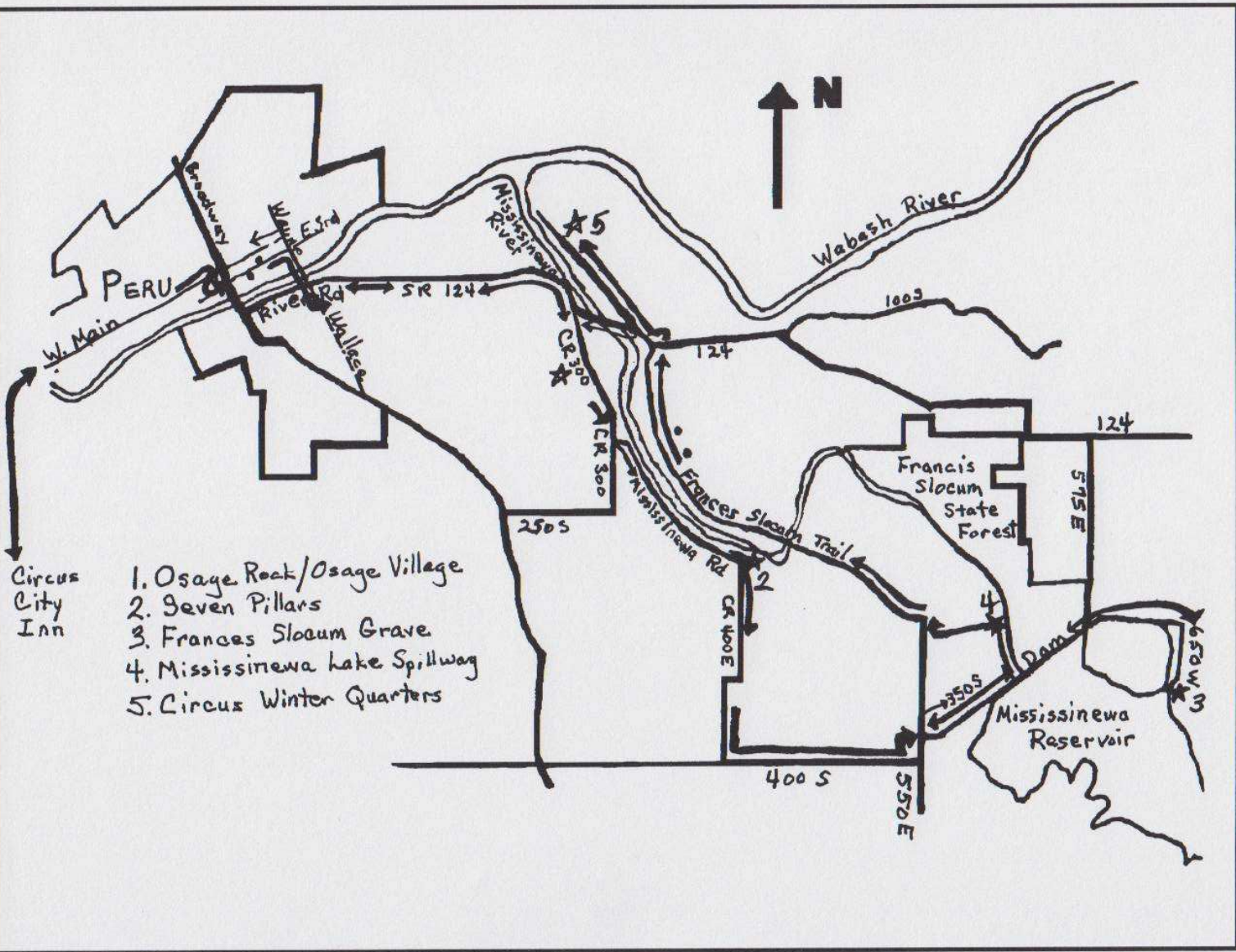
As the tour follows the south bank of the Wabash River, if we look closely we can see the opposite the river side of the Prairie Creek Culvert and the Old Stone House across the river.

R on Business 31

R into Circus City Inn parking lot



SUNDAY'S CAR CARAVAN TOUR ROUTE



1. Osage Rock/Osage Village
2. Seven Pillars
3. Frances Slocum Grave
4. Mississinewa Lake Spillway
5. Circus Winter Quarters

PASSAGE THRU PERU - Richvalley to Lewisburg

Assemble in Circus City Inn parking lot to get the ribbon for on your antenna. During the tour please keep in mind that many places along the tour are privately owned. Please stay with the tour group.

REMEMBER: TRESPASSING ON PRIVATE PROPERTY TO VIEW THE HISTORIC SITE MORE CLOSELY COULD SUBJECT YOU TO CIVIL AND/OR CRIMINAL LIABILITY.



A bronze plaque is located on the corner of the lawn of Cole Porter's birth place. Photo by Bob Schmidt

L on Bus. 31

R on W. Main St.

R on Broadway

L on Third St.

Drive slowly past 27 East Third Street.
COLE HOUSE

This house was built buy Cole Porter's grandfather, J. O. Cole who made his fortune in California during the gold rush in the mercantile business, by prospecting for gold and by speculating in West Virginia coal and timber. He returned to Peru in 1867. This house is now Victoria's Flowers.

Drive slowly past 102 East Third Street



Cole Porter was born in an upstairs bedroom in this house. Photo by Bob Schmidt

BIRTHPLACE OF COLE PORTER

A bronze marker has been placed in the corner of the yard on 3rd and Huntington Streets.

Cole Porter (1893-1964) was one of America's most accomplished song writers and lyricists of the 20th century. He was born in an upstairs bedroom of this house to Samuel and Kate Porter, on June 9, 1891. He lived here through the 8th grade.

Though not an immediate success, his witty, sophisticated lyrics and subtle melodies led him to become one of the most notable figures in popular music. His first successful Broadway musical was *Paris* in 1928. He wrote the scores for the musical comedies *Anything Goes* in 1934, *Kiss Me Kate* in 1949, and *Can-Can* in 1953. He also scored several films. His more famous songs are "Begin the Beguine," "I've Got You Under My Skin," "Night and Day," and "What Is This Thing Called Love."

Porter was crippled in a horseback riding accident in 1937. He composed until 1958 when his right leg had to be amputated. His retirement was spent in seclusion in his Santa Monica, California home where he died in 1964.

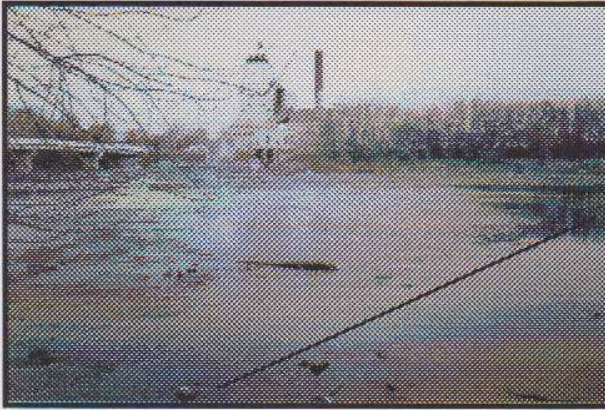
R on Wayne

Cross River

L on Riverside Dr. (River Road)

Field on south east side is where the Native Americans awaited removal by canal boat. On north side of the road was where the feeder dam joined the river bank.

PASSAGE THRU PERU - Richvalley to Lewisburg



The **Wabash River feeder dam** for the W&E Canal was located at this point. Note the water is smooth and then starts to ripple. The line shows the location of the dam. The timber is part of the apron. Photo by Bob Schmidt

R on CR 300E & Mississinewa Rd.

STOP #1 at OSAGE ROCK/OSAGE VILLAGE



Osage Rock has a brass plaque that reads: **"Around a council fire at this place on May 15, 1812, Tecumseh assembled 12 Great Tribes who refused his confederacy against the Whites."**

Photo by Bob Schmidt

Osage village was one of the largest and most important Miami villages along the Upper Wabash River drainage. In 1813, Col. J. Campbell and his soldiers destroyed the Osage Village. Upon the hill just south of the Richardville house stands Osage Rock.



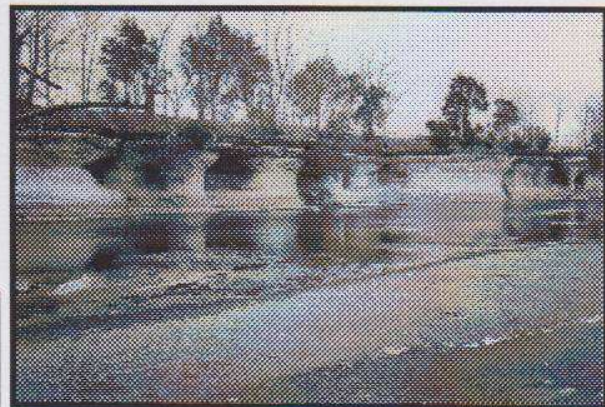
CHIEF JOHN BAPTISTE RICHARDVILLE'S HOUSE

This brick house was built by the United States Government and given to Chief Richardville as a token of good will and friendship between the government and the Miami Nation. The U. S. Government eventually acquired all the Miami lands by 1840. The displaced Miami were moved to present day Kansas--only a handful stayed behind.

Photo by Bob Schmidt

L on Mississinewa Rd.

STOP #2 at the SEVEN PILLARS OF THE MISSISSINEWA



The **Seven Pillars** were eroded away over time by the Mississinewa River. The Native Americans held ceremonies here.

Photo by Bob Schmidt

PASSAGE THRU PERU - Richvalley to Lewisburg

It is said that a trading post was once located at the **PILLARS OF THE MISSISSINEWA** because of the river travel. Legend has it that gold coins were buried in one of the caves and that a nest of snakes guard the treasure. The Mississinewa has carved the 60 ft. cliff into pillars and shallow caves over the centuries. The Miamis thought the pillars symbolized "the Great Father" and held their ceremonies here. The Miami nation now owns the land at the intersection of 200 S and 400 E.

Leave Cemetery

L on 650

L on 700 S cross dam

R on 550 E

R on 350 S (Outlet Fishing sign)

STOP #4 at MISSISSINEWA LAKE SPILLWAY (RESTROOMS)

R on 400 E up the hill

L on 400 S

L on 550 E

R at Mississinewa Dam Rd. cross dam, 700S

R on 650 W

The Mississinewa flood-control reservoir and dam was built in the 1960s. It has recreational facilities that are among the best in the state. There are several camping sites for either primitive or modern campers. In 1999 the dam sprang a leak. The water has been drained out of the reservoir until the dam is repaired. Fish are caught in the shallow pools that remain.

STOP #3 at FRANCES SLOCUM CEMETERY

R from parking lot and straight on 600 E

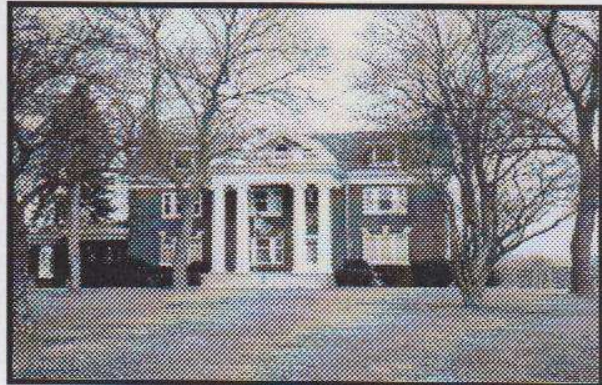
R on Francis Slocum Trail (Sign- to Bus. 124)



OLD FASHIONED GARDEN FARM

Drive slowly by the home where a swinging roadside sign identifies the place. Cole Porter's grandmother lived here and her flowers inspired the song "Old Fashioned Garden," one of Porter's first commercial sales.

WESTLEIGH FARM - COLE PORTER'S HOME



The grave of Frances Slocum is the centerpiece of this Miami cemetery the entrance of which is marked by a large standing plaque telling the story of Frances Slocum. Her biography is elsewhere in this book.

Photo by Bob Schmidt

This southern colonial house was the home of Cole Porter's parents Samuel and Kate. Samuel was a Peru druggist. Opening scenes of the movie "Night and Day," a movie about Cole Porter's life were shot here.

Photo by Bob Schmidt

PASSAGE THRU PERU - Richvalley to Lewisburg

Continue on Frances Slocum Trail

L on SR 124

R at Circus Lane

GABRIEL GODFROY'S HOUSE

Drive slowly past Godroy's house. This land was first deeded to Chief Francis Godfroy as part of a treaty agreement. It later passed to Gabriel, his son, who built the house you see today. The land was sold to Ben Wallace in 1891 for use as his new circus winter quarters.

STOP #5 at HAGENBECK-WALLACE CIRCUS WINTER QUARTERS

Ben Wallace first purchased a farm in 1877 further down on SR 124. He also owned and operated one of the finest and most modern livery stables in Indiana at the corner of West Second St. and Miami St. in Peru. In 1882 he acquired his first traveling menagerie show which wintered at the farm.. His show grew in size. He purchased this property in 1891 to serve as the winter quarters for his circus. For nearly 62 years, the circus left from this farm on the first day of May. All that remains from this large complex that once stood on this spot are the two large barns and the gate house. The elephants were bathed regularly across the road in the Mississinewa River.

Turn around.

R on SR 124

R on Wallace becomes Wayne St. over bridge

Cross bridge

L on Main

L on Bus. 31 and return to Circus City Inn

Circus in Peru Today

Winter Quarters & Museum

Through special grants, several circus performances are given daily by world famous performers at the winter quarters during the summer months. The media and billboards carry the dates for these shows.

Circus City Center Arena & Museum

There is also an annual Circus City Festival held in an indoor arena at Circus City Center located on the corner of W. Seventh St. and Broadway. The festival is celebrating its 40th anniversary. Ten performances over an eight-day period in July are given by approximately 250 young people, ages 7 - 21, supported by 2000 adult volunteers. They bring such a beautifully costumed and skilled performance to the circus fans that it is difficult to believe that they are amateurs. Also featured is a giant Mid-Way, open Monday through Saturday of "Circus Week, which has arts and crafts, food booths, games, etc. On the last Saturday of "Circus Week" a Circus Parade, Indiana's second largest parade, starts at 10 a.m. Proceeds from the shows on the first Saturday of the Festival go into a Scholarship Fund to assist performers with their college finances. More than 400 young people have received over \$150,000 in renewable four year scholarships. Show times for 2000 are July 15-22 @ 7 p.m., July 15 and 22 @ 2 p.m., and July 16 @ 3 p.m..

Circus City Center also houses another popular circus museum in what was the Peru Lumber Company. It is filled with photos, miniatures and displays. Hours are Monday through Friday, April through September 9 a.m. to 5 p.m. and October through March 9 a.m. to 4 p.m. It is also open until show time on performance dates.

To learn more about Miami County, visit the Miami County Museum located at 51 N. Broadway in Peru. It houses a collection of over 75,000 artifacts that tell the history of the Miami Indians, the early pioneers, the circus, Cole Porter, and much more. The building was home to many businesses over the years. The largest and oldest was the Senger Department Store. Note the attractive exhibits in the large old display windows of the building. They give the visitor a preview of what is in the museum.

PASSAGE THRU PERU - Richvalley to Lewisburg

1847 CHIEF ENGINEER'S REPORT

In the 1847 Report of the Chief Engineer, Jesse Lynch Williams described the Wabash and Erie Canal structures in the area around Peru, Indiana. His description of the condition of each structure is given under the bold heading and the parentheses enclose what is currently known about the sites in 2000.

LOCK #17 (Fisher's Lock near Rich Valley buried under the railroad overpass of Old US 24)

Lock No. 17, 6 feet lift, of cut stone. The quality of the stone and probable durability of the lock, are well represented in the description just given of lock No. 16; gates will last two years.

CULVERT #64 (Carlin Branch/Brooks Creek)

Culvert No. 64, of wood, 10 feet by 18 inches--submerged.

CULVERT #65 (Engleman Creek)

Culvert No. 65, 12 feet by 2 1/2 feet, built of wood--submerged when there is water in the creek. It is no doubt permanent for 10 or 15 years.

CULVERT #66 (Schrom Creek)

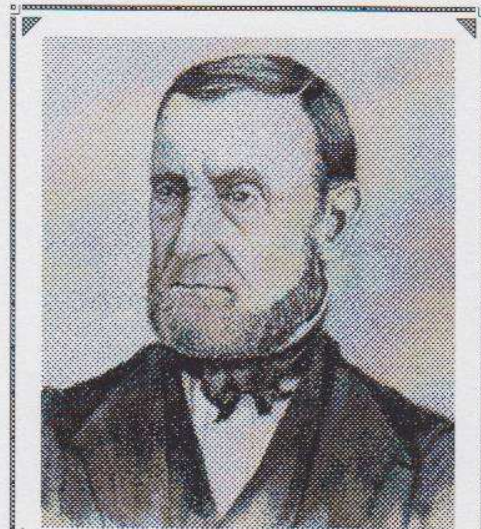
Culvert No. 66, of wood, 10 feet by 18 inches--submerged.

CULVERT #67 (Daniel Creek)

Culvert No. 67, of wood, 12 feet by 3 feet--submerged.

CULVERT #68 (Foundation timbers still visible near entrance to Peru Sand and Gravel)

Culvert No. 68, of wood, 2 spans, 10 feet by 2 1/2 feet. The whole of the timber may be submerged by an expenditure of \$5.00.

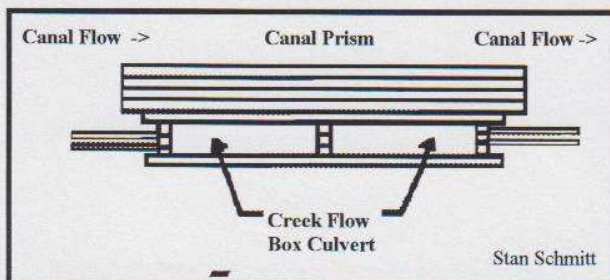


THE MAN THAT DUG THE CANAL: JESSE LYNCH WILLIAMS

The coming of the Wabash and Erie Canal to Peru was one of the greatest events in this city's early history. The canal was opened to Peru in 1837 just a few years after Peru was platted in 1834. Jesse L. Williams was the engineer who built the canal. He was given a third interest in the town by the owners, Hood and Britton founders of Peru, because he placed the feeder dam east of Peru site.

Williams (1807-1886) received his education in Cincinnati, OH, and at the age of 21, began his civil engineering career, surveying and constructing canal systems in Ohio and Indiana. He came to Ft. Wayne, IN as construction engineer for the Wabash and Erie Canal. By 1836, he was appointed the Chief Engineer for all the canal routes in Indiana.

Williams foresaw the railroad overtaking the canal. (The Wabash Railroad, built through Peru in 1852 that ran from Toledo to St. Louis, virtually put the canal packet service out of business.) In the mid 1800s Williams became one of the Nation's foremost engineers in building railroads in the Midwest and far west. He served as governor director of the Union Pacific Railway under Presidents Lincoln, Johnson and Grant. It was he who established the best location and lowest grade through the Rockies for this railroad.



PASSAGE THRU PERU - Richvalley to Lewisburg

#18 (Known as "The Wooden Lock" at Old US 24 & Paw Paw Pike)

Lock No. 18, six feet lift, built of timber, upon the wooden crib plan. By renewing the two top courses, the lock may last 4 years; gates will need renewal in two years.

CULVERT #69 (Schrock Creek)

Culvert No. 69, of wood, 3 spans, 12 feet by 2 1/2--submerged.

ROAD BRIDGE #25 (Road to Schrock Cemetery)

Road bridge No. 25, will last 2 years.

CULVERT #70 (Unidentified stream)

Culvert No. 70, of wood, 3 spans, 12 feet by 2 1/2--submerged.

LOCK # 19 (East edge of Peru on Canal St.)

Lock No. 19, 6 feet lift, of cut stone. Stone not durable, beginning to yield to the action of the weather. With some repairs, may last 8 or 10 years; gates need renewal in 1849.

LOCK #20 (Buttermilk Lock at end of Benton Street by river in Peru, stone from Salamonia Quarry as given in Lock #14 description in Chief Engineers Report)

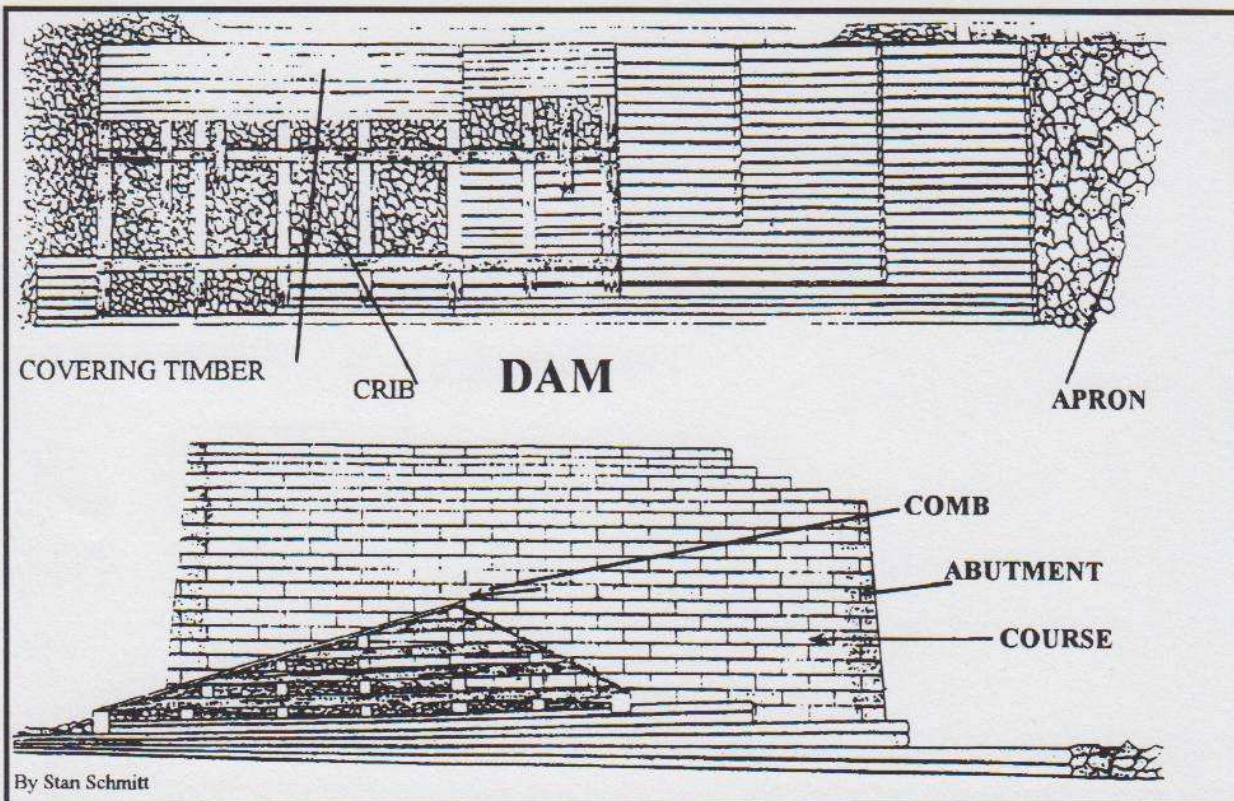
Lock No. 20, six feet lift, of cut stone, the stone from the same quarry with those just described. The upper courses of one wall for 2 or 3 feet in height is much dilapidated, and partly removed. This should be repaired during the ensuing winter. The gates will last 2 years.

WABASH FEEDER CANAL

Just below lock No. 20, a feeder is introduced from the Wabash River. This feeder is 15 chains in length, and at its mouth is a guard lock with cut stone abutments, built for the purpose of passing rafts and other floats from the river into the canal, and also to regulate the flow of water. The feeder is partially filled with drift wood, which must be removed. The lower gates of the guard lock must be renewed next winter.

WABASH DAM #3 (Apron and crib timbers and crib stone visible at low water in 1999)

Wabash dam No. 3, at the town of Peru, erected for the purpose of the feeder just described, is 400 feet long and 11 feet high. A part of this structure is on rock bottom, and part on a coarse gravel. The foundation up to low water is formed of brush and trees, covered with an apron of hewn timber, on which is erected a timber crib filled with stone. The dam may be



PASSAGE THRU PERU - Richvalley to Lewisburg

called a safe and permanent structure, with the exception of the abutments, which are of timber and much decayed. One abutment must be renewed during the present summer, and the other during the next season. A portion of the covering timber, on the lower slope for 20 feet in length, has been washed off, and must be renewed during the present low water.

WASTE GATES

In the guard bank which extends from the dam abutment to the guard lock, and which forms the lower bank of the feeder, there is a series of large wooden culverts, with sliding gates at the upper ends. This structure was erected to pass the surplus water from the pool of the dam to the mills below. It is now found to be in bad condition, the water leaking through and around it. Some expenditure for repairs will doubtless be required during the ensuing year.

ROAD BRIDGE #26 (For Wayne/Wallace Sts. in Peru)

Just below the mouth of the feeder is road bridge No. 26, will last 4 years.

ROAD BRIDGE #27 (For Broadway in Peru)

Road bridge No. 27, for the crossing of Broadway, in the town of Peru, requires at once certain repairs, equal to half the coast of a new bridge.

ROAD BRIDGE #28

Road bridge No. 28, at Col Reyburn's in 1849. must be rebuilt in 1848.

CULVERT #71 (Unidentified stream)

Culvert No. 71, of wood, 6 feet by 18 inches--submerged.

CULVERT #72 (Near Peru old stone house)

Culvert No. 72, of wood, 3 feet by 1 foot high--submerged.

CULVERT #73 (Prairie Creek was LaFontaine's Creek. Land presently owned by Gridleys on River Rd., timbers are still in the creek bed, towpath side of arch still intact, river side in good

condition in 1999, part of stone abutment in the side yard, evidence of interurban passage)

Culvert No. 73, for LaFontaine's Creek.

This is a cut stone arch, 15 feet chord, recently rebuilt of stone from the Georgetown quarry. The stone are of excellent quality, and the arch is perfect. The head walls are unfinished, though the stone are prepared for this purpose. To finish the work will cost \$50.

CULVERT #74 (Lowe Ditch - Timbers were still visible in bottom of creek bed in 1999)

Culvert No. 74, of wood, 12 feet by 2 feet, not entirely submerged, but may be permanently covered with water by an expense of \$15. This should at once be done.

LOCK # 21 (Miller's lock located in field across from Culvert #74. Has trees growing in it in 1999.)

The next structure is lock No. 21, 8 feet lift, 4 miles below Peru. This lock is built upon the wooden frame plan, was erected in 1837. The caps and upper timbers are decayed, by renewing which, the lock will answer one or two years longer. Gates will last 4 years.

CULVERT # 75 (Unidentified stream)

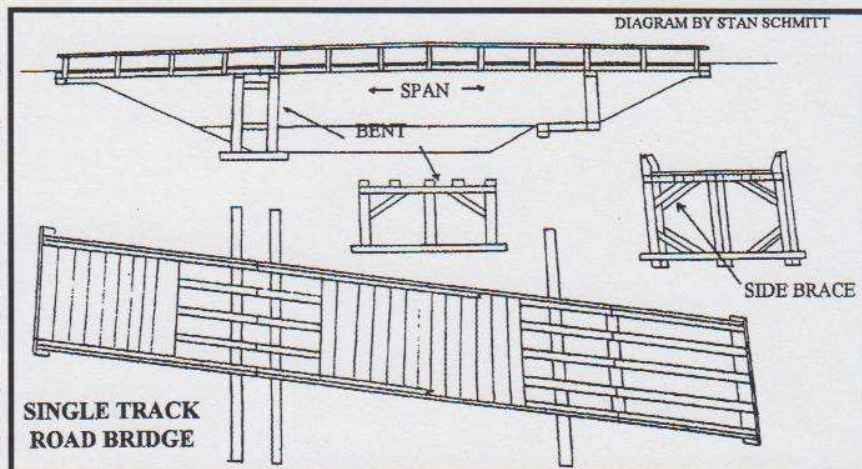
Culvert No. 75, of wood, 10 feet by 18 inches--submerged.

ROAD BRIDGE #29

Road bridge No. 29 will need rebuilding

ROAD BRIDGE #30

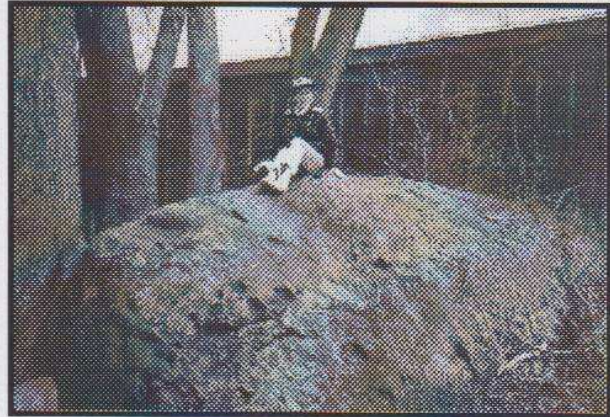
Road bridge No. 30, at Lewisburgh, should be rebuilt in 1848.



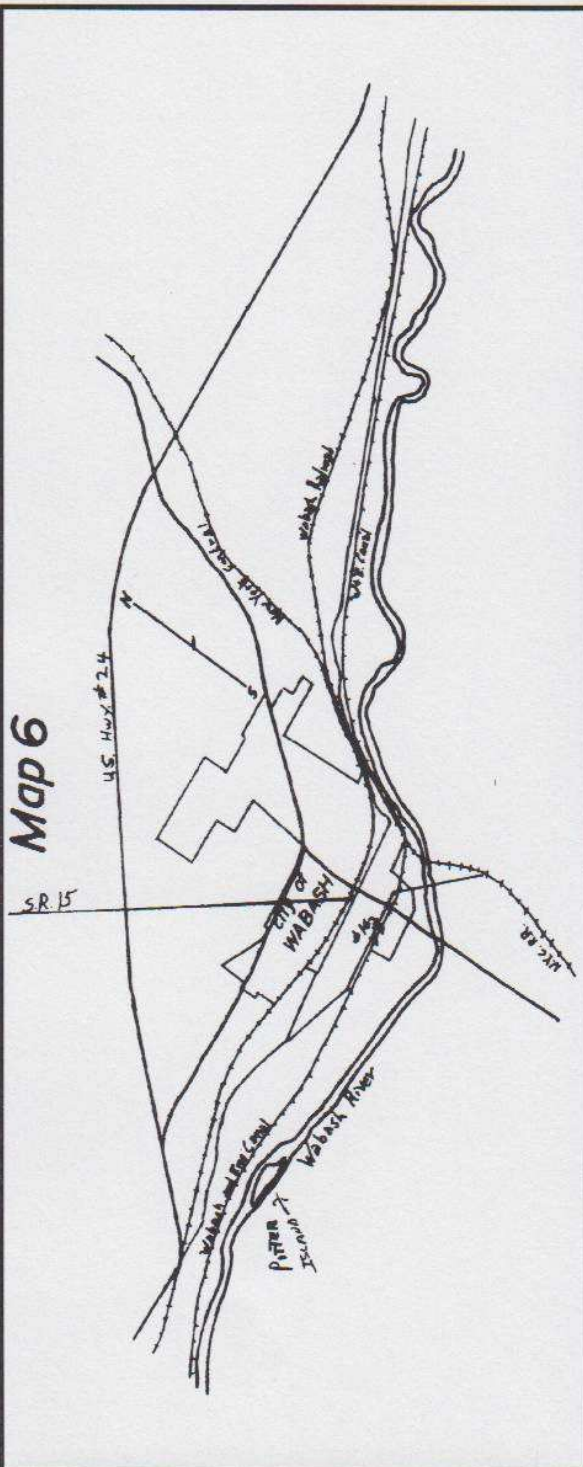
PASSAGE THRU PERU - Richvalley to Lewisburg

WABASH COUNTY

Although this tour begins in Wabash county, Indiana, this book will not cover all the history of Wabash county. It will only relate the history of that which we see while on the tour. This includes "The Rock," the home of Major Stearns Fisher, the town of Richvalley, the French Murders and the canal structures in this portion of the county.



Charlotte May, CSI member from Marion, sat atop "The Rock" in April 1996 to show its size. Photo by Bob Schmidt



The map above was drawn by CSI co-founder Thomas Meek for an early society tour on May 23, 1982. It shows the canal in relation to the town of Wabash, the Wabash river, the NYC railroad, the Wabash railroad, U.S. 24, S.R. 15, Potter island and Lock # 16.

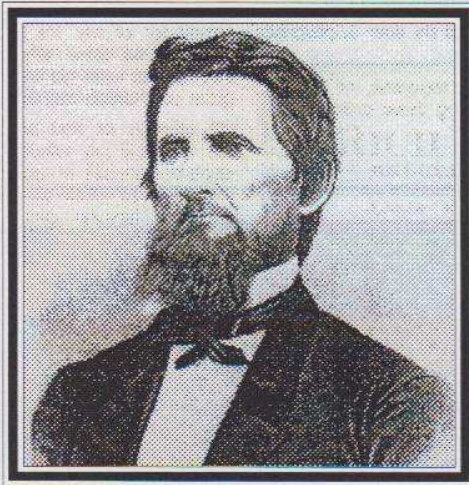
The Rock

Two miles west of Wabash is a great boulder transported by a glacier from the north shore of Lake Superior. It is a pudding stone composed of irregular and angular lumps of granite, gneiss, sienite, etc. Someone chiseled the dimensions 15 x 18 x 10 on its surface. It is thought to be sinking into the ground rather than deteriorating.

This landmark was mentioned in a report of March 17, 1790 by John F. Hamtramck to Lt. Col. Harmar on "the distances of the Wabash." The rock was significant in that it lies directly across the Wabash from the "Hospital," a place of refuge also known as the "secret cave."

Many years later the rock was recorded by John Collett, assistant geologist for the State of Indiana in 1871.

PASSAGE THRU PERU - Richvalley to Lewisburg



Major Stearns Fisher

from

The History of Wabash County Illustrated - 1884

Stearns Fisher, the son of Jonathan and Sarah (Stearns) Fisher, was born November 25, 1804, in Marlboro, Vt. His father and mother were natives of Vermont also; the former, losing his father when but seven years old, was brought up by Mr. and Mrs. Hastings in Massachusetts, and became in after life a man of character and influence in his native State. Stearns Fisher, the son, remained in Vermont with his parents until his thirteenth year, when he removed with them to Cuyahoga County, Ohio, and there attended the common school of the country, such as the times afforded, studying diligently to qualify himself as a teacher.

Mr. Fisher was an apt scholar, and by the generous exercise of his faculties soon became sufficiently learned to satisfactorily instruct others in the fundamental branches. He taught his first school in 1824, and as compensation for this onerous duty he received an equivalent in hemlock boards, "which," the record says, "are still in use in a barn then belonging to his father."

His occupation as a teacher was only a means to an end. He desired to become a scholarly, business man, to aid himself in the accomplishment of which he appropriated a portion of his time to teaching, and from the proceeds prepared the way for a life of usefulness and distinction by close application to those departments of study which he conceived to be best calculated to lead him directly toward

the hoped-for position in life. Laboring during the day to secure the means of subsistence, he made more rapid advancement in his preparatory course. Afterward, he engaged as a common laborer on the Wabash & Erie Canal, during the early stages of its construction, devoting his nights, as before, to preparation for the practical duties of a civil engineer on that most important thoroughfare. Perseveringly he labored on, and ere long the ideal of his life was attained, and he was elevated to the position of assistant civil engineer, and subsequently employed as such, holding the place until completion of the canal. As an engineer in laying out and directing the construction of public works in detail, he had few equals and no superiors. With the excellent record he had made for himself in view, he was afterward made superintendent, and held that position until the canal passed into the hands of the bond-holders in 1847.

Again in 1852-54, when the projection of the Lake Erie, Wabash & St. Louis Railroad through this county had been determined upon, he superintended the survey and location of its line, with the fidelity characteristic of his life and experience. Mr. Fisher's ability was not confined to the accepted sphere of a civil engineer. He was proficient also in the department of practical agriculture, a qualification recognized by the leading agriculturists of the State, who, in 1855, elected him a member of the State Board of Agriculture. This position he held for a number of years, and during the time served two terms as President of the board. At that time, and for several years anterior, commencing at the conclusion of his work on the railroad line, he had removed to and was comfortably situated on his farm, four miles west of the city, engaged chiefly in its management and in the working of his valuable stone quarry, both of which were sources of profit to him.

In 1860, he was elected to represent Wabash County in the Lower House of the State Legislature, and served as such during the exciting session of 1861, commanding, by his exercise of a sound judgment in measuring men and discriminating in matters of public policy, the respect and confidence of the leading legislative and executive officers of the State. Indeed, he was a confidant of Gov. Morton, who placed

PASSAGE THRU PERU - Richvalley to Lewisburg

great reliance in his judgment concerning the grave matters that affected even the perpetuity of the State and the nation.

In 1862, he was appointed by Gov. Morton to the position of State Paymaster, with the rank of Major, and he continued to hold the position until the close of the war in 1866. In 1868, legislative honors were again conferred upon him by his constituents, the people of Wabash and Miami Counties, awarding him the position of Senator from that district, in which he served them faithfully during the sessions of 1868-69 and 1871.

In 1872, he was a prominent candidate for the office of Lieutenant Governor of the State, lacking but few notes to secure his nomination by the Republican convention. From the close of his Senatorial term until the time of his death, he was more or less occupied with public affairs, being universally respected for this sterling integrity, profound judgment and superior executive ability. He was extensively known in political and business circles, and was a member first of the Whig and then of the Republican party. Religiously, he was a member of the Baptist Church in Wabash, of which he became a member in 1850, and continued during life. The interest of temperance and education were dear to him. He was a noble example of true manhood, kind, genial, cheerful, unassuming, self-educated, talented, and strictly temperate and honest. At times, his duties required of him the handling of large sums of public money, but not one cent of this did he ever appropriate directly or indirectly to his own use.

His first wife was Susan Ingersoll, of Piketon, Ohio. She died in April 1843, leaving three children. He was married again, October 26, 1845 to Mrs. Luther Woods, whose maiden name was Harriet Loveland, by whom he had children some of them still living. Mrs. A. P. Ferry and Mrs. M.H. Kidd, children of Maj. Fisher, now reside in Wabash. Mr. Fisher died at his home in the city on the 26th of July, 1877, in the seventy-third year of his age. Mrs. Harriet L. Fisher, the daughter of Joseph and Beulah Loveland, was born near Rutland, Vt. on the 29th of December, 1809, on a farm which has since become a part of the celebrated marble quarry which bears the name of the adjacent town.

With her parents she moved to Granville, Ohio, in 1827. In 1830, she was married to Luther Woods, Esq. who died two years later. In 1844, she came to Indiana, and on October 26, 1845, she was married to the late Stearns Fisher, of Wabash. After a life of happiness with that good man, continuing through a period of more than thirty-five years, she was again, on the 26th of July, 1877, left in widowhood. In his life, Mr. Fisher has accumulated a sufficiency of this world's goods to maintain comfortably during the remainder of her life the surviving partner of his joys and sorrows. Mrs. Fisher still lives in the city of Wabash, surrounded with all that heart can wish for save that great void which eternity along can supply.

The Stearns Fisher Home



The Stearns Fisher home faced the canal. In 1999 it appeared as above. Photo by Bob Schmidt

Just one mile west of the McClure home, the home that was built in 1831 by the first permanent white settler in the county, was the home of canal engineer, Major Stearns Fisher. It was finished shortly after the canal was completed across Wabash County. Its walls were 22 inches thick.. Stone for the walls was quarried from the Fisher quarry on the property. The house had five fireplaces. A section in this book concerns Mr. Fisher. To the west of this house was the Fisher Lock (Lock No. 17), which was a cut stone lock..

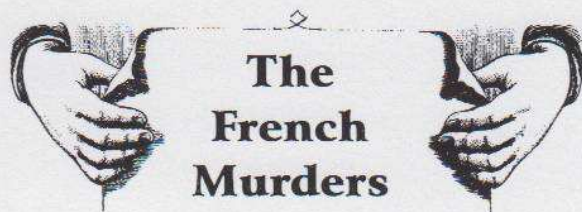
The Fisher home has several stories told about it. One says that a man was found lying in the upstairs bedroom in a pool of blood. He is said to have won too much money from his partners in a card game. The floor boards are

PASSAGE THRU PERU - Richvalley to Lewisburg



The front of the house built by Major Stearns Fisher, canal contractor and superintendent of the Wabash & Erie Canal, faced the canal. The back of the home can be seen at a distance from the road when there are no crops in the field.
Photos by Bob Schmidt

stained with his blood. In another story Mrs. Fisher is said to have fired a rifle through the door of the house when she recognized a man trying to break down the house's west door. This was John Hubbard who is the central character in Wabash County's big murder.



One of the most interesting events during canal times in Richvalley was the French murders, the most puzzling deaths connected with the Wabash and Erie Canal. A Cincinnati businessman, Aaron French, his wife and five children, settled in a cabin at the foot of a hill along the edge of the river bottom land northeast of Richvalley. Mr. French became ill and could barely support his wife and five children. Another family, John and Sarah Hubbard, began living with the Frenchs to "help out" as other neighbors had in the past.

One Saturday evening in October of 1854 neighbors stopped by the cabin to inquire about Mr. French's health. The town folk noticed Mrs. Hubbard wearing Mrs. French's clothing. They hadn't seen the Frenchs for about a year. The next morning Mrs. Hubbard met Mr. James Lewis at the gate to the yard. She said the Frenchs had moved west to Iowa since their

father had died and left land to his children and that she and her husband had bought their belongings for \$40.

Later Mr. Hubbard invited a canal worker, Mr. Edward Boyle, to live with them at the cabin. Boyle was supposedly carrying several hundred dollars. In December Boyle also just seemed to disappear. It was assumed that he had left the community, until March of 1844 when boys, seining in the canal while the water was lowered for repairs, found Boyle's marked body. It looked like murder.

At the same time Hubbard suddenly appeared to have lots of money. He was accused of the murder and put in jail. He still denied it. When his wife came to visit him in jail, their conversation concerning the Frenchs was over-heard. Mrs. Hubbard was immediately arrested and an investigation begun.

The sheriff and his deputy went to the old French farm. Upon arriving they noticed a "stagnating" smell coming from the Hubbard house. The floor boards of the home were loosened and eighteen inches below them were found seven bodies. At the bottom of the shallow grave were Mr. and Mrs. French, then the four children, and finally the tiny baby at the top. A hammer or ax had crushed each skull and Mrs. French had a broken neck and leg. The Frenchs were buried in Richvalley cemetery.

During his trial Hubbard claimed innocence, but he was found guilty and hanged on the Wabash County Courthouse lawn at 3 o'clock on Thursday, December 13, 1855. This is said to be Wabash County's only case of capital punishment. His wife was sentenced to life at the Indiana Woman's Reformatory where she later died. The Hubbards were defended by the Honorable John W. Petit and associates. Some say this was a bad omen for the canal, for in the five years after this terrible atrocity the canal began to fail.

After the Hubbard hanging, local physicians from Wabash and Somerset arranged with the sheriff to snatch the body from its grave. He was buried about 100 yards from the house at the poor farm. The physicians wanted to dissect and study the body. The sheriff agreed to mark the grave to make it easy to locate at night

A team and wagon were hired for the job. One

PASSAGE THRU PERU - Richvalley to Lewisburg

night, during a torrential downpour, the wagon, filled with the group of grave robbers, left Wabash for Richvalley. They were let out at the schoolhouse on the Urbana road and the driver proceeded to within a few rods of the poor farm. The physicians hurried toward the grave, but they soon became disoriented and lost their way. After a futile hour of searching, they found the site, only to discover they'd forgotten the tools to raise the body. One man was left behind to guard the grave while the others went back for the tools.

In the meantime, physicians (body snatchers) from Fort Wayne and Huntington arrived. They were in the nearby woods that surrounded the grave site. They tried to scare off the Wabash contingent by threatening to shoot them. The Wabash folks would not be undone and claimed to have the poor house superintendent and the sheriff on their side.

Hubbard's grave was at last opened, a rope tied around his neck, and his body dragged from the grave. This crafty crew marched back to the wagon with Hubbard securely tied to a rail which two men carried on their shoulders. In a mad dash they slipped into a gully and Hubbard landed on top of them. During the ensuing frantic chase, the Ft. Wayne/Huntington group continued to pursue and threaten.

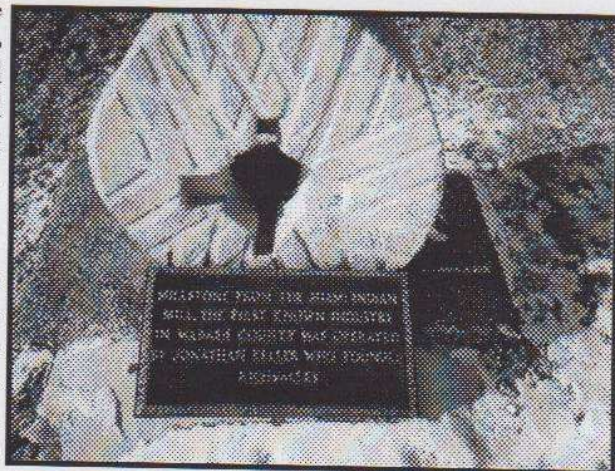
Hubbard's body was finally thrown onto the wagon. The driver, scared by the pursuers' threats, raced along the road until he reached a building on Canal Street in Wabash. An accomplice threw a rope across the canal on signal from the physicians. He tied the rope to a string and the string to a brick which he launched across the canal. The physicians tied the rope around Hubbard's neck and pushed the corpse into the canal. It was pulled up the side of the building, through a window, and into the room arranged for the dissection.

Complaints were made by others living in the building Hubbard's remains were then packed into sacks and taken across the street, in broad daylight, to another room. Later the bones were divided up among the doctors and finally came into the possession of Dr. Dickens of La Fontaine. He had them mounted and placed in his office. Later they were placed in the La Fontaine high school.

RICHVALLEY

West of Wabash is the small town of Richvalley which is where Lock No. 17 has been covered by the overpass of old U. S. 24 to span the Wabash Railroad. The lock was measured in 1962. The chamber was 13 feet wide with the length from one wing wall to the other end being 120 feet (the length between the gates was 90 feet.) The offsets for the gates were 10 feet long and 16 inches deep. The lock's depth was ten feet.

Before the lock was covered it was visible from the highway. It had a spillway. On the north side there was a by-pass and a wooden archway allowing the canal to cross the creek. This archway was wide enough where it crossed over Brooks Creek to allow for a tow path on its south side. This culvert was described in the engineers report as being constructed of 6 feet chord, built of rough stone; both the material and workmanship are imperfect. It may last 10 or 15 years, but is liable to fall at any time. Could this arch have been replaced by the wooden one described in this 1962 report from the Wabash County Historical Museum? This lock was regulation size originally, but according to the 1962 report the walls were pushed toward the inside of the structure. The rock with which it was constructed came from the Fisher quarry nearby which produced a very superior rock for the purpose.



MILLSTONE FROM THE MIAMI INDIAN MILL, THE FIRST KNOWN INDUSTRY IN WABASH COUNTY WAS OPERATED BY JONATHAN KELLER WHO FOUNDED RICHVALLEY.

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At the Richvalley bridge over the Wabash River there was a rock on which the Miamis ground corn. They would place the corn in the depression and grind it using a stone shaped like a rolling pin thus making it the first mill. The settlers called it Dish Pan Rock. When the St. Mary's Treaty was signed in 1818 it allowed for a water powered grist mill to be built for the Miamis at the site chosen by them. The mill was built in 1820 on Mill Creek about two miles east of Richvalley. The mill operator was Lewis Davis, the first white resident in Wabash County. He stayed until 1826.

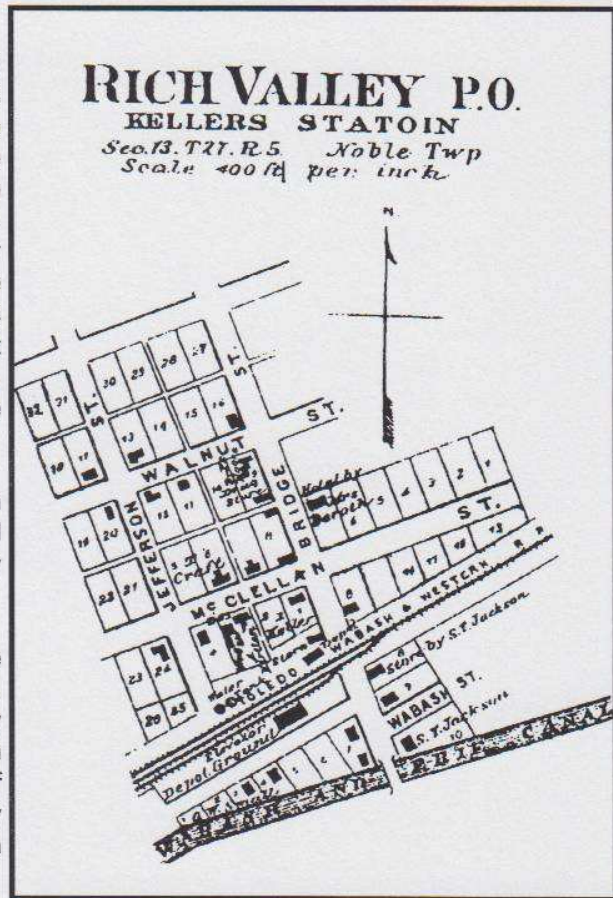
The treaty also provided for a blacksmith shop and saw mill to be built. They were located by the mill. The blacksmith shop was run by Robert Wilson.

Johnathon Keller was the last to operate the Indian mill. His son, Johnathon Keller Jr., was the first white child born in Wabash County in Richvalley. Keller Sr. purchased a farm on October 2, 1832, which is now the center of Richvalley. The two original grist mill stones may be seen today. They are by the American Legion Post.

In 1827 a harness and saddle shop were built along the north bank of the Wabash River at the mouth of a creek. The shop was run by Captain Fred Kentner, who commanded the garrison of soldiers at Paradise Spring in 1826, and his brother, James. The creek was thus named Kentner Creek.

The first white permanent settler to Wabash County was Samuel McClure. He came in 1827. That year his son, Samuel Jr., built a cabin to use as a trading port with the Indians. His son, Joseph, married Elizabeth Keller in 1832 thus uniting the two families. The McClure's home over-looked the Wabash and Erie Canal and was built of brick 18 inches thick.

Richvalley was originally called Keller Settlement and then Keller Station. Later it was named Richvalley because its center was located on rich river bottom soil with wonderful prairie to the south and productive red clay hills and fertile level lands to the north. The land was able to produce wonderful crops, but the distance and

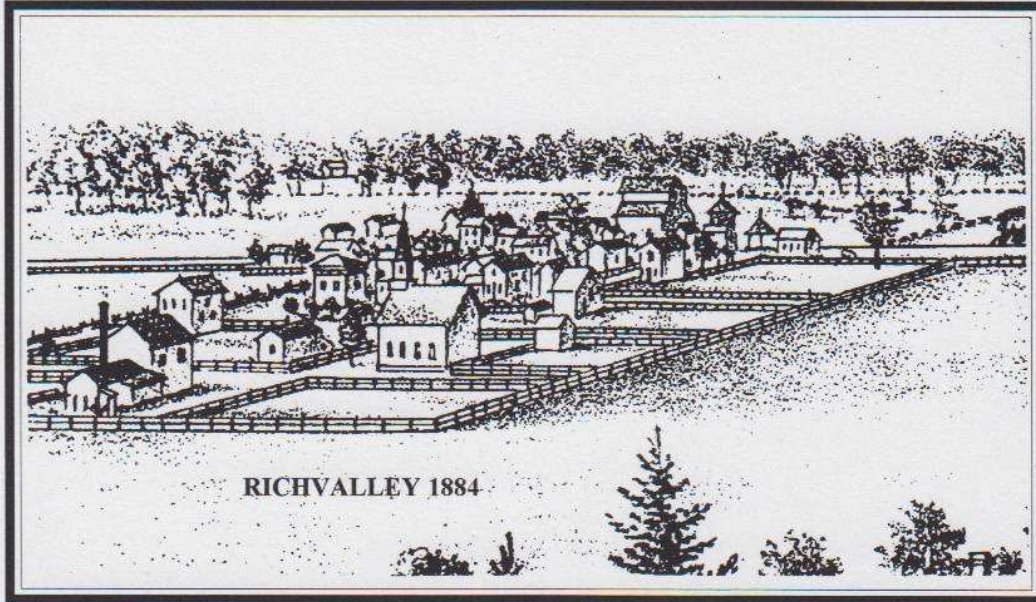


trouble to reach markets were so bad that it was barely profitable.

The coming of the Wabash and Erie Canal was a great boon to the farmers. However, it brought gamblers and thieves with it. Edmund Williams was murdered on August 1, 1845 after delivering his wheat to a warehouse in Richvalley. He told a store keeper before he left for home that he feared being robbed and planned to hide his wheat money along the Wabash River before returning home. It is said that he did this but that where the money was hidden "only the Wabash knows the secret."

On an 1861 plat of Richvalley the Keller Addition No. 1 is shown between the canal and the Toledo, Wabash and Western Railroad (Norfolk Western.) This land was set aside for a railroad switch, Keller Station. Soon the canal could no longer compete with the railroad since the canal was seasonal, only operating about eight months of the year, and the railroad was faster. On this land in 1872 was built a "grain

PASSAGE THRU PERU - Richvalley to Lewisburg

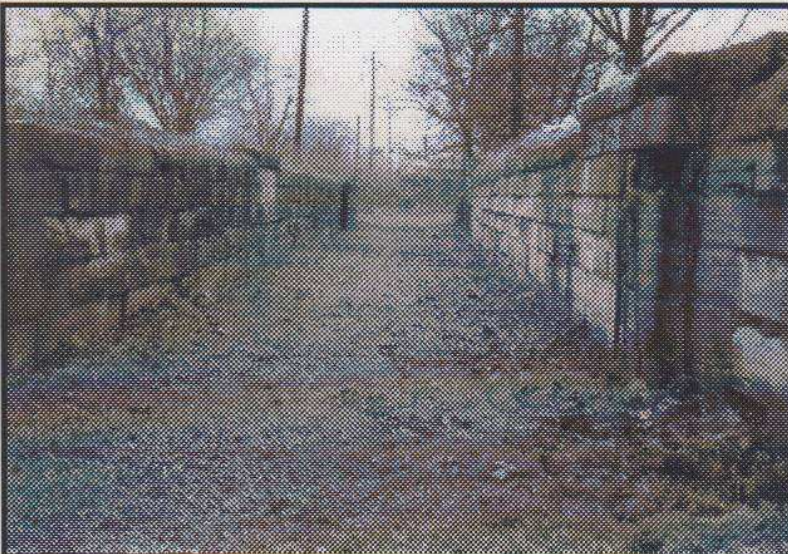


house" which had a capacity of 25,000 bushels. This later became the Richvalley Co-operative Elevator Company.

The bridge that currently crosses the Wabash and Erie Canal is located at the same place as the earlier canal bridge. A canal boat was abandoned there. Years ago the boat was put upon a train at the Richvalley Depot and taken to the Henry Ford Museum in Dearborn, Michigan.

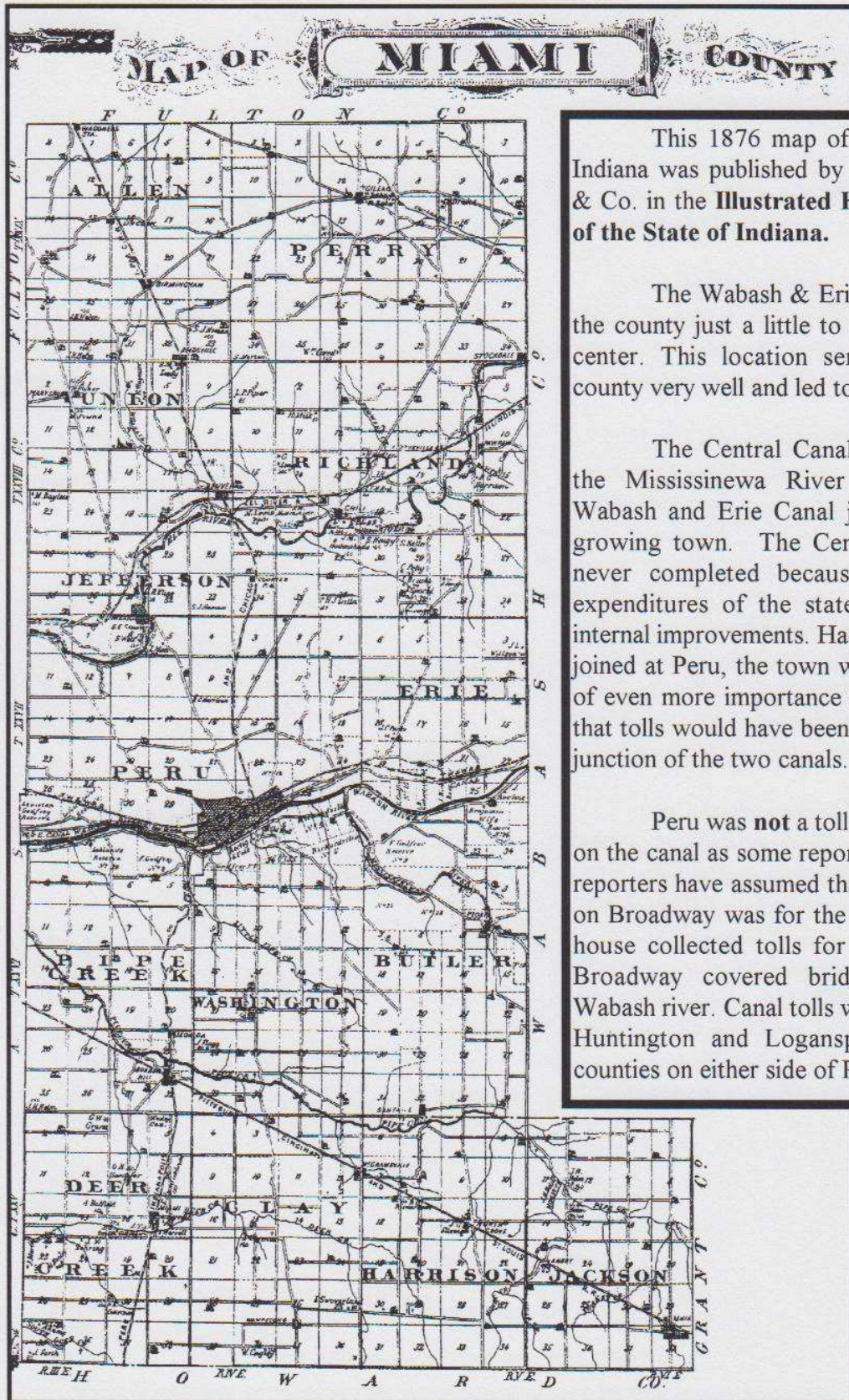
Dr. Perry Moore of Richvalley collected many rare items. One was the shawl of Frances Slocum. Another was the personal flag of

Anthony Wayne and had Wayne's name in the corner. Shortly after the American Revolution George Washington gave Wayne flags to present to the Chiefs of the various Indian Nations at the Treaty of Greenville (Ohio). These flags symbolized peace between the U. S. government and the Indian Nations and the government's control of the Northwest Territory. Dr. Moore obtained the flag from an Indian family near Richvalley. It is the only remaining example of the treaty flags. Moore gave the flag to the State of Indiana and it hangs in the Indiana State Library. He gave most of his personal collection to the Wabash County Historical Society. He started the society and was its first president.



Lock Nos. 17 at Richvalley and 19 & 20 at Peru were built of **cut stone** on the same plan that was used for the Kerr Lock at Lagro shown on the left. Only 15 of the 73 locks built on the Wabash & Erie Canal in Indiana were built of **cut stone**. The biggest concentration of them (12) were constructed along the canal from just northeast of Lagro to Georgetown in Wabash, Miami, and Cass counties. Fairly good stone was available in this area. Two more were built near Riley and another one was at Fort Wayne. The stone blocks were cut and fitted accurately enough to be water-tight.

PASSAGE THRU PERU - Richvalley to Lewisburg



This 1876 map of Miami County Indiana was published by Baskin, Forster & Co. in the **Illustrated Historical Atlas of the State of Indiana**.

The Wabash & Erie Canal crossed the county just a little to the south of its center. This location served the entire county very well and led to Peru's growth.

The Central Canal was to follow the Mississinewa River and join the Wabash and Erie Canal just east of the growing town. The Central Canal was never completed because of the over expenditures of the state on all of the internal improvements. Had the two canals joined at Peru, the town would have been of even more importance since it is likely that tolls would have been collected at the junction of the two canals.

Peru was **not** a toll collection point on the canal as some reports claim. Some reporters have assumed that the toll house on Broadway was for the canal. The toll house collected tolls for the use of the Broadway covered bridge across the Wabash river. Canal tolls were collected at Huntington and Logansport located in counties on either side of Peru.

PASSAGE THRU PERU - Richvalley to Lewisburg

MIAMI COUNTY

On October 23, 1826, a treaty between the United States and the Miami Indians was negotiated at the mouth of the Mississinewa river. John B. Richardville, principal chief of the Miamis, was granted several tracts of land in what would become Miami County.

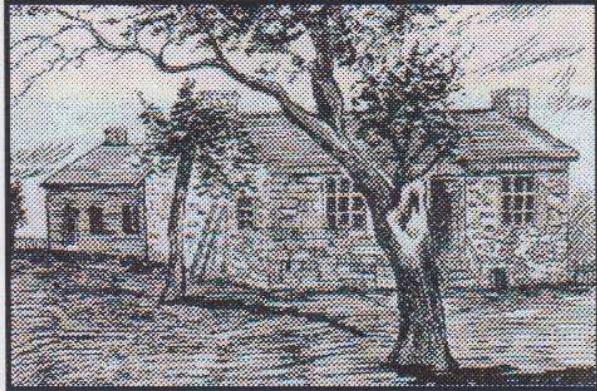
That same autumn the first white settler in the area, John McGregor, built a small log cabin on the edge of the tract on the northern bank of the Wabash River. About one year later on August 18, 1827, Joseph Holman purchased the area north of the river from Richardville for \$500 in cash and trade.



JOSEPH HOLMAN

Holman founded the town of Miamisport platting his land in 1829 in the hopes that it would become the county seat when a county was established. The streets of the town ran parallel to the river. Town boundaries were the river, Lafayette, Holman and Main streets. He built the first stone house that was torn down in 1890 to build Holman School.

Holman's idea might have worked if he had not made a big mistake and sold 210 acres of the east end of his property to his friend, William Hood, for \$500. Hood too wanted to have the county seat in his town and, knowing this was a good location, platted the town of Peru adjacent to Miamisport in 1834. It is located near the confluence of the Wabash and Mississinewa Rivers and was named after Peru in



This sketch of the old stone home built by the Holmans and razed for the Holman school is courtesy of the **Peru Daily Tribune**.

South America. The Peru site was so heavily timbered with beautiful specimens of ash, hickory, maple, oak, poplar, and walnut trees and full of underbrush that the surveyors had to whack their way through it. Soil was more valuable than timber at the time and many trees were cut down and burned. But with perseverance the town of Peru was begun with its boundary actually touching that of Miamisport. As the towns grew, the friendship between Holman and Hood declined.

The two towns were located in what was then a huge Cass county. The county included what was later to become Cass, Elkhart, Fulton, Marshall, Kosciusko, St. Joseph, and Wabash, and portions of LaPorte, Pulaski, and Starke counties. They were in Peru and Jefferson townships. The territory south of the river was still owned by the Native Americans. Today Miami county has 14 townships.

Miami County, named for the Miami nation, was formed in 1832 (the year ground was broken for the Wabash & Erie Canal in Fort Wayne, IN) and was organized into law on March 1, 1834. Its boundaries were somewhat different from those of the county today. A section to the north was taken when Fulton County was created. Another section to the south of the Wabash River was attached to the county once the last series of treaties with the Miami tribe was signed in 1840.

While organizing the county in 1834, a delegation of commissioners was sent to choose

PASSAGE THRU PERU - Richvalley to Lewisburg

which of the two towns was best suited for the county seat. Hood was quick to act. He arranged to meet the commissioners at McGregor's cabin. There he told them that he would donate the public square and erect a brick courthouse and a jail if they chose Peru.

After Peru was chosen, Hood kept his promise and began to actively pursue the business owners in Miamisport. He offered them lots at low prices and sometimes even free if they would move their businesses to Peru.

Holman was defeated and moved from the area. Miamisport residents requested the commissioners to vacate the Miamisport plat which they did on June 9, 1841.

"I looked about and what did I behold but a living forest, with about 15 or 20 log shanties and some eight or 10 respectable houses. The village was filled with people working on the Wabash & Erie Canal, from different states," wrote an early travel to the area in 1835.

The forest was removed. Peru became an important center of trade after the Wabash and Erie Canal came in 1837. Miamisport was engulfed by the rapid growth of Peru.

At Peru's first election on March 13, 1848, William A. MacGregor was elected mayor. A tax of 15 cents on every \$100 worth of property was levied by the town council. One of the council's first ordinances concerned the issue of pigs running loose in the streets. The town marshal reported to the council about impounding, feeding and sale of hogs he had

confiscated for running loose. A future mayor wrote, "For nearly two years the legal learning, the broad statesmanship and the burning eloquence of our city fathers boiled and seethed around the questions of hogs, to impound them or let them run. Ordinance after ordinance was framed, but there was always a crack through which a pig could crawl."

Eventually an ordinance was written restraining roaming pigs. Cows were not so restrained until 1892.

The council also had to address the issue of the fire equipment. It seems that the fire marshal had failed to keep the fire equipment in "a suitable place." It was often left at the scene of the last fire which made it difficult to locate for the next fire. The volunteer fire department got its main fire station in 1888. One year later, Peru established a paid fire department.

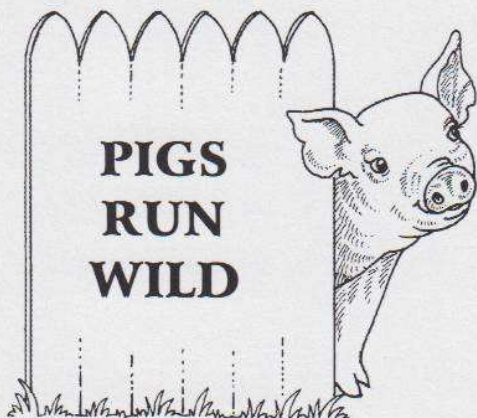
By 1850 Peru had 1,266 residents. Transportation of goods and people by canal boat was later replaced by trains. The first tracks were laid through town in 1854. Ten years later the population had doubled. By 1910, the census reported 12,365 people living there.

Unfortunately Hood's courthouse was ravaged by fire in 1843 with all of its contents and records being lost. Temporary buildings were built for county offices until a new courthouse was completed in 1856. That courthouse has been replaced by the present one built in 1909-10.

Miami County's landscape is made up of gently rolling hills and valleys that were created by the three rivers - Eel, Mississinewa, and Wabash - that flow through it. The river banks are fringed by ranges of hill less than 100 feet in height. The richness of the land makes it one of Indiana's leaders in livestock and crop production. It has some light industry.

The county is also rich in Native American history. The rivers were used as highways by the early Native Americans that hunted and fished in the area.

The Miami tribe was the most powerful of the tribes inhabiting the county east of the



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Mississippi river. Even as early as the late 17th century, they controlled what was to become the state of Indiana. In Miami county the Miamis occupied the territory south of the Wabash and the Pottawatomie were located north of the river.

The first trading post was located at Double Cliffs, now known as the Seven Pillars, on the Mississinewa River. Early white settlers made their homes around the post.

The site of a Miami village name for Chief Osage lies just outside of Peru. The hillside of the village formed a natural amphitheater. It was the perfect place for Tecumseh to hold the last Great Council of the Mississinewa on May 15, 1812, in an attempt to organize the midwestern Native Americans into a confederation to join with the British against the United States. However, the gathered chieftains from the Delaware, Miami, Pottawatomie and Wyandot nations still remembered the defeat of the Prophet, Tecumseh's brother, at the Battle of Tippecanoe. Even though Tecumseh spoke eloquently against white settlers, they declared they were done with bloodshed and wanted to live in peace with the settlers. A powerless Tecumseh fled to Canada to join the British in the War of 1812.



The home of Miami Chief John Baptiste Richardville next to Osage Village was built by the U.S. government as a good will token. Photo by Bob Schmidt

The second wealthiest Native American merchant and last Miami war chief, Francis Godfroy, was the son of a French trader and a Miami woman. When Chief Shepocona became deaf, Godfroy was chosen chief on the same spot on which he later was buried. He led the Miamis against General Harrison when Harrison was destroying all the Native American villages so

that they would not aid the British in the War of 1812. This was the last battle of the Mississinewa.

Godfroy was one of the largest landholders in the area having received the land through various treaties with the United States government. He retired from war to operate two very successful trading posts he owned. One of them he had inherited from his father. He had two wives, Sacachequah and Saccaquatah. They each lived at one of the two trading posts. At the posts he traded goods for furs. The furs were then sold to large eastern companies. It is said that at his death in 1840, he was owed \$15,000 by New York City merchants. He is described as "wise, generous, a fearless leader, a man of extraordinary strength and physique weighing nearly 400 pounds." One of his trading posts, Mount Pleasant, was located across from Godfroy Cemetery (Massasinaway), a burial ground for only the Miami and their white spouses.



The Seven Pillars of the Mississinewa were thought to symbolize "the Great Father" by the Miamis.

Photo by Bob Schmidt

The Miamis found 60 ft. cliffs that had been cut by the Mississinewa River eroding the rock ledge that overhung a bend of the river. They thought the pillars symbolized "the Great Father" and held their tribal ceremonies, meetings, rituals, teaching of the young braves, and even torturing their enemies at what is today known as the Seven Pillars of the Mississinewa. They believed that "Little Indians" lived in caves under the pillars. The "Little Indians" were like

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fairies that led lost boys back to their camp. One of the caves is thought to have held the first French trading post in the area.

In 1840 still another treaty forced the Miamis to cede more of their land to the United States and called for their removal by 1845. Those Miamis which were exempt were Frances Slocum, a white woman who married a Miami chief; the families of chiefs Godfroy, Lafontaine, Meshingomesia, and Richardville; and other Miamis who had intermarried with whites.

When not enough Miamis had moved by the end of 1845, the soldiers were sent in 1846 to put them onto canal boats east of Peru. About half of those listed on the tribal rolls were estimated to have been removed by the Wabash and Erie Canal traveling northeast to Junction, Ohio, following the Miami and Erie Canal south to the Ohio River, boarding a river boat, traveling down the Ohio to the Mississippi, and then going up the Mississippi to the Missouri and to Kansas. Some of the Native Americans died along the way. For some of those who reached the reservation, their journey was not over. Many were sent on to the reservations in Oklahoma. Today Miami, Oklahoma is the seat of the tribe.

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Probably the best known Native American story in Miami county is that of Frances Slocum. Frances Slocum, the "White Rose of the Miamis," (1773-1847) was the daughter of the Slocums, Quakers of Pennsylvania. Quakers were normally immune from Indian attacks since the Indians respected their peaceful ways. However, in 1773 the Indians decided to retaliate after one of the Slocum boys had fought against them without the knowledge or consent of his father. Three Delaware Indians descended upon the Slocum home, killed a neighbor boy who was playing their yard because he had on a soldier's coat, and stole Frances, age four. Three to four weeks later they returned, shot and killed her father and grandfather as they worked in a field. There was a massacre in 1778 in the Wyoming Valley.

Frances was adopted by a chief named Tuck Horse and his wife, a childless Delaware couple, and raised to womanhood. They named her Weletawash. They traveled throughout Canada, the Mid-Atlantic states and the Northwest Territory. After the defeat of the Indians by Wayne, the family went to Ohio to visit some of their family. They then moved to Indiana and lived for a time in Kekionga, the Miami village of Little Turtle near Fort Wayne. Sometime before arriving at Kekionga she was married to a Delaware brave who mistreated her.

After 1784 and the end of the Revolution, Frances' brothers tried to find her. They traveled to Niagara and offered a large reward to any of the many Indians gathered there for information about her. They were led to believe she was dead. Her mother would not believe it and four years later the Slocums went to the west and offered \$500 for proof of Frances' death. Once again in 1797, her brothers tried again. Mrs. Slocum never gave up trying to find Frances up until her death in 1807. In 1826 her brothers journeyed to Upper Sandusky to follow a lead. After that they gave up, convinced that Frances was dead.

Frances became the wife of an Indian chief, (Shepocannah or Deaf Man) in the 1790s and was known as Maconaquah (Little Bear Woman). In 1817 they moved east of Peru where an Indian settlement sprang up.

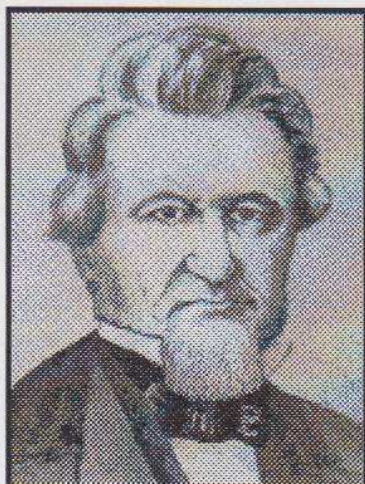
Around 1835-36, during the canal era, Col. George W. Ewing from Logansport, who was appointed

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by the government to work with the Indians, spent the night at Deaf Man's Village on the banks of the Mississinewa river. The Indians were very hospitable to him. A family and Maconaquah, the widow of Shepocannah (Deaf Man) with whom he had been previously acquainted, welcomed him into their cabin. He noticed that the old woman had hair and skin color unlike the rest of the Indians. After supper and a conversation in the Miami language, many of the family retired thus leaving Ewing alone with the old woman who seemed upset. Ma-con-a-quah objected when Ewing wanted to retire, saying that she was old and weak and, fearing that she would die, must tell him her secret.

She told him her story and said that she was a white woman. She had kept the fact hidden for fear her relatives would come and take her away. Now that she was older, she said she would gladly see these relatives, but she wanted to remain where she was until she died and be buried with her Indian family. She could not remember her mother tongue or her Christian name. She did know her father's name. She had met Shepocannah, a badly wounded young Miami, at Kekionga. She nursed him back to health and became his wife. They lived at Fort Wayne until it became too overcrowded with white men to suit Shepocannah. They then moved to the Osage village where Shepocannah succeeded Chief Osage, the founder of the village, as chief. As increasing deafness and age overcame him, Shepocannah resigned as chief, moved to the banks of the Mississinewa and built the little settlement of his own family. Ewing said she would be kept safe, and immediately set about to locate her brothers.

Col. Ewing wrote a long letter to the postmaster



COL. GEORGE W.
EWING
HELPED
MACONAQUAH
FRANCES
SLOCUM
FIND HER
FAMILY

in Lancaster, Pennsylvania, telling about Frances. The postmaster, thinking the letter a hoax, threw it in a pile of waste papers. After his death two years later, his widow found the letter and sent it to the *Lancaster Intelligencer*. Rev. Samuel Brown read the article in the paper, knew the Slocum family, and mailed the paper to Wilkesbarre in 1837 to Joseph Slocum, Frances' brother.

A letter was written to Ewing by John J. Slocum, Frances' nephew, to which Ewing replied that she was still alive, anxious to see them, and told how they could find her. Her brother and sister from Ohio, Isaac Slocum and Mary Town, and her brother, Joseph, all then over 60 years of age, went to meet Frances. Isaac arrived first and had an interpreter with him.

The meeting was embarrassing. Maconaquah received them with typical Indian indifference and calm and seemed suspicious. It had been 59 years since she'd seem him. Isaac pointed to her left hand forefinger and asked what had happened to it. Isaac remembered that another brother, Ebenezer, had crushed it with a hammer before she was captured. Frances replied, "My brother struck it with a hammer a long time ago." She showed little emotion toward the rest of the family's visits. Once when she remembered her given name, she excitedly replied, "yes, yes, Franca, Franca." Eventually she consented to visit them at the Bears Hotel in Peru. She was glad enough to see them but would not consider visiting Pennsylvania.

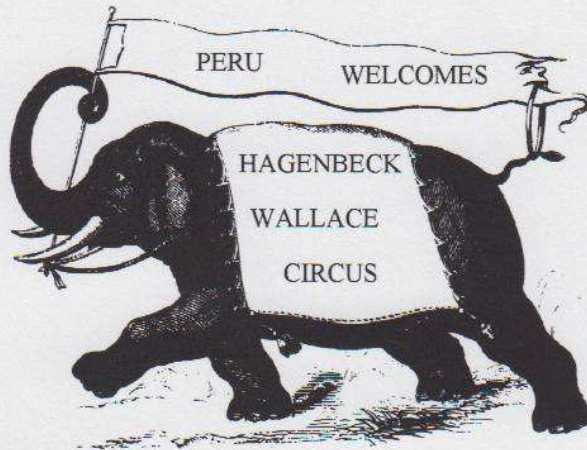
When the Indians were removed from the area in the 1840s, John Quincy Adams defended her right to stay in Indiana with her two daughters since she was a White/Indian. He gave a powerful speech in Congress in favor of B. A. Biddlack's bill which provided one square mile of land, occupied then by Miami Indians which included the house and other buildings owned by Frances, to be hers and her heirs forever. The bill became a law and Frances lived on her special reserve until she died on March 9, 1947.

When the U. S. government began building the Mississinewa Reservoir for its flood control, the grave of Frances Slocum had to be moved. Her grave is located on Bowman Road (650 W) off of S R 124.

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PERU CONTINUES TO GROW

Even though Peru continued to grow and thrive with factories such as the Great Western Automobile Works and the Peru Steel Casting Company, it received two other great boosts to its population and economy. The first was when Ben Wallace decided to buy a circus in 1883-4 which became Peru's claim to fame. It is known as the "Circus City of the World."



Peru became the winter quarters for many circuses over the years. Ben Wallace bought a defunct traveling show in 1883 which was no more than a band wagon, a camel, several dogs, an elephant, a one-eyed lion, and a spotted horse. He went into partnership with James Anderson, trained the elephant in a railroad roundhouse, and put on their first exhibition in Peru. In 1884 Wallace bought other small circuses and formed a traveling show known as the Great Wallace Show which later became the Hagenbeck-Wallace Circus. He wintered his show in Peru on a 500 acre site purchased from Gabriel Godfroy in 1891. Seven others circuses wintered here as well such as Buffalo Bill's Wild West Show, Cole Brothers-Clyde Beatty Shows, and Sells-Floto. Clyde Beatty, Terrell Jacobs, Emmett Kelly, Sr., and "The Human Cannonball" (the Great Wilno) lived here.

In 1913 Wallace sold his interests to another corporation who in turn sold it in 1921 to the American Circus Corporation which was comprised of five other local circuses. Between 1921 and 1929 the site of the Hagenbeck-Wallace circus had the world's largest

menagerie. When Ringling Brothers-Barnum and Bailey bought the American Circus Corporation in 1929, they acquired the old site. Not long after, they moved the winter quarters to their headquarters in Sarasota, Florida. The Terrell Jacobs Circus moved out of Peru in 1944. Today the Circus City Festival and three museums keep the circus alive in Peru.

The second boost was when oil was discovered in 1897 to the north of the end of Miami Street and near the Boulevard. Soon oil wells lined both sides of Grant Street. Two hundred wells were dug by 1898. New businesses such as the Oil City Hotel and Restaurant sprang up. But the oil boom lasted a mere two years. By 1899 oil production was declining. Peru did not have an oil field. It had an oil pocket. Four new wells were drilled that year but thirty-seven were abandoned.

In 1906 Peru began by annexing Oakdale which was soon followed with the annexation of Ridgeview and South Peru in 1914. South Peru had several early business which included the J.O. Cole Brewery, the Harris Wheel Factory, a packing house and the Clifton Brickyards which made pavers used on Peru streets.

Some of Peru's famous citizens were Cole Porter, who was born in 1892 in Peru, wrote the lyrics and music for "Anything Goes" and the music for the film version of "As Thousands Cheer." (More about Porter is on page 9 of this book.); comedian John (Ole) Olsen who was with the Olsen and Johnson shows; Generals William R. Arnold, William E. Kepner, and George E. Stratemeyer; Admiral Sidner Kras, who crossed the Atlantic by plane before Lindbergh; Emil Schramm, president of the New York Stock Exchange; and Frank Whiting, president of Chicago Merchandise Mart.

Floods plagued Peru over the years. Major floods occurred in 1847, 1883, and two in 1904, but Peru survived. They were nothing in comparison to the flood of March 1913 that killed 11 of Peru's citizens and did about \$2 million dollars in property damage. Flooding that year also damaged Ohio's canals so badly that they were closed permanently.

The canal era was followed by the trains

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and the electric interurbans both of which often ran alongside or atop the old towpath. The city was an agricultural transportation center with the C & O rail yards, and other rail companies. Trucking on modern highways depleted the railroads' business. The C & O yards were closed in the late 1960s. Peru has local manufacturing.

Important Historical Dates of Miami County

- February 1827 - First permanent white settler (John McGregor) settled in county
- March 12, 1829 - Miamisport platted
- February 2, 1832 - Miami County formed by the Indiana Legislature
- 1833 - First school in the county
- 1834 - Peru platted
- September 1834 - First County Road surveyed and laid out
- July 4, 1837 - First canal boat on Wabash & Erie Canal
- JULY 22, 1837 - First newspaper - The Peru Forester
- March 25, 1843 - Peru Fire Department formed
- 1854 - First railroad in Peru - Indianapolis and Peru Railroad
- June 13, 1881 - First telephone in the county
- 1882 - Emericak opera house completed
- 1885 - First electric lights in the county
- 1886 - First gas well drill
- 1901 - Peru Public Library founded

OTHER COUNTY TOWNS PLATTED	
	1851 - Leonda, Bunker Hill
	1853 - Anson, Pierceburg,
1834 - Mexico	
1837 - Stockdale, Perrysburg	1854 - Grandview, Moorefield
1840 - Gilead	(now North Grove),
1845 - Santa Fe, (now Peoria)	Urgana
1846 - Wooleytown (Amos Wooley)	1860 - Lincoln (now Macy)
1847 - Paw Paw	1861 - Union City
1849 - Xenia (now Converse), Whitehall (now Waupecong), Florence, and Miami	1868 - Birmingham
	1869 - Courter, Deedsville
	1871 - Amboy
	1872 - Denver
	1888 - Loree
	1906 - Oakdale

Miami County Trivia

The Teays River that was created during the prehistoric glacial period is one of the oldest and longest underground river in the world. It flows through Ohio, Indiana and Illinois. It is about the size of the Ohio River. Peru gets its drinking water from underground wells that tap into the Teays.

The Peru Forester was the first newspaper. Its first issue was printed on July 22, 1837. It went out of business in January of 1839. Many other newspapers were published through the years. There were five in 1914—three dailies and two weeklies. Today only The Peru Daily Tribune still remains.

Though not the first, the Pan Handle (Pennsylvania) railroad was completed in 1867 though the southern part of the county.

A rough log building was erected as the first schoolhouse. Classes for the primary grades were conducted in it during the winter months.

Some of the earliest factories were the Peru Woolen Mills, Howe Machine Company, Redmon basket factory, a carriage factory, and several flouring mills.

The Miami County Museum is located in the old Senger Dry Goods store that was constructed in 1883 and, remodeled in 1908 as a department store. It was known as "The Store Beautiful" in North Central Indiana. It closed on April 16, 1978.

Bunker Hill Reserve Aviation Base was built in 1943 and designated a Naval Air Station. Two FBI agents from the base commissioned Thomas and George Oglesby to make a timing device for the Manhattan Project. Within 48 hours they had it finished and later learned it was used with the atomic bombs dropped on Hiroshima and Nagasaki. In 1946 it was deactivated and its buildings sold to nearby colleges and universities. Much of the land was planted in crops. It was one of the biggest corn fields in the world. Its huge swimming pool was used to store soybeans. It was reopened as an Air Force facility in 1954 after being reconstructed at a cost of thousands of dollars. In 1961, it had the second largest swimming pool in the U.S. and the third largest in the world. It was later named the Grissom Air Force Base. It once again has been closed which has had a negative impact on the city of Peru.

Marie Stuart Edwards, who worked with the early 1900s women's suffrage movement, was an officer in founding the League of Women Voters and established the first national headquarters of the league in Peru.

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THE WABASH & ERIE CANAL IN MIAMI COUNTY

The Wabash & Erie Canal is only mentioned rather briefly in the "History of Miami County" section of this book. After CSI received so much information about the canal in the county and the area, it was determined that this book needed a detailed canal section. CSI expresses its sincere thanks to the Miami County Historical Museum and Joyce Miller for providing us with copies of canal articles Joyce clipped from pages of newspapers she copied from microfilm over the years. Before discarding any copy, she checked it for articles concerning the canal, cut them out and filed them. We can piece together the history of the canal in the area just by reading the articles. They include names of locks, location of structures, feelings of the people at the time, navigation dates, etc.

This section of the book has been divided into topics. Each topic includes all or portions of the articles that support it.

The articles appear in chronological order within each topic. Most of the clippings were dated and the newspaper's initials recorded, but some were only partially given. The question marks indicate that we do not know that part of the information. A question mark following given information means that this is a guess on the part of your editor, Carolyn Schmidt. A line is typed where information in the article was illegible. Some corrections have been made in parentheses where the information in the article is known to be untrue. Some spelling errors have been corrected. Others have not.

It is interesting to note the different newspapers in the area over time: *The Peru Forester*, *The Peru Observer*, *The Miami County Sentinel*, *The Peru Republican* and *The Peru Daily Tribune*. Some clippings are from papers elsewhere.

LEGISLATION

The Wabash and Erie Canal was completed to Peru in July 1837. The Land Grant of February 22, 1827 authorized the sale of alternate sections of land, five miles on either side of the canal route to establish a fund to finance the canal. All of the land was not initially sold. In 1837 it was selling at \$5 per acre.

These articles show advertisements for canal land sales, further legislation concerning these sales, trying to relocate a land office that was in Peru to Ft. Wayne, that the canal land in this area was taken from the Miami reservations, and that interest is paid annually by the purchasers.

A second bill in 1841 set up the same type of arrangement of five sections of designated canal land per mile to finance the extension of the canal from the Tippecanoe River to Terre Haute. A third such bill was later passed in 1845 setting aside approximately 800,000 acres of land (half the land) in the Vincennes district to complete the canal from Terre Haute to Evansville at the Ohio River. The terms for the

purchase of the land are given. Other bills were presented concerning canal land scrip, side cuts, re-appraisal of canal lands, etc. Contracts for the lower divisions were let. A toll collection office was established at Terre Haute.

The Board of Trustees for the W&E were authorized to appoint superintendents for new 30-50 mile manageable districts. The Superintendent was bonded for \$2000. His annual salary was set at \$750. Stearns Fisher was superintendent for the 2nd district from Huntington to Peru. C. Carter superintended the 3rd district from Peru to the end of the slackwater at Delphi.

The canal lands east of the Tippecanoe were not re-appraised as required. The canal scrip was not being redeemed as prescribed. An amendment was purposed to redeem the scrip in par funds. Land holders were to pay the bond holders in par funds.

W. R. Nofsinger was elected a canal Trustee.

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A bill was proposed and passed on January 27, 1847 to eliminate taxes for five years on canal land purchased for the completion of the canal east and west of Tippecanoe. In 1852 those who purchased this land were required to pay the principal and interest due or lose their property. The five year exemption of taxes was over for most of the purchases that year.

September 8, 1837 - Peru Forester

LAND SALE. There will be a sale of certain canal lands, lying in the vicinity of Logansport, Lagro, Huntington and Fort Wayne, at the latter place, on the 4th day of October next. These are lands which have, heretofore, been withheld from sale, by the Canal Commissioners, and will not be disposed of at a less price than five dollars per acre.

January 30, 1841 - Peru Gazette

WABASH AND ERIE CANAL. The bill to confirm to the State of Indiana the land selected by her, for that portion of the Wabash and Erie Canal which lies between the mouth of Tippecanoe River and Terre Haute, and for other purposes, was passed, and sent to the House for concurrence

March 1, 1841 - Peru Gazette

IMPORTANT TO INDIANA. The following letters we take from the **Semi-Weekly Journal** of the 2d inst: FEBRUARY 22, 1841 GENTS:--We succeeded in getting up and finally passing the bill to confirm the sections of canal land to the state, this morning. In haste, yours, &c. JAS. RARIDEN.

SENATE CHAMBER, WASHINGTON, February 22, 1841.

SIRS:--The people of Indiana will be gratified to learn that the bill confirming the selection of lands made for that portion of the Wabash and Erie Canal between Tippecanoe and Terre-Haute, having some weeks ago passed the Senate, has this day passed the House of Representatives, and wants only the President's signature to become a law. Your friend and ob't serv't. ALB. S. WHITE.

Correspondence of the **Carroll Express**. WASHINGTON, Feb. 5, 1841. DEAR SIRS:--Some days ago Mr. Lane made a very successful debut, as competent judges have told me, though I had not the pleasure to hear him it happening to be the great tournament day between Webster and Calhoun. Mr. L. is a gentleman of the highest merit, and will take rank with the best speakers in

Congress.

Mr. Smith and myself have each addressed the Senate upon the Land Bill, taking the same ground. I have no doubt that our opposition to the plan of partial cession proposed by Mr. Calhoun, and our support of the pre-emption policy, but more especially of the distribution policy, will vindicate itself to the people of Indiana. If there be two measures upon which the popular judgment is ahead of the most determined calculation of the politician, they are the measures of a distribution of the proceeds of the public lands, and a National Bank. It follows of course that taxes will be assessed upon the importation of luxuries and articles paying less than 20 per cent ad valorem. I am not prepared to say that there will shortly be any necessity of disturbing the compromise provisions of the tariff of 1833. If Great Britain would so far consult the interests of her own people as to repeal her corn laws, the people of our western States would there find an unlimited market--but while the markets of the world are closed against their staple, I hope they will not be suicidal enough to commit them-selves against the only domestic policy by which they can prosper. The Valley of the Mississippi is capable of supplying the world--of overstocking it with provisions. If other nations shall persevere in their restrictive policy, and if the consuming interests at home are not protected so as to enable them to become buyers of our staple, we may look forward with dread almost (strange as the sentiment may be) to the increase of products within the next quarter of a century in the western States. I trust, however, that sufficient protection will be afforded upon the basis of the compromise.

The distribution of the land proceeds instead of encouraging any new enterprises on the part of the States, ought to induce a still more rigid economy, under the hope that we may still avoid that terrible catastrophe which seems almost inevitable--a general prostration of public credit.

It seems at present unavoidable that there must be an extra session of Congress in May or June, and if so I

have no doubt that the measures to which I have adverted will be adopted. Respectfully. A. S. W. (Albert S. White)

January 30, 1841 - Peru Gazette

LEGISLATURE. --Senate--Jan. 6, 1841
_____, leave being granted, made the following report:

The select committee to whom was referred, by resolution, so much of the Ex-Governor's message as relates to the Wabash and Erie Canal having made their remarks, the undersigned, one of said committee, would respectfully dissent from the report of the majority, and in this, his counter report, represents that the matters set forth in said report, upon which are based their recommendations and join resolution, are incorrectly stated. The greater portion of canal lands heretofore sold, and upon which interest is annually to be paid by the purchasers, are situated in the counties of Allen, Huntington, Wabash, Miami, Carroll, and White. That the unsold canal lands and those selected in lieu of the reserve made by a treaty with the Miami Indians, are situated in the reservations made by the Miami Indians, and are situated more conveniently to Peru, the present location to the canal land office, than to any other place. Fort Wayne's location is in the extreme eastern county of the territory in which said lands are located, and distant from the great body of said lands. The undersigned is therefore of opinion that no good reason can be offered for changing the location of said office. Nor can he concur with that part of the report in recommending the appointment of a special commissioner to take generally the superintendence of said canal, unless there was combined with the duties of that officer the charge of the land office, and such engineering as might be required upon this line of canal; as it would greatly increase the expense of government without returning an adequate benefit, either to the State or the interest of the canal. The report, or joint resolution, in the opinion of the undersigned, does not come within the province of the subject matter referred to them by the resolution under which they were appointed. Any legislation that would promote the

PASSAGE THRU PERU - Richvalley to Lewisburg

interest of this canal would cheerfully meet with the approval of the minority of your committee. But when connected with so many objectionable features and recommendations as is this report and joint resolution, the undersigned feels it a duty he owes to his constituents thus to dissent from said report. The creation of this officer, to reside at Fort Wayne, and his duties, as required by said joint resolution, to repair to the Seat of Government and proclaim that the Wabash and Erie Canal is finished in this State, are alike inconsiderate and useless. The joint resolution provides that said commissioner shall officiate as Ambassador General [I suppose upon a fleet horse] to the Seat of Government of Ohio and proclaim and announce that the Wabash and Erie Canal is completed in this State--creating an officer, in our enlightened days, to perform the duties of an Indian runner, and inform his Excellency, the Governor of Ohio, and its Legislature, of a fact which they have long since been advised. WILLIAMSON WRIGHT. The Senate adjourned.

June 8, 1844 - The Peru Observer

WABASH AND ERIE CANAL. It would appear from the following, that the aim set up by the Board of Internal Improvement, under an act of Congress, was, in the instance of the last Legislature, laid before the Commissioner of the General Land Office, James Whitcomb. It is understood the Mr. Whitcomb is in favor of making an additional grant of five sections of land to each mile, in order to carry on our grand internal improvement system:--

Some few years since, Congress passed a law appropriating a quantity of the public lands for the purpose of connecting Lake Erie with the navigable streams of the Mississippi. At that time it was thought by construction a canal to the mouth of the Tippecanoe river, the object would be accomplished; but subsequent experience has afforded convincing proof of the contrary. The intention contemplated by that law, as a matter of course, was not fulfilled, and we understand that the subject has been, at the instance of the last Legislature, laid before the commissioner of the General Land Office, James Whitcomb, Esq. who, in the exercise of power vested in him by the original act, has given a construction of the law in favor of making an additional grant of five sections of land to each mile, in order to continue the canal to Terre Haute. This determination on the part of

the general government will, in a great measure, supersede (sic) the necessity of borrowing as large an amount of money for the purpose of internal improvement, as contemplated by the State, in as much as the proceeds arising from the sales of the lands granted will, if judiciously managed, nearly, if not quite, pay the cost of constructing the canal. When fortune favors, why should we despair!

SENATE CHAMBER, May 7, 1844. SIR:--I have the pleasure to inform you that the Cumberland road (National Road) bill, and the Wabash and Erie canal bill, each passed the Senate today, and were sent to the House. The former appropriates to the Cumberland road \$100,000 in Ohio, and \$150,000 in each of the States of Indiana and Illinois--in all \$400,000--the latter grants to Indiana about 800,000 acres of land in the Vincennes District for the construction of the canal from Terre Haute to Evansville. Yours, &c. ALB. S. WHITE

August 3, 1844 - The Peru Observer

CANAL LAND SALE. By reference to our advertising columns, it will be seen that there will be a sale of Canal Lands at this place, on the 28th day of October next. These lands generally, are of the best quality, and no doubt will readily bring the appraised value, being situated in a good part of the country, and mostly well watered by never failing streams.

The terms are one fourth of the purchase money down, one fourth annually until paid out, and interest annually in advance on the unpaid balance.

December 21, 1844 - The Peru Observer

LEGISLATIVE.

Dec. 5 --In the House Mr. Pettit presented a petition for extending the time of payment for sales of canal lands; referred to Messrs: Pettit, Miller and Osborn.

December 21, 1844 - The Peru Observer

WABASH AND ERIE CANAL. Mr. Owen has given notice of his intention to introduce a bill in Congress, granting certain lands for the completion of the Wabash and Erie Canal.

We have but little doubt that the bill will pass.--State Sentinel. (Reprinted in TPO)

March 15, 1845 - The Peru Observer

FROM WASHINGTON. HO. REPS. 1 March, 1845. Dear Sir:--The Bill for the extension of your Canal to the Ohio river has just passed the House by a majority of 25. It having previously passed the Senate now only wants the approval of the President to become a law. The Bill gives one half the lands in the Vincennes District to the State for the purpose. This liberality on behalf of the Government will greatly aid our people in providing for the payment of immense advantage to the commerce of the country. Yours, &c. S.C. Sample. Editor Observer. (Reprinted in TPO)

January 18, 1849 - Miami County Sentinel

SENATE, 5 After the transaction of some local business, the consideration of the White Water Valley canal bill, resumed, and after considerable discussion growing out of proposed amendments, we put upon its passage, which was decided in the affirmative; ayes 33, noes 16. Bills passed--incorporating Winchester and Ft. Wayne Railroad company Mr. Cassatt introduced a bill relative to canal land scrip; read and referred. The committee to whom was referred the petition of the citizens of Warren county to compel the Trustees of the W. & E. canal to make side cuts, &c.; reported in lieu of their bill, a Joint resolution authorizing the commencement of suits against said Trustees, which on motion of Mr. Cassatt was amended so as to embrace the re-apartment (sic) of W. & E. canal lands, and the erection of certain bridges, when the report was concurred in and the resolutions passed.

January 25, 1849 - Miami County Sentinel -

SENATE, 13 A joint resolution by Mr. Randall relative to the Script ac't between the State and the Trustees of the W. & E. canal passed.

August 9, 1849 - Miami County Sentinel

The Board of Trustees of the Wabash and Erie Canal consisting of Messrs Charles Butler, of New York, and Thomas H. Blake and Austin M. Puett of Indiana, closed a session at this place on Thursday the 26th inst. We understand that a very considerable amount of

PASSAGE THRU PERU - Richvalley to Lewisburg

important business was transacted.

The board determined to let out for construction in November next, about fifteen miles of the canal, extending from Maysville in Green County (Daviss County let Nov. 14, 1849 seventeen miles), the terminus of the recent letting to Petersburg, in Pike county. The work on the canal south of this place is progressing satisfactorily.

An office for the collection of Tolls was established at Terre Haute, in anticipation of the completion of the canal to this place, this season, and Calium H. Bailey, Jr., was appointed collector.

We have been furnished with the following extract from the minutes of the board, by which it will be perceived that the present system of Superintendence is to be replaced by one more simple, and which, it is thought, will be decidedly more efficient.

'Ordered--That for the purpose of a more efficient supervision, the navigable portion of the canal be divided into convenient districts of 30 to 50 miles in length, on each of which there shall be placed a Superintendent to continue in office during the pleasure of the board, except as hereinafter authorized, whose duty it shall be to devote his entire time to the care and management of the canal under the instructions and supervision of the chief Engineer; and such Superintendent shall reside, in all cases at some suitable point on the line of the canal:

...That the Superintendent, be appointed by the Board, and that in filling those stations, preference shall be given to persons having had actual management of canals; provided such experience can be found combined with sufficient energy of character and with habits of economy in the performance of canal work; said Superintendents each to give bond to the board, to be approved by the Resident Trustee or the Chief Engineer, in the sum of two thousand dollars, for the faithful performance of his duties and the accounting for all monies coming into his hands, and also to take an oath of office:

That for the purpose of superintendence the canal be divided into Districts, as follows, to wit: District No. 1, to extend from the State line to Huntington--including the St. Joseph Feeder, distance 50 miles--District No. 2, from

Huntington to Peru, distance 34 miles--District No. 3, from Peru to the lower end of the Slackwater near Delphi, distance 40 miles--District No. 4, from the Slackwater to the South bank of Flint creek including Wea feeder, distance 32 miles--District No. 5, from Flint creek to Lodi, including the Shawnee feeder, a distance 39 miles.

That the Salary of Superintendents be \$750 per annum.

That the office of General Superintendent and Sub superintendent of the canal as heretofore established, be, and the same is hereby abolished--provided, however, that the present Superintendents shall continue in office until notified by the Chief Engineer, that Superintendents under these regulations have been appointed.

That the Chief Engineer from time to time furnish such record books and abstracts to the Superintendents, and give such instructions to them as he may deem necessary to show their various expenditures separately, to produce uniformity in the accounts, and make their duties easily intelligible, and to combine efficiency with economy, previously consulting with the Resident Trustees when they may conflict with any existing regulation for disbursements or otherwise and in all cases giving the resident Trustees due notice of the same; and be it further ordered that it shall be the duty of the Chief Engineer on his passing up and down the line, to examine into the manner in which the Superintendents keep their books, papers and accounts, and to see whether in all things they have complied with his instructions.

That in vacation, the said Superintendents, for disobedience of orders, negligence of duty, inefficiency, waste or extravagance or other misconduct in office, be subject to suspension by the State and Resident Trustees; a special report of the same to be made to the Board at their next subsequent meeting, and that in case of any vacancy in vacation, the same shall be filled by the appointment of the Chief Engineer until the Board meet."

The following persons were appointed Superintendents under the foregoing regulations:

First district, O. Bird--2nd district, Stearns Fisher--3d district, C. Carter--4th district, A. J. Morley--5th district,

John McManamy.--Terre Haute Journal (reprinted in Miami County Sentinel)

January 3, 1850 - Miami County Sentinel

Remarks of Mr. Cole, of Miami. On the Bill authorizing the Governor and Treasurer of State to borrow money to pay the January installment of Interest due our Bond holders. The said bill being reported back to the House by the committee of ways and means Mr. Cole moved to amend the same by adding the following section:

"Sec.--The said loan shall not be effected until ample provisions shall have been made for the re-appraisalment of the Wabash and Erie Canal Lands, east of Tippecanoe, as provided for by an act of the General Assembly, entitled 'an act supplementary to an act to provide for the funded debt of Indiana, and for the completion of the Wabash and Erie Canal to Evansville,' approved January 19, 1846; so as to secure said re-appraisalment by the first day of October 1850; and also for the redemption in par funds of the entire amount outstanding of canal land certificates for the construction of repair of said canal east of Tippecanoe.

Pending which amendment, Mr. C. addressed the House as follows: Mr. SPEAKER: The amendment under consideration was offered with no view of defeating the bill, as is contended by the gentleman from Vigo, (Mr. Edwards,) nor am I fully persuaded that its adoption must of necessity, produce that result. I am not disposed at this time, to question its propriety or make any active opposition to its passage, but I have deemed it proper to offer this amendment for the purpose of bringing before this House matters intimately connected with the subject matter of the bill, or high importance to a large and meritorious class of our own citizens, and which alike demand the attention of the Legislature.

This bill provides for the borrowing of money to meet the January interest payable to our Bond holders under the so called "Butler Bill." The same bill, sir, also provides for the re-appraisalment of the Wabash and Erie canal lands, both east and west of Tippecanoe,--that appraisers should be appointed in a manner therein specified, who were required to make the appraisalment and report the same to the auditor of State previous to the meeting of the next

PASSAGE THRU PERU - Richvalley to Lewisburg

general assembly after the taking effect of the act. These appraisers were appointed and proceeded to appraise the lands west of Tippecanoe, but for some reason which to me is utterly unaccountable, made no appraisal of the lands east. At the next succeeding session of the Legislature, a resolution which was introduced by myself, passed the House, inquiring of the 'Trustees of the Wabash and Erie Canal' the reasons why said re-appraisal had not been completed, and whether they intended to complete the same. This resolution was treated by them with absolute contempt. They did not even condescend to take any notice of it whatever, and their annual report of the same year, which was subsequently made, contained not a syllable in reference to the matter. A law was passed by the same legislature, extending the time for making this appraisal, and requiring the same to be done previous to the next session of the Legislature thereafter; but this too shared the same fate of the resolution, and failed to command the regard, or, so far as the public were informed, even to attract the notice of the TRUSTEES. The auditor of state, in answer to a resolution of this House, has informed us that the report of the re-appraisal of the lands, west of Tippecanoe, was filed in his office early in September 1847, and that he knows of no reason why the lands east were not appraised. It would seem to me, sir, that ample time intervened after the completion of the re-appraisal which was made, and previous to the time at which they were required to make their report, to have finished the re-appraisal of the whole. But they have not urged a want of time as a reason for a failure to carry out this part of the contract, and if they had, the fact that the time has been sufficiently extended by the Legislature, deprives them of all shadow of excuses on this ground.--Here then is a palpable violation of the provisions of the law on the part of the Bondholders, affecting the rights of a large number of citizens of the State, for whose benefit certain provisions of this 'Butler Bill' agreement were made, and whose petitions and remonstrances, made through the appropriate channels, have been 'laughed to scorn.' It occurs to me that while all seem so willing and even eager to meet in advance the obligations of the part of the State, that there is no impropriety in pausing for a moment to consider whether the engagements on the part of our creditors have been faithfully kept, and at the same time to

exact from them that justice which is so clearly due to our own citizens.

Gentlemen may think this a small matter, and so it may be to the trustees, but I can inform them that this is not a mere point of honor with the purchasers of these lands, nor a question which is agitated for political effect. These lands are appraised and purchased when a currency was receivable for them worth from fifty to seventy five cents on the dollar, which is now at par; and they were appraised with special reference to that currency which was then abundant in the hands of contractors and others, and which caused the lands in many instances at the public sales to sell at prices far above the minimum rates.

The latter branch of the amendment is a matter of no less importance. The canal land scrip referred to was issued for the construction and repair of the canal. These lands were pledged for its redemption, and it was made receivable in payment for them, which is expressed on its face. Our Bond holders, under the state debt arrangement alluded to, took the canal, and the lands subject to all liens and liabilities against either, and were bound to redeem this scrip by receiving the same in payment for the lands. **No particular amount of this scrip is specified in the law, which the trustees are bound to redeem** and their plain obligation is to redeem the whole.--Have they done so? I am compelled to say that they have not. A certain amount has been redeemed which they say is all they are willing to receive, and for some months it has been refused in payment for lands at their office at Logansport. No preference (sic) so far as I have ever learned; has ever been made on the part of these trustees that the law only obliges them to receive a specified amount; but it is said that they have already, redeemed all that the auditor's books showed to be in circulation at the time they took the canal.--How this may be I am unable to say and I will not undertake to say where the wrong exists; but I insist that it is the power of the legislature to protect the holders of this scrip (sic) against imposition and loss, and that this is a proper time to attend to it. We must either compel these Trustees to redeem this scrip, (sic) we must appropriate money out of the Treasury for that purpose, or we must say, in bold terms that we will repudiate this indebtedness to our own citizens confessed on all hands to be equitable and just and defraud them out of their

honest demands.

The amendment purposes that the scrip **shall be received in par funds**, and for the reason that any thing short of this would fail to do justice to the holders. It was refused during the season of making payment last fall when there was a demand, and if it were now made receivable there would be but little market for it until next fall. Individuals having payments to make on lands, have procured this scrip because it could be had for a small discount of two or three cents on the dollar, and tendered the same at their land office in Logansport in payment; but notwithstanding it is made receivable on its face for these lands, and is the only mode now provided by law for its redemption, the innocent holders have been turned away and obliged, if they happen to be able to do so, **to procure par funds to make their payments**; and if they are not so favorable circumstanced as to do so by some sacrifice, their lands must become forfeited and sold.

I have only to say, Sir, in conclusion, that it is not my wish to distract the arrangement between the State and her creditors, but to have some effectual means adopted which will secure a strict observance of the contract on both sides, and whenever the Trustees shall perform their part of this agreement, that opposition which they can but expect without, will be heard of no more, and no portion of the people of our State will be found more willing to sustain their portion of the burdens which may be necessary to sustain the credit and honor of Indiana, that the patriotic citizens of the Upper Wabash.

January 15 1851 - Miami County Sentinel

INDIANA LEGISLATURE, HOUSE OF REPRESENTATIVES. Tuesday, Jan. 14, 1851. On motion, the Senate were invited to attend in the Hall of the House, instanter, for the purpose of electing a **Trustee for the Wabash and Erie Canal**; which resulted as follows: **W. R. Nofsinger** received 117 votes, Scattering 20 votes. Mr. Nofsinger was accordingly declared duly elected.

AFTERNOON SESSION.

A bill was introduced and read a first time, to **exempt from taxation, for five years, the lands donated to the State by the General Government, for the completion of the Wabash and Erie canal.**

PASSAGE THRU PERU - Richvalley to Lewisburg

August 7, 1851 - Miami County Sentinel June 17, 1852 - Miami County Sentinel for Wabash and Erie Canal Lands.

J. W. WRIGHT, Esq., will be in Peru on the 4th of September, for the purpose of receiving interest and principal due on Canal Lands, as may be seen by an advertisement in this day's Sentinel.

June 17, 1852 - Miami County Sentinel

CANAL LANDS. The Trustees of the Wabash and Erie Canal publish a notice in today's paper, which parties interested in Canal lands, east or west of Tippecanoe, would do well to scan closely. All balances either of principal or interest, falling due in 1852, are required to be paid promptly, the necessities of the board leaving them no option but to enforce their payment rigidly as contemplated in the act providing for the payment of the State debt. The notice states that no further indulgence need be expected, as debts have been contracted in anticipation of these resources, which must be met.

NOTICE TO CANAL LAND PURCHASERS. The purchasers of Wabash and Erie Canal Lands, and their assigns, or legal Representatives,

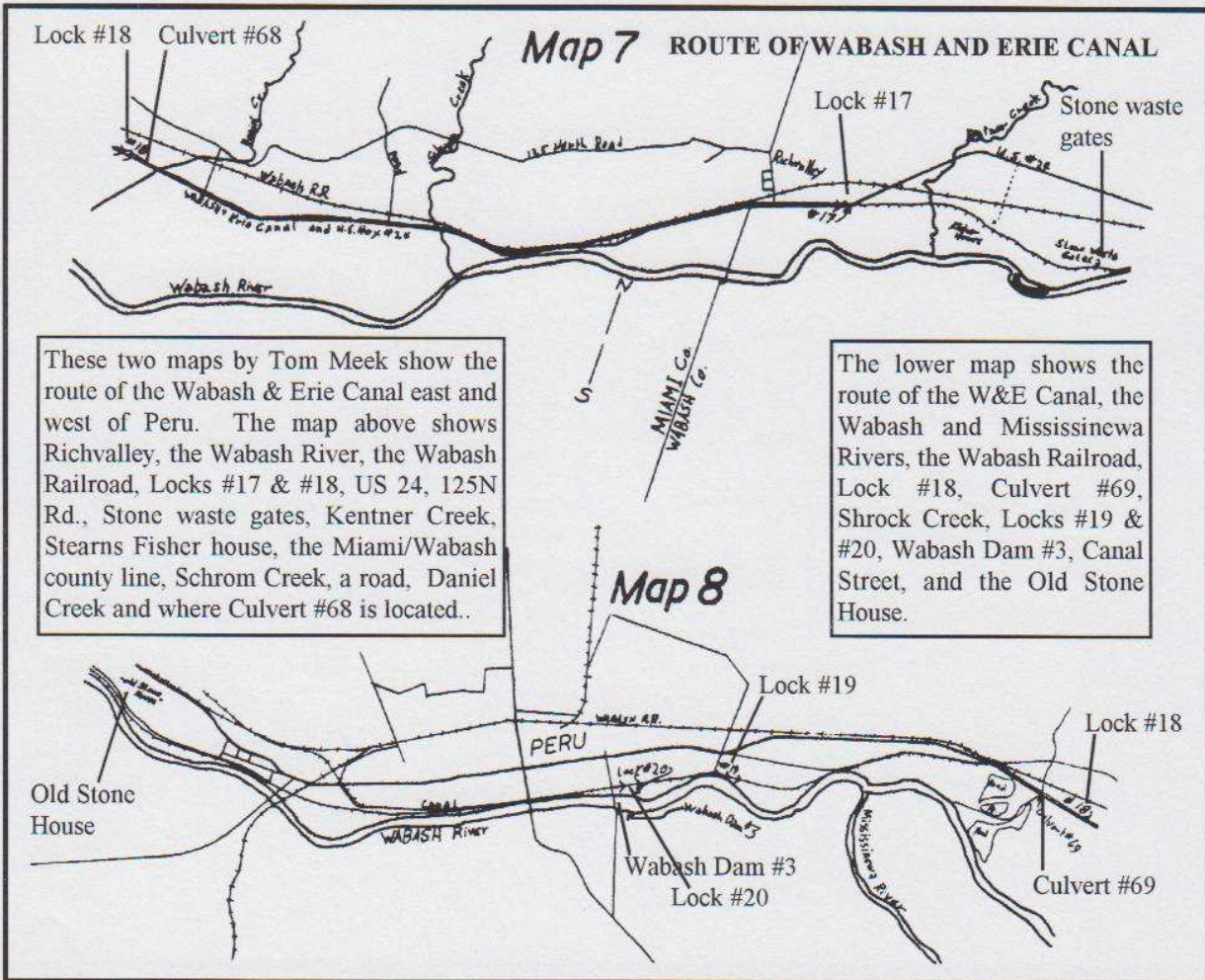
Are hereby notified that all principal monies and interest falling due for said lands, East and West of Tippecanoe, during the year 1852, are expected to be fully paid and discharged, according to the terms of the 25th section of the act to provide for the funded debt of the State of Indiana, approved January 19, 1846, and of the 19th section of the act supplementary thereto, approved January 27, 1847, the extension of time provided for these payments (five years,) expiring, in most cases, during the months of September and October, 1852, and nearly all of them during this year. The date of the certificate, in the hands of the holder thereof, will indicate precisely when these payments fall due, and to these certificates we refer all persons who know themselves indebted

December 9, 1852 - Miami County Sentinel

Legislature will devolve the duty of electing a trustee on the part of the State, for the Wabash and Erie Canal. The candidates are W. R. Nofsinger, the present incumbent, and Maj. Austin M. Puett, of Parke county; B.R. Edmonston, or Dubois; Jo.l Ristino, of Fountain; and Isaac D. G. Nelson of Allen.--State Sentinel (Reprinted in MCS)

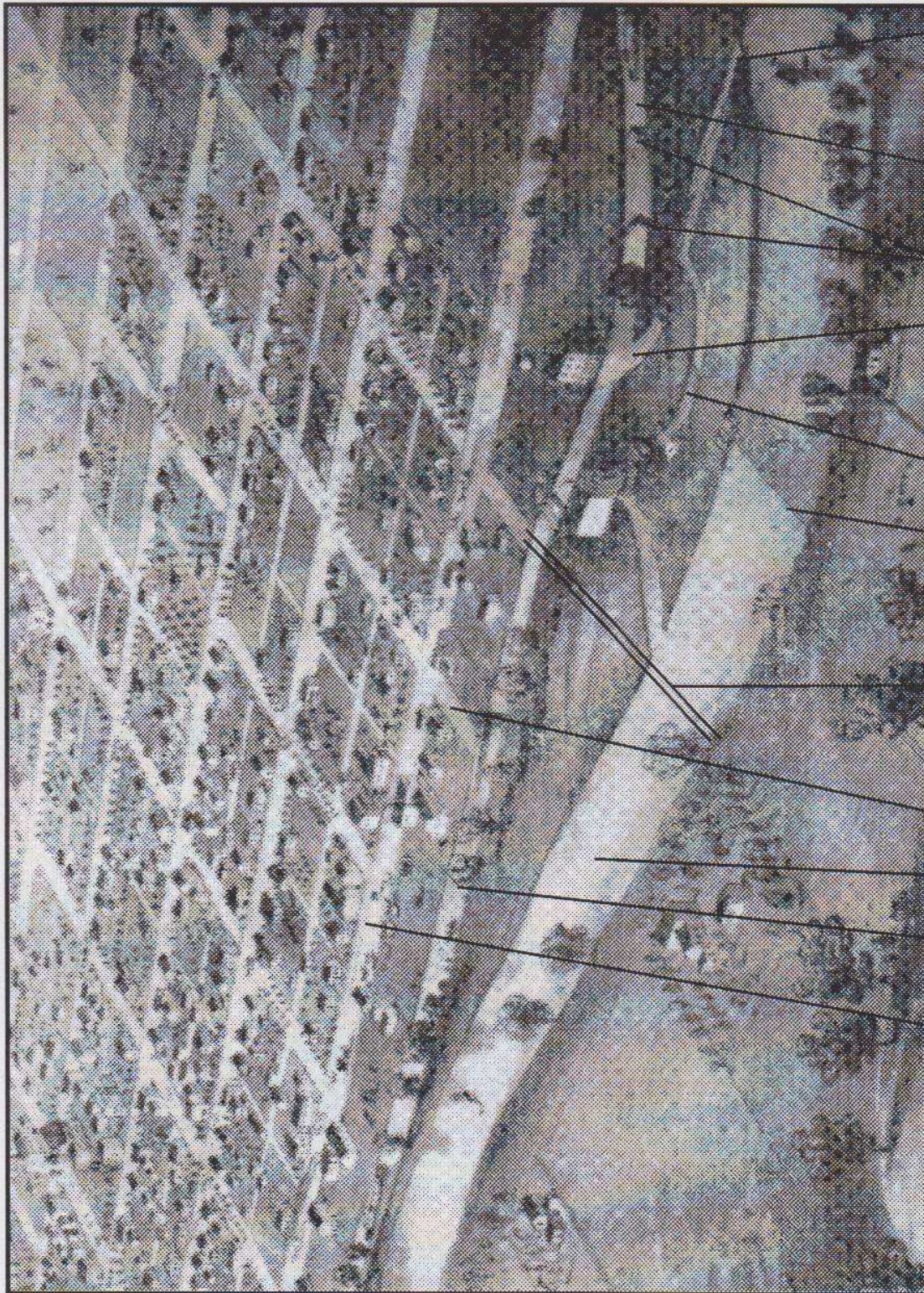
The Clerk of the Land office at Logansport will receive payments at any time before due, or when due; after the expiration of the time allowed for payments, he has no option in the premises.

C. BUTLER, W.R. NOFSINGER, THOS. DOWLING.--Trustees. TRUSTEES OFFICE WABASH & ERIE CANAL--Terre Haute, Indiana, May 17, 1852



PASSAGE THRU PERU - Richvally to Lewisburg

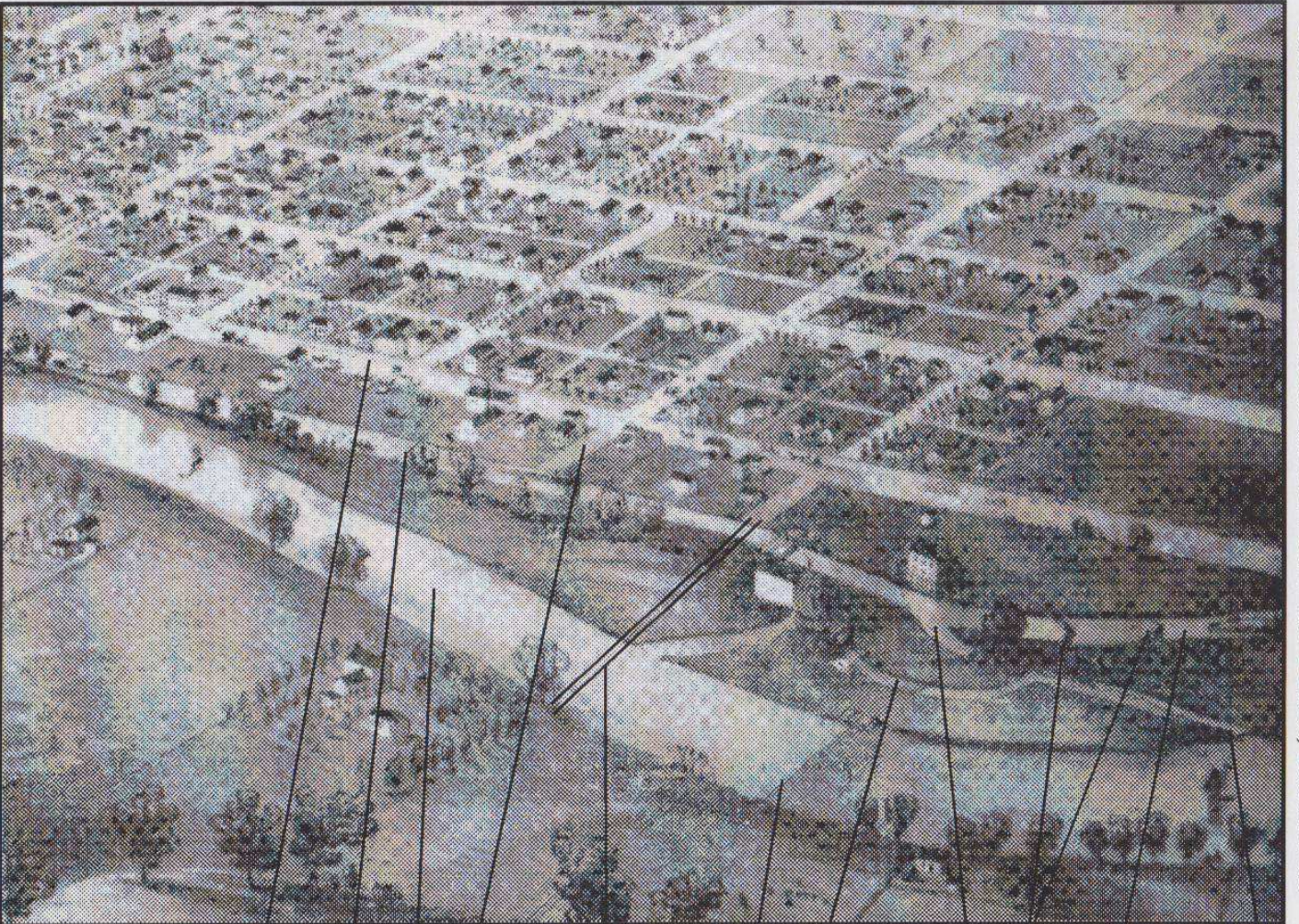
1868 A PORTION OF A BIRDSEYE VIEW OF PERU, INDIANA



- FEEDER GUARD LOCK** KEPT RIVER FROM FLOODING OUT THE CANAL
- WABASH & ERIE CANAL**
- LOCK #20 GATES** POINT UPSTREAM
- WABASH FEEDER CANAL** ENTERS W&E CANAL BELOW LOCK
- MILL RACE**
- WABASH FEEDER DAM #3** POOLED WATER THAT KEPT CANAL WATERED
- SITE OF PRESENT DAY WAYNE STREET BRIDGE**
- WATER STREET**
- WABASH RIVER**
- WABASH & ERIE CANAL**
- CANAL STREET**

DAM #3 was built across the Wabash River by the canal engineers to pool water to be fed into the Wabash and Erie Canal. It was 400 feet long and 11 feet high according to the 1847 Report to the Chief Engineer. Today an island is located near the center of the river. The dam crib stone remains can be seen at low water across the river and the foundation timbers are still in place from the south side of the island to the south river bank. July 1999 the cribs measured 8 feet wide with a wider apron.

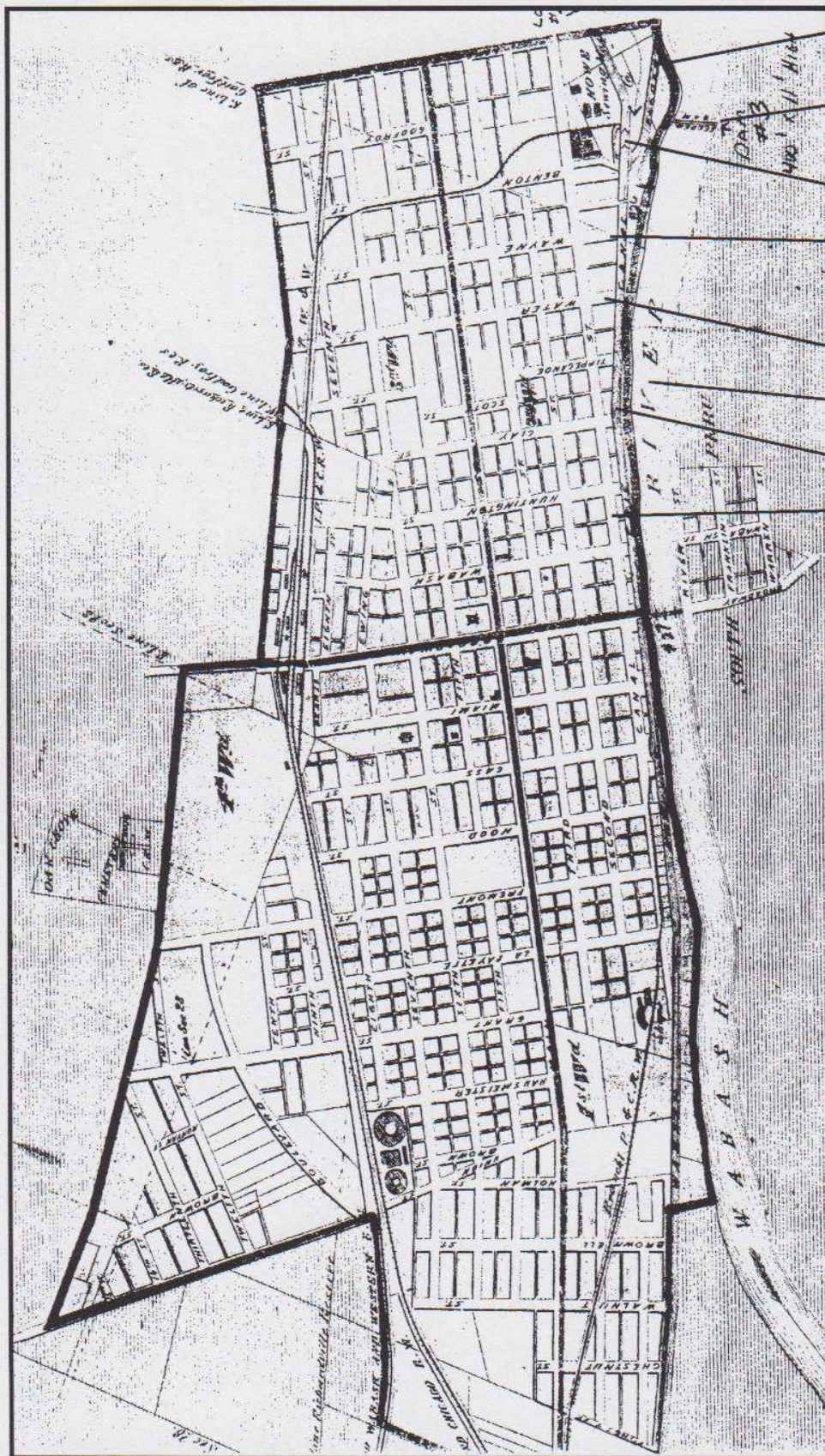
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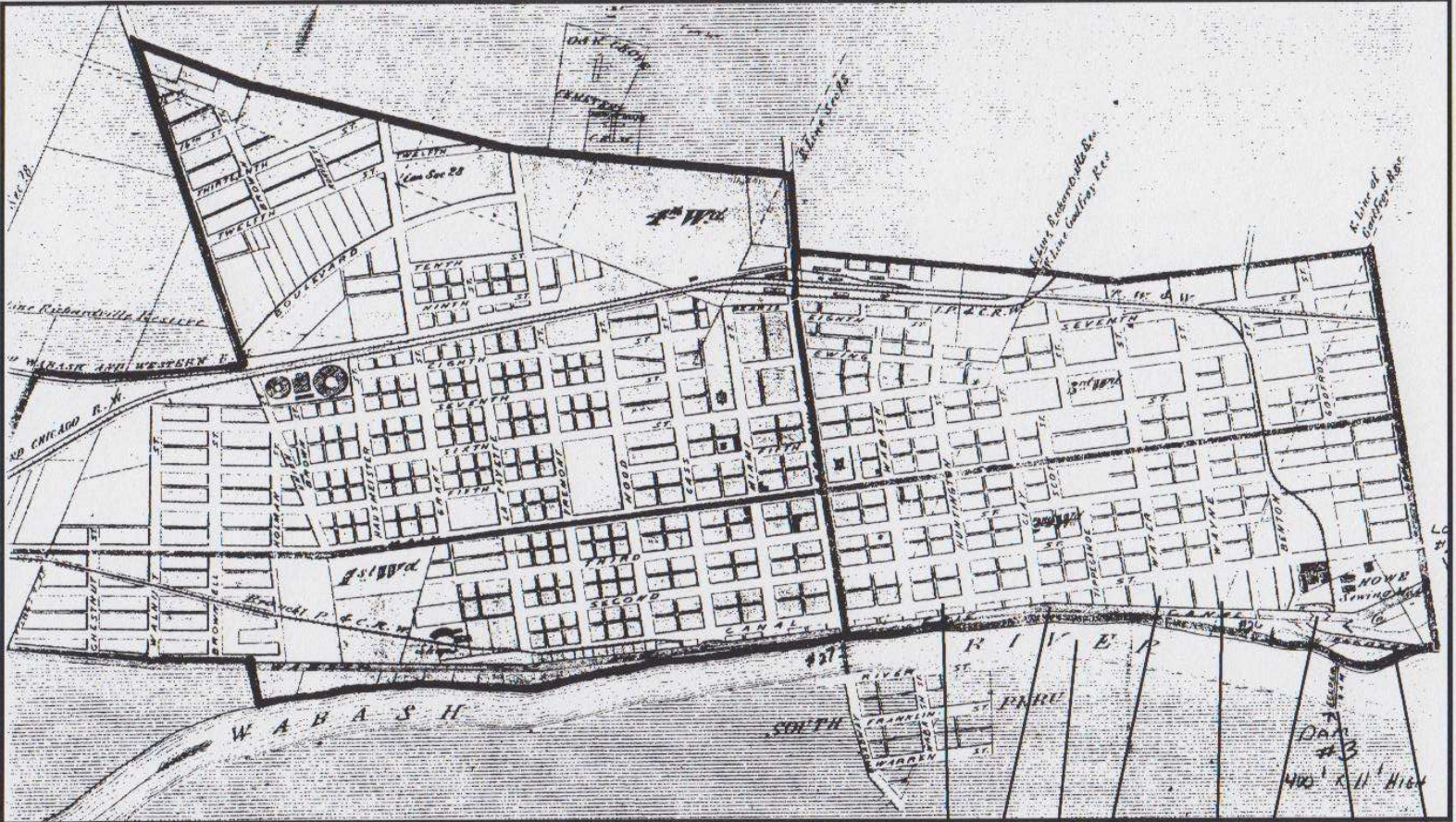
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PASSAGE THRU PERU - Richvally to Lewisburg



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- WABASH RIVER
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- CANAL STREET

1876
PERU, IN
 From Baskin &
 Forester Co.
 Illustrated Historical
 Atlas of Indiana



- WABASH FEEDER CANAL
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PASSAGE THRU PERU - Richvalley to Lewisburg

CULVERTS

A canal must maintain a prescribed depth of water in its channel in order for navigation to be possible. When the canal reached another body of water, it had to cross that body and still maintain its necessary water level. Various methods of crossing streams and rivers were used. Two of these methods were the wooden box culvert and the wooden or stone arch culvert which we see along this portion of the canal.

WOODEN BOX CULVERT

The wooden box culvert was used to carry the canal over the smallest streams. First huge timbers were laid across the stream in its bed that extended beyond the width of the culvert. Other timbers were placed on top of each other in the direction of the stream's flow on either side of the stream to form a wall and act as abutments. Sometimes these were tied back into the stream bank. If the stream was fairly wide, one or two columns made by placing these timbers atop one another were placed upon the floor timbers in the direction of the stream's flow. Then more timbers were laid side by side resting upon the abutments and columns in the same direction as the floor timbers. The space between these abutments and columns were called spans. The canal prism with a towpath bank, a berm bank, and a floor of hard packed clay was then constructed upon this box. The canal waters flowed across the stream and the stream waters flowed beneath the canal. A diagram of this type

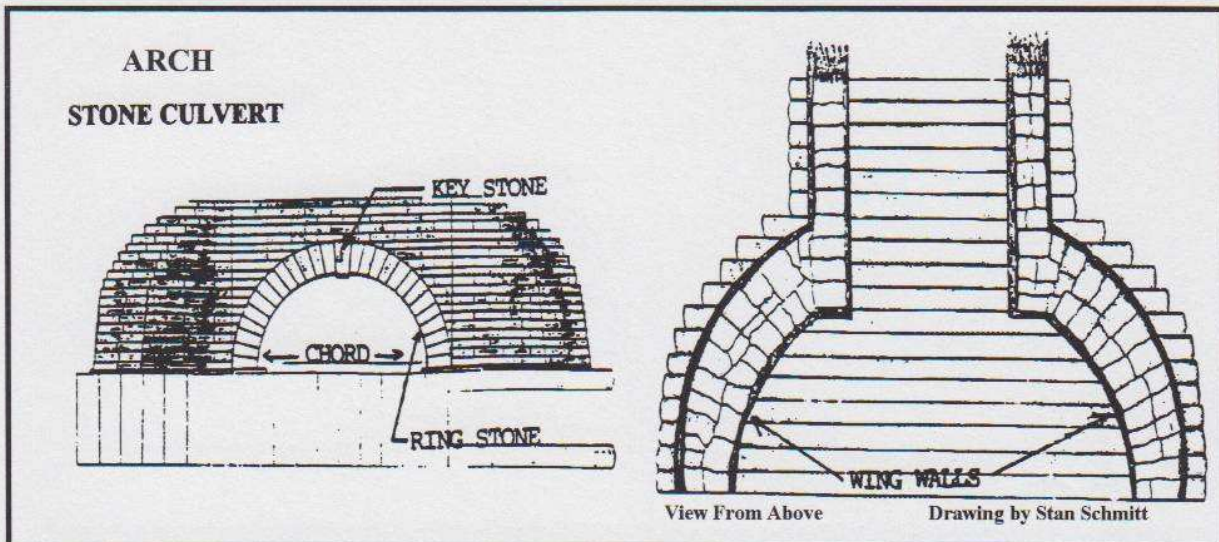
of structure can be found on page 13 of this book. The diagram shows flume type walls rather than embankments on top of the box. These may have been used in some cases.

The smallest culvert in the portion of the canal covered in this book was Culvert #72 of 1 span of 3 feet by 1 foot high located by the Old Stone House. The largest was Culvert #67 of 12 feet by 3 feet high. These larger culverts usually had 3 spans. The two box culverts that we have found which still have the flooring timbers in the creek beds are Culverts # 68 at Daniels Creek and #74 just east of Miller's Lock in Lowe Ditch. Culvert #68 was pinpointed by Kreig Adkins in the summer of 1999.

The walnut or white oak wooden floors of this type of culvert often remain because they have been under water which preserved them. The exposed sides and top have rotted away.

WOODEN OR STONE ARCH CULVERT

To construct a wooden or stone arch culvert, huge timbers were laid across the creek bed. On top of these timbers was built a wooden arch or a wooden arch frame on top of which stone was laid, the keystone dropped into place locking together the stones, and the wooden support structure removed. Fairly straight or curved wing walls were built out along the creek bank to keep the creek from washing around the



PASSAGE THRU PERU - Richvalley to Lewisburg

structure. On top of the wooden or stone structure the canal prism was built with a towpath and a berm bank. The canal bed was sealed with clay.

This portion of the canal had two arch culverts which according to the engineer's report were built of stone - Culvert #63 at Kentner Creek and Culvert #73 at Prairie (LaFontaine's) Creek. The one at Kentner Creek was in poor condition at the time of the engineer's report. We know of no remains at Kentner Creek.

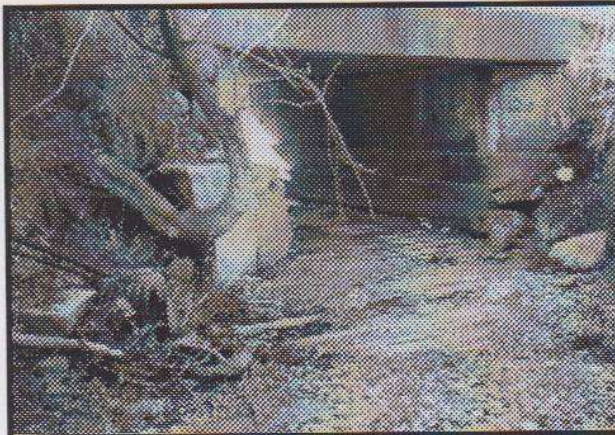
A much better grade of stone was used to construct the arch at Prairie Creek. The foundation timbers are still in the creek bottom and extend beyond the current culvert remains. The stone arch was constructed upon the foundation. The face of the stone arch is still

fairly intact on the river side of the culvert. The upstream side of the culvert has had the berm bank and a part of the canal bottom removed. The towpath bank still sits atop the stone structure.

Very little information is found in history books or in newspaper articles about culverts. This is especially true of the wooden box culvert. In many cases they were usually under water and not easily visible. The larger stone culverts received a little more attention since they were visible and were often used as fishing sites.

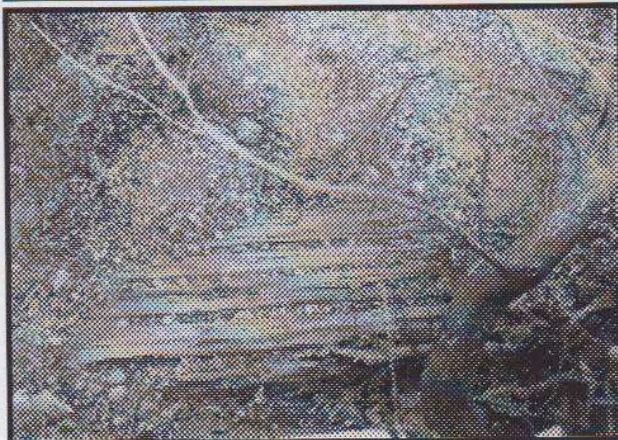
June 27, 1858 - The Peru Republican

A little above Miller's lock, some five miles below town, a culvert under the canal gave way; an opening was thus made through which all the waters in the canal passed out into the river. The extent of the breach we have not learned. It is, however, said to be a difficult one to repair.

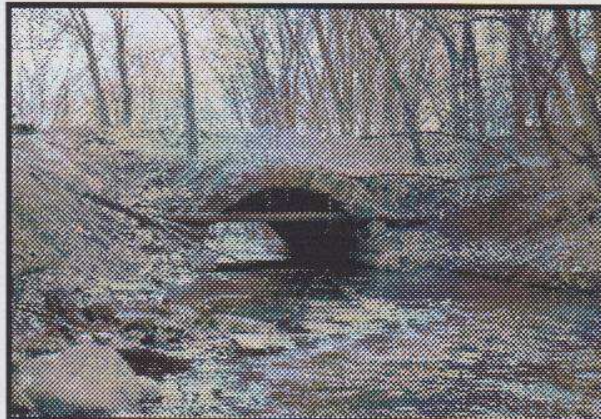


Culvert # 68 floor timbers at Daniel's Creek are seen in the top two photos taken looking south under Old US 24. The light shining down is between the road and the interurban bridge. The concrete and stone are parts of later structures. Photos by Kreig Adkins

Culvert #68 floor timbers are seen below left by looking north from Old US 24 . Photo by Bob Schmidt Culvert #73 floor timbers are seen below right under water at Lowe's Ditch east of Miller's lock. Photo by Kreig Adkins



PASSAGE THRU PERU - Richvalley to Lewisburg



Stone arch culvert #73 at Prairie (LaFontaine's) Creek on Old Stone Rd. is seen looking north from the Wabash River on the right. On the left it is seen looking south. On this side the face stone, part of the stone culvert, the berm bank, and part of the bottom of the canal is gone. The foundation timbers are still in the creek bed. B. Schmidt

LOCKS

Most of the 73 locks built on the W&E Canal in Indiana were built of wood. It was plentiful. The idea was to replace them with stone using the canal to transport the stone to the lock pit. However, the canal did not last long enough for this to be done.

The portion of the canal covered in this book was unusual in that Locks #17 Fisher's, #19 east side Peru, & #20 Buttermilk were built of stone. Although stone was available from quarries in the area, it proved to be imperfect and not durable according to the engineer's report.

Locks #18 Wooden Lock (wooden crib) & #21 Miller's (wooden frame) were built of timber. The Guard Lock on the Feeder Canal from the slackwater of Wabash Dam #3 was also built of timber.

None of the locks are visible today. Most rotted away. The remains of Lock #17 are buried under the railroad overpass for Old US 24. If there are any remains of Locks #19 and #20, they are buried beneath a flood wall erected by the city of Peru.

The lock chamber was 15 feet wide and 90 feet long. The canal bed was 40 feet wide. The canal narrowed at the locks. Boats took turns passing through them. The depth of the lock varied according to the lift that was needed.

Wing walls were built on the upstream end of the locks to prevent the canal from cutting around it. On the downstream end the wooden floor timbers extended beyond the lock to prevent undercutting by the water that poured from it during the locking process.

The cut stone locks were constructed with a wide wall of stone on either side of the lock chamber. The timber locks were built with wooden cribs or frames that looked like a long row of log cabins joined together. These cribs were located on either side of the lock chamber and were covered with wood planking.

Huge wooden gates turned on cylindrical wooden heel posts inside semicircular recesses called hollow quoins that were cut into the lock walls. When closed they fit snugly against mitre sills located on the timber flooring at either end of the lock. These sills pointed upstream which kept the gates from being opened by the force of the water. When the water was the same depth on either side of the gate, the gate could be easily opened by a man pushing on the balance beam.

Water was let into and out of the lock through small gates near the bottom of the large gates. These were known as wickets, butterflies, or paddles that turned to an open position or as guillotines that were raised. Excess water bypassed the lock.

PASSAGE THRU PERU - Richvalley to Lewisburg

March 30, 1851 -- Miami County Sentinel
 June 17, 1858 - The Peru Republican

SCALY AFFAIR. While we were sitting in our office to-day (sic), cogitating upon the future, and retrospecting on the lights and shades of an Editorial career, a couple of friends dropped in, with two fine strings of fish, mostly bass, which they caught napping in the lock at the upper end of town. They have our acknowledgments for the generous division made in our behalf.

...the flats south-west of the wooden lock, the Pugh Distillery, and Smith farms were almost entirely inundated--part of the waters returning by way of the Distillery branch, and the residue passing on down to the large ditch on the east side of town, where it overspread the out-lots--drowning out the inhabitants at the eastern extremity of Main street

mills, some ten or fifteen feet was washed away. A little above Miller's lock, some five miles below town, a culvert under the canal gave way; an opening was thus made through which all the waters in the canal passed out into the river. The extent of the breach we have not learned. It is, however, said to be a difficult one to repair.

July 10, 1851 -- Miami County Sentinel

There is a break in the Canal at Miller's Lock, four miles below town, which may prevent the passage of boats for several days. We had no mail from below yesterday.--Quite a fleet of line boats are now lying at this place.

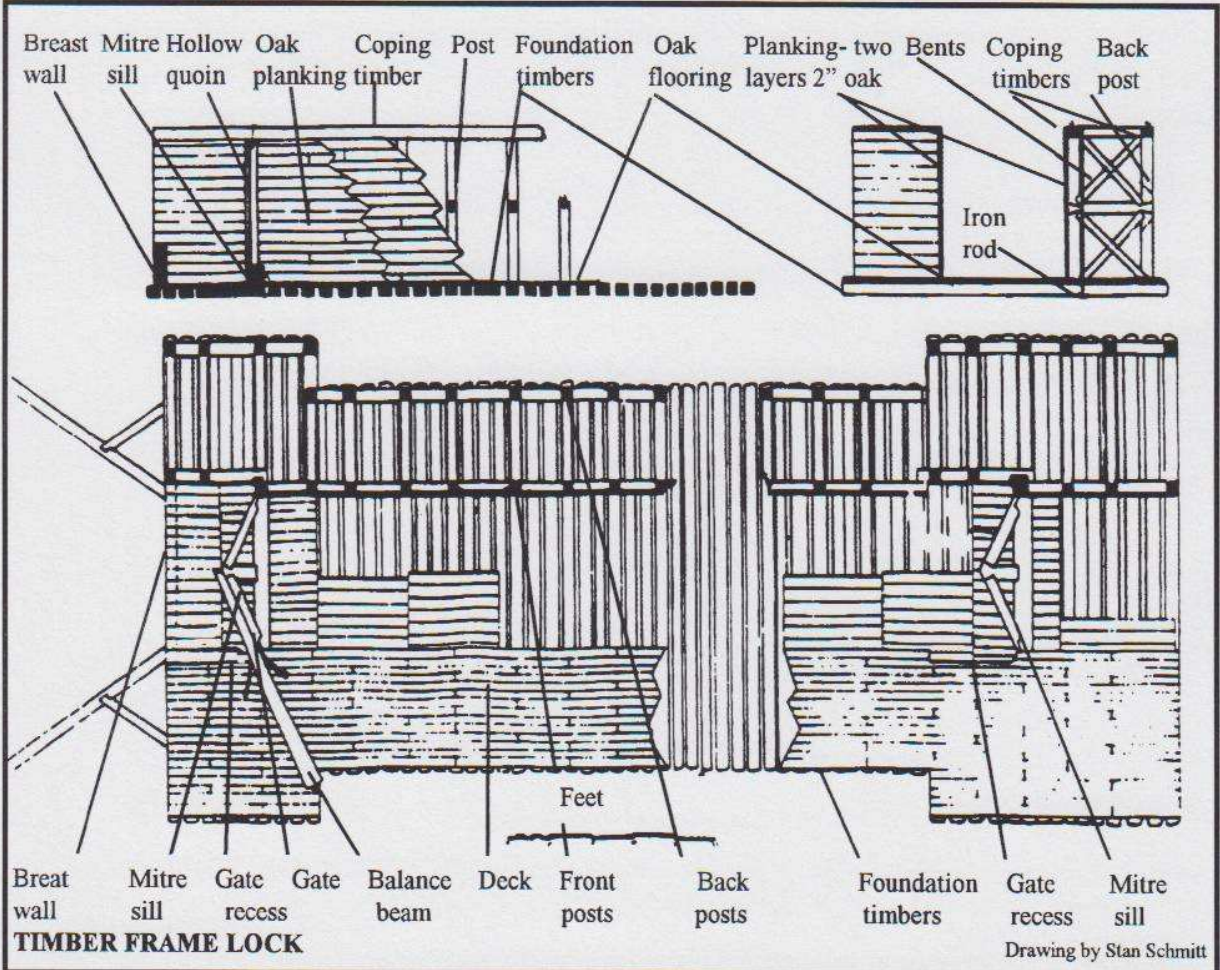
June 27, 1858 - The Peru Republican

DAMAGES.--The damages in this vicinity were comparatively light. The bridge across the mouth of Armstrong's branch, on the south side and just below the Wabash bridge, was carried away on Thursday; also the bridge across Pipe Creek.--The mill-dam at Peoria, was partially carried away; loss, some \$600. A few hundred yards below the mill, near the side of the old ashery, about thirty feet of the tow path was carried away; also just above the

Before August 2, 1954 ? - The Peru Republican ?

Prosecuting Attorney Walter Bixlerl Delivers Interesting Address to Indiana Historical Group Which Visits Museum Here.

He referred to "Buttermilk lock" which was just east of where the Hausake Harland Furniture Co. has its factory at the south end of Benton street. It was called "Buttermilk Lock" because farmers of the neighborhood provided buttermilk for the canal workers at that point.



PASSAGE THRU PERU - Richvalley to Lewisburg

DAMS

The Wabash and Erie Canal had to have enough water in its prism to float a canal boat. Usually it was four feet deep. The water came from higher elevations than the canal. Dams were built across streams and rivers to back up water to feed into the canal. This pooled area was called slackwater since it did not have a strong current. Sometimes the water was fed directly into the canal from this pool. But often during the summer there was not enough water. Giant reservoirs were created to hold extra water not needed during normal navigation for the dry months. Reservoirs were not needed on the portion of the canal around Peru. The Wabash and its tributaries provided enough water to feed the canal by being dammed at Huntington - Dam #1, Lagro - Dam #2, Peru - Dam #3 and Pittsburgh - Dam #4. After the Pittsburgh dam, the Wabash River became too wide to dam and the engineers built dams across creeks for feeders. Dam #3 was built in 1837 by contractor John Cooper.

The foundation of the Peru dam was constructed up to low water level by placing trees 50 to 75 feet in length, laid with the current, the tops facing up stream, and the whole resting on a layer of fine brush on the bed of the river. Part of the river bed was a rock bottom and the other part was on a coarse gravel. The upper layers of trees were drawn back so that their lower ends presented a succession of benches or platforms, which formed a substantial apron to receive the descending floods. On this foundation a timber crib filled with stone was erected 11 feet high and 400 feet long. The apron extended beyond the crib which kept the water going over the dam from undercutting it. We know the crib was covered with timber.

The dam, if similar to the St. Joseph Feeder Dam at Ft. Wayne, would have had a 40 foot wide base. It may have had a bank of gravel and sand placed above it as was done in Ft. Wayne to make it water tight. There this type of bank was 45 feet wide on the top and about 75 feet at the base. To prevent the gravel from being removed by the floods, its whole upper surface was covered with stone and brush. Also a large quantity of stone was placed below the Ft.

Wayne dam as an extension of the apron. A diagram of this type of dam can be found on page 14 of this book.

The dam backed up a pool of river water on its upstream side that was then fed via the Wabash Feeder Canal into the Wabash and Erie Canal. When there was plenty of water in the Wabash River, the excess water flowed over the dam and continued downstream.

A guard bank was raised along the river from the abutment of the dam to a guard lock and then formed the lower bank of the feeder. This prevented the river from flooding out the feeder during high water. Wooden culverts with sliding gates on their upper ends allowed surplus water from the pool to go to the mills. The mills leased this power from the canal trustees.

The feeder was located upstream from the dam (see maps on pages 37 & 38 of this book) and was 15 chains long. At its mouth was a strong guard lock made of timber (the engineer's report did not assign a number for this lock) with cut stone abutments through which boats or rafts of timber could pass from the river and then enter the W&E Canal. The guard lock also was necessary to regulate the flow of water into the canal, especially when the river was at flood stage and could wash out the canal's banks. The feeder carried the pooled water to the W&E Canal where the water entered below Lock #20.

Lock #20 had a six foot lift and was made of cut stone. As boats were lowered to the level below and the lower gates of the lock were opened, the water from the lock was joined by the water from the feeder.

The dam washed out in 1876. The grist mill had to change from water to steam power.

The remains of the dam were found in 1940 by Ewing Shields, a contractor who was to remove the island formed by the dam. The newspaper article about what he found is on page 45 of this book. (Note that the date of the building of the dam is incorrect in the article.)

PASSAGE THRU PERU - Richvalley to Lewisburg

In July of 1999 when the Wabash River was extremely low, Kreig Adkins, CSI member from Peru, relocated the remains of the dam on the south side of the river to about 1 ft. 6 in. into the island that has reformed. Water still ripples over stone from the cribs from the island to the north river bank. Apparently Mr. Shields only removed the island and timbers on the north side of the river.

Craig found hand hewed timbers 18-20 inches wide. Some were as long as 40 feet. The crib timbers extending across the river were 7 ft. 9 in. to 8 feet apart from outside edge to outside

edge. Some timbers formed an opening or type of channel between the cribs. The timbers of this 8 foot wide opening extended 6-8 feet on either side of the cribs. The crib timbers extended 2 feet into the south bank on the river.

The dam is located 468 feet 7 inches upstream from the Wayne Street Bridge pier. The washed out crib stone on both the north and south sides of the island extended below the dam for about 50 feet and caused a ripple. Also seen were dove tailed joints, notches, hand wrought iron nails and spikes.

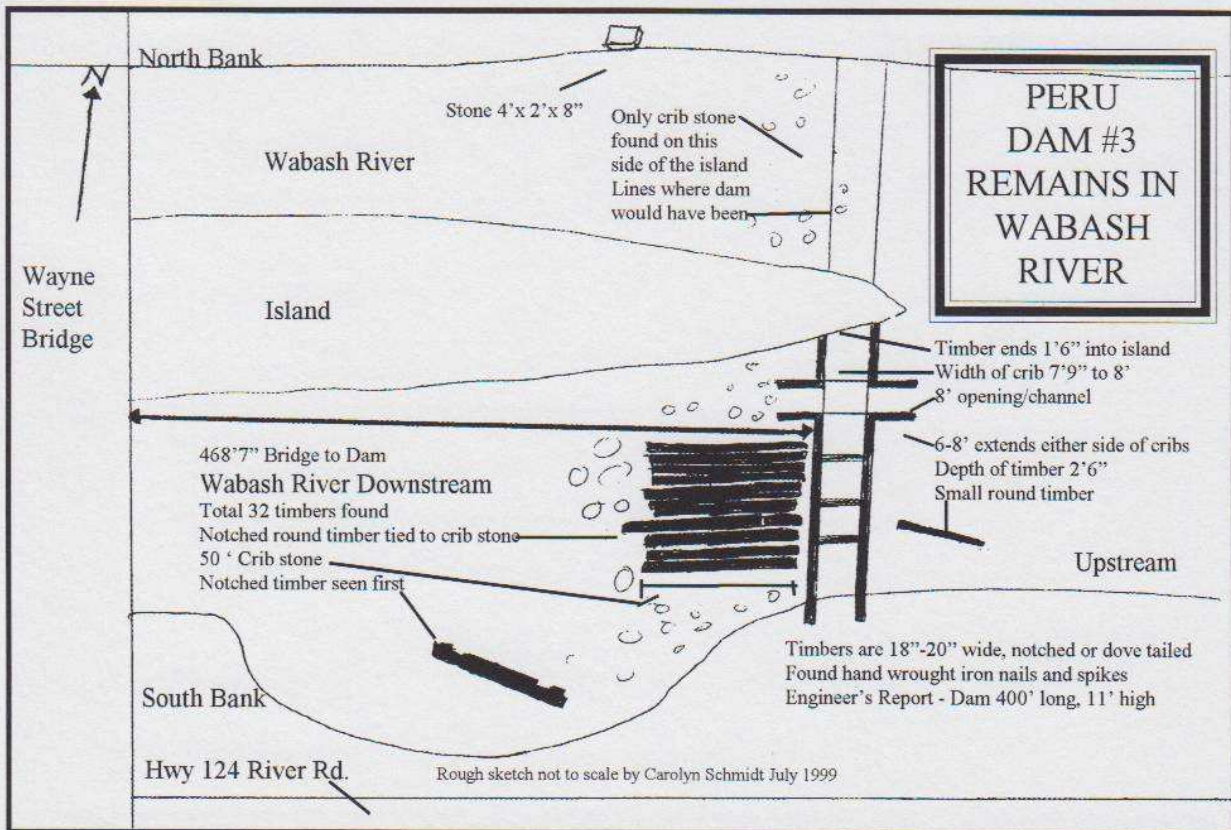
November 4, 1837 - Peru Forester

DAM No. 3, NEAR PERU. We are gratified to see that this heavy and expensive contract is now **nearly completed**; and we congratulate the state upon the permanency of its construction. This dam, which is well known to afford an extensive water power, will also become a fashionable place of resort for those whose sedentary course of life, requires that they should take a little exercise. The immense body of water which flows down the Wabash, being precipitated

over a dam from 12 to 15 feet high, presents a sight which in the language of the renowned Scotch Bard, "Is worth gaun a mile to see." Our enterprising fellow citizen **John Cooper, Esq., was the contractor** on this immense structure, and we should be wanting in justice to him, were we to omit an expression of our entire conviction that no work upon the line of the Wabash and Erie Canal, has been more faithfully and honestly prosecuted. Such men deserve well of their country.

September 26, 1840 - Miami County Sentinel

Patent Shingle Machine. The undersigned has now one of his lately invented Shingle Machines in complete operation, **at the Feeder Dam** in the vicinity of Peru, and being desirous of disposing of Rights, or of the entire Patent, as may best suit purchasers, would respectfully invite Mill Rights and others desirous of making a speculation, to call and examine the same. JOHN BUSH. Peru, Sept. 26, 1840.



PASSAGE THRU PERU - Richvalley to Lewisburg

February 5, 1876 - Peru Daily Times

Council Proceedings - Peru, Ind., Feb. 4, 1876. Council met in regular session. Present--The Mayor, Clerk and Councilmen Graham, Buckley, Wanbaugh, Lohmyer, Fosnocht, Jamison and Dunlap. Absent--Gardner.

Mr. Buckley called the attention of the council to the fact that the **recent high waters had destroyed the dams in the canal**. The fire committee was ordered to repair them.

??, 1940 - ?

Base Of Large Dam Built Here In 1842 (1837) Uncovered. The foundation of a large dam in the Wabash river, 250 feet east of the concrete bridge, built in 1842, when Peru consisted of a general store, blacksmith shop and a few houses, has been found by the workman who are dredging the river and removing three large islands east of the bridge. It was used to divert water from the river to the old canal.

"Whoever built that dam was an engineering genius and it was certainly a remarkable piece of work," declared Ewing Shields, contractor for removal of the islands.

Mr. Shields stated that the foundation of the dam was doubtless the cause of the islands forming in the river, obstructing the flow of water and causing the dirt to pile up in the river bed year after year until it had almost entirely blocked the

flow of water.

William C. H. Reeder, pioneer resident of Peru, is one of few persons who remember the dam. He said it was built in 1842 (1837) and the upper section of the dam was washed out about 1875.

A large portion of the foundation has been removed and Mr. Shields stated that he would remove the remainder of it as the river would fill up again if the dam were left there. The dam extended from bank to bank and the foundation was from 75 to 100 feet in width. It was constructed of huge logs and hewn timber. A large portion was timber squared out with broad axes, being black walnut and oak, six by fifteen inches and from eight to fifteen feet in length. It is thought that the dam was about eighteen feet high before it was washed out.

All of the timber that was under water is perfectly preserved, but the part of the foundation that was above the water in the islands had rotted considerably.

Mr. Shields declared that construction of the dam was an extremely difficult feat in the days that the dam was built, inasmuch as it was necessary to use hand pumps to clear the river and only the most primitive tools were available, the workmen being without all of the engineering machinery and inventions that are used in river construction work today.

Although the waterway from the point in the river where the dam was located to the canal has been filled in, it was learned from Mr. Reeder that the water level of the canal in this ----rest of article not copied. Note: Apparently Mr. Shields did not remove all of the dam foundation. It was found again in 1999 by Canal Society of Indiana member Kreig Adkins of Peru. The river was extremely low--an inch or two above the timbers. The dam foundation was only removed on the side of the island to the shore nearest downtown Peru.

Before August 2, 1954 ? - The Peru Republican ?

ONE MAN DIED FOR EVERY SIX FEET OF LENGTH OF WABASH AND ERIE CANAL (The title for the article is false. If this were true for the entire length of the canal, more canal men would have died than all the people in the state at the time.)

The founders of Peru influenced the canal commissioner, Jesse L. Williams, to build the canal feeder dam in the Wabash river east of the new site for Peru, and when it was completed the people of Miamisport moved to Peru as many of them worked in the woolen mills, grist mills and saw mills which were built at the feeder dam by which they were able to obtain power to operate their machinery.



PERU DAM #3

The remains of the dam were visible in July 1999 under a few inches of water in the Wabash River and have had lines drawn beside them. The picture on the left was taken looking south across the river from the island at the crib timbers. The one on the right was taken looking downstream from the dam looking at the apron timbers.

Photos by Kreig Adkins



PASSAGE THRU PERU - Richvalley to Lewisburg



This hand hewed and notched timber was the first timber Kreig found. It had washed out from the dam and was located in a pool along the south river bank. After finding it Kreig looked more closely and found the notched round timber on the right. It was tied to the crib stone. Upstream from these he found the apron and crib remains of Dam #3. (See diagram on page 44)

Photos by Kreig Adkins

MILLS

The water pooled by Peru Wabash Dam #3 watered more than the canal. Any extra water was leased for power and was allowed to "be used to propel any machinery that in the opinion of the General Superintendent, or Superintendent of repairs, will not prove detrimental to the navigation of the canal."

Jesse Lynch Williams and other officials published notices in the newspapers for sealed bids. The notices specifically stated that "the use of water must be subordinate to the purposes of navigation, and the mill is not to run when it will interfere therewith." The government would pay for the construction of the headrace. The mill was then required to be built in such a manner as to return the water to the race to supply water to mills beyond.

The lease was for so many "Powers" with a power "being sufficient to propel one run of four and a half mill stones, grinding at the rate of ___ per hour when applied upon an overshot of seven feet diameter or a breast wheel of corresponding fall." Another lease was for "water sufficient to run two saws with a Parker wheel, sawing at the usual rate."

The annual rent was to be "paid semi-annually without any deduction for want of water or stoppages." The water could be cut off if it was needed for the canal in the case of low water

or breaches. Also the first mill to lease the water had precedence in using the water in case of a deficiency. According to the notices there was a 30 year lease and a 15 year lease.

At Dam #3 there was a saw mill, flouring mill, planing mill, and one other that was not identified on the plat of mill lots located on page 47 of this book. We know through the newspaper articles that the Brick Cabinet Shop had a water power at the dam that turned lathes, buzz saws, and a planing machine. H.E. and C. F. Sterne built the first woolen mill. There was a Canal Roller mill and "Peru Mills."

"Peru Mills," which included a grist and a saw mill owned by Jesse Higgins and Stephen W. Truesdell, was sued by William W. Higgins 1849. At that time these mills were appraised at twenty five hundred dollars and the flour at \$1.50 cents per barrel. In 1850 the water power held by Mr.

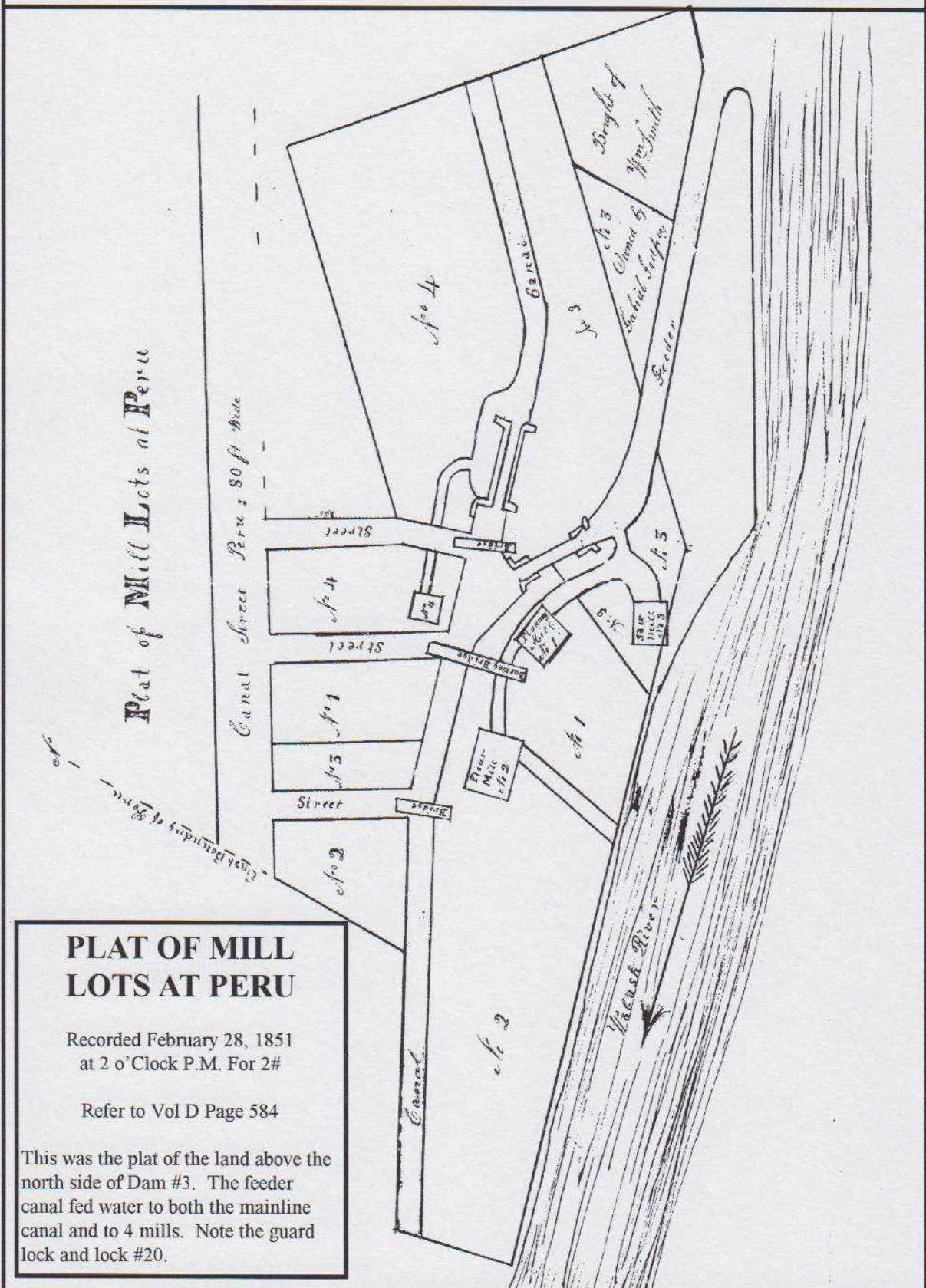
A. Buckley was advertised for lease.

This included a lease for a flouring mill and a saw mill at the dam and canal. This was probably Peru Mills.

The old grist mill at the feeder dam was blown down by a strong wind shortly



PASSAGE THRU PERU - Richvalley to Lewisburg



PLAT OF MILL LOTS AT PERU

Recorded February 28, 1851
at 2 o'Clock P.M. For 2#

Refer to Vol D Page 584

This was the plat of the land above the north side of Dam #3. The feeder canal fed water to both the mainline canal and to 4 mills. Note the guard lock and lock #20.

Plat of Mill Lots at Peru

Canal Street Peru; 80 ft wide

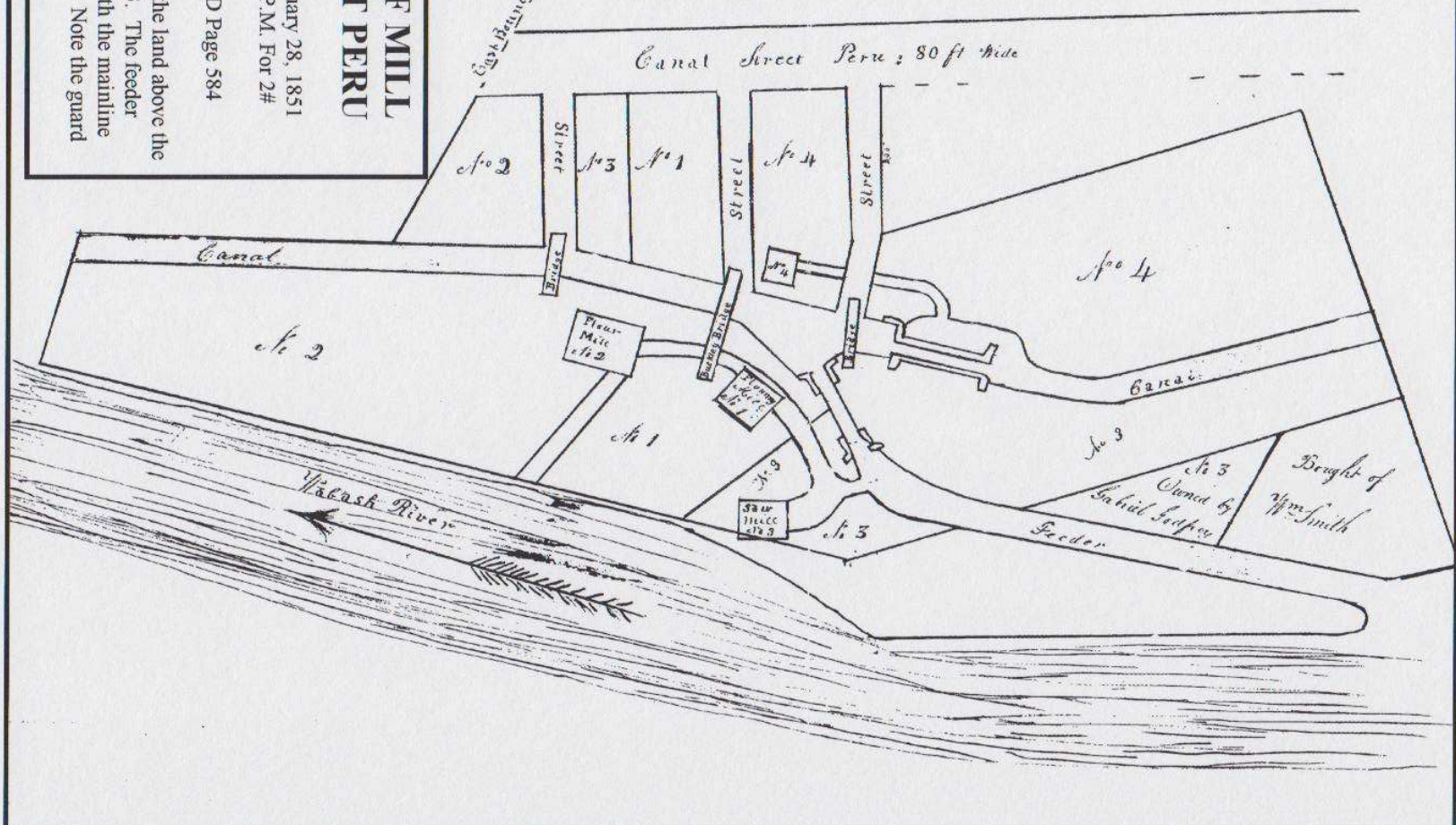
City Boundary

PLAT OF MILL LOTS AT PERU

Recorded February 28, 1851
at 2 o'Clock P.M. For 2#

Refer to Vol D Page 584

This was the plat of the land above the north side of Dam #3. The feeder canal fed water to both the mainline canal and to 4 mills. Note the guard lock and lock #20.



PASSAGE THRU PERU - Richvalley to Lewisburg

before April 17, 1851. Was this a part of Peru Mills or another mill? On August 19, 1852 "Peru Mills" ran a notice saying they had repaired and remodeled their Grist Mill at the Feeder Dam in Peru. The flouring mills were badly needed locally to meet the demand in the area. The "letting" notices showed that whether wheat or flour was shipped from Peru to Toledo, they were only worth slightly more at Toledo.

April 26, 1844. - Miami County Sentinel

Notice. SEALED proposals will be received by the undersigned at the office of the Auditor of Public Accounts at Indianapolis until the first day of June next, for leasing the surplus water at Lock No. 16 (#19) on the Wabash & Erie Canal situated one and a half miles above Peru. It is supposed that there will not ordinarily by more than half the quantity of water at this point that would be required to propel one run of 4 1/2 feet mill stones.

The plan of using the water will be the same as the plan adopted at Lock No. 17--and the power may be used to propel any machinery that in the opinion of the General Superintendent, or Superintendent of repairs, will not prove detrimental to the navigation of the canal.

The same limitations and restrictions will be incorporated in the lease that are contained in the lease at Lock. No. 17--a copy of which can be seen at the office of the Auditor of State at the Canal Land Office at Peru. The lease to run for thirty years.

Bidders will please state a price for the privilege of placing a wheel at the tumble of the lock, and it will be understood that the lease will be entitled to the use of all the water that flows over the tumble, be the same more or less--and no deduction will be made from the regulated rate of rent in consequence of a deficiency of water. A sufficient quantity of gro__ will be set apart for the use of the power. HOROATIO J. HARRIS A.P., R. MAYHEW Treasurer., WM. SHEETS Secty. of State. April 26, 1844.

April 26, 1844 -- Miami County Sentinel

SEALED proposals will be received by the undersigned at the office of the Auditor of Public Accounts until the first day of June next, for leasing a sufficient quantity of water at Wabash Dam No. 3, on the Wabash & Erie Canal, near the town of Peru, to propel a run of four and a half feet mill stones--term of thirty years. The water power offered for lease will be used on the west side of

the ravine which extends from the canal to the river, and will be passed from the o__ the culvert or head-gates, to the place ____it through a head race to be constructed by the State. The lessee will be required to construct his mill in such a manner as to a____ a continuation of the head race to supply water for other mills hereafter to be erected. The lessee will be allowed to have the occupation of all the ground belonging to the State between the canal and river and ____ the named ravine until such time as ____ shall lease other power, after which a ____ portion will be set apart of this use d____ continuance of this lease.

Bidders will state a price for each _a "power" being understood to be water sufficient to propel one run of four and a half mill stones, grinding at the rate of ____ per hour when applied upon an overshot of seven feet diameter.

Bidders can see a copy of the lease entered into on application to the Auditor of Public Accounts at the Canal Land Office at Per. It is understood that the p____ing already leased power at this point has precedence in case of a deficiency of water.

The rent to commence on the ____ November 1845. HOROATIO J. HARRIS, R. MAYHEW Tresa., WM. SHEETS Sec't of State April 26, 1844

January 16, 1849 - Miami County Sentinel

State of Indiana, Miami county, ss. In the Miami circuit court, to March term, A.D. 1849. Lewis Pence vs. Wm. W. Higgins} Domestic Attachment

Notice is hereby given that a writ of domestic attachment was issued by the clerk of said court in the above cause on the 8th day of January, A.D. 1849, at the instance and upon the affidavit of the said Lewis Pence, against the lands, tenements, goods, chattels, rights, credits, monies and effects of the said William W. Higgins, by virtue of which said write the sheriff of said county has attached the following property, to wit:

The interest of said William W. Higgins in the grist and a saw mill at Feeder dam number 3, near Peru in said county, known as the "Peru mills," now in the possession of Jesse Higgins and Stephen W. Truesdell, being the undivided one half of said mill property and the appurtenances thereunto belonging, appraised at twenty five hundred dollars; also, forty barrels of flour at said mills, being one undivided half of said flour, valued at one dollar and fifty center per barrel, and which saw writ is now pending, and the said defendant is require to appear in said court at the next term thereof on or before the calling of the cause and defend said write, or the same will be heard and determined in his absence. JAMES b. FULWILER, A. A. Cole, Atty for plff. Clerk M.C.C. Peru, January 16, 1849.

May 23, 1849 - Miami County Sentinel

SHERIFF'S SALE By virtue of an execution to me directed, on a judgment in a suit of domestic attachment, rendered in the Miami Circuit Court, wherein Lewis Pence was plaintiff and William W. Higgins defendant, I will expose to public sale on the 16th day of June, 1849, at the door of the Presbyterian Church, the same being now used as a court house in Peru, the rents and profits for a term of seven years of the following real estate, to wit: The interest of the said William W. Higgins in and to the grist and saw mills at Feeder dam Number three, near Peru, in said county of Miami, known as the "Peru Mills," now in the possession of Jesse Higgins and Stephen W. Truesdell, being the undivided one half of said Mill property and the appurtenances thereunto belonging, and on failure to realize the amount of judgment, interest and costs, I will at the same time and place expose to sale the entire interest of the said William W. Higgins, in and to the same, it being the same property attached in said cause as the property of William W. Higgins, at the suit of Lewis Pence, this 23d day of May, 1849. COLEMAN HENTON Shff. Peru, May 23, 1849.

PASSAGE THRU PERU - Richvalley to Lewisburg

May 9, 1850 - Miami County Sentinel

The Union still safe. The undersigned take pleasure in announcing to their old customers and the public generally, that their old and well established **CABINET SHOP** is still in existence, in the new two story brick, westside of Broadway, between Canal and Second streets, where **FURNITURE** of every description, such as Bureaus, Sofas, Tables, Stands, Windsor, Cane & Flag bottomed **CHAIRS**, are made to order, and kept constantly for sale at the **LOWEST PRICES**. Having carried on the above business in Peru, for the past ten years, they feel warranted in saying that all work made at their shop, shall not be surpassed either in point of cheapness or quality, and they invite the attention of those wishing to purchase anything in their line, to their usually **LARGE ASSORTMENT** before purchasing elsewhere.

In connection with their establishment they have a **water power at the Peru dam, where they have LATHES for turning WOOD and IRON, BUZZ SAWS and PLANING MACHINE**, and where they are prepared to finish and fit up Castings, Mill Irons, and Machinery of all kinds. This branch of their concern is under the charge of one who understands the business--and those who have any work in this line are invited to give them a call.

N. B. Having the stuff constantly dressed up, and in readiness to work, they are prepared to make **COFFINS** on the shortest notice; and also furnish a hearse to attend funerals. Remember the **BRICK CABINET SHOP**, One door north of O. P. Webb's on Broadway. May 9. **LOWE & THAYER**

May 16, 1850 - Miami County Sentinel

Letting of Water Power. The water power at the Peru dam, adjoining town, heretofore held by Mr. A. Buckley, is advertised for lease, by the Chief Engineer of the W. & E. canal, J. L. Williams.

This power is to be divided into **two leases, the one to run thirty years, with water sufficient to drive three run of 4 1/2 mill stones, on an overshot wheel of seven feet in diameter, or breast wheel of corresponding fall, at the option of the lessee; the other for a term of fifteen years, with water sufficient to run two saws with a Parker wheel, sawing at the usual rate.--The powers will be leased**

for an annual rent, in gross, which shall not be subject to any deductions. The lessee of the saw mill power, can take immediate possession of the saw mill now in operation, with all the appendages, and have the used of the same, for such time as it may require to saw the lumber for the new mill, and the bridge which is to erected across the canal to gain access to the lumber and log yard.

This water power is unsurpassed by any in the State, and offers great inducements to millers and others, seeking desirable investments.

Flouring Mills, particularly, are much needed, those we have being entirely inadequate to supply even the present wants of the country. As an evidence of this we need but allude to the fact, that, while large quantities of wheat are annually bought here and sold at Toledo, flour is generally the same at the two points.--Last week wheat was worth, at Peru, 80 cents; at Toledo 95 and 95 1/2 cents; flour at Toledo, \$4.75; at Peru, \$5.

The location for a saw mill is equally good. Situated in the heart of a finely timbered country, with the Wabash and its tributaries to raft down logs to the mill yard, and the Wabash and Erie canal to reach either an eastern or southern market, it combines facilities and advantages for a heavy lumber business, rarely to be met with.

Beside the advantages above mentioned, we may state the fact that this water power adjoins Peru, the county seat of Miami county, a town which is rapidly improving and destined ere long, to command the trade of a large portion of the surrounding country.

April 17, 1851 -- Miami County Sentinel

Valuable Town Lot for Sale. The undersigned will see at public sale on Saturday, May 10th, on the premises, lot No. 50 in Godfroy's addition to the town of Peru, on which is situated a comfortable frame dwelling about 40 by 20 feet, new and in good order. Also, the Grocery building and appurtenances, at the Lock at Feeder dam No. 3, known as the Rankin property. Immediate possession will be given on the dwelling. **TERMS:** One third down, the balance in six and twelve months. C.F. TRACY, D. R. BEARSS apl. 17, 1851

During Sunday and Monday a great deal of rain fell, and fears are entertained that the Canal will be considerably damaged. The rain was accompanied with high winds which blew down fences and trees a different points in its progress.

The old Grist Mill at the feeder dam, was blown down the bank by the wind of Monday, and now lies a wreck of its former magnificence. "What a fall was there my countrymen."

June 26, 1851 - Miami County Sentinel

The water Power at the Wooden Lock, 3 miles above town is advertised to be let in to-day's paper.

Letting of Canal Water Power near Peru.

SEALED PROPOSALS will be received by the undersigned until the 21st day of July next through the Post Office at Fort Wayne, for the use during the **term of thirty years, of the surplus water necessarily passing around the wooden lock 3 miles above Peru,--the water to be used on an overshot or breast wheel.** The amount of water to be leased is the quantity which it may be found necessary from time to time to pass over the tumble of said lock under the direction of the engineers or superintendent, for the purpose of supplying the navigation thence to the next feeder below, be the same more or less. As in other leased on the canal, **the use of water must be subordinate to the purposes of navigation, and the mill is not to run when it will interfere therewith.** With the water power will also be leased a lot of ground sufficient for its use and for building connected with it. The sufficiency of the water will be at the risk of the lessee, and bidders will judge for themselves of the quantity and regularity. The minimum annual rent for the whole privilege of water and ground has been fixed by the Trustees at \$150, below which it cannot be leased.

Proposals will state the **annual rent** for the entire privilege as above described, which will be **paid semi-annually without any deduction for want of water or stoppages** which may occur from any cause.

In behalf of the Trustees W. & E. Canal. J. L. WILLIAMS, Chief Engineer. June 24, 1851.



PASSAGE THRU PERU - Richvalley to Lewisburg

March 14, 1852 - Miami County Sentinel

Farm and Mill for sale. The undersigned offers his farm for sale, the same lying 2 1/2 miles south west from Peru, Miami county, Indiana, and one mile from the Wabash and Erie Canal, said place contains 159 acres, about forty acres under cultivation with a good house, barn and an excellent orchard. On said premises is a good double geared Saw Mill, which will be sold separate, with as much land to suit the purchaser, or altogether; and if still more land would be wanted. 80 acres adjoining with a small improvement can be had. Some money would be required to be paid down, and the balance in payments to suit the parties. P.F. CHARPIE March 14th, 1852.

August 19, 1852 - Miami County Sentinel

PERU MILLS. The undersigned informs the public that having thoroughly repaired and remodeled their Grist Mill at

the Feeder Dam in Peru, and added all the latest improvements in milling, they are now prepared to do work in the manner that cannot be surpassed. They solicit those wishing grinding done to give them a trial. aug 19 MITCHELL & CO.

April 6, 1893 - Miami County Sentinel

SOME OLD REMINISCENCES: OLD LANDMARKS FAST DISAPPEARING

The state, by its abandonment of the old ditch, has bequeathed to us a mammoth open sewer. A large percentage of the refuse from the city finds its way into it, which in the opinion of many will be a most inviting dwelling place for cholera and other epidemic germs during the coming summer. Canal street and lower Broadway were once streets of great commercial importance. The first mills, elevators, hotels, and store rooms were built there. The Canal Roller mills, Shearer's elevator and Hackley's foundry, all built many years ago, still remain and are in operation. The first

woolen mills, built by H. E. and C. F. Sterne, occupied the present site of the electric light plant, bottling works and stallion stables, just west of Broadway on the south side of Canal Street. They were built about the close of the war and destroyed by fire some three years later. The buildings were three stories high and filled with inflammable material. The fire soon got the upper hand of our fire department, which had not attained such a degree of efficiency as the present one. It had no such appliances for fighting fire as we now have, with one of the best systems of water works in the west to back it up. Messrs. Sterne saw the disadvantage which the fire department labored under on account of the height of the buildings. In order to remedy the defect in case of another fire they bought a tract of ground in the then commons at the west end of Second street, on which they erected new mills, all one-story buildings, which are still running under the management of Mergentheim, Strouse & Co.

BRIDGES

The Wabash and Erie Canal being a continuous waterway had to have bridges built across it. The engineer's report shows only 6 of these in 1847. In the area covered by this tour they were located between Locks #18 and 19 east of Peru, at what is now Wayne/Wallace Street in Peru, at Broadway in Peru, at Col. Reyburn's farm, fairly near Lewisburg, and at Lewisburg. The 1851 Plat of Mill Lots shows three other bridges crossing the canal. One of them also crosses the mill race. It is labeled the Buckley Bridge. It was built so that Buckley could reach his saw mill and flouring mills which likely were the "Peru Mills."

The canal bridges built by the state were in poor condition as can be seen in the 1847 engineer's report. They usually lasted ten years — fifteen at the most. The canal came through Peru in 1837 so the life span of the bridges was up. The only bridge estimated to last four years was the one at Wayne/Wallace near the dam. In 1852 the Broadway bridge still hadn't been repaired which was earlier estimated to be half the cost of a new structure. This was a very important bridge. It crossed the canal and led directly to the covered toll bridge across the

Wabash River that was built in 1843 by a corporation.

In 1852 the Canal Trustees were to erect a new bridge for \$180 or \$185 dollars which was what they paid for the bridges they normally erected. (See diagram on page 15) Peru citizens didn't want a single track bridge leading to their wonderful two track covered bridge. They wanted "a bridge with two tracks and side walks for foot passengers, and placed far enough back on the berm bank side to admit the passage of teams under it from wharf to wharf..." The City Council agreed to contribute \$125 and the County Board of Commissioners said they could give \$50. By May of that year the bridge was estimated to cost \$450 and the builder who was to erect it promised it "shall be the best bridge on the canal." Whether the council and commissioners went back on their offer or not, the May article says that "deducting the amount the Trustees would expend on one of their kind from this sum, leaves \$270 to be raised by Peru, either by a small tax, or by voluntary contribution.

Construction of the bridge was to occur

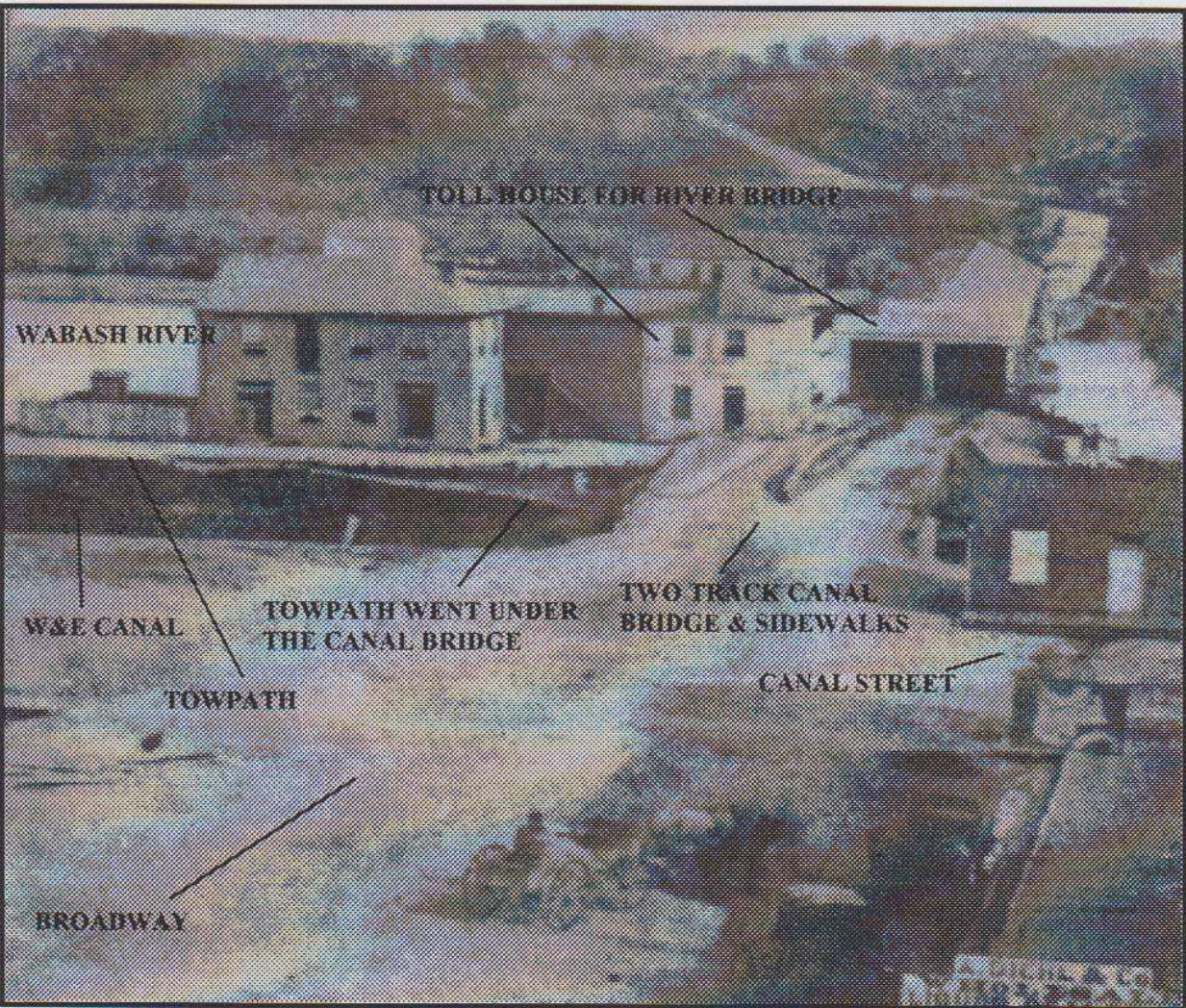
PASSAGE THRU PERU - Richvalley to Lewisburg

in September of 1852 and only interrupt traffic for 2 to 3 days. It was delayed waiting for lumber. It was ready for crossing shortly after October 7, 1852 and completed before October 21, 1852 with a coat of fire proof paint.

as being the 'dead line.' The majority of people promenading on Broadway are never seen to pass over this line very much. But never the less, the name, it nothing more, causes that part of the city to be shunned."

At one time the Broadway canal bridge and river toll bridge were thought to be beautiful additions to the town. Years later, Canal Street and Second Street at Broadway near the bridge were no longer a place for nice people. An article proposing filling in the canal and making a beautiful park said "Canal street, which for years, has been pointed out as a very undesirable thoroughfare..." and "Second street is designated

The park wasn't built at that time, but the canal in that area was filled in. An entry on October 18, 1913 in the diary of Hackely Frick was written, "We went down to Canal Street to watch the men filling in the old canal-bed....Canal was part of the Erie Canal --They are using the dirt dug from East Main Street which is being paved. O, how thankful we shall be to be free from the dust and mud and to have sidewalks!"



This picture was taken after 1852 when the two track canal bridge was completed and before 1870 when the old wooden covered toll bridge across the Wabash River was taken down. Restoration of the old toll house for the covered river bridge began in 1998 with loans from George Denny and The Historic Landmarks Foundation of Indiana and with donations from the public. The canal in this area was filled in during 1913.

PASSAGE THRU PERU - Richvalley to Lewisburg

June 14, 1849 - Miami County Sentinel

City Draymen. This numerous class of our citizens mustered in full force one day last week with their drays, and created no little excitement by their movement in a body across the Canal bridge. Apprehensions are entertained by the more nervous portion of the community, that a serious riot will occur sometime among them, if efficient steps be not taken immediately by the city council to guard against such calamity. We think, however, there is no cause for serious alarm, although an occasional demonstration, such as the one referred to, would seem to justify it. Draymen, it is true, in large cities, are generally active participators in riots and lawlessness of every description, but a well regulated public opinion in Peru, we think, will be found adequate to preserve the peace of the city and the supremacy of the law.

January 1, 1852 - Miami County Sentinel

BRIDGE ACROSS THE CANAL. The Council appropriated one hundred and twenty-five dollars, and the Board of County Commissioners fifty dollars, towards erecting of a good bridge across the Canal at the foot of Broadway. These amounts, with the one hundred and eight-five dollars the Canal Trustees pay for the bridges they erect, make three hundred and sixty dollars, leaving ninety dollars yet to be made up on the sum the bridge will cost which is contemplated.

May 20, 1852 - Miami County Sentinel

CANAL BRIDGE. The Bridge that crosses the Canal on Broadway is getting in a very bad condition, and must be replaced by a new one in a short time.

As these structures last some ten or fifteen years, the citizens of Peru, we think, should feel a lively interest in the kind of bridge that may superseded the old one, both in regard to its capacity for accommodation and the appearance it may present as a specimen of architecture. A good Bridge at this point would contribute as much, perhaps, as any other public structure, to impress the passer by, favorable, with the enterprise of our town and its appreciation of the ornamental as well as of the useful.

The Board of Trustees of the Wabash and Erie Canal, we understand, intend erecting a bridge at this point during the present season; but it will be of the same style and capacity of those recently put up at different places along the line.

Such a one will not accommodate the business of this point, and if put up, will, in a few years be a source of regret to those who have the reputation and prosperity of the town at heart.

The Bridges erected across the canal by the Board of Trustees, cost about \$180; and the question presented to the citizens of Peru is, whether they will suffer that sum to be expended in the construction of a narrow tracked bridge, which is to be an eyesore to them for the next ten or fifteen years, or whether, by a little effort, they will have one with two tracks, and side walks for foot passengers, which will be an ornament to the town, and an enduring evidence of their enterprise and public spirit.

A bridge with two tracks and side walks for foot passengers, and placed far enough back on the berm bank side to admit the passage of teams under it from wharf to wharf, will cost \$450, and, as the builder says, "shall be the best bridge on the canal." Deducting the amount the Trustees would expend on one of their kind from this sum, leaves \$270 to be raised by Peru, either by a small tax, or by voluntary contribution.

As all the citizens of the place are interested in this bridge, we think the most equitable mode of raising the amount would be by taxation, or by an appropriation immediate or prospective from the corporation treasury.

We comment the consideration of this subject to the town council, and hope they will give it that attention it deserves.

(This bridge was built with two tracks and a sidewalk. A picture of it is in the files at the Miami County Museum.)

September 9, 1852 - Miami County Sentinel

CANAL BRIDGE. We understand that arrangements have been made for the immediate construction of a bridge across the Canal at the foot of Broadway. It is much needed, the old

bridge being in so bad a condition that it is dangerous to cross longer with teams. The travel will not be interrupted longer than two or three days.

September 23, 1852 - Miami County Sentinel

The erection of the Bridge across the canal at the foot of Broadway will be commenced next week. Want of lumber prevented its commencement sooner.

October 7, 1852 - Miami County Sentinel

The Bridge across the canal will be ready for crossing by Saturday and when completed will be the best on the canal. It will be a double tracked, with side walks and of the best materials and workmanship.

October 21, 1852 - Miami County Sentinel

CANAL BRIDGE. This substantial struction (sic) has been completed several days. It is not only a convenience but, to certain degrees an ornament to our flourishing young city. The wonder now is how we put up as long as we did with the old rickety concern it supersedes. It has just been covered with a coat of FIRE PROOF paint, which, while it improves the general appearance very much, will doubtless, in the event of the canal taking fire, afford ample security against the ravages of "the devouring element."

April 6, 1893 - Miami County Sentinel

SOME OLD REMINISCENCES: OLD LANDMARKS FAST DISAPPEARING

The old covered wooden bridge across the Wabash at the foot of Broadway was built in 1843 by a corporation. It was maintained as a toll bridge until June, 1868, when it was purchased by the county commissioners and made free. In 1870 it was taken down and replaced by the present magnificent iron bridge. The timbers of the old bridge were found to be in an excellent state of preservation after thirty-six years constant use. Many of the timbers were used in smaller bridges throughout the county, and some still remain sound to the core after fifty years' continuous service.

August 17, 1895 - Miami County Sentinel

PASSAGE THRU PERU - Richvalley to Lewisburg

A Chance for a Public Park. The question of converting the pestilential old canal into a public driving park is now being agitated. Mr. Lenhart, the chairman of the committee, having the project in charge, says: "The canal could be filled up and all the ground between the north line and river be leveled and graded and converted into a park, and when completed, it would be a thing of beauty and a joy forever." This is a commendable movement and ought to be encouraged.

The inevitable result of such an acquisition to the city of Peru would be to make Canal street, which for years, has been pointed out as a very undesirable thoroughfare on which to

invest property, one of the most popular residence streets in the city.

Everybody in Peru and surrounding country and neighboring towns, for that matter, are familiar with the fact that **Second street is designated as being the "dead line."** The majority of people promenading on Broadway are never seen to pass over this line very much. **But never the less, the name, if nothing more, causes that part of the city to be shunned.** Convert the old canal into a public park and then and not till then will the dead line disappear, and all parts of Broadway will be equally attractive.

October 18, 1913 - From Diary kept by (Hackley) Frick, great-grandma to Betty

Bolds Ross

"1913, Oct. 18. We went down to Canal Street to watch the men filling in the old canal-bed.

Canal was part of the Erie Canal --They are using the dirt dug from East Main Street which is being paved. O, how thankful we shall be to be free from the dust and mud and to have sidewalks!"

April 17, 1915 - Miami County Sentinel

Street Commissioner Ed Hennessey was ordered to drain the old canal bed in the vicinity of Lincoln street. A complaint had been registered with the council by residents of that section of the city and the matter will be looked after at once.

CONSTRUCTION & CENTRAL CANAL

As structures were completed in Peru and the canal opened to Peru on July 4, 1837, construction continued on down the line to Logansport where the canal aqueduct crossing Eel River was being built. Employment was available to the large amount of laborers who arrived hoping to work on the Wabash and Erie Canal. The contractors had had problems with the consumption of large amounts of liquor by the laborers and, with the impetus provided by the Temperance Society, resolved to "dispense with the use of all ardent spirits."

The contractors also learned that the prices of the supplies they needed were declining and, hoping to finally make a profit, they quickly proceeded to finished their required work.

The Central Canal was to be surveyed

September 9, 1837 - Peru Forester

THE CANAL. This work still continues to proceed briskly, although quite a number of laborers on several of the sections above this place have been taken sick and some few deaths have occurred. **Large numbers of laborers are daily arriving and as far as we have been able to learn, find employment.** A meeting of most, if not all of the contractors upon that part of the line of the canal which lies in this neighborhood was holder (sic) in this place on Tuesday last at which it was resolved unanimously to **dispense with the use of all ardent spirits** upon their jobs. The

side cut at this place is progressing finely and hopes are entertained that it will be completed as soon as any portion of the Canal above can be made available. The second estimate of labor done by the contractors has been made during the past week and the money due according to the estimates has been paid in by the commissioners in notes of the Commercial Bank of Lake Erie. The prospect of a **depression in the price of provisions** in a very short time has awakened among the contractors **increasing hopes of an augmented profit** upon their contracts which we have reason to believe will be attended with an increased alacrity in the completion

of this now very necessary work. It is understood that a Temperance Society numbering a large list of members has been formed among the operatives upon the jobs and that a laudable spirit for the promotion of the cause of Temperance is excited among that class of persons. -- **Maumee Express.** (Reprinted in Peru Forester)

September 9, 1837 -- Logansport Telegraph

LOGANSPOrt BRIDGES. We noticed some weeks ago, the completion of the Bridge across Eel river at the end of Sixth street; and it now gives us

PASSAGE THRU PERU - Richvalley to Lewisburg

pleasure to state, that the building of the Bridge at the north end of Bridge street, is going on rapidly, under the supervision of competent workmen. The abutments and five large stone piers are nearly completed. The whole work, it is believed, will be finished early in November.

The building of the large Bridge across the Wabash drags heavily, owing, in some measure to the difficulties encountered in procuring lumber. That part of the bridge reaching from Logansport to the island is nearly completed; and presents a fair specimen of workmanship.

The Aqueduct, for the passage of the canal, between the two bridges on Eel river, is in a state of forwardness, and will be completed with the least possible delay. --Logansport Telegraph

November 20, 1851 - Miami County Sentinel

CENTRAL CANAL. We copy the following notice of the probable extension of this work to its original

terminus (the Wabash and Erie Canal) from the Indianapolis Locomotive.--The point of intersection with the Wabash and Erie Canal was not fixed in the act in which the work was commenced, but at the session of 1838-9 or 1838-10, Commissioners were appointed by the Legislature to examine the proposed routes and report the most feasible point of intersection, to the next session. Not having the journals at hand we are unable to say whether this report was ever made or not, but if our memory is not at fault, the **Mississinewa route had an intersection with the Wabash & Erie Canal at this place**, were decided upon by the Commissioners. If this be the case, and the Company who now own the Canal, deem it expedient to finish it in accordance with the intention of its original projectors, a new source of prosperity may be opened up to our already thrifty town and county.

"We understand that **Dr. Ramsay, Agent for the Company, F.C. Moore, Engineer, and Mr. Jeremiah Jackson, one of the principal Stockholders in the Central Canal Company, passed over**

the entire line of the Canal, from this City to where it strikes the Wabash and Erie Canal, for the purpose of examining whether it was practicable for the Company to go on and finish the Canal to connect with the Wabash and Erie Canal. Of course the result and determination cannot be known until Mr. Jackson reports to the Stockholders in New York, but from the very favorable opinion he has formed of the country through which the Canal passes, and the comparatively small amount necessary to complete it, we have no doubt but the Company will commence next spring, and push it through as fast as the work can be done.--Should they determine to undertake the work, of which we have little doubt, they will most probably have it finished to Anderson next year, and form the connection of a northern water communication to New York by the year following. The importance of this improvement to the country is incalculable, as it will not only give us a direct water communication with New York, but it will furnish along the whole line of the Canal any quantity of water power.

BUSINESS ADVERTISEMENTS

The Wabash and Erie Canal had no more than reached Peru when Jacob Linzee, a local businessman, began advertising that he was receiving shipments from New York by canal boat. His establishment, located in the store house previously owned by D. R. Bearss, offered dry goods, ready made clothing, hats, shoes, boots, groceries, hardware, Queensware, iron, steel, castings, etc.—a real general store.

The frontier was open to all the wonderful goods from the east. Other merchants advertised new, cheap goods. The cost of transporting the goods was much less by canal. Some of the goods were shipped by Wells & Cos. "Express" and another on the canal boat "Cambria." Sometimes the boats were delayed which they referred to in their advertisements. They would pay cash for or take exchange of country produce for their wares. This gave them the freshest produce available. Those advertising in alphabetical, not chronological, order were:

T. L. Daniels - Columbus Insurance Co. sold insurance on canal freights as well as on

buildings, stores, merchandize, etc.

Dart, Webb, Dutton - general merchandise

Davenport - Prime family groceries, iron, steel

Defrees & Darrow - Drugs, paints, odds, dye-stuffs, varnish, window glass, perfume, books, stationary, physicians medicines

H. Dutton - Silk and dress goods, hats, parasols, threads, ribbons, flowers,

Gallup - Jewelry

N. C. Hall - Dry goods, groceries, clothing, shoes, molasses, sugar, tea, coffee, spices, glassware, hardware, queensware, nails, pails, leghorn and palm leaf hats, etc.

Hotels - better hotels than anywhere on the ditch

Nursery - located one mile above Peru, between Canal and river - fruit trees

PASSAGE THRU PERU - Richvalley to Lewisburg

Smith & Crowell - bought grain

Smith & Co. - located on the corner of Broadway and Canal streets, bought produce and sold items like tea, shoes, whitefish, pickerel

Smith & Foote - located at Farmers Depot on the Canal - general store.

M. A. Thomas - brought a wool carding machine to Peru. He established stands where wool could be delivered in Lewisburg, Wabash, Lagro, Roanoke, Newark, Gilead, Perrysburgh and Mexico and were returned as rolls free of charge. He asked for one pound of clean grease for every seven pounds of wool carded. He would take cash, wool, or most kinds



of produce in payment before he began carding.

Tyner & Childers - Warehouse on the canal previously owned by Smith & Crowell - bought wheat, corn, rye, oats, barley

July 26th, 1837 - Peru Forester?

New and Cheap GOODS. **JACOB LINZEE**, Would inform the inhabitant of PERU and the surrounding country that he has just received from New York, via the canal, and is now opening in Peru, a large and extensive assortment of Dry Goods, Ready Made Clothing, Hats, Shoes and Boots: Groceries, Hardware, Queensware, IRON, STEEL, CASTINGS, &c. All of which he will sell on the lowest terms. Persons wishing to purchase, will find it to their advantage to call and see for themselves, as he feels confident that no one will visit his store without being satisfied; his goods will be kept in the Store House formerly occupied by D. R. BEARSS in Peru, where all pains will be taken to accommodate those who may favor him with a call, by **JACOB LINZEE**, Peru, July 26th, 1837. N. B. Most kinds of country Produce and Peltries taken in Exchange for Goods.

December 7, 1844 - ?

(Picture of a canal boat in tow) NEW AND CHEAP GOODS. The subscriber has just received from New York a fresh supply of DRY GOODS for Fall and Winter use, consisting as follows; Black blue, and mixed Broad Cloths, black blue, and mixed Cassimeres, Satinets, Jeans. blue, bleached and brown Drillings, bleached and brown Shirtings and Sheetings: Calicos of every description, Shawls, fancy H'dkfs., Gents' silk H'dkfs., Linens, Linen Cambric, Lawns, Lace Gents' and

Lady's Gloves, Ladies' Hose, Cashmeres, Silk vestings, and in fact every article that is usually called for in the Fancy and Dry Goods Line. His stock of Groceries is complete, all of the best quality, and cheaper than were ever before offered in this market. They consist in part of Tea, Coffee, Spices of every kind, Molasses, Sugar, &c. Tobacco &c. BOOTS, SHOES AND LEATHER. HATS & CAPS. Glass of all sorts and sizes, Glassware, Chinaware, Hardware of all kinds, and a great variety of articles too numerous to mention.

All of which will be sold at the lowest possible prices for READY PAY ONLY. To farmers, mechanics and all others wishing to buy GOODS he would say: Call and examine our Stock at our old stand, two doors north of the Peru Drug Store, and we will give you as good, if not better bargains, than can be had in Peru. And he is determined not to be under sold by an establishment in the place, he will sell at the smallest kind of an advance on the New York prices. "Small profits and quick returns," his motto. "A nimble flip is better than a slow bit" any time. **N.C. HALL** Peru, Dec. 7, 1844

CROCKERY WARE--A good article just received, and for sale very cheap by **N.C. HALL** Dec.7

Wanted, In exchange for Goods, all kinds of country produce for which the highest market price will be allowed. **N. C. HALL.**

February 22, 1849 - Miami County Sentinel

SMITH, & CO., At their Store and Warehouse, corner of Broadway and Canal street, on the Canal RECOLLECT TOO, That it is the only place in town where you can depend on the CASH At all times for your produce. Peru, June 29, 1848.

May 10, 1849 - Miami County Sentinel

BY EXPRESS. RECEIVED this day one case SILK GOODS, and looking for more every moment. Ladies Please call and see for yourselves. Some very nice DRESS GOODS depend on it. Call soon. **H. DUTTON.** Peru, May, 10, 1849

May 24, 1849 - Miami County Sentinel

ARRIVAL OF THE CAMBRIA!! THE undersigned are daily receiving addition to their stock of goods, among which may be found articles at such reduced prices as the following, viz: Tea 25 cents per pound, Women's slipper 25 to 50 centers per pair, Boots and shoes in the same proportion. **SMITH & CO.** (A woodcut of a canal boat being pulled by one horse was included in the advertisement)

May 24, 1849 - Miami County Sentinel

The Great Riot in New York: Tremendous Excitement!!! The subscriber is happy to inform his old customers and the community generally, that he is receiving from the city of New

PASSAGE THRU PERU - Richvalley to Lewisburg

York by Railroad and Canal, a very large and seasonable stock of goods, which for cheapness and style cannot be surpassed. And he will here remark that he can and will sell his goods at greatly reduced prices--at such prices as will give entire satisfaction. He feels confident that he can sell to those wanting goods if they will favor him with a call and examine prices. And those who do not intend purchasing--why just come in "for the fun of it"--it will do you good to look at the goods.

Among other things may be found in his stock, beautiful printed calicoes (sic), gingham, lawns, organdies and florizels, chameleon colors, linen gingham, barages, white goods, thread and cotton laces, cashmere and fancy shawls; silk, gingham and calico parasols and parasollettes; China pearl, queens own, leghorn, lace and Berlin bonnets; straw gimp and core; artificials, linen fringes, coronation cord; a good assortment of ladies slips, ties, buskins, halfgaiters, col'd &c. (etc.) &c. (etc.) Also a large stock of summer goods for coats and pants, besides broad cloths, cassimeres, tweeds, sattinetts, jeans, Irish, brown & plaid linens; a new style of corduroys and velveteens; linen drills; black coating, &c. A good assortment of Staple goods, goods, such as sheetings, shirtings, sheetings, bed ticks, drills, apron checks, bagging, &c. A large stock of boots and shoes; groceries; hardware; queensware; nails; glass; pails; leather; leghorn and palm leaf hats.

In a word--a fine stock of goods of all kinds, where you can get what you want. Now look out for great bargains at Hall's--be sure and call at his old stand in the south room of the large stone building before you buy your goods. N. C. Hall Peru, Indiana, May 24th, 1849

August 9, 1849 - Miami County Sentinel

COLUMBUS INSURANCE COMPANY. Capital \$500,000--Paid in \$300,000. The subscriber, as agent for the above named Company, is now prepared to issue Policies of Insurance on buildings, stores, merchandize (sic), &c., on as reasonable terms as any other responsible company T. L. DANIELS

Also, insurance on canal freights of all kinds. Peru, Nov. 1, '48

November 8, 1849 - Miami County Sentinel

New Advertisement. New Goods. Our merchants are receiving their fall supplies of Goods, as will be seen by their advertisements in this week's paper.

DAVENPORT is on hand with a choice lot of **GROCERIES**.

N.C. HALL, with any quantity and every variety of **Dry Goods, Groceries, &c.**

DART, WEBB and DUTTON, are hourly expecting complete assortments in their **respective lines by canal**, of the arrival of which they will notify their customers next week.

November 15, 1849 - Miami County Sentinel

MY CUSTOMERS WILL please receive my most hearty thanks for the liberal amount of patronage bestowed on me the past summer and will bear in mind that I AM IN TOWN AGAIN and just receiving by slow process of Canal, a general assortment of prime family groceries which will be sold as low as the present elevated state of the eastern and southern markets will admit As regards the quality and prices of my goods they will as heretofore compare favorably with any bought to this market.

Please call and examine for yourselves. **L. DAVENPORT.** nov 8-20

? ?, 1850 - Miami County Sentinel

COTTON YARN. Carpet yarn, Brown sheetings, Bed Tickings, Brown Drills, &c. &c. **SMITH & CO.**

LAKE FISH. A fine lot of **White Fish and Pickerel**, just received and for sale at our **warehouse and store on the Canal.** **SMITH & CO.**

March 11, 1850 - Miami County Sentinel

(SHIP'D BY WELLS & Co's EXPRESS.) **NEW YORK**, March 27m 1850. Care of owner, H. DUTTON, Peru, Ind.

1 case gents fash'ble silk hats
3 boxes Dry goods. **CONSISTING IN PART OF**

5 pieces linen drills and coatings,
4 do (ditto) blue mixed cot. coatings and pants stuffs,
5 do blue drills, 4 do sattinetts,
10 do fast green calicoes, (prints)
5 do do Pink do
7 do do new style chambray gingham,
10 do do do brazes, 5 do assorted

lawns,
12 do linen edgings
14 do gold, silver, & silk braids, (new.)
5 do summer gingham,
12 dozen pairs ladies and misses gloves,
1 piece fine green braze veils,
4 do linen hdkfs, coarse and fine.

TOGETHER WITH

Braids, bindings, ribbons, flowers, crapes, purse trimmings, spools and reeds, coat threads, French work'd collars, tidy cotton, 1/2 doz.. fashionable parasols, &c &c. Which all arrived safe, Saturday April 6th, 1850. (We understand) our neighbors down town think it ain't so. We know how to appreciate your kind feelings--we have been behind ourselves sometimes, but happened to be a little ahead this time--our advice is be of good cheer. Yours will come by and by.

N.B. Please call and see our new goods.

HENRY DUTTON Peru, Thursday, March 11th, 1850

March 24, 1850 - Miami County Sentinel

BY EXPRESS. WE HAVE COMMENCED RECEIVING Our Spring and Summer Goods. **SMITH & FOOTE.** March 24, 1850 (a picture of a horse with a canal packet in tow is above the ad)

March 28, 1850 - Miami County Sentinel

BY EXPRESS. WE DON'T YIELD THE POINT. Our! Spring Goods will arrive by the 10th of April at furthest. Which we think will be the first of the season from New York. **H. DUTTON** Peru, March 28, 1850.

May 16, 1850 - Miami County Sentinel

The **Red Carding Machine**, one mile above town, on the canal, is now in operation under the management of M. A. Thomas, who announces in today's paper that his work shall be performed in the best manner and at the lowest prices.

WOOL CARDING. THE undersigned is on hand again at the Red Carding Machine, with every thing in order for the accommodation of those at a distance who want carding done. **Stands have been established, where wool will be received and the rolls returned free of charge**, at the following places, viz: John Haines, Lewisburgh; J. A. McHenry, Wabash town; Michael English, Lagro; B. W. Chapman, Roanoke; John Ball, Newark, Fulton Co.;

PASSAGE THRU PERU - Richvalley to Lewisburg

W. H. Wright, Gilead; J. E. Howes, Perrysburgh; Noah Sinks, Mexico.

The Machine is in excellent order, and under the management of an experienced carder, which enables the undersigned to say that all work shall be done in the best manner.

One pound of clean grease will be required for every seven pounds of wool. Wool taken for carding when it is desired, as well as most kinds of produce.

CLOTH DRESSING carried on as usual. The terms are PAY DOWN, invariably. M. A. THOMAS. may 16

October 3, 1850 - Miami County Sentinel

GREAT REDUCTION IN PRICES. DEFREES & DARROW having greatly reduced the price of Drugs, Paints, Ods, Dye-Stuffs, Varnish, Window Glass, Perfume, Books, Stationary, &c., feel confident of pleasing all who may favor them with a call. We intend to keep a large and complete assortment of all articles usually kept in a drug store, and wish to understand that we do not intend to be undersold either here or at any other point on the Wabash and Erie Canal.

All articles put up by us warranted to be pure and unadulterated.

Physicians may expect to buy of us very low and to get medicines of a superior quality.

Be sure to call at the old stand of J. M. Defrees, one door north at the Western House. sept 12

November 7, 1850 - Miami County Sentinel

SOMETHING SINGULAR. A few days since a Canal Boat passed through Peru, having on board a large lot of Iron and Steel, for which no one applied. After waiting several hours in the rain, the Captain called on me and asked me if I would take the Iron and pay the freight on it. I told him 'Yes,' and I did it. And said Iron and steel taken in connection with what I previously had, makes it decidedly the most complete assortment ever offered in Peru. For particulars please refer to my list of Iron and Steel in another part of this paper. L. DAVENPORT nov 7

November 8, 1850 - Miami County

Sentinel

MY CUSTOMERS WILL please receive my most hearty thanks for the liberal amount of patronage bestowed on me the past summer and will bear in mind that I AM IN TOWN AGAIN and just receiving by slow process of Canal general assortment of prime family groceries which will be sold as low as the present eleven states of the eastern and southern markets will admit. As regards the quality and prices of goods they will as heretofore compare favorably with any brought to this market. Please call and examine for yourselves. L. DAVENPORT nov 8

March 11, 1852 - Miami County Sentinel

New arrival of Jewelry by Express. GALLUP has received his spring stock of Jewelry direct from New York, by express, to which he invites the attention of the LADIES and all who wish goods in his line, as he is determined not to be undersold or excelled in assortment or style. Old gold and silver taken in exchange for goods. march 11

March 18, 1852 - Miami County Sentinel

FRUIT TREES. FRUIT TREES! A fine assortment of Apple and Pear trees, embracing the choicest varieties, is now offered by the undersigned at his Nursery, one mile above Peru, between the Canal and river. The prices are low. mar 18

June 17, 1852 - ?

HOTELS. We think no town on the ditch can boast better Hotels, or landlords who take greater pains to promote the comfort of their guest's than Peru at the present time. Persons who doubt this can determine for themselves, by sojourning with us a few days.

June 24, 1852 - Miami County Sentinel

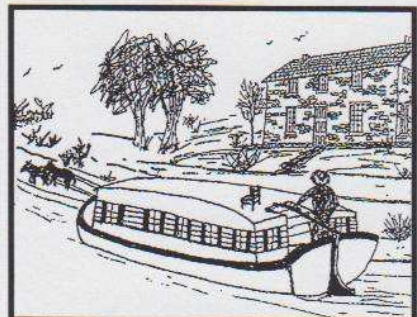
IMPROVED MARKET FOR WHEAT, CORN, RYE, OATS, & BARLEY In Peru, Miami county, Indiana. TYNER & CHILDERS who late last season commenced operations in the produce business, respectfully announce to the farmers of Miami and adjoining counties, that having the sole occupancy of the Warehouse on the Canal, (formerly occupied by MESSRS. SMITH & CROWELL,) they are prepared

to pay, and they will at all times pay The highest prices in Cash for grain of all kinds, That the range of prices in the Eastern markets will justify, whether other buyers will do so or not.

The Farmers are the persons most interested in having a home market for Grain, and they by their acts, contribute more than all others in securing such a market. For if all or nearly all the farmers sell exclusively to one or two buyers, there is no inducement for others who have abundant means to engage in the business. Competition is the life of trade, and emphatically so in the Produce Business, counteracting the injurious influences of monopolies, and so regulating the business as to insure to the farmer the highest price for his surplus products. Suppose the farmer should ask, "Can you pay any higher price for our Grain than the other buyers we have sold our surplus produce for the last year or two?" We answer that no better price can be paid by one dealer than another doing a legitimate business; but an increased number of dealers will keep the prices up to the highest figures, and likewise prevent those sudden depressions in prices that no sensible man can account for, unless it be on the principle that they buyer can control the prices at home and thereby make large profits on the farmers earnings. To prevent such financial operations, and to demonstrate to the farmers that they can have an improved market in Peru, is the intention of this firm. Then they said to the Farmers, bring your Grain to them and thereby prove the truth of the above statement. Peru. June 24, 1852

October 28, 1852 - Miami County Sentinel

THINGS WE NOTICE. SMITH & FOOT are opening a mammoth Fall stock, at the Farmers Depot, on the canal, embracing the greatest variety, both in quality and style, which they say they will put out at exceedingly low figures.



PASSAGE THRU PERU - Richvalley to Lewisburg

NAVIGATION

The Wabash and Erie Canal was not open for as much time as might be assumed. Early freezing, late thaws, breaches and sometimes low water kept navigation from taking place. History books often say the canal was closed for three months of the year. This was not true in the Peru area. Navigation usually ceased during the months of December, January, February, March and sometimes even November when the canal was frozen over. Even if the Peru area was open, often the canal further north or the Miami and Erie Canal to which it joined in Ohio was still frozen over. In 1852 the Miami and Erie did not open at Junction until May 6.

The opening of navigation was announced in the newspapers letting everyone know that the stores would soon be receiving new stock and that the mail would once again come by canal boat rather than wagon. They also announced the closing of the canal for the

winter and announced the arrangements made for carrying the mail. The opening of the canal from Toledo to Terre Haute was also reported. Previous to Nov. 1949 it only was opened to Lodi.

When closing of the canal for repair after breaches it was usually announced how many days navigation would be halted. After the repairs were completed the resumption of navigation was also reported.

NAVIGATION DATES

Year	Opened	Closed
1845	By Mar. 29	
1848		After Nov. 16
1849	Before Apr. 5	
1850	By Mar. 15	
1851	By Mar. 20	
1852	By Mar. 15	Before Nov. 25

March 29, 1845 - The Peru Observer
NAVIGATION has opened on the Canal and boats are passing briskly.

April 12, 1845 - The Peru Observer
 The Superintendent deserves great praise for his active exertions in getting the Canal in operation this year at so early a day. We believe this is the **first season that navigation has commenced in March**, if we recollect right.

November 9, 1848 - Miami County Sentinel

There is but little doing in the produce line, in consequence of the bad state of the roads. We have a pretty fair sample of winter,--the ground covered with snow,--and boating on the canal will soon be wound up for the season.

November 16, 1848 - Miami County Sentinel

No change in the markets since our last. **Navigation about closing.**

February 22, 1849 - Miami County Sentinel

NAVIGATION. The canal will open and

the Packets commence running about the **1st of April.**

March 29, 1849 - Miami County Sentinel

OPENING OF THE W. & E. CANAL. Jesse L. Williams, Esq., chief engineer, who has just traversed the whole line of the canal from Fort Wayne, informs us, that an **early opening** of navigation may be expected; and he authorizes us to state, for the information of the public, that boats are expected to leave Cincinnati for the Wabash as early as the **10th of March** with an assurance of reaching Lafayette without hindrance.

Mr. W. further says, that the recent warm weather has so far melted and softened the ice in the river as to remove all apprehension of injury to the Delphi dam.--**Lafayette Daily Journal** (Reprinted in MCS)

April 5, 1849 - Miami County Sentinel

Navigation on the Canal, has already opened, several boats having passed up and down. The splendid line boat, **CHESAPEAKE**, Capt. Crippen left our harbor Tuesday, for ports below, with a full complement of passengers, citizens of Peru, bound for the South and West. The terrors of the "Raging Canawl"

were entirely forgotten, amid the tears and regrets, kind wishes and fond adues (sic), or parting friends and relations. We wish them a pleasant voyage, and safe arrival at their respective places of destination.

November 11, 1849 - Miami County Sentinel

CANAL. Navigation is now opened through from Toledo to Terre Haute.--Boats have passed up with full freights from the neighborhood of the latter place. The **Packets**, we understand, **will not run through, regularly, until next season.**

November 15, 1849 - Miami County Sentinel

Wabash and Erie Canal. The water is in the canal as far as Terre Haute, and boats have arrived from Toledo and intermediate ports. The citizens of Terre Haute had a great jollification over the event; and well they might, for it is an era in the history of the 'Prairie City,' as she styles herself. Speeches were made, toasts drank, and other things done appropriate to the occasion.

This Canal, when finished to Evansville, will be the largest in the United States, and one hundred miles longer than the

PASSAGE THRU PERU - Richvalley to Lewisburg

great Erie Canal. It commences at Toledo on Lake Erie, crosses a portion of Ohio enters the State of Indiana near the N. W. corner, and runs diagonally, with a considerable curve across the State to Evansville on the Ohio. Toledo, Peru, Lafayette, Logansport, and Terre Haute, are the principal points as far as completed. All this has been done where, a few years ago, the red men trod the forest, and the wild beast hunted his prey. What a change have living men witnessed. **Lawrenceburgh Register.** (Reprinted in MCS)

February 28, 1850- Miami County Sentinel

The Canal will be open by the 15th of March.

March 21, 1850 - Miami County Sentinel

Navigation of the Canal is opened. Several boats have passed down, and one loaded here left for Toledo on Tuesday.--A packet we believe is running between Lafayette and Logansport. THE PACKETS we are informed will commence their regular trips of the 25th instant.

March 3, 1851 - Miami County Sentinel

Markets. SENTINEL OFFICE, March 19, 1851. Since the rain of last week the weather has assumed a more settled and spring like appearance.--The roads are getting better, and with the opening of the Canal next week and the running of the boats, we may look for the return of our usual business activity. We notice but little corn and wheat coming in yet, owing no doubt, to the bad condition of the roads. There must be considerable still in the hands of the farmers which will seek a market by way of the Canal.

Wheat 65c; Corn, shelled; 28c; in the ear, 25c; Oats, 30c.; Barley, 75c.; Rye, 75c.

DOMESTIC MARKET--RETAIL.

Butter, lb. - 10; Eggs, doz. - 6; Hams, city cured, lb. - 8; Shoulders, lb. - 7; Flour, hbl. 4. 00; Corn Meal, bu. - 49; Potatoes, bu. - 40; Chickens--dressed. - 10; Turkeys - 25@50; Beef, lb. 3@4

March 6, 1851 - Miami County Sentinel

OPENING OF THE CANAL. We are informed by Mr. A. J. Morley,

superintendent, that the Indiana part of the canal will be ready and open for navigation by the 20th inst. A telegraphic dispatch from Mr. Williams states that the Ohio portion will be open on the 22d or 23d inst.,--giving an uninterrupted navigation to Toledo and Cincinnati.

March 20, 1851 - Miami County Sentinel

OPENING OF NAVIGATION. Mr. HOLMAN informs us that the water will be let into the canal this evening, from the State line to Lafayette.

The Packets, it is said, will leave Lafayette for Toledo, on Tuesday next. In five or six days we may expect business on the canal to be fairly renewed.

February 26, 1852 - Miami County Sentinel

The Superintendent of this division of the Canal informed us the other day that navigation would be open on the 15th of next month.

April 1, 1852 - Miami County Sentinel

CANAL. Navigation is now open through to Toledo. The Packets will commence running Saturday on the beginning of next week, so said. A number of boats have loaded here, mostly with pork and lard, and started for Toledo.

April 15, 1852 - Miami County Sentinel

Markets. SENTINEL OFFICE. PERU, APRIL 15, 1852. Gloomy, cold and wet weather, still reminds us that Spring has not come. Navigation has

opened fairly and business is beginning to assume a lively aspect. No change in the markets since our last.

Wheat 50c.; Corn, 28@30c.; Barley, 42c.; Rye, 42c.; Oats, 25c.

April 29, 1852 - Miami County Sentinel

NAVIGATION--CANAL. A correspondent writing to the Piqua Register in regard to navigation on the Canal says: I see by the Register of April 16 that some one has informed you that navigation north of St. Mary's would be open by the middle of next [this] week. I am sorry to tell you and your Piqua friends that no Boat can pass the Junction before the 8th of May.

May 6, 1852 - Miami County Sentinel

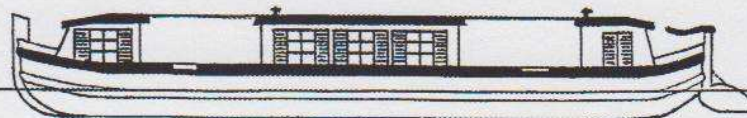
Several of our merchants are beginning to receive their spring goods.

May 6, 1852 - Miami County Sentinel

The Miami Canal is said to be now open and through navigation resumed.

November 25, 1852 - Miami County Sentinel

STAGE LINE. The Packets having been drawn off, Mr. William Wilson, of Logansport, has commenced running a line of spring wagons between Lafayette and Fort Wayne. This arrangement will be quite an accommodation to the traveling public, and with the mail contract which he has, we hope will prove a remunerating business to the proprietor. The line is tri-weekly, arriving from the west on Mondays, Wednesdays, and Fridays, and from the east Tuesdays, Thursdays and Saturdays.



Several types of boats plied the waters of the canal. Some carried passengers and mail, some carried freight, and some were designed to carry both passengers and freight. The above boat is an example of the latter.

Diagram by Paul Baudendistel

PASSAGE THRU PERU - Richvalley to Lewisburg

DAMAGES

Breaches in the canal plagued its builders from the start. They would no more than get a section built and a portion of it would be washed away. The **Wabash Courier** reported, "The newly constructed portion between this (Wabash) and Covington is broken and injured to a heavy extent. Between Covington and Lafayette there are several serious breaches." These canal banks were so freshly built that they had not had a good chance to settle in and become thoroughly water tight. However, all canal banks, old or new/ berm or tow path, suffered breaks.

Repairing the breaks could take anywhere from a few days to several weeks, with an extreme case at times shutting down the canal for the remainder of the year. Everyone was happy when repairs were finished ahead of the estimated time.

The labor needed to repair the canal was measured by 100 hands per month. The costs of the repairs varied according to the extent of the damage to the canal prism and structures. Often culverts washed out and bridges were swept away. Estimates of damages to the canal at different times ranged from \$100 to \$100,000. Damages to crops were sometimes sustained as well.

Breaches were dangerous to those on the canal as can be seen by the breaking apart of the canal boat "Kentucky" that was swept into the river. Three men died. Often animals in pastures along the canal were carried away.

November 4, 1837 - Peru Forester

BREACH IN THE CANAL. We regret to learn that the **embankment about five miles above Huntington** has given away, and that in consequence thereof the boats which have heretofore made their regular trips to this place, will be prevented from doing so for some days to come. We have learned no particulars about the matter; but will give the earliest information of the repair of that breach, and the recommencement of navigation.

Since the above was in type we have received information from up the line, which enables us to say that the canal has been **so far repaired** as to enable

boats to pass down; and, the arrival of the Indiana and Huntington Packets last evening, fully confirms the truth of the report.

January 18, 1844 - Miami County Sentinel

DAMAGES ON THE CANAL. It is learned that the Wabash and Erie Canal has suffered greatly by the recent great floods. **The newly constructed portion between this and Covington is broken and injured to a heavy extent. Between Covington and Lafayette there are several serious breaches.** The extent of injury is not yet known--probably \$100,000 will not cover the loss.--**Wabash Courier**, 16th. (Reprint MCS)

While repairs were in process, other passengers and shipping arrangements had to be made. If the break was relatively small, a boat would travel close to the breach; the passengers would be placed on wagons, taken around the breach, and loaded onto a waiting boat; and then resume their journey. If the breach was large or there were several along the canal, navigation was suspended altogether. Mail at these times had to be delivered by other means.

Damages to the canal in the local area could affect transportation miles away, even as far as the Miami and Erie Canal in Ohio. The conditions of flooding around Piqua and Troy on that canal were reported in Peru.

General repairs, such as replacing a lock gate, repairing a culvert, or rebuilding a bridge was usually done during the winter. When such repairs, which often necessitated draining water from the canal for a period of time, were needed during times of navigation, they tried to close the canal during the dry months when water was in short supply and there was not as much produce to ship. During the spring there was a lot of pork to ship from butchering during the cold months. In the fall their was a lot of grain.

The newspapers kept their readers informed about the canal. They reported breaks, how the repairs were progressing and when the canal would be back in use.

June, 1844 - The Peru Observer

DISTRESSING OCCURRENCE. PACKET BOAT KENTUCKY LOST, AND THREE PERSONS DROWNED.--We stop the press to announce the painful intelligence of the loss of the **Packet Boat Kentucky**, commanded by Captain Hammond, and the death of our esteemed townsman, Mr. THOMAS EMERSON, and also Mr. Griffin, of Fort Wayne, and Mr. Burns from English's quarry, who were all drowned.

Captain Hammond has favored us with the following extract from a letter to Captain Briggs, giving the particulars which we hasten to lay before our readers:

PASSAGE THRU PERU - Richvalley to Lewisburg

"LOGANSPORT, June 16, 1844. Capt. Briggs., Dear Sir:--Packet Boat Kentucky lost, and three persons drowned. Three and a half miles below this place, on my passage from Lafayette, at 8 o'clock last evening the towing path gave way as I was passing the place and I escaped it, but 60 rods beyond, around a short bend, there was another. There I was between two breaks at one time, only 60 rods apart and both gave way at once. I got the stern line on the birm (sic) bank, and a line on the tow-path, but both lines parted in an instant; away the boat went through the break into the woods, striking a large tree, then winding around, the stern striking another tree, breaking the boat in two, turning her hull upwards and breaking the boat all to pieces." We learn from Captain Hammond that there is an immense break at the Birmingham Bluff, near Lafayette. That with other breaks in the canal, occasioned by the late rains, will take one or two months to repair damages.

FURTHER PARTICULARS. Mr. ___ Brown, proprietor of Brown's Hotel of Lafayette, was on board at the time the accident occurred, and he together with three or four of the Boat's crew were saved almost miraculously. When the boat left the bed of the canal and was hurrying to the river with the torrent of water, it broke in two and the part of the boat that Mr. Brown was on turned completely over, taking him under with it. In turning he caught the railing and by that means he was saved.

He, together with the crew, remained on a log all night in the most perilous situation; the water around them was some eight or ten feet deep, and the place was such that no assistance could be rendered them until morning.

Hundreds of our citizens have been on the ground, but as yet, none of the bodies have been found.--Telegraph

We learn that the body of Mr. Emerson was found on Monday evening last.

July 13, 1844 - The Peru Observer

THE CANAL. We understand that the water is let into the canal, and that boats will be here to-day. The canal between this place and Logansport, will not be repaired yet for a few days; and from there to Lafayette will not be ready for boats much short of three weeks.

September 7, 1844 - The Peru Observer
Another breach occurred in the Canal a few miles below Lagro, during the present week, which will it is supposed, require about 100 hands a month to repair. It is believed however, that it may be so mended as to admit of the passage of boats in about two weeks.

September 14, 1844 - The Peru Observer

The water is let into the Canal at Lagro, and boats are again "on the run."

September 28, 1849 - The Peru Observer

The canal broke again this week near Logansport. Not a drop of rain had fallen to occasion it. More "White Dog" to be issued, SHAVED, &c.

May 10, 1845 - The Peru Observer

The breach which occurred in the canal a few days since, below Ft. Wayne, has been repaired, and boats are now running.

May 24, 1845 - The Peru Observer

We are requested to state that the water will be drawn off the Canal, from Lagro to Carrollton, on the 1st of June, for the purpose of making some repairs. Navigation will be suspended for about ten days.

May 31, 1845 - The Peru Observer

J.B. SCOTT, ED. PERU OBSERVER. Sir: Please state in your paper that the progress of some new structures that are being built on the Canal at Fort Wayne, will be retarded by a suspension of navigation at this time, and consequently the water will not be drawn from the canal until about the 19th July. Yours, &c. S. HOLMAN, Ast. Supt.

November 1849 - Miami County Sentinel

BREAK. The Terre Haute Courier reports a break in the Canal near that place. One hundred yards of the bank and the bottom of the Canal to a considerable depth were washed into the river.

May 15, 1851 - Miami County Sentinel

BREAK. The heavy rains of Sunday last caused a break in the Canal near

Lewisburgh, which, from its extent, will impede navigation for some weeks. It occurred at a culvert which was entirely washed out, carrying with it a considerable portion of the embankment. The Packts continue their trips, passengers being carried round the break in wagons.

May 29, 1851 - Miami County Sentinel

A Break in the Bull creek aqueduct, beyond Huntington, will prevent the passage of boats beyond that point for two weeks. Packets run to either side of the break, and passengers are conveyed round upon wagons. Some slight breaks occurred below but none to seriously impede navigation.

June 5, 1851 - Miami County Sentinel

The Fort Wayne Sentinel of the 31st ult., says, "the breaks in the canal east of this are repaired and boats will be able to pass to-day or to-morrow."

The break beyond Huntington has been repaired and boats passed yesterday, so that now, there is nothing to prevent through navigation as heretofore.

July 10, 1851 - Miami County Sentinel

HEAVY RAIN. The rain commenced falling on Saturday night last, and since then until to day, it has poured down almost incessantly. The Canal must sustain serious damage. The river rose rapidly and all the small streams were up so as to be impassable. Apprehensions are felt that great injury will be done to the grain already cut, and that yet to be harvested.

July 10, 1851 -- Miami County Sentinel

There is a break in the Canal at Miller's Lock, four miles below town, which may prevent the passage of boats for several days. We had no mail from below yesterday.--Quite a fleet of line boats are now lying at this place.

July 17, 1851 - Miami County Sentinel

During the detention of boats here by the break in the canal our town came very near being the scene of a boatman's row. Several violations of the corporation ordinances occurred, but the offenders were promptly taken into custody by the marshal. Some were fined and some took lodgings one night in the old log jail and paid a small bill in the morning, for their accommodations.

PASSAGE THRU PERU - Richvalley to Lewisburg

July 24, 1851 - Miami County Sentinel between here and there.

Boats, cannot pass the break above Huntington yet.

August 5, 1851 - Miami County Sentinel

It commenced raining on Sunday evening and continued without cessation until Monday morning. The creeks and small streams are all up, and the river is rising. We hear of a slight break in the Canal at Logansport.

August 28, 1851 - Miami County Sentinel

There is a break reported in the Canal near Americus.

March 25, 1852 - Miami County Sentinel

PACKETS. The Packets we understand will not commence their regular trips before the first of April, in consequence of a break at Crooked creek, near Georgetown.

June 17, 1858 - The Peru Republican

GREAT FLOOD IN THE WABASH RIVER. PEOPLE DRIVEN FROM THEIR HOUSES. SERIOUS DAMAGE TO RAILROADS. THE WABASH & ERIE CANAL BADLY INJURED. Lafayette, Ind., June 11. -- It commenced raining at twelve o'clock Wednesday noon, and poured almost constantly until this morning.--The Wabash river rose with fearful rapidity.--Those inhabitants on the river bottoms awoke to find their houses rapidly filling with water, and were obliged to escape in the boats and by swimming their horses. The Wea and Wildcat creeks rose in a few hours to raging floods.--The Toledo Wabash and Western railroad bridge across Wea creek was entirely swept away. The damage done amounts to twenty thousand dollars.

Two more breaks occurred West, and no less than five culverts East on the same road are gone. On the New Albany and Salem Railroad, a bridge across Wea Creek, and one at Orokstot's Station are gone. Other serious breaks have occurred.

It is impossible to estimate the amount of damage done to the Wabash and Erie Canal. **At Wildcat, the feeder for this level, four miles East, the lock and dam and five hundred feet of embankment have been swept away, also the State bridge and there are several breaks**

Several large breaks occurred at Attica, Delphi, Logansport and Wabash. It will be impossible to use the canal again this summer. The bodies of the fireman and engineer who were killed on the Lafayette and Indianapolis Railroad, were recovered last evening. The wreck was terrible. One bridge and several culverts on that road are gone.

The Wabash River is still rising, and immense quantities of saw-logs, rails &c., are sweeping past. No trains or mails can leave for several days. Whole farms are under water. Much grain stored in barns will be totally lost.

June 17, 1858 - The Peru Republican

E.P. LOVELAND, Editor. The Floods (June 9th). On Wednesday of last week, about two o'clock, P.M., the windows of Heaven were again opened, and the rain descended in torrents without cessation until Thursday morning. During Thursday and Thursday night it was showery--a drizzly rain continuing most of the time. The Wabash river, already a good deal swollen by former rains, raised rapidly Wednesday night and Thursday, reaching its stand point about midnight Thursday night. On Friday morning we took a general survey of the "mighty waters." Excepting here and there ___ elevation, the whole flats south of the Wabash river to the bluffs, were submerged--the water covering the fence tops part of the way. **From the bridge to the Mills, the River and canal were united. About four-fifths of Canal street east of Broadway, was also submerged,** and skiffs were plying briskly through the center of the street.--The houses along the street were many of them abandoned by the occupants, and quite a number of them were entirely surrounded by water. The Mississinewa, being a more rapid, turbulent stream than the Wabash, and intersecting it at right angles--made its way entirely across it, pouring its flood over into the valley north; the flats south-west of the wooden lock, the Pugh Distillery, and Smith farms were almost entirely inundated--part of the waters returning by way of the Distillery branch, and the residue passing on down to the large ditch on the east side of town, where it overspread the outlots--drowning out the inhabitants at the eastern extremity of Main street. The Mills, Mr. Jamison's Chair Shop, the Thomas Wooden Factory, the Distillery

and "Distillersville," were severally surrounded--occupying the center of a vast sea, and unapproachable except by skiffs, canoes, or some water craft.--From the railroad opposite the residence of Mr. Wm. Smith, as far as the eye could reach in the direction of Mr. Geo. Wilson's residence on the opposite side of the prairie, was a vast sheet or water--in many places being full five feet in depth.

DAMAGES.--The damages in this vicinity were comparatively light. The bridge across the mouth of Armstrong's branch, on the south side and just below the Wabash bridge, was carried away on Thursday; also the bridge across Pipe Creek.--The mill-dam at Peoria, was partially carried away; loss, some \$600. A few hundred yards below the mill, near the side of the old ashery, **about thirty feet of the tow path was carried away; also just above the mills, some ten or fifteen feet was washed away. A little above Miller's lock, some five miles below town, a culvert under the canal gave way; an opening was thus made through which all the waters in the canal passed out into the river.** The extent of the breach we have not learned. It is, however, said to be a difficult one to repair.

There are several breaches in the canal east of this, but such as will require suspension of navigation but a few days.--Navigation will hardly be resumed before fall. The railroads have received but trifling injury in this vicinity. The Indianapolis train is again making regular through trips.

June 17, 1858 - The Peru Republican

Great Flood in the Miami River, TREMENDOUS RAINS. Condition of the River at Dayton, Troy, and Piqua. DAMAGE TO THE CROPS.

DAYTON, O., June 11. The Miami river has risen to within four feet of the height of the great flood of 1847, and is still rising at the rate of three or four inches per hour.

It is raining steadily. The water is running over the road between the Main street bridge and McPherson town, which will probably be entirely under water before morning.

Fears are entertained for the safety of the levee, which is about seven feet above the present state of water.

PASSAGE THRU PERU - Richvalley to Lewisburg

CANAL BOATS

The first boat to arrive near Peru was Captain Dana Columbia's packet "Indiana" weighted with passengers. On July 4, 1837 the canal was opened to navigation, but the officials did not allow for the porous condition of the newly constructed banks which absorbed the water. The "Indiana" was grounded just outside of Peru.

There were several types of canal boats. A packet carried passengers and mail. A freight boat carried freight. A line boat carried both passengers and freight. Some were owned and operated by a family. Others were owned by boat lines, three of which were the Wabash and Erie Packet Boat Company, Hull's Wabash Line, and Doyle and Dickey. The state had its own state or repair boats. The boat names below were gleaned from newspaper articles.

CANAL BOATS		
Boat Name	Type	Captain
Cambria	Freight ?	
Chesapeake	Line	Crippen
Clyde	Line	
Emeline	Passenger?	
Empire	Packet	Fountain
Erie	Packet	
Express	Line?	Wells & Co.
Extenuate	Freight ?	Charles Cooper
Huntington	Packet	
Indiana	Packet (Line)	Dana Columbia
Illinois	Packet	William Dale
John Jay		Patrick Martin
L.A. Kelsey		Williams
Niagara	Steam	Dale
Oceola	Line	
P.B. Bride		Dale
Peruvian	Line	
Planet		
Troy	Line?	
Wabash	Packet	

Some boats ran from one town to another. Other boats continued to extend their route as the canal was completed. Still others, like the Doyle and Dickey line, ran boats on both the Wabash & Erie and Miami & Erie Canals. A newspaper clipping of April 3, 1974 said, "There were two passenger boats that passed Peru each day, one from the west and one from the east. The freight boats were numerous but had no exact time to reach a given point ..." This may have been the case for a certain year. We do not

know if this was all the time.

ARRIVAL & DEPARTURES OF BOATS ON THE CANAL

ARRIVALS.--INDIANA.	Capt. Columbia,	Oct. 1.
	PRAIRIE HEN,	Capt. Flint, Oct. 1.
	Indiana	Oct. 4.
	Prairie Hen	Oct. 4.
DEPARTURES.--Indiana		Oct. 1.
	Prairie Hen	Oct. 1.
	Indiana	Oct. 4.
	Prairie Hen	Oct. 4.

Then on November 16, 1848 an announcement was seen in the Miami County Sentinel that could change canaling forever. It said, "Novelty in Canal Boating: We learn that two packets are commenced and will be in readiness to put on the line at the opening of navigation in the spring, which are to be propelled by steam. They will ply between Fort Wayne and Toledo and run five miles an hour, thus lessening the time required to travel that distance.

This experiment by Doyle and Dickey of Ohio fitted out the Niagara in Cincinnati and Capt. Dale tried it out on several occasions. The Cincinnati Dispatch in 1849 described the boat as follows: "The boat differs in external appearance only in the width being greater than that of the neat model of light tow packets now in use, and in the increased strength of the timbers of this staunch built affair. Her burthen (sic) is about sixty tons, and her engine, which is about thirty-six horse power, constructed by those enterprising engine builder, Powell & Co., is placed in the stern occupying comparatively small space. The escape of steam is in the chimney which passed out in a curve over the wheel, which is placed in the stern--the whole weight of the machinery will not exceed three tons. Strength and compression of power within the smallest space have been consulted in the construction of the entire concern. The double tiller will obviate the difficulty which was one of the objections to the steamboat introduced on the canal a number of years ago,--raising a swell and washing the banks."

Anticipation of the "Niagara" becoming a success led one man to write a poem about it

PASSAGE THRU PERU - Richvalley to Lewisburg

that appeared in the Miami County Sentinel of September 27, 1849 along with this foreword, "

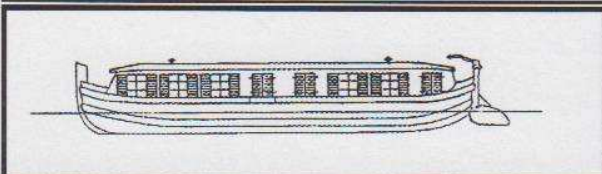
A poet of rare genius, who served seven years at the business, has done the following in relation to the **Steam packet**, and kindly permitted us to publish it. If he has time he may do some more of the same kind, of which our readers shall have the full benefit:"

The "Niagara" went to Ft. Wayne and conducted an excursion up and down the St. Joseph Feeder Canal. It was expected to go to Lafayette. Its eventual trade route was to be between Defiance and Toledo, OH which was originally a part of the Wabash and Erie Canal. In the end, it was never a success. Its wake caused by traveling 8 to 9 miles an hour washed out the canal banks.

Peru launched the "Peruvian," a line boat pulled by two horses on a Thursday between May 12 and 23, 1850. Peru also refitted a lake steamer, the "Dakota." Canal boats were licensed to the Martins. We have a short biography about them. A trial was held involving a shipment of spoiled wheat. Cargo on canal boats could be insured. All of these stories are related in the following newspaper articles.

A PACKET BOAT

Diagram by Paul Baudendistel



July 1837 - Peru Forester

On the 4th of July in 1837 the Ft. Wayne and Peru division of the canal was opened for navigation of boats. Its completion this far was a very important event.

The **Forester** a newspaper in Peru at that time said: "Before 12 o'clock that day the town was filled with people of the county to witness the grand display to be made on the occasion. Unfortunately the **boats did not arrive**. The banks being porous absorbed the water much faster than was anticipated."

P.S. Since the above was written we (the **Forester**) have been informed that the **packet boat Indiana, Captain Columbia**, had arrived at the head of the

lock about one mile above town and that it would be impossible for her to reach the basin in consequence of the canal not having been sufficiently filled with water to buoy her up."

"**First Canal Boat. The "Indiana" was the first canal boat to come to Peru.** It was weighted with passengers alone. They left the Canal boat at the lock above, and came down to town during the evening, where they were most cordially received by Mr. Cooper, proprietor of the National hotel (north-west corner of Canal and Miami Street) familiarly known as the Stag hotel in the early days. The hotel burned down some years ago.

"The passengers were joined at the hotel by a large and respectable party of

The Steam Packet.

On turbid stream or boisterous ocean,
There ne'er was known such great commotion,
As that in town the other night,
Occasioned by a wondrous sight!
Our people all both high and low,
Determined were to see the show;
Lawyers, doctors, preachers, laymen,
With here and there some strolling draymen,
Were at the wharves to catch a glimpse,
Of this most strange of water nymphs--
A packet boat with a team!
A packet boat p-r-o-p-e-l-l-e-d b-y s-t-e-a-m!!
The County Clerk, and E. P. Loveland,
Whose head stands five feet eight above land,
Ran to the dam with toil and racket
To meet in Form the great steam packet!
In Loveland's haste he fell in a gutter'
Filing three pleas and a sur-rebutter,
Which the clerk, for want of the county seal
Deeply impressed with his delicate heel,
Remarking the while, 'I am quit fond of jokes,
But the steamer I fear is a villainous hoax!'
'A hoax!' --you're smart' --'she goes by steam,
Hark! on the bridge--I hear her team,'
'I see her lights'--I hear her bell'
'I'---into a ditch full length he fell,
Scattering his writs, his briefs and his pleas,
And bruising sadly his prayerful knees,
Rising he cried, 'Oh Squire! Squire! do tell them to wait,
While I hunt the lost papers of Joab's Estate!'
The squire consented and ran to the lock,
When he found the steam packet as still as a stock.
'Is that the Steam Packet? ha! ha! ha! Haw, he haw!
I thought all the time it was naught but a draw.'
'Come, Loveland!' 'Aboard!' 'we'll down to Peru'
And have our own sport in drawing them too.'
'Agreed!' cried Loveland, "I second that motion,
I shall realize dreams I have had of the ocean,
Let the band give us music, "oft in the stilly night,"
And our present position will not look so silly quite.'
END OF THE FIRST CANTO.

ladies and gentlemen, and a few turns of the light fantastic toe, accompanied with music, told how much the company was gratified at the long expected event. "**Captain Columbia** informs us that he will make another trip to Peru next week," said the **Forester** newspaper.

Marvel Over Exhibits. The members of the tour group marveled at the exhibit of valuable relics at the museum, saying: "We have never seen such a great amount of interesting relics in once place and they are so well preserved. Surely this collection must have taken a great deal of hard work."

When told that there was just as large a collection and just as valuable one in the Puterbaugh Museum back of the library,

PASSAGE THRU PERU - Richvalley to Lewisburg

they would say, "It's hard to believe. Someday we'll come to Peru and spend the whole day in these two wonderful places."

November 4, 1837 - Peru Forester

BREACH IN THE CANAL.which enables us to say that the canal has been so far repaired as to enable boats to pass down; and, the arrival of the **Indiana and Huntington Packets** last evening, fully confirms the truth of the report.

February, 1839 - Miami County Sentinel

Wabash and Erie Canal. **ARRANGEMENTS FOR 1839.** The **Wabash and Erie Packet Boat Company** will be ready at the opening of navigation on the Canal, to commence a daily line of **Packet and Freight Boats between Fort Wayne and Logansport;** and hope by unremitting attention, to receive a continuation of the patronage of the public, that was so generously extended to them the past season.

One Boat will leave Fort Wayne, and one Logansport every morning, and the route **will be extended as fast as the canal is completed;** which will be to Delphi at the west, and perhaps to the State Line at the east, during the season. It is expected that water will be let into the Canal at Georgetown, 7 miles west of Logansport, early in the spring--if so, Boats will run immediately as far west as that place.

The "**Erie and Wabash,**" are both new boats built expressly for **PACKETS,** and will compare in point of style and comfort with any Packet Boat on the Erie canal.

The "**Indiana and Clyde,**" are also nearly new, and conveniently constructed for **freight and passengers,** and in conjunction with the others, will form a daily line.

The Boats will be commanded by men of respectability; consequently, merchants and others, entrusting any thing to this line, may rely upon prompt attention.

For the benefit of the traveling public, it might be well to state that persons going west, and landing at Maumee City, Perrysburgh, Toledo, or Manhattan, can take the State Road by stage or wagon, or the Maumee River in keel-boats from the Head of the Rapids to Fort Wayne, then the Canal to

Logansport, where stages can again be taken to go west, via Michigan City, Lafayette, or Indianapolis. I.D.G. NELSON, Treasurer. February, 1839

November 16, 1848 - Miami County Sentinel

Novelty in Canal Boating: We learn that **two packets** are commenced and will be in readiness to put on the line at the opening of navigation in the spring, which are to be **propelled by steam.** They will ply between Fort Wayne and Toledo and run five miles an hour, thus lessening the time required to travel that distance.

April 5, 1849 - Miami County Sentinel

Navigation on the Canal, has already opened, several boats having passed up and down. The splendid line boat, **CHESAPEAKE, Capt. Crippen** left our harbor Tuesday, for ports below, with a full complement of passengers, citizens of Peru, bound for the South and West. The terrors of the "Raging Canawl" were entirely forgotten, amid the tears and regrets, kind wishes and fond adues (sic), or parting friends and relations. We wish them a pleasant voyage, and safe arrival at their respective places of destination.

May 24, 1849 - Miami County Sentinel

ARRIVAL OF THE CAMBRIA!! THE undersigned are daily receiving addition to their stock of goods...SMITH & CO. (A woodcut of a canal boat being pulled by one horse was included in the advertisement)

July 5, 1849 - Miami County Sentinel

CELEBRATION. Most of the Sons of Temperance of this place took their departure yesterday morning on the **Emeline,** for Wabash town, with the view of joining the Sons of the latter place in celebrating the Fourth.

August 2, 1849 - Miami County Sentinel

All in a Nut Shell, Editor absent--no excitement--weather quite cool--no cholera--candidates busy--health good--'riot and a row' night before last, one man killed--cholera bad at Huntington, on the increase at Lafayette and Toledo--great excitement at Logansport about the election, fighting, &c.,--prospects for the Railroad very flattering--no business doing on the canal--traveling

on the packets falling off--town quite clean--no hogs on the streets--dogs becoming scarce--tax-payers reconciled--every person doing well--no grumbling--money plenty--wages good--blackberries in abundance; no danger in eating all you can--subscriptions to the **Sentinel** increasing--no bad subscribers--not many delinquents--elective on Monday--Editor will return when he gets ready--and so forth.

September 20, 1849 - Miami County Sentinel

THE STEAM CANAL BOAT. This novel craft which is fitting up in the basin between Sycamore and Broadway attracts much attention and considerable anxiety is manifested as to the success of the project or navigating our canals by steam. The experiment of running a steamboat upon the Miami Canal was tried a number of years since, but owing to the weight of the machinery and the large space required for its play, the unwieldy nature of the craft itself, together with other difficulties, and bad management on the part of the proprietors, it proved a failure. In the **construction of the new canal steamer by Messrs. Doyle and Dickey,** all the difficulties which cased the want of success in the first experiment will be avoided.

In company with a friend we had the pleasure of inspecting the boat from "stem to stern" yesterday afternoon, and gathered the following in relation to the construction of this novel craft.,

The boat differs in external appearance only in the width being greater than that of the neat model of light tow packets now in use, and in the increased strength of the timbers of this staunch built affair. Her burthen (sic) is about sixty tons, and her engine, which is about thirty-six horse power, constructed by those enterprising engine builder, Powell & Co., is placed in the stern occupying comparatively small space. The escape of steam is in the chimney which passed out in a curve over the wheel, which is placed in the stern--the whole weight of the machinery will not exceed three tons. Strength and compression of power within the smallest space have been consulted in the construction of the entire concern. The double tiller will obviate the difficulty which was one of the objections to the steamboat introduced on the canal a number of years ago,--raising a swell and washing

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the banks.

A trial will be made to-morrow to see how the thing will work, and on Monday a trial trip will be made to Dayton, and the rush of this little steamer up the 'ragin canawl' will no doubt create a sensation among the 'natives.' There is but little doubt but that the expectations of the proprietors and builders will be fully realized.

This new steam "Niagara," will be commanded by Capt. DALE, an old and experienced canal packet officer, who will put things through by 'the fast line.' The trade in which the boat is to run is on the extension between Defiance and Toledo. The 'Abergynes' along in the region of 'Section Ten' and 'Junction' will open their eyes as it streaks it through those diggins (sic). Success to this experiment of those enterprising packet men, Messrs. Doyle & Dickey. -- Cin. Dispatch (Reprinted in the MCS)

October 11, 1849 - Miami County Sentinel

THE STEAM PACKET arrived at Fort Wayne on Monday, the 1st inst., and gave the citizens of that place a pleasure excursion up the St. Joseph Feeder. If she can be made to perform the trips in time, she will remain on the route between Ft. Wayne and the Junction until the close of navigation, when she will be taken to Cincinnati, for such alterations in her paddle wheel and engine as will secure greater speed than she is now able to attain.

November 8, 1849 - Miami County Sentinel

Propeller Globe. We copy the following in relation to the Propeller Globe from the Toledo Blade: We learn from Mr. Post formerly Engineer of the Globe, and who came passenger this morning on the Troy, that the Globe was taken out on dry Dock last Saturday at Buffalo. It was found that the leak was occasioned by a bucket having been driven through her bottom.

By her rising and falling with the sea, several holes have been thumped through her bottom and her stream and stern-post both broken loose. Her upper deck was cut off for the purpose of getting out goods and her stanchions (sic) and bulwarks swept from one side. Her whole appearance presents pretty much of a wreck.

Up to the time the Troy left, the owners refused to take her off the hands of the underwriters, but a more minute survey was to be made with a view to a satisfactory arrangement between the parties if possible.

Pretty much every package of goods upon her was recovered but in a damaged condition as a matter of course.

Propeller Globe. Messrs. Dutton, Hall, and Webb, Merchants of this place, received letters yesterday, from Buffalo, informing them of the loss of goods belonging to them, by the sinking of this vessel. Fortunately they were but small lots. Hall six or seven hundred dollars worth, Webb four hundred dollars worth, and Dutton about two hundred dollars worth. Hall and Dutton were insured.

January 24, 1850 - Miami County Sentinel

CANAL STEAM PACKET. We are happy to learn that Mr. Doyle's experiment of substituting steam for horse power on the packets on our canal is likely to be crowned with complete success. By a letter from Mr. Noble, the packet agent, we learn that the steam packet Niagara has been entirely remodeled, having the boiler placed in the bow, and steam pipes running from bow to stern. Experimental trips have been made with her since the alteration, and she is found fully to answer, or rather exceed the most sanguine expectations, making with ease 8 to 9 miles an hour.

April 4, 1850 - Miami County Sentinel

The Steam Packet Niagara was expected at Lafayette on the 2nd inst.--Did any of our citizens see her as she passed down?

April 4, 1850 - Miami County Sentinel

FIRST ARRIVAL FROM INDIANA. The canal boat, Oeola, arrived from Peru today, with a cargo of 2,000 bushels of corn.--Toledo Blade.

The Oeola, one of the best Line Boats in the ditch, is owned by (sic) one of our citizens, commanded by another, and in the instance referred to was freighted by another.--Hurra (sic) for Peru! Set the stove-pipe three points to the wind, Captain, clew up the larboard horse's tail and let her rip--she's all oak.

May 12, 1850 - Miami County Sentinel

LAUNCH. The Peruvian of Peru, a splendid two horse power line boat, will be consigned to the bosom of the 'vasty (sic) deep' to-day. Lovers of maritime (sic) affairs can have old recollections, feelings and association revived, by gracing the imposing spectacle with their presence.

May 23, 1850 - Miami County Sentinel

The LAUNCH of the Peruvian, of Peru, took place on Thursday last according to announcement. A large assemblage had congregated to witness the scene, and manifested the deepest interest in every movement of the workmen.--At length every thing was in order, and the cry of 'all ready' informed the anxious spectators that the interesting moment was at hand. A few minutes more were occupied in the application of saponaceous and oleaginous matter to the ways. This done, the work to; 'knock away' was given and she slid in slick as grease. One long loud and deep huzza gave vent to the suppressed feeling, and announced the complete success of the launch. Our reporter being the most distinguished personage present, had every attention paid him by the architect, and on account of this connection with the press, no doubt, received a special invitation to adjourn to the old log shop. Here, overpowered by excitement and corn juice, he became utterly oblivious of things terrestrial, and lost his notes, which is our apology for the meagre (sic) account we have given of this imposing spectacle.

May 30, 1850 - Miami County Sentinel

The Peru Sentinel highfalutes (sic) considerable over the launch of the 'Peruvian,' lately built at that place,--but whether the Peruvian is a ship, brig or schooner, sloop shallop (sic) or steamer, canal-boat, scow or perogue (sic), yawl or dug-out this deponent saith not. Hope the Sentinel will be a little more explicit next time, as we nautical men down this way feel somewhat interested in such matters. - Lafayette Courier. (Reprinted in the MCS)

Naughty-cal as you are, friend Jenks, you have not scanned closely the marine intelligence of this region or you would have been fully advised on this point. A previous number of the Sentinel to that alluded to, in announcing when the launch would be made, stated the

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important fact the Peruvian was a 'two horse power line boat.' We now add that she is so constructed that her power may be increased to four horses, without incurring any serious risk to either life or limb.

March 25, 1852 - Miami County Sentinel

The case of Carr & Carr, vs. Crippen was the most important civil suit pending at the recent term. Believing that the finding of the facts and the ruling of the law, by his Honor, Judge BIDDLE, embodies information of much interest to a large portion of our readers, we publish the decision at length.

David A. Carr, & Cyrus Carr, vs. Alvin Crippen, Miami Circuit Court, March Term, 1852.

A jury was waived and the trial of the cause submitted to the court. The evidence shows that the defendant was the owner of the canal boat "Extenuate," Charles Cooper, Master. The boat was five or six years old, but was considered "sea worthy." The plaintiffs, by Smith & Crowell, warehousemen, shipped at Peru, Indiana, 950 bushels of wheat, which the defendant received as a common carrier; and undertook to transport the wheat to Field & King, consignees, at Toledo, Ohio. A bill of lading was signed by Cooper, Master, acknowledging the receipt of the Wheat. "in good order and condition." The wheat was somewhat damaged when shipped, which fact was known to both the owner and Master; but in the opinion of experienced men was thought to be in a saving condition. The voyage was made with ordinary care, skill and diligence, and the wheat delivered to the consignees at Toledo; but when delivered was in a damaged condition. As the wheat was unloaded it appeared that it was in better condition around the top, sides and bottom, than it was in the middle of the bulk.

The court found the facts to be that the wheat became damaged from some cause inherent in its nature and condition when shipped, and without default or negligence on the part of the carrier; and ruled the law to be

1st. That the words "in good order and condition" in the bill of lading were only prima facie evidence of the facts, and might be contradicted by parol proof.

2nd. That the wheat having become damaged from some cause inherent in its nature and condition when shipped, and without default or negligence on the part of the carrier, the defendant was not liable.

Judgment for defendant. Cole and Pratt counsel for Plaintiffs. Wilson, Harman and Stuart, counsel for defendant.

July 24, 1851 - Miami County Sentinel

At the head of the island, on the opposite side of the river from this city, lies the little steamer "Dacota."

She was built at St. Josephs (sic) in Michigan, and draws ten inches of water, with her machinery in. She has two locomotive engines operating at right angles, avoiding dead points, with side wheels. From St. Josephs (sic), with a keel in tow, the little craft steamed it along with the southern coast of Lake Michigan, touching at Buffalo, Michigan City, and in a violent storm put into the Calumet. From the Calumet she proceeded to Chicago, where her guards and wheels were taken off to reduce her to the capacity of the locks on the Illinois and Michigan canal; and thence by canal she came to Peru, where she is having her guards and wheels restored; her crew and passengers, in the mean time are encamped upon the shore. When rerigged, she is to proceed, with her keel boat in tow, by the Illinois and Mississippi rivers, to St. Josephs (sic), Minnesota, where she is to regn (sic) in the trade of our young northwestern neighbor. Success to the bold little craft. **Peru Telegraph**, June 28.

September 11, 1851 - Miami County Sentinel

HULL'S WABASH LINE (Picture of canal boat) is now in regular operation, with a sufficient number of first class boats for the trade. Goods entrusted to this line will be thankfully received and punctually attended to.

Warehouse, north side of Canal between Main and Sycamore, Cincinnati, Ohio.
REFER TO G.I. Dart, Smith & Foote, Peru. sep11

April 22, 1852 - Miami County Sentinel

OPENING OF THE WABASH AND ERIE CANAL TO EVANSVILLE. The **Evansville Journal** of Friday, says: The

canal boat Express arrived on Wednesday from Millersburg, sixteen miles from this place. She brought down thirteen hhds. of tobacco, as much as she could carry with the shallow water. This is the first arrival of produce at Evansville on the Wabash and Erie Canal, the great artery of commerce extending from Lake Erie to Evansville. We understand that there are about 500 hhds. of tobacco at and in the neighborhood of Millersburg, awaiting shipment, besides a large amount of other produce. It is a great pity we could not have had the water let in the canal so far as it is finished, to this point.

November 18, 1852 - Miami County Sentinel

Three or four boats passed down the canal this week; loaded with **Iron for the Peru and Indianapolis Rail Road**. It will be put off at Terre Haute and taken thence by Railroad to Indianapolis, and thence to Noblesville, the present terminus of our road.

April 12, 1928 - Information furnished by William Martin, son of Ann and Patrick Martin who now reside in Logansport, IN.

This was issued to **Patrick Martin, Anna or Mary Ann Martin to operate a boat on the Wabash and Erie Canal.**

License to run a Canal Boat. Laws Relating to Public Works of Ohio.

Patrick Martin was an emigrant from Ireland. His wife Anna Hassett. She was brought to America when she was 4 years old. She was born May 1, 1841 in Ireland. They are both buried in the Catholic Cemetery in Logansport, Indiana, She died Sept. 1914. Tomb Stones at Grave.

They were parents of: Ella, m. Jacob Paul. Anna, m. umn John F. William. Patrick Henry Martin. The said Patrick Henry Martin, m. Alace Mitchell, Peru, Indiana. They are the parents of: Pearl un. Goldie M., m. Edwin Dale. Presented to His. Soc. by the said Patrick Henry Martin, Peru, Indiana, April 1, 1929. 129 East 6th St..

Mr. Patrick Martin operated two boats on the canal. - one was John Jay

Mary Ann Hassett Martin was born in Tipperary County, Ireland on May 1st, 1842 and immigrated to America when she was four years old and landed in

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Cincinnati, Ohio, in the year of 1846. Patrick Henry Martin, her husband was born in Cincinnati, Ohio, in the year of 1840. Said Patrick Henry Martin and Mary Ann Hassett were united in marriage in the year of 1858 at Franklin, Ohio. When the war broke out her husband enlisted in the army for service and after the war came back to Franklin, Ohio, and went into boating on the Wabash and Erie Canal, his route was from Cincinnati, Ohio, and Toledo to Lafayette, Indiana and he followed this until his death in 1871. After his death his wife continued running the boats until the canal went dry. Mrs. Martin lost two boats, one at the Carlton locks and the other at Logansport. The cause of the canal going dry, one night someone dug a large ditch from the canal to the river and the canal was dry in the morning.

Before August 2, 1954 - The Peru Republican

The Canal Elevator at Broadway and Canal streets, where David Jackley now is manager was built long before the old canal was abandoned. The last canal

boat to Peru sank in the canal there and the old hull probably is there year (sic), under the tons and tons of stone and gravel which were used to make the present roadbed for the Chesapeake & Ohio railroad there now.

April 6, 1893 - Miami County Sentinel

SOME OLD REMINISCENCES: OLD LANDMARKS FAST DISAPPEARING,

Verily, time brings many changes. The truth of the adage can be verified by men of the present generation, not yet past the meridian, on a moment's reflection. Within the recollection of the younger men the Wabash and Erie canal, which was built through Miami county in 1835 (1837 opened to the town of Peru), was abandoned by the state as too expensive a luxury to maintain in competition with railroads. As late as 1865 the canal was in full blast, and bore to the lakes a good share of the farm products from this section of the country and west of us; also lumber, live stock, flour, etc., and returned to us with merchandise of every character. Steam screw propeller tow boats, with as high as three

ordinary freight boats in tow, used to be a common sight passing Peru. But as we said before the state concluded that the means would not justify the end, and the once great artery of commerce was finally abandoned in 1874.

April 3, 1974 - Peru Paper?

THE WABASH AND ERIE CANAL.

There were two passenger boats that passed Peru each day, one from the west and one from the east. The freight boats were numerous but had no exact time to reach a given point and could not be depended upon. The Canal was profitable for 20 years or more, when the Wabash railroad was built facility of rapid transportation soon lessened the business of the canal. They yearly cut down the rate on the canal and the freight boats gradually disappeared one by one. It was not long until extensive repairs were needed all along the line, but there was no money for the work and the last boat slowly rippled its water in the summer of 1872. For several years stagnant malarial water filled its course.

MAIL

Some things don't change over time. Peru's early citizens were just as anxious to receive their mail on time as we are today. They were delighted when they learned that they were to have a daily mail service by canal packet from Toledo to Lafayette in 1850. Representatives from Indiana and Ohio had requested it for some time and the Post Master General finally, with reluctance, agreed to it. Samuel Doyle, of the Doyle and Dickey Line out of Ohio, had his bid of \$5,000 a year accepted. He would see to it that the mail was received daily during periods of navigation and tri-weekly the rest of the year. The mail from the west was delivered at one o'clock on Monday, Wednesday, and Friday. It arrived at one o'clock from the east on Tuesday, Thursday, and Saturday. The tri-weekly mail was at first transported by horseback.

Canal packets were so called because they delivered packets of mail. They traveled day and night to get the mail and their passengers to their destinations quickly. They were usually conscientious and only such an event as a break at Miller's lock kept them from delivering on



time.

The rest of the year receiving mail and the newspapers was spotty at best. More was written about delays when the canal boats weren't running than at any other time. When the mail did get through, many papers and letters arrived all at once. There were mix ups and misunderstandings as in the case where copies of the New Constitution destined for Wabash sat bundled up in Peru. Tempers often flared.

PASSAGE THRU PERU - Richvalley to Lewisburg

January 10, 1850 - Miami County Sentinel

SPEED OF THE MAILS. Just as we are going to press, at 1 P.M. we stepped around to the Post office, and found the **Huntington Herald** of the 25th ult--having traveled at the unparalleled rate of 24 miles in nine days.

By the last Toledo mail we received eight numbers of the **Toledo Daily Republican**; and six of the **Daily Blade**, and this is an average sample of the manner of their reception since the closing of the canal. It is "feast or famine." **Times.** (Reprinted in MCS)

March 23, 1850 - Miami County Sentinel

The Post master General has accepted **Samuel Doyle's** bid for carrying the daily mail **between Toledo and Lafayette.** It will be a **daily mail during navigation and tri-weekly the balance of the year.** \$5,000 per annum is the price paid for its transportation.

May 23, 1850 - Miami County Sentinel

Daily Mail for the Wabash. The following acts from the Hon. G. N. FITCH, conveys the gratifying intelligence that the Post Master General has at length consented to establish a **daily mail on the Wabash.** This is an important matter to all our business men, and will tend to obviate many difficulties under which they have heretofore labored.

"WASHINGTON, May 9th, 1850. Much solicitude has been expressed on the Wabash and Erie canal for a daily mail. The Representatives from Indiana and Ohio interested in the matter, have made frequent application for it. The Post Master General was unwilling to grant it. Recently, however, he has yielded to repeated personal solicitation, and a strongly worded written application from those Representatives, and promised the asked for facility. He will probably direct its commencement in a few days.

December 5, 1850 - Miami County Sentinel

The Canal packerts have ceased running, and the mails, for the winter season, will be transported on horseback three times a week; the Western mail arriving on Monday, Wednesday and Fridays at about one o'clock; the Eastern mail on Tuesday,

Thursday and Saturdays about the same time.

March 6, 1851 - Miami County Sentinel

MAILS. Again we are compelled to complain on the irregular manner in which the mail matter reaches this place. Sunday last we received **six daily Couriers from Lafayette--only 60 miles from here--at one time;** and on Monday **four Toledo Blades,** and our other exchanges, in the same tardy manner. Nominally we have a tri-weekly mail, but practically, through inefficiency or mismanagement somewhere, it is but weekly and hardly that--It would seem as though our papers were held back at some point until a good grist accumulated, and that then they were sent along. One would suppose there would be no difficulty in getting the daily paper from Lafayette three times a week at least, with a tri-weekly mail,--but for a month past we have received the whole week's issue at once. **We live in hopes of better things when the Packets get to running--until which time, we suppose we may redress our grievances by growling--if we can.**

July 10, 1851 -- Miami County Sentinel

There is a break in the Canal at Miller's Lock, four miles below town, which may prevent the passage of boats for several days. **We had no mail from below yesterday.**--Quite a fleet of line boats are now lying at this place.

July 17, 1851 - Miami County Sentinel

HON. HARRISON KENDALL. We stated incidentally in our paper a few weeks since that a **bundle of the New Constitution in pamphlet form and directed to the Hon. Harrison Kendall, were lying harmlessly at Peru.**

Friend Graham of the **Sentinel** will please say whether such a package, directed as above, is or has been in his office this spring. If we have been wrongly informed, we shall make the correction speedily and with pleasure.--**Wabash Gazette**

Sometime in the spring, we received by Canal boat, a package of **New Constitutions,** in pamphlet form directed to "John A. Graham, Peru, In." Upon opening it we found that it was made up of two packages or bundles, the one directed to "John A. Graham, Peru, In." and the other to "H. Kendall, Peru, In." Our first impression was that the

package with Mr. Kendall's address on it, was designed for Wabash, but as we heard no inquiry in relation to it, and as Mr. Kendall was the representative of Miami as well as of Wabash, we came to the conclusion that it contained the portion, which as such representative, he would have for distribution in this county. Accordingly, when those directed to us were exhausted, we opened Mr. Kendall's package, and commenced distributing them. The most of these, however, are yet on hand, and will be sent to Mr. K. if he directs us so to do.

Now, friend Knight will permit us to say that, we are at a loss to discover the "short-sightedness of the Convention," which, as he says, it was his object to prove, by alluding to this matter. Supposing Mr. Kendall's package was not intended for this county, does the fact that it was mis-sent or even lost, prove short-sightedness? Do not such things happen every day with packages belonging to merchants? But his objection, we believe, is to the New Constitution being published in pamphlet form; he thinks it should have been through the newspapers and paid for. Our interest would lead us to favor this mode of publication, but we should oppose it because it would not secure the ends desired--namely--authenticity, durability, and general circulation. The pamphlet is authentic--correct; the newspaper copies would not all be so. The pamphlet is durable--will be read, re-read and preserved for future reference. The newspaper would not subserve those ends. The pamphlet copy will be more generally circulated. Every county in the State gets its share of the pamphlets, whilst many counties have no press, and, consequently, would not get to see the New Constitution through the paper. In addition, we might say, that almost every paper in the State has published the New Constitution, and that all the advantages which would result from that mode of publication have been secured gratuitously.



PASSAGE THRU PERU - Richvalley to Lewisburg

MARKETS

The markets for freight shipped by canal boat was sometimes dull with little interest in the grains. However, the crops commanded much higher prices at Lake Erie than they would have if taken to the South where there was a glut on the market. Pork was in demand.

opening of canal navigation and the scarcity of money. Some people agitated for more roads to be built or the use of railroads. One paper protested saying that, "Long lines of railroad can never compete for heavy transportation with the water."



Low prices were blamed on the late

August 2, 1849 - Miami County Sentinel

The Markets - SENTINEL OFFICE, August 2, 1849. No change in the markets since our last--weather cool-no cholera, and business dull along the whole line of the canal.

September 13, 1849 - Miami County Sentinel

LAST NIGHT'S REPORT. TOLEDO, Sept. 12th, 3 P.M. MARKET for flour and wheat dull, but active demand for corn. Large number of vessels in port seeking cargo's which serves to keep prices up to the highest possible remunerating rates. In the market this day 100 bbls. flour, 9000 bushels wheat, and 3000 bushels corn. Four sales last evening, 20 barrels Eagle and Valley mills at 4.25, offered at same prices this morning without effecting sales, Wheat, sale 1700 bushels afloat at 62 1/2 cents; we can hear of no price named today. Corn, sales 2000 bushels afloat at 44 cents, 200 bushels from store at 45 1/2 cents, 1000 bushels from store at 46 cents., 2000 bushels afloat 45 cents, 4000 from store 45, and 3000 bushels do. 44 cents.

NEW YORK, Sept. 12, 3 P.M. Market for flour again lower, prices range from \$5.00 to \$5.37 1/2. Some inquiry for wheat at lower prices. Quotations nominally same. Oats 37, for new and 38 a 39 for old. Corn, sales at 60 a 61 for mixed, 62 and 62 1/2 for flat yellow. Whiskey sales at 26 and 26 1/4. Market heavy for Pork. Lard steady sale at 6 1/4.

BUFFALO, Sept 12, 3 P.M. - There were sales 10,000 bush. wheat part in store and part afloat at 85 cts. and 200 bbls. flour at \$4.25 before cleaning. The Europa's advices (sic) quoted dullness of breadstuffs and European markets was received.

The effect after which was to render buyers less desposed (sic) to operate. In corn there was but little doing, an invoice of 134 received from Vermillion and Schrellington was sold at 48 cts. Oats in fair request, sales to-day at 37 1/2. No change in Canal freights.

August 7, 1851 - Miami County Sentinel

PORK IN NEW YORK MARKET. We have been furnished by Messrs. Gibson Stockwell, & Co., with as accurate a statement of the stock of Pork in the New York Market as can be made up, together with some statistics that will be found of interest, viz:

Stock of Pork in New York July 1, 1850. Bbls. 54, 190
(Made up as follows:
New Mess Pork, bbls. 23,910
Old Mess Pork, -- 10,959
34,760
New Prime Pork -- 4,650
Old Prime Pork -- 3,559
13,200
New Clear Pork -- 1,010
New Rump Pork -- 680
Refuse Pork of all kinds - 4,620
54,490

Stock on hand January 1, m 1850 bbls. 15,000
Received here via N.O., in 1850 202,000
Received her via canal in 1850 43,119
Received here from Boston in 1850 20,000
Total Receipts to Jan 1, '51 bbls. 280,119
Deduct stock on hand Jan. 1 '51. 57,000
Consumed & Exported in '50, bbls. 233,119
Stock on hand Jan. 1, '51, as above, 57,000
Received into New York, via N. Orleans, from Jan I to July I, '51 55,815

Received same time by Canal, 42,662

Total receipts from January 1 to July 1, 1851, bbls. 156,477

Deduct stock on hand July 1, '51 54,190

Consumed and exported the first six months of 1851, 104,287

The stock of Pork in Philadelphia, on the 17th inst. was 2193 bbls. -- **Wabash Express** (Reprinted in MCS)

May 6, 1852 - Miami County Sentinel

MARKETS. SENTINEL OFFICE. Peru, May 6, 1852. The weather still as fitful as a young coquette, gives no sign by which to guess her mood on the morrow. Since our last we have had heavy rains and are still suffering cold weather. No change in prices since our last.

Wheat, 50c.; Corn, 28@30c.; Barley, 42c.; Rye, 42c.; Oats, 25c.

We copy the following from the **Toledo Blade**: There has never been a time when our market was so full of produce, of all kinds, that the demand for it was not greater, and business more active. This is owing to two causes--the lateness of the opening of navigation on the Lakes and Erie Canal, and the scarcity of money. Times are oppressively hard. We hear of transactions today. There are one or two buyers who offer 67C. for wheat, as the highest figures. Holders pretend to ask 68c. Corn is firm at 40c., without sales.

May 27, 1852 - Miami County Sentinel

THE ROUTE TO MARKET. Another year will probably open to the merchants and farmers of Marion County, two or three additional thoroughfares to market. We shall have the Madison, the Terre Haute,

PASSAGE THRU PERU - Richvalley to Lewisburg

the LaFayette, the Lawrenceburgh, the Richmond and the Bellfontaine routes, and as corn and wheat are the great staples of the country, it is a matter of some speculation as to the route they will travel to the New York market, for that is always the best market for these products. All of these roads will no doubt do a heavy business, and be profitable to the stockholders and to the country, but they do not point in the right direction to the heavy freight.

Long lines of railroad can never compete for heavy transportation with the water, and our object will therefore be to reach the line of water transportation, at the nearest possible point. That point is Peru, and no other route can possibly compete with it.

Let the farmers look at it. You can today buy thousands and thousands of bushels of corn in the streets of Indianapolis at sixteen cents per bushel, while if you could transport it this moment to Peru, you would sell it for thirty center per bushel, or in Toledo at forty cents. The Peru road when completed, can make money for its stockholders in transporting corn from this city to the canal for four cents per bushel, thus adding ten cents to every bushel of corn in Marion county.

The products of this county in 1850 was 1,191,900 bushels of corn, and this at ten cents per bushel would amount to \$199,190 enough to secure the completion of the road.

Heavy articles of merchandise are brought from New York to Toledo for 35 cents per hundred pounds, **and what route can compete in cheapness (but) the canal and Railroad by Peru to this point?**

Certainly the farmers and the business men must see what their true interest is in this matter. The road wants help--it wants the countenance, the encouragement, the aid of the very men who are most to be benefited by it. We are happy to know that they are responding to this call liberally and heartily, and with the very spirit that must ensure success.--Ind. Statesman (Reprinted MCS)

ACCIDENTS

Accidents occurred along the line of the Wabash & Erie Canal. A near drowning in the canal took place when a little boy fell in and was saved by a canal boatman. Nelson drowned in Roanoke and in Lafayette, near the canal pivot-bridge, twenty-eight year old Elijah Koons lost control of the horses he was taking to wash in the river nearby. The horses raced into the river and both they and Koons were drowned.

Sometimes canal structures played a part in the accident such as when a swivel was taken

onto the canal bridge to shoot off rounds in celebration of July 4. It was loaded with an extra charge of powder when the governor set it off. It hit him in a place that is indecent to touch in public. Once a carriage pulled by runaway horses struck the canal bridge on Broadway in Peru, knocked off a wheel, thoroughly jostled the passengers, and headed across the Wabash on the river toll bridge "without paying a toll."

Another time an interurban car hit a bad rail and plunged into the canal. Thirty-five people were shaken up and some injured.

April 19, 1849 - Miami County Sentinel

A NOBLE ACT. A little son of E. C. White, grocer, fell into the Canal near Columbia street on Wednesday afternoon, and was rescued from an untimely death through the noble daring of a young boatman named JOHN TREADWELL.

This young man was standing upon the bridge, and seeing the boy's hand sticking out of the water, he immediately plunged in (though he could not swim a stroke,) and succeeded in pulling him to the shore. Animation was entirely suspended, but by the application of restoratives he was again brought to life.

The boy was not seen when he fell in, and but for the timely interference of young Treadwell, he undoubtedly would have perished.

It does our heart good to chronicle such deeds of noble daring as the above, as it proves conclusively that there are still brave hearts beating in the world that are ever open to the promptings of humanity. Such men as Mr. Treadwell, deserve the admiration of the whole country. He is one of Nature's noblemen. Pass him round! - Lafayette Courier. (Reprinted in the MCS)

October 4, 1849 - Miami County Sentinel

ACCIDENT. A horse and dray backed off the Canal bridge at the mill on Tuesday--horse killed--driver scared and a barrel of flour wet.

July 11, 1850 - Miami County Sentinel

CATASTROPHE--ALMOST. On the fifth, a portion of the artillery corps had the swivel out on the canal bridge, and after firing several rounds

commemorative of the glorious Fourth, the bloodstained fields of Lexington, Concord and Bunker Hill, the heroes of the revolution and all other heroes, warriors and patriots,--determined to give one grand crack in honor of the invincible Peru artillerists. Accordingly the swivel was loaded with an extra charge of powder, and rammed to the muzzle with clay, stones and brick. When all was in readiness the heroic governor advanced, match in hand, and touched her off, and off she went sure enough--one portion crossing the canal within a few feet of a gentlemen's (sic) head, another taking a contrary direction,--while the carriage unceremoniously struck the valiant governor in that portion of the body where, a kick, "More hurts honor, than deep wounds before."

We were not present, and therefore avail ourself (sic) of the following graphic description of the whole affair

PASSAGE THRU PERU - Richvalley to Lewisburg

by an eye witness, which he handed us for publication. "Read this if you please (sic) for the **Sentinel** subject to improvement errors excepted July the 5, 1850 John the Govners (sic) Cannon Busted Daniel T. Cheaf (sic) Commander H. D. powder finder Composed By Sweet Wm."

April 17, 1851 - Miami County Sentinel

MAN DROWNED. We understand that an individual named **Nelson** was drowned in the canal in the vicinity of Roanoke, ten _____

August 14, 1851 - Miami County Sentinel

DROWNED. About 3 o'clock yesterday afternoon, a man aged about **twenty-eight years**, named **Elijah Koons**, and two valuable horses belonging to the Livery Stable of Clinton & Lyman Taylor. It appears Koons at the time **was taking the horses and buggy to the Wabash to wash them, while near the pivot-canal bridge he put the horses into a run, and they ran headlong into the river** so far that to recover them was impossible.-- The buggy sank, pulling with it the horses and driver. The horses and buggy were soon after discovered about half a mile down the river. The buggy and harness were recovered, but the horses were drowned, and the dead body of Koons was lost in the stream above and has not been found. This makes the fourth horse the Messrs. Taylors have lost by drowning with the past two months. --Laf. Daily Journal (Reprinted in MCS)

November 29, 1854 - Argus

Terrific Scene. Yesterday, about 4 o'clock, P. M. citizens along **Broadway**, were thrown to a state of great excitement and consternation, by the

dashing down that street a **pair of fine blood bay horses, and carriage** at a fearful speed, and the wildest and maddest impetuosity. Upon noticing the south end of the street, it appeared emitable (sic) that they must plunge; headlong into the canal--but, bearing slightly in a straight line to the left, they **just missed the canal bridge, where, one of the wheels of the carriage, striking a post, it was severed,** thrown with great violence topsy-turvy against the opposite side, which striking there detached, **the horses continued to dash madly on across the long bridge over the river,** without a moment stopping to pay "toll," or even saying--"by your leave." Here the curtain drops! How far they ran after that, we know not, a scene was then shut out from view. Fortunately, we learn that the only detriment which resulted, was the smashing of the carriage, "as aforesaid."

We understand that they **started at the Western House**, where they had carelessly been left standing along in the stable.

March 15, 1920 - Peru ?

TRACTION CAR JUMPS TRACK, GOES INTO CANAL: SERIOUS ACCIDENT OCCURRED ON THE FT. W. 7 N. I. LINE NEAR GAS PLANT LAST EVENING. Thirty-Five or More Passengers, Nearly All Resident of Peru, Had Close Call for Serious Injuries.

An accident that under the circumstances terminated most fortunately for the passengers on board the interurban car due in Peru from the west on the **Fort Wayne & Northern Indiana traction line last evening at 6 o'clock** occurred a short distance west of the city. The car was in charge of conductor William Leslie and motorman Alva Lowe. They were running at a rate

of speed of about **twenty miles an hour**, approaching the gas passing track, a short distance west of the Gas plant, when they **encountered a broken rail**, and before motorman Lowe could come to a stop the car left the track completely and headed down the canal embankment. There were about thirty-five passengers on board, the greater number of whom were residents of Peru. The car turned almost over onto its side and from the angle in which it is standing it appears it could be rolled down the embankment with little effort.

Had the car been going at a higher rate of speed there is no doubt but that it would have turned completely over in going down into the canal. The car was running on time. Motorman Lowe had time to reach the Gas switch with leisure or he would have been going at a much higher rate of speed. The car ran for a distance of about twice the length on the ties.

The passengers were given a serious shaking up, but fortunately none were seriously injured. Among the passengers was A. B. Kline, the local ticket agent of the company, who was returning from Logansport. He sustained a bruised leg and some other minor injuries and was probably the most seriously hurt of any of the passengers. He was occupying the smoking compartment and crawled out of the car through a window. One man passenger had one of his fingers scratched, but no reports of injuries were made to the company. In ploughing over the ties and down the embankment the car knocked down two poles.

After the thirty-five or more passengers made their exit from the car they started to walk to the city, but the traction officials sent a city car to the scene and brought the passengers on to Broadway.

TOLLS

The Board of Trustees of the Wabash & Erie Canal set up rates of toll that the boats paid to use the canal. Since Indiana did not have weigh locks to weigh the boats when loaded and empty to determine the weight of their cargo, toll was charged by estimating the number of pounds or by counting the barrels, etc.

Tolls were paid at toll collection points along the canal. These were located at Ft. Wayne, Lagro,

Logansport, Lafayette, Covington, Terre Haute, and Evansville. The collector at Lafayette was Major Seamans and at Terre Haute, Calium H. Bailey, Jr.

High tolls were blamed for dullness in freighting. Farmers said they would find other ways to get their crops to market if the tolls weren't lowered. The trustees eventually lowered them and even cut back the tolls on the iron that went to the railroad for tracks.

PASSAGE THRU PERU - Richvalley to Lewisburg

June 18, 1840 - Peru Gazette

Flour. John Bull takes Ohio and other Western Wheat, carries it through the Welland Canal, has it ground, and baptizes it as English flour, and so it goes down the St. Lawrence to England. This costs us a great toll on our canals, and they do not modify their corn laws, because in this way there is no necessity for so doing.

April 9, 1849 - Miami County Sentinel

Reduction of Tolls The following reductions of toll have been made by the Erie Canal Board: -- 33 1/3% on corn and corn meal, and 25% on barley, oats and bloom iron. The toll on corn last year was 3 mills per mile per 1000 lbs.; this year it will be 2 mills. Barley, oats, and bloom iron, paid, last year, 4 mills per 1000 lbs. per mile, this year they pay 3 mills.

August 9, 1849 - Miami County Sentinel

An office for the collection of Tolls was established at Terre Haute, in anticipation of the completion of the canal to this place, this season, and Calum H. Bailey, jr., was appointed collector.

January 1, 1850 - Miami County Sentinel

WABASH AND ERIE CANAL. Lafayette, Ind. for the year ending December 8th, one million bushels of corn were cleared, being nearly double the quantity cleared last year. The tolls, on this item alone, were about **twenty-three thousand dollars**. Had the wheat crop come in as expected, and as it promised a month before harvest, the aggregate amount of tolls at that office could not have fallen short of **seventy five thousand dollars**.

May 15, 1850 - Miami County Sentinel

There is an utter stagnation of business on the canal, and many of the boats have laid up until freighting gets better. -The reason assigned is that the fine boating stage of the Wabash has directed a large amount of the produce which usually finds its way to the east, by way of the canal, to a southern market. Would not a reduction of tolls afford a remedy? **Half or even quarter tolls, would be better than to have the carrying trade directed to another**

channel altogether.

June 20 1877 - Miami County Sentinel

REDUCTION OF TOLLS ON R.R. IRON FOR THE LAFAYETTE AND CRAWFORDSVILLE R. R.. We learn that the Board of Commissioners for the Wabash and Erie Canal now in session at the Collector's office in this city, have made a special order reducing the tolls on the iron for the Lafayette and Crawfordsville Rail Road, from \$5.44 to \$3.00 per ton, whether shipped from Toledo or Cincinnati; one half payable to each State. The iron we understand has been or is about to be purchased in England, and may be landed at Quebec or New Orleans. The Board are yet in sessions, and we presume that the above rate will be the maximum for Rail Road iron.--**Toledo Blade** (Reprinted in MCS)

July 25, 1850 - Miami County Sentinel

Major Semans, the Collector of Canal Tolls at Lafayette, gives notice that he can allow but 20 cents for Spanish quarters and 10 cents for Spanish levys in the business transactions of his office.

October 3, 1850 - Miami County Sentinel

RAPID INCREASE OF THE REVENUE OF THE WABASH CANAL. We find in the **New York Evening Post** the following statement of the amount of tolls up to the 1st of September and for the corresponding periods of 1848-9. It will be seen that the tolls on the Canal for the month of August, 1850, compared with August 1849, show an excess of \$12,245, an increase of more than 100 per cent.

WABASH AND ERIE CANAL, INDIANA. The tolls of the Canal for the month of August were \$21,023.48, The tolls for August 1849 8,777.55, Increase \$12,245.48.

Tolls to 1st Sept. '48, were 85,437.60, '49 - 97,090.48, '50 - 106,514.95.

These returns show evidence of a rapid progress, and a proof of the importance of the Canal to western interest.

October? ?, 1850 - Miami County Sentinel

WABASH AND ERIE CANAL. To _____ The extent of business entrusted to the hands of the Trustees,

Messrs. Butler, Puett and Dowling, we subjoin a statement of their receipts and expenditures for the year ending October 1st 1850..

RECEIPTS.

From toll and water rents \$ 150,524 27

Lands, Logansport office, 53,764 32

Lands, Vincennes district; 50,228 47

Interest, exchange, 13,444 24

Bondholder's subscription, 254,010 00

Total receipts, \$ 521,971 30

EXPENDITURES.

General expenses, \$ 19,803 04

Ordinary repairs of canal, 30,840 02

Extraordinary receipts, 24,614 81

Superintendence, 6,515 22

Land Offices, 1,773 47

Collection expenses 5,181 87

Damages and water power, 6,680 50

Expenses of surveys, 12,965 11

Interest to bondholders 40,799 84

Construction, 370,139 26

Total. \$ 519,013 07

This exhibit shows a revenue of one fourth of a million of dollars, independent of the bondholders subscription and which is faithfully applied to the prosecution of the work. The resident Trustees are devoting themselves faithfully and efficiently to the work, and expect its completion in the fall of '52.--[Ind. Statesman.] (Reprinted in MCS)

August 28, 1851- Miami County Sentinel

CANAL TOLLS. The Tolls collected upon the **New York Canals**, up to the 14th of August, show an increase over the amount collected last year, to the same date, of \$293,861. This rate of increase, through the season of navigation, would give an aggregate increase of Half a Million! We do not, however, anticipate so much unless the prices of produce should advance, in

PASSAGE THRU PERU - Richvalley to Lewisburg

which even the whole amount of Tolls would exceed \$4,000,000.

September 11, 1851 - Miami County Sentinel

WABASH AND ERIE CANAL. A semi-annual circular of the trustees of this canal is just published.

Receipts from 1st December 1850, to 1st June, 1851.

Cash on hand 1st Dec.-- \$169,108.65, Cash receipts from tolls and water rents -- 52,743.13, Rents from Lands -- 105,063.12, Interest and exchanges -- @,049.75, Total--\$328,269.65

PAYMENTS. General expenses and repairs -- \$60,932.25, Construction of canal &c. -- 143,078.983, Total \$204,011.23

Balance on hand, 1st June, '51 -- \$124,958.42, The receipts from tolls and water rents in the seven months, 1st November to 1st June, 1851, are -- \$69,870.35, do do do 1850, 58,702.42, Increase -- \$11,369.83

Canal Lands. Of the lands in the Vincennes Land District, the Trustees sold, during the six months ending the 1st June, 1851, as compared with the same period last year, viz:

From 1st Dec. '50 to 1st June, '51 -- 35,869.90 acres for \$72, 603.45, From 1st Dec. '49 to 1st June '50 -- 13,460.88 acres for 27, 409.56, Increase -- Acres 22,400.02 \$45,193.89, Showing an increase from this source of \$66,673.32, The aggregate of receipts from Tolls and Lands, form 1st December to 1st June, 1851 -- \$174, 235.09, From 1st December 1849 to 1st June 1850 -- 96, 194.44, Increase six months ending 1st June 1851 --\$78,041.25

May 20, 1852 - Miami County Sentinel

Our farmers have turned their attention almost exclusively to raising wheat and corn and neglected altogether, numerous other products of the farm which would find a ready market at home and which, from their nature, will not bear shipment any great distance.-- We therefore suggested to them not to abandon the raising of wheat and corn, as the **Republican** understands us, but, to attempt a greater diversity in the productions of the farm.

Reduction of Tolls. The following reductions of toll have been made by the Erie Canal Board.

May 27, 1852 - Miami County Sentinel)

REDUCTION OF TOLLS. The Board of Trustees of the Wabash and Erie Canal at a session recently held at Indianapolis, made a large reduction in the tolls heretofore charged. The new rates, we believe, do not go into effect until the Ohio Board concurs. The following, which we copy from the **Toledo Republican**, will be found useful and should be preserved for reference.

TOWNS.	Dist. no.	Miles.	Rate 1st class, per 1,000 lbs.	Misc. 2d class, per 1,000 lbs.	Flour, per 100 lbs., Max. \$1.25	Wheat, per bush, 4 mills; Minimum 3 mills.	Corn, per bush, 3 mills; Minimum 2 1/2 mills.	Rice, per bush, 4 mills.	Salt & Fish, per bush, 4 mills.	Lard, per lb., 1 mill.	State mill, per 1,000 lbs.	Domestic, per 1,000 lbs.	Foreign, per 1,000 lbs.	Water lime, per 1,000 lbs.	Scrap Iron, per 1,000 lbs.
Fort Wayne	104	13	6.24	6.36	11.14	3.49	1.45	1.45	41.6	9.36	41.6	11.61	11.61	41.6	5.20
Huntington	129	16.12	7.74	7.86	12.36	3.49	1.45	1.45	51.6	11.61	51.6	13.78	13.78	51.6	6.45
Le (no)	182	17.75	8.52	8.64	13.52	3.55	1.51	1.51	56.8	12.48	56.8	15.02	15.02	56.8	7.10
Wabash	168	18.50	8.98	9.10	14.08	3.55	1.51	1.51	59.2	12.92	59.2	15.47	15.47	59.2	7.40
Peru	163	19.37	9.78	9.90	14.86	3.912	1.58	1.58	63.2	13.92	63.2	16.07	16.07	63.2	7.85
Lewisburg	172	21.50	10.32	10.44	15.46	4.12	1.63	1.63	68.8	14.88	68.8	16.34	16.34	68.8	8.09
Logansport	181	22.69	10.86	10.98	16.06	4.34	1.69	1.69	72.4	15.34	72.4	16.59	16.59	72.4	8.55
Logansport	191	24.28	11.64	11.76	16.76	4.56	1.76	1.76	77.6	16.06	77.6	17.16	17.16	77.6	9.00
Dupuy	204	25.50	12.24	12.36	17.36	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Amornton	211	26.37	12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Lainyette	229	27.75	12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Independency	248	29.75	12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Atmos	245	30	12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Covington	250		12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Perrysville	266		12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Lodi	273		12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Montezuma	282		12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Numa	274		12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55
Terre Haute, I.	310		12.50	12.62	17.62	4.80	1.80	1.80	80	16.80	80	17.46	17.46	80	9.55

Commodity	Rate per 1,000 lbs.	Reduction
Barley	25	25%
Oats	25	25%
Bloom iron	4	25%
Wheat	3	33 1/2%
Corn	3	33 1/2%
Corn meal	3	33 1/2%
Flour	1.25	33 1/2%
Other commodities	Various	Various

*A reduction of 20 per cent. on all these figures will commence either at Perrysville or Lodi +And all points South. JOHN BROWNLEE.

??, ? - ?

Reduction of Tolls. The following reductions of toll have been made by the Erie Canal Board:--33 1/2 per cent. on corn and corn meal, and 25 per cent. on barley, oats and bloom iron. The toll on corn last year, was 3 mills per mile, per 1000 lbs.; this year, under the reduced toll, it will be 2 mills. Barley, oats and bloom iron, paid, last year, 4 mills per 1000 lbs. per mile, this year they pay but 3 mills.



The toll keeper was kept busy recording the name of the boats, their owner, captain, type of cargo, destination and where they started.

PASSAGE THRU PERU - Richvalley to Lewisburg

CANAL MEN

When it was decided to build the Wabash and Erie Canal to improve transportation through Indiana, it was designed to use the natural resources of timber and stone that were available within the state. This would keep the money locally. It was also to furnish employment to those people already living here and bring others to the state to settle.

The canal provided jobs at all levels—from Canal trustee to unskilled laborer, from superintendent to skilled stone cutter.

Each, in his own way, brought the idea of an interstate transportation system to a reality.

Through the news articles saved at Peru, we have compiled the following list of jobs and the names of those who filled the positions. Some of the names are found in articles in different sections of this book. Note that the names of the common laborers who dug the canal or worked on the boats very seldom made the news.

Board of Trustees

Thomas H. Blake of Indiana (died Nov. 27, 1849)
Charles Butler of New York
Thomas Dowling (replaced Blake)
W. R. Nofsinger (elected in 1851, up again in 1852)
Austin M. Puett of Parke Co.

Chief Engineer

Jesse Lynch Williams

Engineer

Alphonso A. Cole

Commissioner

James B. Johnson, Esq. of Tippecanoe County

Superintendent

Richard Adams - former superintendent
O. Bird - first district (Aug. 9, 1849)
C. Carter - third district (Aug. 9, 1849)
Stearns Fisher - second district (Aug. 8, 1849)
Mr. Lucas - (1845)
John McManamy - fifth district (Aug. 9, 1849)
A. J. Morley - fourth district (Aug. 9, 1849)

Assistant Superintendent

Solomon Holman

Contractor

John Cooper, Esq. - Peru Dam #3
George L. Dart - section through Logansport and Eel river aqueduct (died February 1886)
Hanna - section through Logansport and Eel river aqueduct
McCleery - section through Logansport and Eel river aqueduct

Lock Tender

James William Stitsworth

Came By Canal Boat

William C.H. Reeder

Canal Boat Captain (various boats/times)

Dana Columbia of the "Indiana"
Charles Cooper of the "Extenuate"
Crippen of the "Chesapeake"
Wm. Dale of "Niagara," "Illinois" & "P.B.Bride"
William Diggins
Dittenburr(n)
Fountain of the "Indiana" & "Empire"
Glassy (Glassby)
Hammon of the "Kentucky"
W. W. Pierce - of Peru
Tillet
Williams of the "L.A. Kelsey"
Phil Williard

Canal Boat Owners

Alvin Crippen of the "Extenuate"
Samuel Doyle & Dickey - boat line in Ohio & Indiana
Patrick and Anna Hassett Martin of "John Jay"
Hull - Wabash boat line
Wells & Co. of the "Express"

Canal Boatman

Jesse Bardough
Hiram Bates
Boone
Robert Bowman
Nelson Conner
Curly
Milo Felt
Sunsman
Myron Tinkler
John Treadwell
M. Young



Toll Collector

Calium H. Bailey, Jr. at Terre Haute
Major Semans at Lafayette

PASSAGE THRU PERU - Richvalley to Lewisburg

November 4, 1837 - Peru Forester

Our enterprising fellow citizen **John Cooper, Esq.**, was the contractor on this immense structure (**Peru Dam #3**)

July 3, 1844 - The Peru Observer

Strayed or Stolen, From the subscribers living in Peru, Miami county, on or about the first day of June 1844, a **SORREL HORSE**, about 15 1/2 hands high, switch tail, long mane, some saddle marks and a little white on one hind foot--had on a small bell. This horse was formerly owned by **Richard Adams, former Superintendent on the canal**, and he is known through the neighborhood as the Adams horse. Any person taking up said horse and delivering him to the subscribers in Peru or giving information so that he can be found will be liberally rewarded. **BERTHLETT & AVALINE.** July 3, 1844.

January 4, 1845 - The Peru Observer

Mr. LUCAS, the Superintendent, has at length made his Report on the portion of the Wabash and Erie Canal east of Lafayette. The expenses for repairs amount to the respectable sum of \$80,010.40, and tolls amount to \$55,776.99, for the past year. A few more such years might prove highly disastrous for holders of "White Dog."

The following articles are included to show how some made fun of the White Dog Scrip mentioned above. White Dog was printed on flimsy white paper on a press purchased by J. L. Williams and issued by him to the contractors in an attempt to keep the Wabash and Erie Canal going in 1839 when the government was financially embarrassed.

"WHITE DOG" STOLEN.

By reference to our advertising columns it will (be) seen that a small "white dog" has been stolen from one of our citizens. It is one of the "new issue." Look for "Gov. Dorr Released."

"GOV. DORR RELEASED" STRAYED, stolen, or walked away, from the subscriber, on or about the 20th ult. a small white "LAP DOG," about 6 months old, 4 inches high, with 'curled tail'--no other marks or brands perceivable, except that he grins occasionally. A liberal reward will be given for the above dog, or information where he may be found. **CHARLES M. OLDHAM.** Peru. Jan.4, 1845.

March 15, 1849 - Miami County Sentinel

JAMES B. JOHNSON, Esq., of Tippecanoe county, well known to many of our citizens as one of the **Commissioners of the Wabash and Erie canal**, died at the residence of T.T. Benbridge, Esq., in Lafayette, on Sunday the 4th inst.

August 9, 1849 - Miami County Sentinel

The **Board of Trustees of the Wabash and Erie Canal** consisting of **Mesrs Charles Butler, of New York, and Thomas H. Blake and Austin M. Puett** of Indiana, closed a session at this place on Thursday the 26th inst. We understand that a very considerable amount of important business was transacted. (body of report omitted)

An office for the collection of Tolls was established at Terre Haute, in anticipation of the completion of the canal to this place, this season, and **Calium H. Bailey, jr.**, was appointed collector.

The following persons were appointed **Superintendents** under the foregoing regulations:

First district, **O. Bird**--2nd district, **Stearns Fisher**--3d district, **C. Carter**--4th district, **A. J. Morley**--5th district, **John McManamy**--**Terre Haute Journal** (reprinted in MCS)

December 6, 1849 - Miami County Sentinel

COL. T. H. BLAKE, of Terre Haute, one of the **Trustees of the Wabash and Erie Canal**, died on the 27th ult., at Cincinnati, after a short illness.

April 5, 1849 - Miami County Sentinel

Navigation on the Canal, has already opened, several boats having passed up and down. The splendid line boat, **CHESAPEAKE**, **Capt. Crippen** left our harbor Tuesday, for ports below, with a full complement of passengers, citizens of Peru, bound for the South and West. The terrors of the "Raging Canawl" were entirely forgotten, amid the tears and regrets, kind wishes and fond adues (sic), or parting friends and relations. We wish them a pleasant voyage, and safe arrival at their respective places of destination.

April 11, 1850 - Miami County Sentinel

TRUSTEES--**Charles Butler and Thomas Dowling, Esqs.** have been elected trustees of the Wabash and Erie Canal on the part of the Bond holders for 3 years from the 10th of May next.

July 25, 1850 - Miami County Sentinel

Major Semans, the Collector of Canal Tolls at Lafayette, gives notice that he can allow but 20 cents for Spanish quarters and 10 cents for Spanish leveys in the business transactions of his office.

February 26, 1886 - The Peru Republican

The obituary of **George L. Dart** was published. **Hanna, McCleery & Dart** were the contractors for the construction of a section of the Wabash & Erie Canal through the city of Logansport, including the aqueduct across Eel river which they completed. Mr. Dart had the contract and management of the work. He married his first wife at Logansport, a Miss Douglas, and after closing out the business of the firm he removed to Wabash. After a few years residence at Wabash he came to Peru in 1848, to live, his wife's uncle, James Douglas, being there engaged in building the first bridge across the Wabash at Peru. He engaged with this uncle in building the bridge, and after its completion up to 1855 or 1856, was, as the agent of his uncle, employed in managing its affairs, and kept a store in the toll house at the north end of the bridge during this period.

? ?, 1909? - Peru paper?

DEATH OF CAPT. PIERCE. Was a Well Known Former Resident of Peru.

The **Choke Dispatch** of yesterday says: "At 11 o'clock Tuesday night death ended the career of **Captain W. W. Pierce**, for years a familiar figure around Kokomo and Howard county. The captain was eighty-nine years old and his death was due to his great age. He died at the home of Matthew Newcombe, where he had been living for some time.

In the old days he was **captain of a canal boat operated on the old Wabash and Erie canal**, and it was from this that he received his title: "Captain." At one time he was fairly well-to-do, having

PASSAGE THRU PERU - Richvalley to Lewisburg

been engaged in the saloon business with considerable success. Later he purchased a farm and afterward engaged in the grocery business. He came to Kokomo from Peru. Before he lost his property he deeded his children a fine residence in Mulberry street, which they still own. The Red Men cared for the captain in his age.

Before feebleness overtook him one of Captain Pierce's delights was to tell of the experiences which came to him in the line of his duty as master of a canal boat."

Sept. 19, 1923 - Recollection of Frank K. McClineny as told to Hal. C. Phelps

"In the canal days there was a basin in the canal that was located about where the C. & O. Railroad shops here in Peru now stand. This basin was a place for the canal boats to turn around and some called it a turn table. One time two boats wanted to turn around at the same time and one of the boats was commanded by a captain called Glassy (might be Glassby). Captain Glassby had a hair lip and talked in a peculiar manner. He yelled at the other captain and told him with much profanity that he was in a hurry and would turn around first. The captain of the other boat also talked profanely and had the same peculiar lisp as the first captain. Captain Glasby got the idea that the other man was mocking him and this caused him to fly into a rage and a fight ensued. They were both large men and they fought until both were winded. When they sat down to rest, they got to talking and each noticed the other had a harelip and that the way they talked was natural for them and not mocking the other fellow. Then each captain learned they were really brothers that had been separated in youth and had not seen each other since.

April 17, 1925 - Peru Daily Tribune

Arrival In Person On Canal Boat Seventy-one Years Ago Today Is Described By Civil War Veteran. William C. H. Reeder, Civil War veteran and well known pioneer citizen of Peru, grew reminiscent in conversation with a reporter today and related a number of interesting facts connected with the early history of Peru as he observed them in childhood and early manhood. Today his mind reverted back to the early hours on the morning just 71 years ago, April 17, 1854, when with his parents, Daniel and Sarah Reeder, and baby brother James, he landed in Peru on a canal boat from Massillon, Ohio. That was on the morning of Easter Monday. It was 1 o'clock when the little family left the boat at the foot of Broadway and walked through four inches of snow to the Western House, now Bearss hotel, where they put up for the night. Mr. Reeder who was then a large boy says he got quite cold by the time he reached the tavern but he was soon made very comfortable by the landlord, James Rouse, who picked him up and tucked him into his own warm bed under the stairway. A Mrs. Van Dussen, he says, assisted Mr. Rouse in running the Western House.

March 11, 1927 - The Peru Republican

LOU BAER WITH OLD TIME FRIENDS IN GOLDEN WEST: COMING HOME AFTER A TRIP AROUND THIS GRAND OLD WORLD OF OURS. Big Party of Peruvians Gather to Welcome Him in Sycamore Grove Near Los Angeles. Has Visit With the Effingers and Recalls Early Days in Dear Old Peru.

Back in the Old Days. Of course you know I am on a tour and at this date am returning from Honolulu where I spent a month with my old school-mate John Effinger whom I have not met in forty

years. John and I started in reminiscing about our early days when **Phil Williard was captain of the canal boats** on the Erie canal;

? ? , ? - ?

THE MAN THAT DUG THE CANAL: JESSEE L. WILLIAMS The coming of the Wabash and Erie Canal to Peru was one of the greatest events in this city's early history. One of the greater achievements was the building of what is now the Wabash Railroad between Toledo and St. Louis which virtually put the canal packet service out of business.

The canal was dug through Peru about the time Peru was platted in 1834. The railroad was built through Peru in 1852.

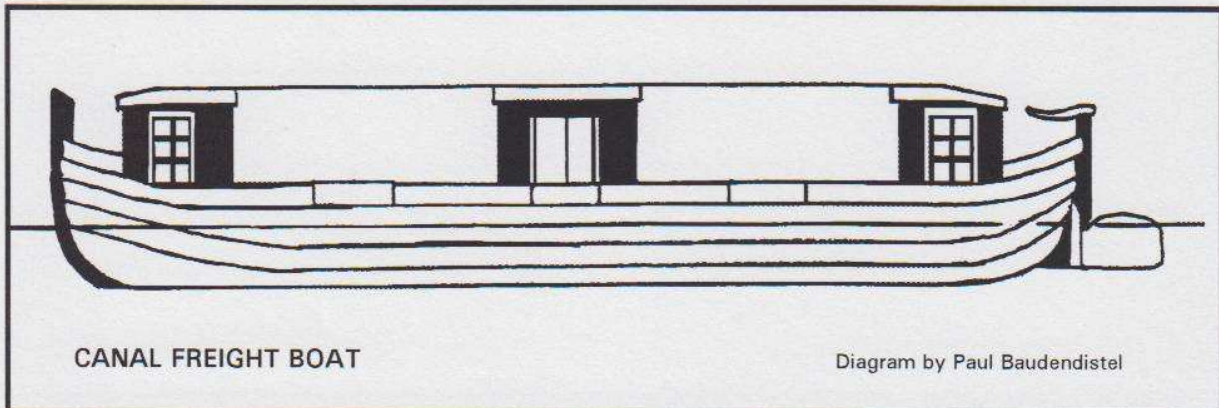
Jesse L. Williams was the engineer who built the canal and for the reason that he placed the feeder dam east of the Peru site he was given a third interest in the town by the owners, Hood and Britton founders of Peru.

August 5, 1851 - Miami County Sentinel

The Canal boatmen passed resolutions that they would haul no corn from Lafayette to Toledo, after the first inst. without a remuneration of ten cents per bushel. We are happy to hear that the movement meets with general approbation. Prices for freight before did not pay expenses.

August 7, 1851 - Miami County Sentinel

The Canal business passed resolutions that they would haul no corn from Lafayette to Toledo, after the first inst. without a remuneration of ten cents per bushel. We are happy to hear that the movement meets with general approbation. Prices for freight before did not pay expenses.



CANAL FREIGHT BOAT

Diagram by Paul Baudendistel

PASSAGE THRU PERU - Richvalley to Lewisburg

CANAL POLITICS



You "Irish Jackass!"

Apparently Mr. Holman, current Assistant Superintendent, was opposed by the Whig candidate Mr. (Stearns?) Fisher. He was accused of appointing incompetent and corrupt men to do the canal repairs. He was also accused of spending time on his farm instead of going up and down the canal checking for damage. Though areas needing repairs were reported to him, he did nothing and breaches requiring more labor occurred. His state boat workers were said to have been hoeing the boat captain's crops instead of making repairs. The canal was opened to navigation late. Farmers found other means of transporting their crops south and the canal lost tolls.

July 20, 1844 - The Peru Observer

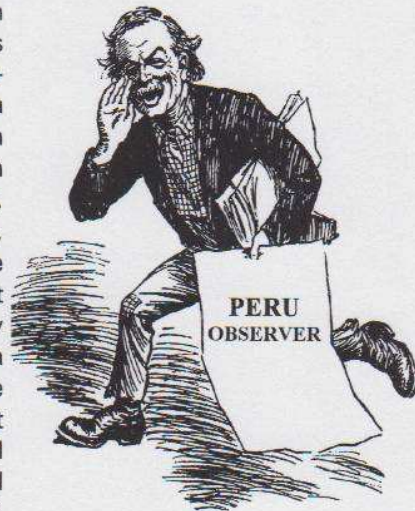
GROSS FRAUD UPON THE ELECTIVE FRANCHISE AND NEGLECT OF OFFICIAL DUTY. We understand that the Locofoco Superintendents, upon the canal, are purposely prolonging the repairs of the breaks under their charge, in order to keep the hundreds of hands, in their employ from different parts of the country, engaged until the August election, that they may make use of their votes to defeat the Whig candidates for the Legislature and thereby perpetuate themselves in office, in violation of the popular will.

As time came closer, the more scathing the newspaper articles against the W&E canal superintendents became. They were accused of delaying the repairs of the breaks in order to keep the laborers in their employ in order to receive their votes at the election.

It is a well known fact, that all of the repairs might have been completed ten days ago.

We ask Mr. Superintendent Holman, if he would not be performing his duty just as well, to put the canal in operation promptly, and if he must have these men retained to vote against Mr. Fisher, and other Whig candidates along the canal, why, let him hire them, and pay them out of his own pocket, and not tax the people with the expense of this fraud, which he thus seeks to perpetrate upon them. We call upon the honest men of all parties, to look well to this matter, and see that this infamous

The editor of the Observer, Jim. Shields, claimed that the General Superintendent, who was in charge of the land office, had hired John Wilt. Shields said that Wilt controlled the value of White Dog, canal scrip, which needed to be kept at par in order not to rob the laborers of what they had earned. He accused Wilt of depreciating its value so he could buy it up and then turn around and sell it at a profit to those purchasing canal lands when they went up for sale. John Wilt's rebuttal is something to read. He accuses Shields of being an Irish Jackass. Shields writes back claiming that Wilt agrees to all the charges by saying that his earlier conduct was accepted by the Commissioners. Shields is angry with Wilt for questioning his Irish paternity. Shields then questions Wilt's background of a German father and an Irish mother. Shields says, "the issue must strongly resemble a MULE, the most obstinate and despised animal in all creation."



You "Stubborn Mule!"

project of a corrupt public officer be not consummated. Freemen of Indiana! will you suffer the purity and sacredness of the ballot-boxes to be thus desecrated? Are you prepared to surrender those rights, which God and the laws of your country have guaranteed exclusively to you, into the hands of a body of men, gathered together from the four quarters of the earth, and bribed with your own money, by a faithless and contemptible locofoco stipendiary; to trample upon those rights and paralyze (sic) your political action? Whigs!--Locofocos!--this is a question above party--it strikes at the root of Liberty itself. It is your business--look to it well!

PASSAGE THRU PERU - Richvalley to Lewisburg

July 7, 1844? - The Peru Observer?

THE WABASH & ERIE CANAL. LOCOFOCO MISMANAGEMENT--INEFFICIENCY OF THE SUPERINTENDENTS. This great public work which the people fondly hoped would relieve the State from much of its pecuniary embarrassment, and to the completion of which every true hearted Hoosier look forward with commendable pride as the crowning glory of this commonwealth, bids fair, under the management of its present indolent, inefficient, and ignorant Locofoco Superintendents, to become, instead of a public blessing, pouring wealth into the pockets of the people and bringing happiness to their homes and firesides, a public nuisance, useless for commercial purposes, and benefiting none but the canal officers, who use it as a subterfuge to gorge themselves upon the State Treasury & to plunder the people. The General Superintendent, is perhaps as honest as it is competent for a Locofoco office holder to be, but his inefficiency to perform the duties of his office, is a subject of universal remark. **Indeed, his own acknowledgment, that he had never seen a canal boat, until after his election to the office he now holds,** sufficiently condemns him as incompetent to the charge of a public work of this magnitude. But the great point of his culpability and for which we hold him and the Locofoco party alike responsible, consists in his appointing for his assistants, incompetent and corrupt men, whose utter and willful neglect of duty, is exemplified in the useless and ruinous condition of the canal, almost the entire season. The navigation of the canal in the spring, was not opened as soon as it might have been, by at least four weeks, owing to the negligence and indolence of those having charge of it. The consequence was that an amount to produce &c., greater than the entire business of the canal during the whole season, was shipped to New Orleans and other southern markets, which, if the canal officers had performed their duty, would have been freighted upon the canal and thereby more than have doubled its revenues. It is the opinion of every Intelligent man with whom we have conversed upon that subject, that if the canal had been properly managed, it would have afforded a revenue to the State of more than \$100,000; as it is, it is very doubtful whether it will pay its expenses.

The canal has now been inoperative for

nearly a month, and we hesitate not to say, that nine out of ten of the present breakages, were occasioned by the negligence, we might add, willful negligence, of the Superintendents. **Many of the worst breaks, which will cost hundreds of dollars to repair, might have been prevented with two hours' labor, had they been attended to in season.** The water had been eating away the banks for weeks, and the Assistant Superintendent, who has charge of this part of the canal, had been informed of the fact; but it would have looked too much like performance of duty had he attended seasonably to _____ consequences have ensued. This officer who receives a yearly salary from the State, and whose duty requires that he should spend his whole time upon the canal, has not probably visited the entire line which he has under his charge twice this season. He occupies a little farm near this town, and the people are taxed to pay him an enormous salary for superintending that, while the public works go unprotected. He has hardly been off from his farm this season, except to do up a little dirty Locofoco electioneering, which no gentleman of this party would stoop to. The workmen upon the State-boats, which he employs, and to whom he pays away the people's money at his discretion, possess much of his own propensity, and they spend most of their time in hunting and fishing. We are credibly informed that since the present breaks upon the canal have occurred, the whole crew upon one of the State boats near this place, have been taken from the public service, and employed several days in hoeing corn, chopping, &c., for the captain of the boat, drawing their pay all the time from the pockets of the people. We ask the people of Indiana, and especially the people along the line of the canal, where these enormities are publicly known & talked about, how long this system of plunder is to be tolerated? We ask them if they are willing to be taxed from year to year, to pay a set of corrupt officers for hoeing their own corn? And we ask them, from the experience, which they now have of Locofoco management of this work, if they expect the revenues arising from the canal, will ever relieve them from the burden of taxation under which they are now groaning? If those are crying evils--if they are intolerable, and you would have a remedy, seek it at the ballot box in August; that is a power which never deceived a people enjoying the right of its use when guarded against fraud. Make up a distinct issue,

and vote only for men who are pledged to turn out this gang of officers, who are eating out your substance, and fattening upon the sweat of your brows, and place men there who have some regard for the obligations of official duty, and a disposition to obey them.

August 3, 1844 - The Peru Observer

THE CANAL LAND OFFICE--MISMANAGEMENT AND CORRUPTION. In the performance of what we deemed to be a duty to the public, we took occasion week before last, to notice some of the flagrant omissions and commissions of the Canal officers.

Another branch of the public service which the General Superintendent has under his control, and for the faithful administration of which he is directly responsible, is the Canal Land Office; and we cannot refrain from bringing this subject before the public, as one demanding a most radical reformation, so utterly prostituted as it is to partisan and selfish purposes. Instead of placing the duties of this office in the hands of a faithful and honest agent, who would perform them scrupulously, with an eye single to the great interests of the State, and the public; he has seen proper to continue them in one whose only claim to official consideration, consists in his low-lived partisan intolerance, and malignity.

We are not prepared to say but that Mr. WILT performs the general duties of his office, as well as his limited capacity will permit him. It is not upon this point that we are disposed to hold him and his master, culpable; although we do think that the office might be placed in more competent hands. But it is for going beyond this--for making use of his official station to promote his personal interest to the great detriment of the public--for making his office the pander of his sordid shylock disposition, that he is deeply censurable.

His position in the land office enables him to control very considerable, the market value of canal scrip. His duty to the State, and the interest of the laborers upon the canal who receive their pay in this paper, requires that he should exert whatever influence he may possess, to elevate the character of this species of currency and keep it as near a par value as possible. But not withstanding this, we find him deeply engaged in speculating in this canal scrip, converting the land office to a

PASSAGE THRU PERU - Richvalley to Lewisburg

great Brokerage, in which the **buying and selling of "White dog"** appears to be the primary business. By these operations he is daily acquiring large sums of money, every dollar of which comes out of the pocket of the Canal Laborer. Thus the people are paying him a large salary, to enable him the more effectually to carry on his private speculations. This paying a man for attending to his own business is certainly something novel--we suppose, however, that it is only another stride of progressive democracy.

It is now understood that the **"White dog" land sales will take place this fall**, and this official speculator, is using his best endeavors to **depreciate scrip to its lowest possible ebb, that he may be enabled to purchase it at the reduced price and then sell it to land purchasers at such an advance** as he shall be pleased to fix upon it. It is by such means that the honest laborer upon the canal is swindled out of his hard earnings, in order to put money into the pocket of this land office shylock.

In order in some degree to cover up, his iniquity in this respect, he employs a miserable Locofoco mendicant,--a fugitive from the state of Michigan--as a pimp, to drum up "suckers" about the streets, and draw them into the land office, where they seldom escape without being most effectually "fleeced." This agent of the land office clerk, is eminently qualified for this respectable vocation.

While in Michigan he was engaged with a gang of kindred spirits, in getting up a fraudulent, swindling "Wild Cat" Bank, which had about a nine-day's existence; by means of which the honest farmers of the country were swindled out of thousands of dollars of their hard earnings. This fraud, however, soon became known, and this honorable, high minded gentleman, "slopes," leaving his plunder principally behind him--and we now find him in the only capacity he is fit for, a contemptible parasite, earning his bread by playing the pimp to what may well be **termed a land shark**... We ask the people of the country generally and the laborers upon the canal in particular, if they are willing to vote **en** office, who, disregarding the interest of the public, prostitute their stations to selfish purposes such as these. **The General Superintendent has been informed repeatedly of these abuses**, but he seems to have no sense of the wrong so sensible felt by the

public. Indeed it would almost seem from the experience of the last few months, that among these functionaries, an official appointment is deemed a full license to plunder and oppress the people. We believe that the August election will rectify these abuses. The people have become satisfied with this kind of management, and they are determined that the "Augean stables" shall be cleansed, and other men, tried, at least, if perchance the public interest may thereby be better observed, and these great and just causes of complaint be effectually removed.

August 6, 1844 - The Peru Observer

We most willingly give place to the following communication of **Mr. WILT**, vindicating himself from the charges which were made in our paper of last week, which we should have done without a word of comment, had it not been for the very "unkind cut" contained in the last paragraph. Indeed no remark could have been necessary, since he tacitly "confesses up" every material fact which we stated, and he "can only say that there is more poetry than truth about them, and not much of either," and we have no doubt comparing the statements which we made to the many truths of a similar character, which might have been told, they seem to him small indeed.

But, why the fact of an article appearing under our editorial head, should determine in the mind of the facetious financier, that its "ferocious grin," &c. "would seem to place it between an Irish Jackass and an American cur," is what we are at loss to know. We suppose, however, the fellow, in his desperation, like the school boy who vented his spite at the well, did that which he imagined would grind us most, by the insinuation which he makes. As for "kicking and clawing" we do our own, which on any occasion, we are ready to admit; but to speak of "the curl of its tail" is decidedly unchaste and mysterious. Had you spoken of the curl of the nose John, it would have been in much better taste, and so much better understood.

Mr. Editor--In continuation of the compliment you recently paid to the Canal officers, it appears in your last **Observer**, that you have not been so partial as to pass me by, unnoticed. Solicitude for the public good, and the moral reform of public agents, with a little self-sacrifice, constitute the very

essence of patriotism, for which the **Observer** is so distinguished.

You have the honor of making the discovery, at last, of my "dishonesty" and "unfaithfulness" as a public agent, and of my "low-lived partisan and malignant political feeling," which must have escaped the notice, or had the connivance of the three preceding Canal commissioners--a slander which cannot attach to the character or feeling of either: Even my "limited ability"--rather a misfortune than a fault, you have exposed--ah, Jim! The light, however, that you have thrown on the subject, without betraying any of your own partisan felling or malignity, must convince the present General Superintendent of the guilt he incurred, in continuing me in the service.

It is not true, however, that I now do or ever did encourage the depreciation of the "White dog," as it is the currency in which I receive the "large salary."--This is yet on hands to be disposed of; because I would not sell as traveling shavers do, who make their bread by its depreciation.

Were it interesting to your readers I might inform them of what I do with my money and "white dog," and what I do not do with it, of the "large sums I acquire by swindling," &c. &c.; but there are only a few of them who have no business of their own to attend to, who would have leisure to examine the details of my private business; hence it would be useless.

Embezzlement of, or speculation in public funds, "dishonesty" or "unfaithfulness" in office, are public sins of "omission" or "commission," which the people may and ought to correct either on the "5th of August" or any other time when they are discovered. No doubt there are "Augean Stables" to clean, and as little doubt that they will be cleansed.--The sweepers were about yesterday.

As to the "great Brokerage"--"large sums of money"--"swindling"--"employing a pimp"--"Shylock," "shark," &c., I can only say there is more poetry than truth about them, and not much of either. The use of these terms seems to imply a familiarity or at least a general knowledge of various kinds of business and things.

Were it not that the article in your last number appears under the editorial

PASSAGE THRU PERU - Richvalley to Lewisburg

head; it might be difficult to determine its genus. **Its benevolent aspect towards the public and its ferocious grin towards individuals;** its braying and barking; its kicking and clawing; the length of its ears and the curl of its tail; would seem to place it, **somewhere between an Irish Jackass and an American cur.** J. M. W. (John Wilt) August 6, 1844

August 17, 1844 - The Peru Observer

We give place this week to the communication of Mr. SHIELDS, in reply to that of Mr. WILT, in our last. Personal newspaper controversies of this kind are to be regretted, but we feel it duty bound to extend this favor to Mr. S., inasmuch as he deems himself personally alluded to by Mr. W. in the communication referred to; and shall feel restrained in like manner to manifest the same courtesy to Mr. W. by publishing his rejoinder should he see proper to make one.

Mr. Editor:--In the last number of your paper, I find a communication from Mr. WILT, in reply to some strictures passed by you upon his official conduct, in which he evidently attempts to cast reflections upon my character, as I

suppose) a justification of his own gross conduct. Were it not for the fact that he, from motives best known to himself, has seen proper to drag me before the public, under the very chaste cognomen of an "Irish Jackass," I would not now trouble you with this communication. So far as related to the charges made by you against Mr. Wilt, it is unnecessary for further comment, inasmuch as he admits them to be true.

He points exulting to the fact that his official conduct received the approbation of former Commissioners. He seems to forget the fact, that in order to secure that approbation, and hold on to the "loaves and fishes," he was compelled to cover up his iniquitous speculations, and carry on his system of official Brokerage, privately. The vulgar epithets which he used towards me, I regard with the same consideration that I do the unprincipled source from which they emanate.

But the terms with which he seems to regard my nativity comes with an ill grace from him, at least. It is no cause of reproach, in the estimation of true hearted American, so far at least as I have yet been able to discover, to have

been born in Ireland; and if it were, a genuine son of Erin is at least entitled to as much respect as one of Mr. Wilt's mongrel paternity. I may be an "Irish Jackass," but to what species of animal does he belong, whose father was imported from Germany, and his mother from Ireland. According to his own reasoning, and the principles of natural philosophy, the issue must strongly resemble a MULE, the most obstinate and despised animal in all creation. J. S. (Jim Shields) August 16, 1844.

October 12, 1844 - The Peru Observer

RATS LEAVING THE SHIP. Soloman Holman, one of the Superintendents upon the canal, heretofore a most uncompromising Locofoco, and who rendered most efficient aid to that party at the August election, by way of pipe laying, &c. has repudiated his former principles, renounced his party, and come out decidedly for the Whig cause. We cannot say how far the prospect of a change in the administration of the canal, may have operated to produce this sudden shift of position: but however little we may respect the motives of the man, we shall be glad at all times to have his vote.

RAILROADS

When railroads were included in the Mammoth Internal Improvement Bill of 1836, they were still a relatively unknown quantity. The iron for the rails had to be shipped from England which took money from American pockets. The rail cars were often mere carriages with wheels placed upon tracks. But there were those who were proponents of rails and wanted them in the bill. The railroads were to be "feeders" from the interior of the state to the canals. Every part of Indiana was to be within 35-40 miles of a major transportation route.

By 1849 the railroads had rapidly changed, looked different and were more reliable. The eastern states were building connecting systems of rails. Those living in what is now the Mid-west agitated for rails in their states. A railroad from Noblesville to Kokomo was to be surveyed in April of that year. Those living in the southern terminus of the road wanted it completed quickly to the north from Kokomo to Peru because "The northern market being best and the shipping by canal and lakes less

expensive than by a long line of Railroad transportation..."

Citizens of Louisville, Kentucky, wanted a railroad built from their town to Indianapolis which would join "to the great Central railway between the cities of Boston, N. York, Philadelphia, and Baltimore, through Indianapolis, to intersect the Atlantic and Pacific railroad at St. Louis." The Central Railway would pass through "Union, Winchester, Muncie, Anderson, Pendleton, Indianapolis, the capital of Indiana, Greencastle, Terre Haute, and the intermediate towns in Indiana". The article purposing this railroad gave a complete description of other railroads built at that time. It even mentioned the Peru railroad saying, "the Peru road to intersect the Wabash and Erie canal at that point, seventy miles, under the charge of John Burk..." This railroad would cut the delay in receiving goods purchased in the east that currently were warehoused at Wheeling, Pittsburgh, and Cincinnati during times when navigation was impossible on the rivers.

PASSAGE THRU PERU - Richvalley to Lewisburg

In Peru, the railroad under discussion in 1850 was the Peru and Indianapolis. In July of that year the **Miami County Sentinel** reported, "The cars will be running ten miles out from Indianapolis by the middle or latter part of next month; and up to Noblesville in the month of October...RIGHT OF WAY has been procured for almost the entire line from Noblesville to Peru. The grubbing and clearing of the whole line from Noblesville to the Wabash river is under contract, to be completed on or before the first day of May next." A canal boat brought this road's first engine to Peru from Toledo.

Though most railroads used the U or T rail, this company purposed "constructing the road with a flat bar rail of the best quality, supported by heavy sills of timber." This rail was supposed to be the best for the country through which it passed. The paper declared, "The Peru and Indianapolis railroad is unprecedented for cheapness..'. The total cost of the road complete will be \$394,000." With it costing less, they promised making more money for the stockholders.

Just as the announcement that a canal would be built brought about early development along its route, the same happened with the coming of the Peru and Indianapolis Railroad. "The road has already induced the SELECTION OF PERU AS THE POINT at which a road from Cincinnati to Chicago must cross the Wabash and Erie Canal. It has projected plank roads; improved water power, and erected steam mills, and is yet to make glad hearts and busy hands in the flourishing and most inviting town of Peru," said the **Sentinel**.

Imposing Doom

The canal transported iron for the rails earlier, but in November 1850 the paper proclaimed, the "first Locomotive for the Wabash

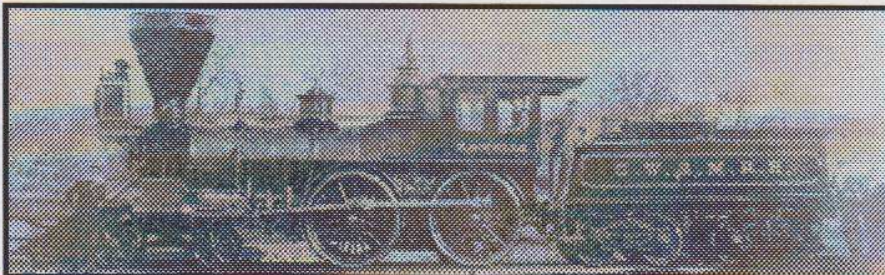
and Crawfordsville railroad passed up the Miami Canal yesterday, on the way to Lafayette." It was named the Montgomery and had been built in Philadelphia. From the Miami Canal it would enter the Wabash and Erie at Junction, OH and proceed to Lafayette. July 1851 the Peru paper reported, a beautiful passenger car for the "Crawfordsville and Wabash Railroad, passed down the Canal;" in Sept. 1852 it reported, "A new Locomotive and Tender passed down the canal" for the Terre Haute Railroad; and in Oct. 1852 it said, " Another Locomotive and Tender passed down the canal Saturday for the Terre Haute Railroad, also a Locomotive and Tender for the Lafayette and Indianapolis road."

In December 1851 another survey was made. This time for the Elkhart, Kosciusko and Miami Railroad that would strike the canal a few miles above Peru. This location was thought to be bad by some who said, "The line run is the worst that could have been selected, and if adopted, will cost a fourth more, at least, than either of two others that can be obtained."

Still another preliminary survey at Peru was made in September 1852 for the Wabash Valley Railroad. The paper reported, It "runs about a quarter of a mile north of main street, along the southern base of the ridge dividing the Wabash bottom from the Prairie." They were within a mile and a half of the Canal on an average--sometimes nearer sometimes farther off. The survey had stopped within two miles and a half of Logansport for two weeks. This route was highly favored.

Probably the funniest thing reported was when Ohio told its railroads that any bridges they had built over the canals had to be removed. A railroad, which had purchased a right-of-way before that of the state, told the state to remove the canal. The paper quipped, "Both orders will be complied with, no doubt."

This is a picture of an early locomotive and tender on the Cincinnati, Wabash & Michigan Railroad, later to be known as the Big Four, which passed through nearby Wabash, IN.



PASSAGE THRU PERU - Richvalley to Lewisburg

March 22, 1849 - Miami County Sentinel

KOKOMO, March 12, 1849, James M. Defrees, Esq. DEAR SIR: I learn from a gentleman that the excitement about the Railroad is on the flood, and as an additional impetus to it, I am happy to inform you that the Board at its late session, 1st instant, **ordered the final survey and location of that part of the road from Noblesville to this place (Kokomo) and HOLMAN will commence it in two or three weeks.** He expects to be here about the last of April of the first of May. The prospects for the ultimate completion of the road are now so sure that we no longer consider the matter problematical. The road will be made and that right soon. Mark that!

Now that we have the assurance rendered doubly sure, by the survey and partial letting north of Noblesville, will not Miami with Howard and Tipton, come up to the work in real earnest? Our people are getting in the right spirit, and Howard for her age, resources and embarrassments, will stand among the first counties along the line.

The southern end of the route are now even more anxious than we for the completion north to Peru. The northern market being best and the shipping by canal and lakes less expensive than by a long line of Railroad transportation is causing many at the southern terminus of the Road to be exceedingly anxious for the route to be complete through, and now that they find the road will be made north of Noblesville, they will come to our assistance. Such is the truth as I have myself learned it there.

Let Miami now come up and the work will speedily be accomplished. The first Division from Indianapolis to Noblesville, will be completed for the cars on the first of October certain, and such a jollification and spree was never known, as we will have on that memorable day. Respectfully, your friend, C.D. MURRAY.

November 15, 1849 - Miami County Sentinel

From the Louisville Journal, Great Central (sic) Railway. This is the age of railroad improvements. The North, the South, the East and the West, are alive to their interest--all are pressing on with their railroads, connecting their principal cities with the interior and concentrating their commercial action

upon their towns and cities, while they are uniting distant points, and almost annihilating time and space as compared with our former movements through the interior by stages, or even upon our rivers and lakes by our steamers. The elder States of the East led off, and are now reaping the fruits of their foresight and energy. The object of this article, however, is not merely to speak of this matter in general terms, but to direct the attention of our readers and especially of the citizens of Louisville, to the **great Central railway between the cities of Boston, N. York, Philadelphia, and Baltimore, through Indianapolis, to interest (intersect ?) the Atlantic and Pacific railroad at St. Louis.** This is evidently to be the great interior thoroughfare of business and travel of the United States, and it will be important to form connections with it from the commercial cities situated off the line. The citizens of all such cities will be deeply interested in having such connection, and especially will this be the case with the citizens of Louisville, as we shall attempt to show.

That our readers may have before their minds and be enabled to trace on the map the lines of this great Central railway, we descend to particulars. The Boston line runs through Springfield to Albany, New York, where it meets the Hudson river line from the City of New York; a single line is run from Albany, through Herkimer, Syracuse, Rochester, and the intermediate towns to Buffalo, on the lake; and from Buffalo a line is being constructed on the S. side of the lake to Cleveland & Sandusky in Ohio. There is another line from the city of New York, by Goshen, Deposit, and Orleans to Dunkirk, on the lake, where it interests the line last mentioned. We then leave Cleveland and Sandusky, and proceed up the Pennsylvania line. This line is intersected at Philadelphia by a line from New York city through the State of New Jersey. From Philadelphia the line West runs through Lancaster, Harrisburg, Pittsburg, Beaver, and the intermediate towns in Pennsylvania: Salem, Canton, Wooster, Massillon, Mansfield, Marion, Bellefontaine, Sidney, and the intermediate towns in the State of Ohio; Union, Winchester, Muncie, Anderson, Pendleton, Indianapolis, the capital of Indiana, Greencastle, Terre Haute, and the intermediate towns in Indiana; Marshall, Martinsville, Greenup, Ewington, Vandalia, the capital of Illinois,) Greenville, Pochontas, Illinois town, opposite St. Louis, on the Mississippi,

and intermediate towns in Illinois. This is the great central (sic) direct line between Philadelphia, by Pittsburg, Indianapolis, and St. Louis.

The line from Boston and New York, which we left at Cleveland and Pittsburg, connects with the main central line, from Cleveland, at Gallion, west of Mansfield; and from Sandusky at Bellefontaine, on the Mad river railroad, the great Baltimore line is interested at that city by a northern line from Philadelphia, and a southern line from Washington City. From Baltimore, the line runs near Frederick and Hagerstown in Maryland to Cumberland, from which point it is about being extended through the mountains to Wheeling, Virginia, on the Ohio, St. Clairsville, Zanesville, and the intermediate towns to Columbus, the capital of Ohio. From that point, two lines will run west, the one through Urbana, Piqua and Greensville to Union, at the Indiana State lines, where it will intersect the great central trunk line before described, and the other through Springfield, Dayton, Richmond, and the intermediate towns in Indiana to Indianapolis, where it will connect with the capital of the State of Indiana, one end with the lines of railway intersecting the main (sic) line at that point, which is may be proper to lay down, as the object of this article is mainly to show the citizens of Louisville the interest they have in a direct railroad communication between this city and Indianapolis--Cincinnati is about 80 miles or four hours run from the main line. She will doubtless tap the line by her railways through Ohio, and perhaps at Indianapolis, and it is for Louisville, that is 120 miles or 6 hours from Indianapolis, to look to her own interest. At Indianapolis, besides the Madison and Indianapolis, and the centre (sic) line that enters the city from the northeast, known as the Indianapolis and Bellefontaine railroad, under the charge of O. H. Smith, running 80 miles to the Ohio line, being a link in the great Philadelphia and Pittsburg road with which the Cleveland and Sandusky roads connect as we have stated, there are several other railroads being constructed, the Lafayette road to intersect the Wabash at that point, 70 miles, under the charge of Albert S. White; the Peru road to intersect the Wabash and Erie canal at that point, seventy miles, under the charge of John Burk; and a contemplated road from Indianapolis to Evansville on the Ohio river. It is only necessary to direct the

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mind of the reader to the facts we have now stated, to show the great importance of connecting our city at Indianapolis with those great lines of railway. Such a connection would put us in direct communication by railway with St. Louis, as well as with the whole interior of Indiana, Illinois, Ohio, the Eastern States, and the Eastern Atlantic cities by the most rapid movements know (sic) to this progressive age. Our connection completed, and it will be but 18 hours by Indianapolis to St. Louis, 18 hours to Sandusky on the lake, the same to Cleveland, 24 hours to Pittsburg, 36 hours to Philadelphia, 39 hours to N. York, 44 hours to Boston, 34 hours to Baltimore, 6 hours to Indianapolis. We will not detain the reader with a comparison of the time here stated (which is at 20 miles to the hour railroad run, which will be increased to 30 miles on the heavy T rail now generally used) with the time now occupied by the present mode of traveling; the reader will of course do that. There is however one matter to which we wish to draw the attention of the business men or our city, as well as those of Southern Kentucky and Tennessee, and that is, the great facility that will be created by this connection for the transportation of goods from the Eastern cities. We have now to rely solely upon the Ohio river, and our experience is ample as to the **great difficulties that we have to encounter in obtaining our goods after they have been purchased in the East.** When the merchant purchases his goods, it is generally upon a short credit for at least part of the amount, and it is a great object to him to **get them into the market as soon as possible.** Here he is met by the **obstacles of ice and low water in our river, and his goods are thrown into the warehouses at Pittsburg, Wheeling, or Cincinnati, waiting for transportation.** All this will be **avoided when the great central line shall be completed thro (sic) Indianapolis, and our connection shall be made to that city.** Our citizens know that there is a road commencing at Jeffersonville opposite to our city, under the charge of William G. Armstrong, now progressing to completion. This road intersects the Madison and Indianapolis railroad at Columbus, (Ind.) and will, when finished, give us the direct connection at Indianapolis, so much to be desired. Will not our citizens at once come forward and give to the company the necessary aid to complete this road without delay? The stock must amply repay, and, next to the great central line, must become one of the very best railroads in the

West. We have occupied more space with this article than we usually do upon ordinary subjects, but we trust our readers will thank us for drawing their attention to a subject so important to the people and so intimately connected with their interest.

July 11, 1950 - Miami County Sentinel

For the **Sentinel.** Mr. J. A. GRAHAM: Dr. Sir--Through the medium of your paper I would beg to call the attention, once more, of the citizens of Miami county to the subject of the Peru and Indianapolis Railroad. Much has already been said upon the subject of this improvement--much has been done, yet there is much more to be both said and done. There is no room however for desponding from considerations like these, for these is no fact or principle better established than this, that the more there is done, the less there is remaining to do for the accomplishment of any one design; and in the contemplation of any other important practicable subject or truth, the more deeply we investigate, and the familiarly we acquaint ourselves with its general character of its minutia, in detail, the more forcibly and favorably will the subject recommend itself to our consideration. And it is gratifying to remark that the consideration of this subject has been such recently, as to excite most favorable the wonder and admiration of men at home and abroad.

The southern portion of the road extending from Noblesville to Indianapolis, is in a state of great forwardness. **The cars will be running ten miles out from Indianapolis by the middle or latter part of next month; and up to Noblesville in the month of October.** Almost every arrangement for the accomplishment of this is now made --the iron and spikes are purchased and a portion of each delivered. An arrangement has been made with the Madison company to equip and run the road for or during the space of five years. The means therefore which would have been necessary for this purpose, will now be applied to the construction of the road north. In view of the great importance of the early completion of the whole line, the arrangement is as judicious as the terms are favorable. An arrangement has likewise been made to connect with all the roads centering at Indianapolis by means of a joint double track; thus avoiding the usual expense of re-shipping and drayage; making, in effect,

the different roads thus connected, as regards through freight, as one and the same road. Several hundred cords of wood have been contracted for, to be delivered on the line, as food for the 'Iron Horse.'

It is unmistakably true, and evidenced by facts susceptible of an ocular demonstration, that 'the Railroad is coming.'--The facts above referred to are not the only evidence of this. The **RIGHT OF WAY has been procured for almost the entire line from Noblesville to Peru. The grubbing and clearing of the whole line from Noblesville to the Wabash river is under contract, to be completed on or before the first day of May next.** Already they are felling the trees and opening up the line before us!--of a truth the railroad is coming.'

A portion of the country through which the road passes, (although unsurpassed any where in native fertility, or any other one of the many important requisites of the best agricultural districts,) has but recently been exposed to the inroads and ravages of the hand of industry, and is therefore comparatively unimproved, owing to the possession of the soil by the Indians. The Indian title has been extinguished, and those only who are acquainted with the rapid growth and progress of improvements in our own state and the west, can form any adequate conception of what may be anticipated from this portion of our state in the space of a few short years. But the effect of the present condition of the country, is to lessen considerably the amount of the immediate home subscriptions to the stock of the country that the importance of the road, under other circumstances, would at once insure. To meet the circumstances of their own particular case, the company propose **constructing the road with a flat bar rail of the best quality, supported by heavy sills of timber;** which make a round answering all the purposes of the country equal to the heavy U or T rail, supported by a superstructure common to such roads. The iron along of the heaviest class of railing would cost more per mile, than the road complete with the iron proposed to be used: and hence, constructing the road as proposed, the country is amply able to make it, and when made, from its unprecedented cheapness, the dividends upon the stock will liberally reward those bearing the burthens (sic) of its construction, which might be otherwise, if in the use of a heavier rail the cost of the road should be doubled. The business of the road

PASSAGE THRU PERU - Richvalley to Lewisburg

from year to years must be the same, until it shall have been taxed to its utmost capacity, whether constructed with the heavy or light class of railing. And if in construction it can be made to answer all the purposes of the country for one half less than it might cost, the profits of the stock must be correspondingly increased. This is self evident.

To make such a road as is here proposed in the State of Massachusetts or some other of the eastern states, or in portions of Illinois, would cost more, from the scarcity of timber, than a road with the heaviest T rail. Indeed such a road would be impracticable, for the little timber the country affords is not of the kind or growth suited to the purpose. For them, therefore, the heavy bar road is the one for cheapness and utility; while, for us, the plate rail, strengthened by timbers as proposed, is made to answer all the purposes of the former.

The plate rail is now used on at least one third of the Madison road, and last year the stock of that road was the best railroad stock in the United States. It commanded the greatest premium. A fifty dollar share was worth sixty five dollars in any one of the American markets. It is clear that if the cost of the road had been less, the profits would have been greater, and that if the business of a road could be done over a road where, for one third of the distance the flat bar was used, the same business could have been done, had the plate rail been used on the whole line.

The policy of a country like ours, then, is to make roads, and the cheapest roads possible, answering the purposes of the country; to build up the country in population and improvement. The revenue arising from the increased business of the country will then renew the roads or remodel them, paying at the same time handsome dividends upon the means invested in them.

"The Peru and Indianapolis railroad is unprecedented for cheapness.. The total cost of the road complete will be \$394,000. There is already stock enough subscribed to complete the _____ and grade the remaining portion of the line; and there are continued accessions to the stock from citizens at the different points on the line. A reasonable manifestation of favor from all who are interested in the road, evidenced by a subscription to the

stock of the company in proportion to their several interests and ability would complete the whole road in tow or three years without calling upon foreign means for assistance. Up to the present hour the company have been operating wholly upon their own legitimate means, without the issue of a single company bond; and if the stockholders will but punctually meet the requisitions, or advance, as their means may justify, the road may be completed, and speedily completed with a resort to borrowing money. If the crops of the present season would prove favorable, as it is believed they will, the friends of the road, as stockholders, will find it to their interest to advance, as the their circumstances will permit, regardless of the requirements of the company under the restrictions of their charter, for in proportion, as the available means of the company increase, in that same proportion will they operate in the construction of the road; and surely we shall not be in the enjoyment of the benefits to result from its completion soon. The stockholders pursuing this course will be reminded that they are drawing interest on their investments from the time they may severally make them.

The stock of the road at no distant day is eagerly to be sought after. It is insisted by some of the disterested (sic), clear headed and cool calculators of Indianapolis, that the stock of the Peru and Indianapolis Railroad company, upon the completion of the work, will be the best stock of any road centering at that point, of which, interested as I feel myself, I have never had a doubt.

By means of this road, property has already enhanced in value within its influence sufficient to construct it, and as yet the enhanced value of property affected by this road, is nothing, in comparison with what my be reasonably anticipated. The road has already induced the SELECTION OF PERU AS THE POINT at which a road from Cincinnati to Chicago must cross the Wabash and Erie Canal. It has projected plank roads; improved water power, and erected steam mills, and is yet to make glad hearts and busy hands in the flourishing and most inviting town of Peru. It has doubled the population of Kokomo with the last two years: Has increased the value of property in Tipton from forty dollars per acre, to two hundred and fifty dollars per lot: It has created life, excited industry, renewed energy and doubled the value of

property in the town of Noblesville. Let us not then be unmindful of our obligations; but let us unite with spirit and energy in the advancement of that which, from the past we have realized so much, and for the future we are promised so much more.

With respect I remain in devoted attachment your follow citizen. W. J. HOLMAN

November 28, 1850 - Miami County Sentinel

The first Locomotive for the Wabash and Crawfordsville railroad passed up the Miami Canal yesterday, on the way to Lafayette. It was an old one bought from a company in Philadelphia, and we saw upon its sides that it was named Montgomery. When the road gets will under way, we presume our mechanics will furnish what others are wanted, for they can do it as cheap as the Philadelphians.-- Cin. Enquirer. (Reprinted in MCS)

July 24, 1851 - Miami County Sentinel

A beautiful passenger car, designed for the Crawfordsville and Wabash Railroad, passed down the Canal on Tuesday last.

December 18, 1851 -- Miami County Sentinel

The Engineer corps which was engages in the survey of the Elkhart, Kosciusko (sic) and Miami Railroad, finished the examination of one route a few days ago, striking the canal some few miles above this. We think the company should not be too precipitate in adopting any route--at least, not until all those, at all feasible, have been thoroughly examined. Persons who should be informed on the subject say, that, the line run is the worst that could have been selected, and if adopted, will cost a fourth more, at least, than either of two others that can be obtained. Direct lines, we believe, are a desideratum in the construction of Railroads, particularly when they do not increase the cost. The amount of stock to be obtained along the route is another object of much moment. From what we have heard in relation to this road, and keeping those two propositions in view, the company, we think, would subserve (sic) its interest by giving all the proposed routes a thorough examination before adopting either of them. The citizens along the route by Chili and Gilead, say they will subscribe liberally,

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and if the location of the road depends upon such a contingency as the amount of stock taken, they will not be out done. This opens up a field of honorable competition; the advantages of which, should not be overlooked by the Board of Directors. Give all a fair chance say we.

March 25, 1852 - Miami County Sentinel

The Board of Public Works of Ohio have passed an order authorizing their Secretary to notify all Rail Road companies that have constructed bridges across any of the public canals of the State, that the same must be removed by the first day of June next, and that in default of such removal by such company, each acting commissioner of the Board shall cause the same to be removed from the work under his control.--As a measure of retaliation, a rail road company whose

right of way was prior to that of the State, has notified the State to remove the Canal. Both orders will be complied with, no doubt.

September 2, 1852 - Miami County Sentinel

WABASH VALLEY RAIL ROAD. The corps of Engineers engaged in the preliminary survey of this road, reached Peru Friday last on their route westward. The line indicated at present, runs about a quarter of a mile north or main street, along the southern base of the ridge dividing the Wabash bottom from the Prairie. We understand that the survey now made is within a mile and a half of the Canal on an average--sometimes nearer sometimes farther off. The party have suspended operations within two miles and a half of Logansport and will not commence again for about two weeks. The route

is regarded as highly favorable by those capable of judging, and must comment itself to the attention of businessmen and capitalists.

September 30, 1852 - Miami County Sentinel

A new Locomotive and Tender passed down the canal yesterday. From the initials marked upon them, we suppose they are designed for the Terre Haute Road.

October 7, 1852 - Miami County Sentinel

Another Locomotive and Tender passed down the canal Saturday for the Terre Haute Railroad, also a Locomotive and Tender for the Lafayette and Indianapolis road. We hope it will not be long before we will be able to announce a similar arrival for the Peru and Indianapolis road.

OLD STONE HOUSE



Underneath this fire-blackened blue-stucco-coated surface is an old stone lock tender's home on the west side of Peru. It was owned by George and Mary Zern who raised nine of their twelve children here. It is located west of Peru on the Old Stone Road that sits atop the Wabash and Erie Canal along some of its route. The home was a rental property when destroyed by fire in 1991. Efforts have been made to stabilize it in hopes of some day restoring it to its former grandeur.

Photo by Bob Schmidt

PASSAGE THRU PERU - Richvalley to Lewisburg

There are two varying reports as to who built Peru's Old Stone House. A *Peru Daily Tribune* article entitled "Aid Coming For Lock Keeper's Home" quoted Mary James, past curator of the Miami County Museum, as saying that "the house, located west of Peru on Old Stone Road along the Wabash River, was originally built by Henry and Deborah Zern in either 1837 or 1838" and that "It was the only house built of stone from Logansport to Fort Wayne. Because of its unique qualities, passengers on the canal would stop and admire the house. It was the only two-story house in the area and contained the only staircase. The house was used to hide slaves seeking freedom on the underground railroad."

Shirley Donley Harris, great great granddaughter of George Zern who is compiling her family's genealogy, claims that Peru's Old Stone House was built by George Zern and his wife Mary. They had two sons Henry and George S., who came to Peru two years earlier than they did and built a building on the corner of Main & Broadway that was just like the stone house that George built.

George and Mary came to the Peru area from Pennsylvania in a covered wagon, bringing nine of their twelve children. These were John, William, Charles, Mary Ann, Streeper, Samuel, Augustus and Susann who were twins, and Harriet. An older daughter, Elizabeth, was married at the time and lived in Pennsylvania. Henry and George S. were already in Peru, but George S. later returned to live in Montgomery County, Pennsylvania. Their son Samuel Zern later became a boatman on the Wabash & Erie Canal. George and Mary were also the grandparents of Jesse Zern, mayor of Peru from 1888 to 1896, and Lydia (Liddie) Zern who married William Kunkle, from a well-known family in the Peru area.

According to courthouse records, George Zern's first purchase of land contained 119 acres and 31/100s, in the fraction of Section 31, in Township 27, Range 4 East. As the assignee of Jesse L. Williams (Chief Engineer of the Wabash and Erie Canal), George filed with the Secretary of the State of Indiana and obtained a final certificate of the General Superintendent of the Wabash and Erie Canal, countersigned by the

Auditor of the State of Indiana, showing that full payment had been made. The Governor of the State of Indiana, James Whitcomb, "...caused these Letters to be made Patent, & the Seal of the State to be affixed..." on September 15, 1848. It was recorded April 29, 1856.

An additional 80 acres was purchased by filing with the Board of Trustees of the Wabash & Erie Canal the final certificate of the Clerk of the Land Office in Logansport, Indiana, showing that full payment had been made for the East half of the SE Quarter of Section 30, Township 27, Range 4 E, East of the Tippecanoe. This was land that had been sold "in conformity with the provisions of the Act to provide for the Funded Debt of the State of Indiana & in the completion of the Wabash & Erie Canal to Evansville." Dated Dec. 1, 1855. By purchasing this parcel of land, the Zerns played a part in helping the State work its way out of the debt incurred in the building of the canal system. In fact, the State of Indiana now has a law saying that the state can never be in debt again, as a direct result of the enormous expenditures incurred by the internal improvement projects.

George Zern was a second generation immigrant whose parents came to Pennsylvania in 1753, sailing on the "Beulah" from Rotterdam. Mary Streper Zern's ancestors came to Pennsylvania in 1683, aboard the "Concord," the "Mayflower of the Germans." They were among the thirteen families that founded Germantown, Pennsylvania. They became prominent land-owners, having made their first purchases from William Penn and his agent in Rotterdam.

John Bell, who owned the land next to the Zerns, told many stories about the stone house to his grandchildren. His mother was Harriet Zern, the youngest of George and Mary's twelve children. She married Alfred Bell, the "boy next door." George's grandson, Albert, son of Henry, married Alfred's sister, Rachel Bell. Rachel and Alfred's daughter, Lydia, married William Kunkle.

Kreig Adkins, CSI member from Peru, has done further research and found that later the family of James William Stitsworth moved into the stone house for a short time. James was the lock master in Peru in 1853. He was the great

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great grandfather of Rex Stitsworth who still lives in Peru. give us a donation also."

After the Stitsworths moved out the Tilletts purchased the stone house. The Tilletts were in the area before the towns of Miamisport and Peru were platted. He owned the farm to the East of the stone house. He was also a canal boat captain and owned several boats. He passed away in 1853. One of the Tilletts married a Zern girl. The great great grandson of the Tilletts, Jim, narrated the video Kreig Adkins produced for the Miami County Historical Society about Peru.

The old stone house had many occupants over the years. Then a bad fire in November 1990 almost gutted the place. It was to be torn down. Just hours before the wrecking ball was to strike, Our Town Peru, which had recently restored the CSX depot, stepped in saying it wanted to renovate the lock keeper's home because it was valuable to Peru in regards to tourism. It purchased the building for \$5,000.

A \$10,000 loan from the Historic Landmarks Foundation of Indiana was obtained to evaluate and study what needed to be done. It was estimated to cost between \$60,000 to \$70,000 at the time. The plans were to give it to the Miami County Historical Society once it was restored. The aid of the Miami County Historical Society, the Peru Chamber of Commerce Tourism Committee, the Canal Society of Indiana and the Historic Landmarks Foundation of Indiana was enlisted.

CSI donated \$500 toward the project and assisted Mary James in applying for an ISTE (Intermodal Surface Transportation Efficiency Act) grant. A letter from Mary James thanked CSI for its contribution and said that they were "able to go ahead with the demolition of the second floor. We were so glad when we found out that only the east room of the second floor had to be removed." This was a \$500 savings. "The next step is to install the windows on the second floor and to replace the floor. We'll try to get the bottom windows framed and covered with plastic so volunteers can work inside. We received a \$2,800 donation from a local foundation and a couple of sororities are going to

A new floor was installed on the second floor. A shake shingle roof was added. The house was stabilized.

CSI president, Bob Schmidt, spoke at the Peru Stone House Plaque Dedication on September 19, 1992. His opening remarks were, "It has been over 120 years since the last canal boat passed through Peru on the Wabash & Erie Canal. In those intervening years, many have forgotten the canal which once connected your city with the eastern markets as part of the longest canal ever built in the United States. It was the canal that stimulated the growth of cities in the Wabash Valley. It is most appropriate that we take time here today to commemorate one of the buildings along that important canal route. Each day, packet and freight boats traveled by this very place. Travelers stopped here and local farmers brought grain to send to market. Like our memories of the past, the remains of our canal heritage continue to diminish with time."

In 1999 Peru high school students removed the old cracked and blue-painted stucco. The beautiful old stone house was revealed. Hopefully one day the house will be returned to its former grandeur.



Above : The old stone house in 1999 after stucco was removed
Right: 2nd floor bedroom Schmidt



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MISCELLANEOUS ARTICLES

EACH ARTICLE MENTIONS A CANAL AND ADDS INSIGHT INTO THE PAST

September 9, 1837 - Peru Forester

LABORERS.--One thousand laborers are wanted on the Central Canal at and near this place. Such is the demand for laborers, that some of the canal contractors are not only employing agents at this place, and paying high wages for their services to board every steamboat that arrives, and hire laborers, but they are offering a premium for every one thus hired.

January 30, 1841 - Peru Gazette

WABASH AND ERIE CANAL. The people of the Eastern states are beginning to appreciate the great importance of this work. The President of the New York Board of Canal Commissioners has lately written to J. L. Williams, Esq. a letter from which the following is an extract.--Log. Telegraph.

"We are impatiently awaiting the completion of your great Wabash canal, anticipating from its results not less important than those we have actually experienced from the Ohio canal. In truth we may well expect a larger accession of trade from the Wabash than from the Ohio canal. * * * We look upon the unprecedented development which is going on in Ohio and Indiana, as a most interesting fact in the history of American civilization, and fraught with consequences of the gravest magnitude. The granaries of Indiana are destined to exercise a commanding sway over the manufacturing and commercial interests of the Atlantic states; but we cannot make our people actually FEEL that fact, until the boats commence running from the Wabash to Lake Erie.

January 1, 1844 - Canal Deed

DEED. Canal Deed. Wabash & Erie. Dated 1-1-1844. Issued by the State of Indiana to Drake Taylor through Allen Hamilton, assignee. No. 3840. "The State of Indiana, To all who shall see these presents--Greeting: Whereas, Allen Hamilton, assignee of Drake Taylor has filed with the Sec. of State, of the State aforesaid, a final certificate of the Commissioners of the Wabash and Erie Canal, countersigned by the Auditor of State, whereby it appears that full payment has been made by the

said Allen Hamilton assignee as aforesaid according to the provisions of an act of the General Assembly of the 28th of January, 1830, entitled "An act providing means to construct the portion of the Wabash and Erie Canal within the State of Indiana," for the North half of the South East quarter (lot three) of section number twenty-seven (27), in township number twenty seven (27) North, of Range number five (5) East, containing sixty five acres and sixty-six hundredths of a acre (65.66/100) which tract was purchased by Drake Taylor, as appears by certificate No. 3840.

"No know ye, That the State of Indiana, in consideration of the premises, and in conformity with the provisions of said act, has given, granted, bargained, and sold, and by these presents does give, grant bargain, and sell unto the said Allen Hamilton assignee as aforesaid the rights, privileges, immunities, and appurtenances of whatsoever nature thereunto belonging, unto the said Allen Hamilton assignee as aforesaid and to his heirs and assigns forever.

"In testimony whereof, I, James Whitcomb, Governor of the State of Indiana, have caused these letters to be made Patent, and the Seal of the State to be affixed.

"Given under my hand at Indianapolis, the first day of January in the year of our Lord one thousand eight hundred and forty four, and of the State the twenty eighth. J.W. Whitcomb, Sec. of State and by the Governor Wm. Shirk? On the back side "No 3840 Allen Hamilton, another faint name that can't be read. "Received for Record June 8th, 1888 at 2 o'clock pm and recorded in Record 30 Page 110. Michael Bappert, R.M. Co. entered for taxation. Wm. B. Miller, auditor M. Co. Ind.

June 8, 1844 - The Peru Observer

Notice. IN pursuance of an order of the Commissioner of Miami co. the subscriber hereby gives notice that certificate of Wabash and Erie Canal land No. 1642 for fr E 1/2 S W 1/4 sec. 3. town. 7 range 4 east, containing 46.74 acres purchased by A. Jamison, J. W. Miller & J. Crud_n on 18th of

May 1835, for Miami county, is lost or mislaid or probably burnt with the Court House, of which the subscriber will proceed to make the proof as required by law in order to obtain a new certificate. SAMUEL GLASS, Treasurer of M. C.

December 10, 1844 - The Peru Observer

Notice, Is hereby given that certificate of Wabash and Erie canal land, No. 1781, for W 1/2 S W qr. section 15, township 28, range 8, containing 80 acres, entered by Alexander McLain, has been either lost or mislaid. The subscriber therefore, will proceed to make proof as required by law in order to obtain a new certificate. JAMES AVALINE. Peru, Dec. 10, 1844

June 26, 1848 - Miami County Sentinel

Public Vendue. NOTICE is hereby given that in pursuance of an order of the Mi__ Probate Court made at its May Term 1848, the undersigned commissioner, appointed for the purpose, will sell at public vendue at the door of the Court house in the town of Peru, on the 24th day of July, 1848, at the hour of 10 o'clock a. m., the following Land, to-wit: the interest of Francis Godfroy, Clemence Godfroy and Gabriel Godfroy, infant heirs of Francis Godfroy, deceased, in three fourths of a section of land above and adjoining the town of Peru, it being the section of land which the Godfroy addition to the town of Peru is laid out upon, and the interest of each of said heirs being equal to 13 acres, the same being undivided.

ALSO--the interest of said heirs in Godfroy's Reserve No. 6, in town 27 __ R 4 east, south of the Wabash river and opposite the town of Peru; the interest of each of said heirs in which is equal to 33 77 000 acres, undivided; and also their interest in Lots 88, 89, and 90 in the Godfroy Addition to Peru, their interest being one 18th part thereof, undivided. The terms of sale will be one fourth down and the residue in three equal payments of 6, 12, and 18 months each with interest and date.

ALSO--in pursuance of an order of said Court made at the November term 1847 thereof, will be sold at the same place

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and hour and upon the same terms, their interest in a piece of ground situated between the canal and river in Peru, bounded north by canal, east by lot No. 301 in Peru, south by the river and west by the street Broadway. Said interest being three eighths thereof. N.O. ROSS, S. Com. June 26, 1848

July 27, 1848 - Miami County Sentinel

We have had no paper from Wabash since the fire and know nothing of the particulars further than they are reported by rumor. From this source we learn that it was the work of an incendiary, and that all the stores and warehouses west of the bridge on the Canal except one or two were destroyed, with their contents. It would be well enough for the Peruvians to keep a bright look-out. We have not had a visitation from this class of worthies, either in horse stealing or petty thefts for some time.

July 27, 1848 - Miami County Sentinel

Peru - We were always of the opinion that Peru was the favored spot of creation, and every day but serves to convince us that we were not mistaken.

It is but thirteen years since the first sale of lots was made--then in the woods--where the deer and the "bar," the skunk, the squirrel, and the woodchuck, held undisputed away--were the body corporate and politic, of the "vast area" over which the municipal authority of our present corporation is exercised.

The lucky purchaser of a lot at that day, secured to himself nearly all the materials necessary to the construction of a comfortable "log cabin," as the whole town plat was covered with every description of timber suitable for such

purposes.

But the primitive domiciles, like the early corporation, are gradually disappearing. 'And where once stood the neat log cabin, Just big enough to let Queen Mab in,' is to be found the near and comfortable frame dwelling, which in its turn is fast giving place to the "House of stone brick and mortar," and with such rapidity are those changes taking place, that the lover of "nature unadorned," exclaims in the fullness of his agony-- "Oh dear! I grieve, I grieve, For the good old days of Adam and Eve."

On BROADWAY, one frame and three splendid brick, business houses, are in the course of erection, while in every direction that we turn our eyes, may be seen, comfortable private residences, finished within the last year, all of which, most unerringly indicates the future position of Peru.

We have Dry Good stores, Drug stores, and Tin shops, Carpenter, Cabinet and Chair Shops, Blacksmith, Hatter, Shoe, Saddler, and Wagon maker shops, Carding machines, Saw mills, Grist mills, and almost every kind of manufactures in such abundance, that after supplying a population in town of 1005, and in the county of about 7000, we have a sufficient surplus to furnish all the little villages east of us along the canal.

We have "Warehouses on the Canal: with capital to purchase, and capacity to store, all the grain we raise, while the fertility of the soil, and enterprise of our farmers are such, that we think seriously of contracting to furnish the staring millions of Europe for the next 20 years, and in addition to this we have water power sufficient to propel six

"temperance houses," besides all the "temperance societies" in the Union.

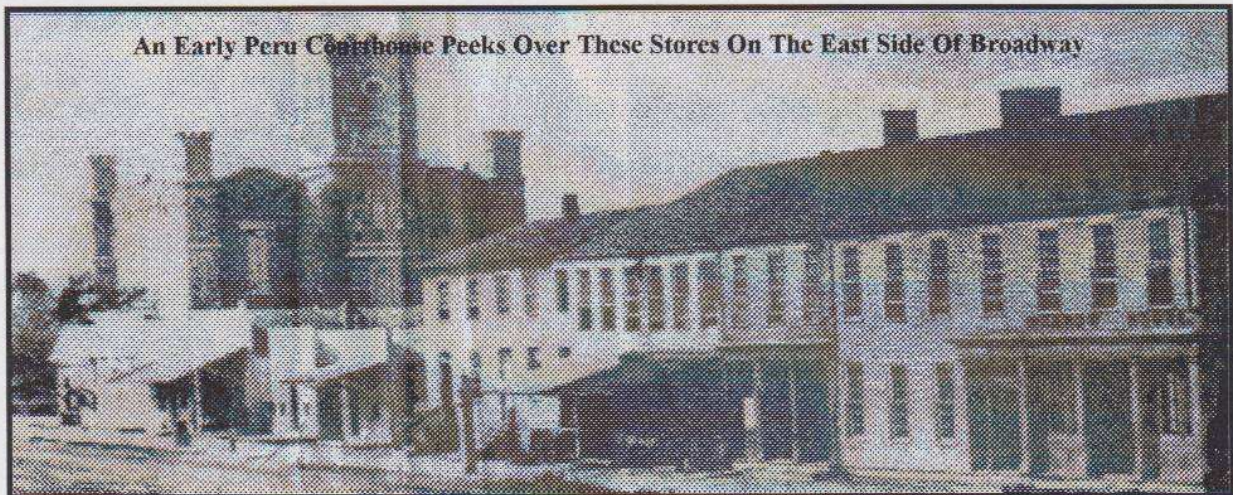
We have all the elements of greatness within ourselves, and could live perfectly independent of the balance of the world, were we encircled with a Chinese wall, but we are of that generous nature, that we are willing to share all the blessings it is our peculiar privilege to enjoy, with those less fortunate than ourselves. We cordially sympathize with our neighbor Gordon (editor of the Wabash paper) on the labor he imposed on himself when he undertook to inflate his little village, and we kindly tender him the use of our foundry bellows for his next effort.

July ? 1848 - Miami County Sentinel

The Wabash Gazette, in its review of a very modest article of ours, setting forth the growth and prosperity of Peru, says that our advertising columns tell but a sorry tale as to the amount of our business and the number of our stores. We are willing to admit, that, the columns of the Sentinel do not show as much advertising as those of the Gazette, but this merely proves, that our merchants are too modest to obtain a business notoriety by puffing.

The Gazette should bear in mind, also, the very short period of the Sentinel has been in existence, when it institutes comparisons between the advertising of two such powerful journals. When we have lived in newspaperdom for forty weeks, as the Gazette has, we have no doubt, we will be compelled to issue a daily for the special accommodation of our business men.

Now brother Gordon, about that time in '46, that you staid (sic) over night in our town. We laugh heartily every time we



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think of it, but that's all understood, we are not going to say anything about it now--we only design explaining why the snow "untrodden lay" on that memorable occasion. We find by **Elton's Comic Almanac for 1846**, that, the day referred to, was Sunday. Brother Gordon, while here at that time, must have been so absorbed by some gigantic "chimney corner" operations he had on hand, that he lost a day of his reckoning, and when he woke in the morning after the fatigues of the previous day, mistook the stillness and quiet of the Sabbath for a stagnation of business. He discovered his error, we presume, and "left about noon," and the snow "in Broadway perhaps was slightly broken."

Nature has done considerable for you about Wabash, brother Gordon--she furnished you a first rate article of cement rock, but as she did not furnish the mill to grind it, you had to come to Peru to get one made--then there is that steam-engine, that is to help you hereafter to do the puffing for Wabash, had to be sent here to be fixed, and then there's any amount of machinery we have made for you within the last few years. Now, we don't throw this up to you to hurt your feelings, but simply to remind you that our "manufactures" reach one, at least of the "little villages east of us."

You thank us kindly brother Gordon for the offer of our "foundry bellows," but decline availing yourself to it. So be it! You know your own powers better probably than any one else, but if you should wake up some morning and find your "little village" collapsed, you could not help but blame yourself, for your temerity, in undertaking to keep her inflated.

But perhaps, when you get that steam-engine going, and the **Gazette** in full blast, you will not need the "bellows."

August 31, 1848 - Miami County Sentinel

Magnetic Telegraph. Messrs. Cornell and Speed, the proprietors of **Morse's Magnetic Telegraph in Indiana**, are about establishing a line along the **Wabash and Erie Canal to Lafayette**. Their agent passed through this place a few days since, to make the necessary arrangements for commencing the work. For about \$2000 we could have an office established in Peru, and be in telegraphic communication with all the principal cities of the Union. In a

business point of view, a telegraphic office at this place would be of great importance, not only to the merchant and business man, but the citizens generally, particularly when Logansport, Lafayette, and other points along the canal, will have their offices. The facilities afforded by the telegraph for obtaining speedy intelligence of the markets, and other business matters, gives the town possessing it, all the advantages in trade, over the one without; and in view of this, we think an extra effort should be made to keep even with our neighbors. The sum required to secure an office here, would have to be raised by a subscription of stock, each share being worth \$50, upon which a dividend from the profits, is regularly declared. The matter should be talked over among our business men, and if thought practicable, an effort should be made for the establishment of an office, at Peru.

March 1, 1849 - Miami County Sentinel

Contracts to let. PROPOSALS will be received until the 17th of March next, for the delivery of 75 perch of stone and 132,000 brick; the stone to be delivered on the canal bank or church lot in Peru, and the brick on the lot or in the kiln. For further particulars, enquire of Jacob Fallis, Jacob Weist, or either of the Trustees of the M. E. Church. March 1, 1849.

June 14, 1849 - Miami County Sentinel

New addition to Peru. By reference to our advertising columns it will be seen, that there is to be an extensive sale of lots on the 27th of July next, in an addition to Peru on the west side, which was recently laid off under an order of the Probate Court. Such an addition was much needed; the brief limits of the old plat, and the extensive improvement of the last few years, having increased the price of lots to such a degree, that they were entirely beyond the reach of small capitalists. The new addition is a most beautiful site for a town. It has a fine rolling surface, with a gentle ascent from the Canal, is dry clean and healthy, and abounds with excellent water, which altogether, designates it as a most desirable locality for private residences. The Depot of the Peru and Indianapolis Rail Road, will no doubt be located in this part of the town, which will give it some advantages it might not otherwise possess. Persons in quest of a good location, in a flourishing town, the county seat of one of the best

counties of land in the State, with a great thoroughfare, the **Wabash and Erie Canal**, passing east and west through its centre, and the **Peru and Indianapolis Rail Road** connecting it with the **Ohio river**, should give Peru an examination, as it possesses advantages, we are satisfied, which are rarely to be found in a place of its age.

August 9, 1849 - Miami County Sentinel

Land for Sale. 157 1/2 ACRES of Land for sale at \$40 per acre--cash in hand. The land is situated three-fourths of a mile below Peru, bounded by the canal. W. J. HOLMAN. May 10, 1849.

October 4, 1849 - Miami County Sentinel

LOST CANAL LAND CERTIFICATE. Notice is hereby given by the undersigned that on the 10th day of January, 1850, application will be made to the proper officers of the W. & E. Canal Land Office at Logansport for new certificates, in place of certificates No. 1065 and 1183, and issued to John McGregor, the originals having been destroyed by the burning of the Court House in Peru. W. A. MCGREGOR. Oct. 4, 1849

December 13, 1849 - Miami County Sentinel

Plank Road. We were requested last week to call public attention to the propriety of constructing a plank road from this place to Warsaw, making Pawpaw a point, but in the hurry of other matters we omitted it. We believe a meeting was to have been held on the subject at Pawpaw, but was have not been advised of its action. We trust that some thorough going individual will take hold of the matter and by a meeting or meetings bring it before the public. The proposed road from Peru to Warsaw, passing as would through the richest portion of our county, and connecting with Kosciuko, whose large agricultural products seek a market at the canal, is certainly second to none in its importance. We hope those more directly interested will bestir themselves in its favor. Wabash county we see proposes constructing a Plank road from Wabashtown to Rochester, which if she succeeds in accomplishing, must necessarily divert a large amount of business to that point which naturally belongs to Peru. Let our Pawpaw friends appoint a meeting at some place which will suit all interested, for the

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purpose of taking the subject into consideration.

January 10, 1850 - Miami County Sentinel

For the **Sentinel**. Mr. Graham: In looking over the **Wabash Gazette** of last week, I noticed a communication from a citizen of Gilead in this county, strongly urging the necessity of constructing a **plank road from that place to Wabashtown**. Now I am as strong an advocate for all kinds of good roads as any other person, and admit the necessity of making all we can, the more the better; Yet as a citizen of Miami county, I am inclined to think that it is our true policy, and will promote the best interests of our citizens generally, to give our influence, our energies, and our capital, as fast as possible, the building of good roads within our own county. In advocating this policy I do not wish to be understood as entertaining any hostility towards any of our neighboring towns or counties; nor do I wish to convey the idea that I am opposed to aiding, to the extent of our ability, in the construction of important public thoroughfares from distant points, terminating in our county, where they will be of general advantage to our citizens. But as all improvements of this kind are destined to exert a very great influence on the future prosperity of the terminating points, it is most certainly for the interest of the citizens of every county to concentrate as many of these important improvements as possible at their own county seat, for it is a well know fact, that just in proportion as a county seat prospers and grows in business and wealth, so its beneficial influences will extend and be felt by all to the remotest bounds of the county; and every citizen will be benefited to a greater or less extent, just in proportion to his means and his industry. Now we are aware some will call this selfish policy, but it is a policy dictated and nurtured by a feeling of county pride; a feeling which every citizen possesses and acts upon to some extent, and there is nothing censurable or wrong in it. But apart from these considerations and motives, I believe it would be lastly to the **interest of the citizens of Gilead, and that vicinity to aid in making a Plank road to PERU instead of Wabashtown**. By doing this they will be enabled to get to the canal by a shorter route, and to a market in every respect equally as good, and where they will always be able to get just as good a price for all kinds of produce. The amount of capital and

competition in business which must soon be concentrated at Peru, will always endure as ready a market and as high prices for the productions of the Farmer as at any other point on the canal within 20 miles of this place. And again the fact that Peru is to be the **terminus of a railroad from the canal to Indianapolis and the Ohio river, gives to this point another decided advantage, and holds out additional inducements to the people north of this for terminating their plank roads at this point on the canal, affording them a southern as well as eastern outlet, and at a season of the year too when they cannot get out in any other direction.**

These are important considerations, and worthy the serious attention of the persons north of the canal, and we hope the citizens of Gilead and vicinity will think on this subject, and as we are about to get a charter for a plank road from Peru to Warsaw, we trust we shall have their aid and influence in organizing a company and making a road on this route, believing as we before said, it will be their true policy to do so. A citizen of Miami county.

April 11, 1850 - Miami County Sentinel

SOMETHING NOVEL. The communication in another column proposes a plan for getting to California, which, though novel, is by no means impracticable. Such a vessel as the one spoken of, can be built at some point **between this and Lafayette** at as little cost as at any place in the Union. When the hull is finished it can be floated to **New Orleans** as readily as a flat boat, and there **rigged**, and in very particular fitted for sea. We hope the undertaking may succeed. A schooner from Peru, Miami county, Indiana, freighted with live Hoosiers and their plunder, would be a sight in the harbor of San Francisco.

May 2, 1850 - Miami County Sentinel

TRUSTEES.--Charles Butler and Thomas Dowling, Esqs. have been elected trustees of the Wabash and Erie Canal on the part of the Bond holders for 3 years from the 10th of May next.

March 20, 1851 -- Miami County Sentinel

IMPROVEMENTS. In taking a stroll over the town one day last week, we noticed quite a number of buildings that had been erected since

last fall. Within the last ten days, no less than half a dozen good frames have been raised. Besides this, we see and hear of preparation making for putting up several good buildings during the summer.

Conspicuous among the improvements commenced, is the **large warehouse and corn crib of MESSRS SMITH & FOOTE, east of Broadway, on the canal.** The frame, three stories high, is raised, and the crib finished. The whole building is to be finished in the best style, and when completed, will add much to the business appearance of our town. The enterprise and public spirit of this firm, are too well known to require any laudation from us. We hope they may go on and prosper, for such men make a town and give an impulse to all kinds of business.

Mr. WM. SMITH has the cellar dug, and nearly all the materials on the ground, for one of the largest class warehouses. It is to occupy a site on the canal, west of Broadway; will be **44 by 66 feet, on the ground and three stories high.** The timbers are of the most massive description, and look as if they would last the wear and tear of several generations. This warehouse, also, it to be finished in a tasty manner, so that while it will afford increased facilities for the storing and purchase of grain, a handsome exterior will be presented to the public eye.

Mr. SMITH is one of our most energetic business men, who taking an enlarged view of things, is always ready to lend his aid to enterprise of a public character, and has contributed more perhaps, than any other citizen, to the substantial improvement of our town.

April 3, 1851 - Miami County Sentinel

We learn that Messrs Smith and Foote have purchased the farm just above town on the canal, belonging to Mr. Armstrong, containing about 100 acres, for \$4,000. A pretty fair price for land.



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April 3, 1851 - Miami County Sentinel

BURGLARY. On Saturday night last, some scoundrel or scoundrels effected an entrance into the store room of G. L. Dart in this place, contrary to the manner allowed by law. A space some four inches square was bored out of one (of) the back doors and the bar removed which fastened it, which afforded free access to the whole establishment. A trunk containing money was on the floor near the counter, in full view, but the packet arriving about the time the entrance was made, hurried the rogues off before they ascertained its value. The same night the window of Mr. Danforth's jeweler's shop was forced, but everything of value having been removed by Mr. D. When he closed up in the evening, the thieves were disappointed

July 10, 1851 - Miami County Sentinel

GREAT BARGAIN. 80 ACRES of good Land is offered for sale by the undersigned, being the east half of the north east quarter of frac.. section 21, township 27, range 5, east. This tract lies immediately on the State Road leading from Peru to Wabash, six miles above Peru, and runs within a few rods of the Canal. The soil is good and the tract well watered and timbered. It will be sold extremely low for Cash and an unencumbered title given. JAMES BRITTAN jy 10

November 11, 1852 - Miami County Sentinel

LOST CANAL LAND _____ Notice is hereby given that the undersigned will make application at the Wabash and Erie Canal Land Office at Logansport in three months from this date, being Friday the 11th day of February, 1853; for a renewal of certificate No. 3431, (original number,) issued to John Hunt, and assigned to the undersigned, which said certificate has been lost or mislaid. ADAM BECK November 1, 1852

April 6, 1893 - Miami County Sentinel

SOME OLD REMINISCENCES: OLD LANDMARKS FAST DISAPPEARING, The Vast Stride That Has Been Made in Our City--Something of the Original Founders. The adage that "time brings many changes" was brought forcibly to mind last week. The occasion was the calling of one pioneer resident upon another for assistance in locating an almost obliterated landmark. The

particular landmark referred to is the remains of a well which was sunk by Captain Drouillard prior to 1880 near the foot of the present Lafayette street. That, however, was before Lafayette street was ever dreamed of. By the treaty of 1826 a section of land north of the Wabash river and the very track now occupied by the city of Peru and additions west of the Godfroy reserve, was granted to John B. Richardville, one of the early chiefs of the Miamis.

In 1828 this section was purchased of Richardville, the west portion by Joseph Holman and the east part by Judge William N. Hood, a number of whose descendants still live in Peru.

In the same year Hood and Holman laid off the town of Miamisport, which was intended by its projectors for the principal town in this vicinity. The state legislature authorized the organization of Miami county in 1834. In laying off of Miami county Miamisport was brought nearly in the center of the county. A disagreement arose between Hood and Holman, and although there was already quite a little settlement at Miamisport, Hood induced the first board of county commissioners to locate the county seat on his part of the land, on which, during the year 1834, Peru was laid off. At that time history tells us, as well as some of the old timbers who still survive, that the site of our present pretty city was a dense forest.

Captain Drouillard's house in Miamisport stood just south of an old road or Indian trail leading from Fort Wayne through Wabash, Miamisport, Logansport, Delphi, Lafayette, and perhaps on to settlements on the lower Wabash. The precise location, as nearly as the oldest inhabitant can remember it, was but a few feet either way from the Lafayette street bridge. About this time the Wabash and Erie canal was surveyed through this immediate section, and in running the lines a part of the old road was taken for the canal bed. In making the excavation past Captain Drouillard's property the canal diggers undermined the captain's well and rendered it useless. It was soon abandoned, but a portion of the old well is there, though buried out of sight. Within the recollection of many of our older citizens it was plainly visible.

Henry Paul, father of Jonas Paul, came to this county from Ohio more than sixty years ago. He built a log cabin for a home somewhere near what is now

Second and Hood streets. Around the cabin he carved out of the forest an eighteen acre field, which the first year he sowed in wheat. The house stood near the center of the field, but the son, who is himself an old man now, has become somewhat muddled on the site. It is he who desires to find the relics of the old well in order that he may use them as a basis of calculation in placing the old cabin site about where it should be. He thinks he can refresh his memory in that way better than in any way he knows of. He says he recollects the direction and the distance of the old well from the cabin more distinctly than anything else he can now recall. It is Mr. Paul's intention to go prepared some time soon to conduct a search for the relic of by-gone days.

Miamisport included that portion of the present city west of Fremont street out to Bronnell's grove and south to the river bank. The old saw mill, the endless cutter works, the old dwelling house which stands near the foot of Holman street, southeast of the saw mill, the old Couradt tannery, and many other in the southwest part of town are located in the territory formerly included in that pioneer village. Of the first ones not a vestige remains. Some time in the forties Casper Wahlig, a German, built a brewery south of the canal and just west of Lafayette street. Many of the older settlers, when a favorable opportunity presented itself, would hie themselves hence and drink to repletion of the pure hops and malt amber fluid which Casper made there before brewers learned the questionable art of adulteration.

Corn, crystal, rice, aloes and other drugs were not component parts of the lager of early times. It is not stated whether the old timers accumulated jags there similar to the modern article or not. But if they did the tow path was wide and led directly to the city, affording unsurpassed facilities for safely landing them on this side of the "ragin' canawl." All that remains of the old Caspar Wahlig brewery is a depression in the earth about 100 feet southwest of the Lafayette street bridge, where the beer cellar used to stand.

The first stock of goods ever brought to Peru was brought by D. R. Bearss and Albert Cole. There was not a suitable room in the place at the time in which to display them, and they were taken to Miamisport and opened up at the house of Judge Hood. This was in September, 1834, fifty-nine years ago next fall.

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The state, by its abandonment of the old ditch, has bequeathed to us a mammoth open sewer. A large percentage of the refuse from the city finds its way into it, which in the opinion of many will be a most inviting dwelling place for cholera and other epidemic germs during the coming summer. **Canal street and lower Broadway were once streets of great commercial importance. The first mills, elevators, hotels, and store rooms were built there. The Canal Roller mills, Shearer's elevator and Hackley's foundry, all built many years ago, still remain and are in operation. The first woolen mills, built by H. E. and C. F. Sterne, occupied the present site of the electric light plant, bottling works and stallion stables, just west of Broadway on the south side of Canal Street. They were built about the close of the war and destroyed by fire some three years later. The buildings were three stories high and filled with inflammable material. The fire soon got the upper hand of our fire department, which had not attained such a degree of efficiency as the present one. It had no such appliances for fighting fire as we now have, with one of the best systems of water works in the west to back it up. Messrs. Sterne saw the disadvantage which the fire department labored under on account of the height of the buildings. In order to remedy the defect in case of another fire they bought a tract of ground in the then commons at the west end of Second street, on which they erected new mills, all one-story buildings, which are still running under the management of Mergentheim, Strouse & Co.**

The old covered wooden bridge across the Wabash at the foot of Broadway was built in 1843 by a corporation. It was maintained as a toll bridge until June, 1868, when it was purchased by the county commissioners and made free. In 1870 it was taken down and replaced by the present magnificent iron bridge. The timbers of the old bridge were found to be in an excellent state of preservation after thirty-six years constant use. Many of the timbers were used in smaller bridges throughout the county, and some still remain sound to the core after fifty years' continuous service.

We are still further reminded of the changes time has wrought by the face that but eight persons who were residents of what is now Miami county before its organization in 1834 still survive. They are Mr. and Mrs. Walter

Nisbet, who reside north of the city; Mrs. Emma Bearss, relict of the late Daniel R. Bearss; Dr. B. W. Liston, now a resident of Pipe Creek township; Gilford Burns, of Richland township; John Hoover, Mrs. Henry Myers, of Peru township; Mrs. Mary Wiest and Jonas Paul, of this city. There are perhaps others who were born about that time still living, among them George Wilson, of Washington township. The above, however, from the best information we can obtain, constitute all who were active in the affairs of those days. There are a large number yet living who came as early as 1836, 1838, and 1840. But even they are all old people and are rapidly passing away.

March 30, 1895 - Miami County Sentinel

Trustee McElbeny discovered one day last week that the set of Johnson's encyclopedias and the Webster's unabridged dictionary belonging to the Evan's school house, two miles west of the city, on the Wabash canal, had been removed from the building. He was not consulted about their removal and thinks they were stolen. A diligent search is in progress and it is thought the valuable books will be recovered. It is also within the range of possibilities that the person who did the job may go over the road.

June 27, 1902 - The Peru Republican

A. N. Dukes has filed suit in the courts at Fort Wayne for \$40,000 damages against several business men of that city. The suit is over the canal land sale. Mr. Dukes claiming that the purchasers have not lived up to their contract.

1906? From Scrapbook

FIRE FIRST ENGINE, Late Joseph Malbeff Was Old Timer on I. P. & C. The death of the late Joseph Malbeff, of No. 335 East Fifth street, recalls to older railroad men of the city the early days of the old Indianapolis, Peru & Chicago line, on which it is stated Mr. Malbeff fired the first engine out of Peru. The little engine was brought from Toledo to Peru on board a canal boat and placed on the railroad track at Miamisport, which was located about a half mile west of Broadway. Mr. Malbeff fired an engine on the road ten or twelve years. Al Ream was then an engineer on the road and later became a conductor. George O'Brien, the well-known resident of the city, was running as a train baggageman.

The funeral of Mr. Malbeff will be held Thursday afternoon; at 2 o'clock. Services will be conducted at the Baptist church.

April 17, 1925 - Peru Daily Tribune

Arrival In Person On Canal Boat Seventy-one Years Ago Today Is Described By Civil War Veteran. William C. H. Reeder, Civil War veteran and well known pioneer citizen of Peru, grew reminiscent in conversation with a reporter today and related a number of interesting facts connected with the early history of Peru as he observed them in childhood and early history of Peru as he observed them in childhood and early manhood. Today his mind reverted back to the early hours on the morning just 71 years ago, April 17, 1854, when with his parents, Daniel and Sarah Reeder, and baby brother James, he landed in Peru on a canal boat from Massillon, Ohio. That was on the morning of Easter Monday. It was 1 o'clock when the little family left the boat at the foot of Broadway and walked through four inches of snow to the Western House, now Bearss hotel, where they put up for the night. Mr. Reeder who was then a large boy says he got quite cold by the time he reached the tavern but he was soon made very comfortable by the landlord, James Rouse, who picked him up and tucked him into his own warm bed under the stairway. A Mrs. Van Dussen, he says, assisted Mr. Rouse in running the Western House.

Two days after their arrival in Peru, Mr. Reeder says, his parents went to house keeping at 111 West Fifth street, where they continued to live until their deaths. The father died in 1905 at the age of 95 and his mother passed away three years later at the age of 88. The baby brother died the year following the family's arrival in Peru. The father was a carpenter and the first work he did in Peru was on the building on South Broadway until recently occupied by the Victoria theatre.

Mr. Reeder enlisted for service in the Civil War and served for over three years, from June 14, 1861 to August 14, 1864.

Changes on Broadway. Speaking of changes on Broadway in 71 years, Mr. Reeder said that there are now only three buildings standing that stood when he came. One is what was then known as the Ross and Dutton building where is now the Welsh grocery. Another is an

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old frame building at the north-east corner of Broadway and Canal street, known for many years as the "leaning tower," and now occupied by the Swisher restaurant. The third is the brick building at Broadway and Second street in which is located the Sutton restaurant. This building 71 years ago, Mr. Reeder says was occupied by E. H. Shirk, who was in the real estate business.

Mr. Reeder states that in the early days it was a common thing to see horses and wagons stuck in the mud on Broadway. Including the present brick pavement Mr. Reeder says he is satisfied that over thirty inches of stuff has been placed on Broadway since he came to Peru.



March 11, 1927 - The Peru Republican

LOU BAER WITH OLD TIME FRIENDS IN GOLDEN WEST: COMING HOME AFTER A TRIP AROUND THIS GRAND OLD WORLD OF OURS. Big Party of Peruvians Gather to Welcome Him in Sycamore Grove Near Los Angeles. Has Visit With the Effingers and Recalls Early Days in Dear Old Peru.

Back in the Old Days. Of course you know I am on a tour and at this date am returning from Honolulu where I spent a month with my old school-mate John Effinger whom I have not met in forty years. John and I started in reminiscing about our early days when Phil Williard was captain of the canal boats on the Erie canal; when Rush Dresback was the controlling interest of Peru's first market; when South Broadway was the scene of Indian excitement of Saturdays; when Orlando Harlan was in full control of all funerals; when Frank

Stutesman use to play marbles with "Windy" Moss; when Martin Swanger use to sharpen our skates; when the old swimming hole was below the present Broadway bridge a few blocks; when, where Senger's department store now stands was a big pond where we rode in the water on planks; when J. Whitcomb Riley had a point shop on Fifth street, and Ben Wallace, Clarence Fullwiler and Jim Grantham loafed, while we kids carried water from the Court House pump.

Omer, it would take a book to recall all the scenes of our boy hood days which John and I recalled. In San Francisco I spent the evening and had dinner with Fannie Effinger, Raymond and family. We again rehearsed old times in Peru when after a rain one needed hip-boots to cross the streets of Peru. No one has a better memory of old Peru and more humorous incidents than Fannie and nothing in all my trip has been as enjoyable and happy as my visit with John and Fannie Effinger in Honolulu and San Francisco. As I have several letters to write, Omer, I will close. Sincerely yours, LOU BAER

June 10, 1934 - The Indianapolis Sunday Star

INDIANA'S NETWORK OF CANALS WAS MERELY A DREAM: Indianapolis Would Be Shipping Its Freight Direct to Atlantic and Gulf Had Gigantic Water System Been Completed--"Internal Improvement" Program Also Called for Many Miles of Railroads and Highways.

Indianapolis has many times been designated as the world's largest inland city not located upon a navigable body of water. But that cognomen was not attached to the Hoosier capital in 1836 when on Jan. 27 Governor Noah Noble signed the "mammoth internal improvement bill."

This bill carried appropriations aggregating \$13,000,000, or one-sixth of the wealth of the state at that time, for the creation of a gigantic canal system which would pass through the state and connect with similar projects in other states. It was then "dreamed" by national and state advocates of the canal systems that goods could be transported solely by water through Indiana, Ohio, the Erie canal, down the Hudson river and across the Atlantic to European markets. Or goods might be shipped via canal through Indiana to the Ohio and Mississippi rivers to the

Southern states.

Indianapolis was scheduled to be on the waterway route on a branch known as the Central canal which would connect with the Wabash and Erie canal in Miami county and went its way through the central part of the state through the capital and again joint the main canal stem in Green(e) county. However, the only part of the central canal completed was the portion between Broad Ripple and Indianapolis. This canal is now the property of the Indianapolis Water Company and is utilized as a vital part of the company's system to supply citizens with water.

Now Serving Three Important Purposes. It is interesting to note that this portion of the canal is now serving three of the important purposes specifically designated by the Legislature in 1851, namely for water power, water for manufacturing purposes and for the use and convenience of the city and its inhabitants.

Indiana's canal development had its origin following the War of 1812, when there arose in all parts of the United States a demand for internal improvements constructed in part or whole by the government. Every state from New York south and west was busy from 1816 to 1840 developing and perfecting its own transportation system. Legislatures were called wise just in proportion to the completeness of inclusiveness of their systems. Every state sooner or later caught the fever and in twenty years following the War of 1812 a combined Federal internal improvement debt aggregating \$225,000,000 was rolled up.

This transportation program was supported and encouraged largely by American farmers who possessed an abundance of fertile lands. Surplus products had to find a market to be of value to the farmer and the canal routes connecting with large rivers flowing to the seas were believed to be the answer to greater markets.

State's Sentiment Strong for Internal Improvements. The history of the canal system in Indian began in earnest with the act of Congress approved March 2, 1827. This act granted to the state, for the purpose of aiding to build a canal, uniting at navigable points the waters of the Maumee river and those of the Wabash river, strip of land one-half of five sections wide, on either side of the

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canal, reserving alternate sections to be selected by a land commissioner under the direction of the President.

Simultaneously with the establishment of the canal in the states, the railroad began its inroads. However, on Jan. 5, 1828, Indiana accepted the nation's gift for locating the canal and committed the state to its construction. The sentiment of the state was strong for internal improvements; all parties favored them, and the county was delirious with internal improvement fever.

Then for four years political and civic leaders of Indiana wrangled over what canal routes to build first. The battle was fought on the floor of the Legislature and through the newspapers. The "Wabash band" favored the Wabash and Erie canal on the east side of the state, and the Whitewater members cared little for the Wabash and held back for a deal. Others, including Governor Ray, favored railroads because of less cost. Then, too, mutterings of discontent over high taxes reached all parts of Indiana from the people in Ohio who were building a system of canals and opened the Miami canal from Middletown to Cincinnati, March 17, 1828.

Work Begun on What Was to Be World's Longest Canal. Despite many obstacles, surveys were commenced for the Indiana system and on Oct. 3, 1829, the states of Ohio and Indiana agreed that Ohio should take that part of the land grant lying in their state and dig that part of the canal within her boundary. On Feb. 22, 1832, the canal board met in Fort Wayne and work was started on the Wabash and Erie canal along the route generally suggested by George Washington some forty years earlier. This was the beginning of what was to be a canal 450 (468) miles in length, the longest in the world (the Grand Canal of China was over 1000 miles long but was not a continuous canal), extending from Toledo on Lake Erie to the Ohio river at Evansville, and passing through such towns as Fort Wayne, Peru, Delphi, Logansport, Lafayette and Terre Haute.

Interest however, was not concentrated on canals. The Legislature of 1832 incorporated no less than a dozen stock companies to build various lines of railroads, including the lines from Madison via Indianapolis to Lafayette; from Jeffersonville via Columbus and Indianapolis to the Wabash, etc.

Three years later the Legislature authorized the employment of engineers to locate and build the Central canal. A sum of \$3,500,000 was appropriated in the internal improvement bill for the construction of the Central canal. The bill also made the following appropriations: The Whitewater canal, \$1,400,000; extension of the Wabash and Erie canal, \$1,130,000; a railroad from Madison to Lafayette, \$1,300,000; a macadamized turnpike from New Albany to Vincennes, \$1,300,000; removing obstruction in the Wabash, \$50,000; a survey for a canal or railroad from near Fort Wayne to Michigan City

The route for the Central canal was surveyed in 1835. It was laid off from the Broad Ripple dam to Fort (Port) Royal Bluffs, twenty-four miles. Seven hundred and fifty men were at work on the Indianapolis division of the canal. All work on the various improvement projects was stopped in 1839 when the state went bankrupt. The state's indebtedness at that time was \$18,500,000. A report submitted in 1840 stated that the length of roads and canals was 1,289 miles, of which 281 miles had been finished. The estimated cost of all the work up to this time of the state's failure was \$19,914,000.

By the late seventies, other states had followed Indiana in abandonment of the great portion of canal development. Builders of these enterprises encountered almost insurmountable difficulties in dense forests, swamps, ponds, etc. Historians record that Indiana's canal system exacted a toll of one life for every six feet or finished canal. (This is untrue. That would be more people than lived in Indiana at the time. Perhaps it was true in certain sections that were overcome by disease.) The Wabash and Erie canal was abandoned in 1874.

Broad Ripple to Indianapolis Portion Only Is Completed. The only portion of the Central canal actually completed and placed in operation was that portion from Broad Ripple to Indianapolis. It was opened on June 27, 1839, with proper ceremony and an excursion to Broad Ripple. Woolen mills, cotton mills, paper mills and saw mills were erected along the canal and for years many of the major industries of the city flourished there.

But the canal was not as efficient as had been expected. After several years of state operation, it was ordered sold. On

June 30, 1851, the Central canal was acquired by Francis A. Conwell and soon after the Water Works Company of Indianapolis obtained title to the property.

Operated As Commerce Carrier for Many Years. One will have a better understanding of the magnitude of the waterway program in Indiana if he bears in mind that the Wabash and Erie canal was in actual and useful operation as a carrier of commerce, during which time the population of the state increased from about one-quarter of a million to one and three-quarter millions.

Much freight was transported on this canal and the packets, or combination freight and passenger boats, were a credit to the state and provided means of transportation very satisfactory for the time. One of these packets was named the "Silver Bell," and the acme of aristocracy was to take a trip on that boat. It was painted a silver color, carried silver bells and was pulled by three silver gray mules, with silver mounted harness. Its schedule was eight miles an hour--a no mean schedule for canal service. (Canal laws allowed only 4 miles per hour.)

The value of the canal service to the farmer soon became evident. Before the opening of the Wabash and Erie canal in 1844, the zone of the Maumee and upper Wabash valley had sent toward Toledo, O. only 5,622 bushels of corn. Five years later, after the canal was in operation, the exports for the same region sent to that port reached 2,755,149 bushels. When the canal was started, the upper Wabash valley was a wilderness. There were only 12,000 scattered population in all that district, but the people began to flock in by wagon loads so that the number had increased to 270,000 by 1840.

In 1881 the canal (Central Canal) became the property of the Indianapolis Water Company through the purchase of the property of the Water Works Company of Indianapolis

June 7, 1948 -- Logansport Press

Fitch's Glen Is Recommended As A Roadside Park: Historian Says Local Site Includes Many Advantages. Fitch's Glen, one of the famous beauty and historic spots of this section of Indiana, has been recommended as the site of a state roadside park. The recommendation is made by Prof. Ross F.

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Lockridge Sr. professor emeritus of history at Indiana University. The site is a part of the Russell Tanguy farm on Rt. 24 about 3 miles west of Logansport.

In the last few years Professor Lockridge has recommended 150 sites for purchase by the state highway commission for use as roadside parks. Fitch's Glen is now numbered among them. Of the 150 sites about one third have been utilized.

Authority to purchase rests with the high commission providing the area is limited to 3 acres.

It is estimated that Fitch's Glen and terrain that should go with it consists of about 5 acres. The area is strewn with geologically interesting deposits of limestone over which falls a beautiful creek. It abounds with sycamore, elm, maple, honey locust and other trees, wild flowers including rock geranium, native columbine and others. The flora of the area has never been completely classified.

The historic **Wabash and Erie Canal** passed at the foot of the site where traces of its bed can still be seen.

The land of which Fitch's Glen is a part was in Barron's Reserve which dates back to 1827. The original grant was to Joseph Barron, a French-Canadian according to George Winter's account. He was William Henry Harrison's interpreter before and after the Battle of Tippecanoe and he was the interpreter when Tecumseh called Harrison a "damned liar." He later came to the Wabash country where he had a cabin on the north bank of the Wabash just west of the mouth of Eel River.

April 23, 1950 - The Indianapolis News

BACK IN THE days when newspaper editors were men who relieved their minds in rugged unabridged print, a Cincinnati publication unloosed an epithet that will long stand as a classic of unpleasant alliteration.

The object of the Cincinnati's dislike was the **Reservoir War**, a purely local disturbance involving **Clay County, Indiana, which sprang from construction of the Wabash and Erie Canal.**

Clay County is 170 miles from Cincinnati, and in no way connected with the Queen City, but the Cincinnati editor evidently was in a dark mood over

the lawless inclinations of his neighboring Hoosiers and extended his domain entirely across Indiana.

WHEN THE CANAL company pushed its big ditch south from Terre Haute, it jumped from one river to another and found in the portage between its sources of supply a waterless gap.

The answer was reservoirs, and one, the **Birch Creek system, held 1,000 acres of water behind its earthen dam.**

Trouble began almost immediately. The canal company had failed to remove the timber for the inundated areas and the citizens arose in heated indignation, arguing that it would prove threatening to the public health.

First there was a mass meeting. It gave birth to a resolution demanding that the timber be removed. The company ignored it.

Next, a mob stealthily removed a 100-foot section of the dam, draining the entire basin and effectively suspending navigation between Terre Haute and Newberry on White River for three months. The company took the cue. It promptly spent \$10,000 to remove the timber.

This should have ended the resentment, but instead it continued, leaving a long wake of turbulence.

The feeder dam breastwork burned to the water's edge in September, 1854.

Governor Joseph A. Wright offered \$500 reward for arrest of the vandals, and posted notices in bold type announcing the offer.

The canal cutters, it is reported, promptly replaced the notices with posters offering a similar reward for "apprehension and delivery in good condition of 'Old Joe Wright' on the banks of the Birch Creek Reservoir."

THE FOLLOWING MAY an armed mob attacked the canal company guard, cut the dam and drained the entire accumulation of water. The governor promptly called out the militia.

Apparently this was more than the Buckeye editor could stand silently and he unloosed the following dictionary-exhausting paragraph of caustic invective:

"WE WERE YESTERDAY surprised to receive a paper from Clay County, Indiana. We did not suppose that the people read the papers in that swampy, sloppy, soggy, sticky, stinking, stifling, stubborn, starving, subsidiary, slavoring, slavish, swinish, sheepish, sorrowfully dark, desolate, direful, devilish, dim, doleful, downcast, dirty, despairing, deluded, degenerate, dismal, dreary, driveling, demoniac, dilapidated locality, where public works are destroyed and the officers whose duty it is to defend the laws, with blacked faces trample them under foot. On first opening this paper we felt hopeful, thinking there would be light shining in the midst of darkness, but instead we found that the Clay County Citizen only makes darkness visible, as it is the organ of the canal cutters."

Before August 2, 1954 ? - The Peru Republican ?

ONE MAN DIED FOR EVERY SIX FEET OF LENGTH OF WABASH AND ERIE CANAL: (This title is a false statement) Prosecuting Attorney Walter Bixler Delivers Interesting Address to Indiana Historical Group Which Visits Museum Here. The Hoosier Historical Society Tour, with about twenty-five members in the group met in the Miami County Museum at the court house last Saturday afternoon. The tour was being made along the route of the former Wabash and Erie Canal from Ft. Wayne to Evansville.

Dr. I. George Blake, history professor of Franklin college, was in charge of the tour.

While the group was in the museum Dr. Blake's wife was looking at the pictures on the wall and she was surprised when she discovered one of her father Rev. H. Klyver, who many years ago was the popular pastor of the First Baptist church in Peru. The picture was with scores of others taken from a book published by Omer Holman in 1909. The book was entitled "Who's Who in Peru." and these books printed at the Peru Republican office were all sold with a few months of the date of publication.

Mrs. William West, curator of Miami county's two remarkable museums escorted the group and when the party arrived in the south end of the big room where there were some pictures and other relics pertaining to the old canal, she introduced Omer Holman of the Republican. He briefly spoke about

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Miamisport, founded by his great grandfather Joseph Holman in 1829, and the founding of Peru by William N. Hood and Richard Britton in 1834.

The founders of Peru influenced the canal commissioner, Jesse L. Williams, to build the canal feeder dam in the Wabash river east of the new site for Peru, and when it was completed the people of Miamisport moved to Peru as many of them worker (sic) in the woolen mills, grist mills and saw mills which were built at the feeder dam by which they were able to obtain power to operate their machinery.

Finally Miamisport became a ghost town and passed out while Peru grew and became the busy city that it is today.

Walter Bixler Speaks. The principal speaker for the Historical tour here was Prosecuting Attorney Walter J. Bixler, and his account of the building of the canal and its usefulness thereafter was indeed very interesting.

In the building of the canal he said one man died for each six feet of the entire length of the canal. (This is untrue. That would be more people than lived in Indiana at that time. In some sections along the line this might have been true.) A large number of deaths were due to malaria and other diseases which infested this community at that time.

He referred to "Buttermilk lock" which was just east of where the Hausake Harland Furniture Co. has its factory at the south end of Benton street. It was called "Buttermilk Lock" because farmers of the neighborhood provided buttermilk for the canal workers at that point.

The Canal Elevator at Broadway and Canal streets, where David Jackley now is manager was built long before the old canal was abandoned. The last canal boat to Peru sank in the canal there and the old hull probably is there yet, under the tons and tons of stone and gravel which were used to make the present roadbed for the Chesapeake & Ohio railroad there now.

On the 4th of July in 1837 the Ft. Wayne and Peru division of the canal was opened for navigation of boats. Its completion this far was a very important event.

The Forester a newspaper in Peru at that time said: "Before 12 o'clock that day

the town was filled with people of the county to witness the grand display to be made on the occasion. Unfortunately the boats did not arrive. The banks being porous absorbed the water much faster than was anticipated."

"P.S.: Since the above was written we (the Forester) have been informed that the packet boat Indiana, Captain Columbia, had arrived at the head of the lock about one mile above town and that it would be impossible for her to reach the basin in consequence of the canal not having been sufficiently filled with water to buoy her up."

"First Canal Boat. The "Indiana" was the first canal boat to come to Peru. It was weighted with passengers alone. They left the Canal boat at the lock above, and came down to town during the evening, where they were most cordially received by Mr. Cooper, proprietor of the National hotel (northwest corner of Canal and Miami Street) familiarly known as the Stag hotel in the early days. The hotel burned down some years ago.

"The passengers were joined at the hotel by a large and respectable party of ladies and gentlemen, and a few turns of the light fantastic toe, accompanied with music, told how much the company was gratified at the long expected event. "Captain Columbia informs us that he will make another trip to Peru next week," said the Forester newspaper.

Marvel Over Exhibits. The members of the tour group marveled at the exhibit of valuable relics at the museum, saying: "We have never seen such a great amount of interesting relics in once place and they are so well preserved. Surely this collection must have taken a great deal of hard work."

When told that there was just as large a collection and just as valuable one in the Puterbaugh Museum back of the library, they would say, "It's hard to believe. Someday we'll come to Peru and spend the whole day in these two wonderful places."

The visiting party went from Peru to Logansport. They came to Peru from Huntington.

It isn't fair to praise the Miami County Museums without mentioning the names of the founders of them for it was a stupendous undertaking and one of many years of hard work.

The late Roscoe Commler and Joe Bergman were partially responsible for getting the collection together, but Hal. C. Phelps, ex-judge of the Miami Circuit Court, was the one who did most to perfect the museums as they are now.

Mrs. Moses Puterbaugh, a relative of ex-Judge Phelps, contributed the funds with which to build the structure which is known as the Puterbaugh Memorial Museum, on North Huntington street, back of the Public Library.

May these memorials bring the proper recognition to these former well known Peru citizens. True praise to their endeavors by all of us does not go amiss. They should not be forgotten by those who remain to enjoy the fruit of their efforts.

August 2, 1954 - The Indianapolis News

Low Water Delayed First Peru Packet. Aside from war periods I doubt whether any era in Hoosier history was more exciting than that attending the construction, opening and use of the old Wabash & Erie canal--a waterway once exceedingly important but today only a ghost in the limbo of the lost.

Many thrilling tales have been told about those spirited, often raucous day. Some of the lore was recalled some time back in Peru, when a party of some 25 historically-minded persons stopped there on a tour of the old waterways route from Ft. Wayne to Evansville.

I am indebted to my genial newspaper friend, Omer Holman, publisher of the Peru Republican for sending me some of the observations made on that occasion. For along time I have wish to relay them to readers of this column but to date have not been able to work them into the daily schedule.

One of the most astounding bits of information revealed to that group was the statement by Walter J. Bixler, a Peru attorney, that one man died for each 6 feet of the entire length of the canal during its construction. (Note--If that were true more men died constructing the canal than lived in Indiana at that time. Perhaps that many died in certain sections of the canal due to cholera, etc. at certain times, but this statement is grossly inaccurate.) You must agree that was a terrific percentage. However, it was explained that does no bespeak any peril of construction but rather, it would be borne in mind that

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many of those deaths were attributable to malaria and other maladies that ran rampant in those days.

The same speaker also explained the reason for the name "the Buttermilk Lock" that was hung on the old canal lock near Peru. That nickname stemmed from the fact during its construction farmers living near the lock provided buttermilk to the workers on that particular unit of work.

Mention was made on the occasion of the opening of the Ft. Wayne- Peru division of the canal. That took place July 4, 1837, and was indeed a fitting climax to the spirited Fourth of July celebration that used to be held in all localities.. They were gala events and this added feature must have put an added touch to that day!

A Peru newspaper of that day, called the **Forester**, made the following mention of this celebration. It said:

"Before 12 o'clock that day the town was filled with people of the county to witness the grand display to be made on the occasion. Unfortunately the boats did not arrive. The banks being porous absorbed the water much faster than was anticipated..

"P.S. Since the above was written we have been informed that the packet **Indiana, Captain Columbia, had arrived at the head of the lock, about one mile above town** and that it would be impossible for her to reach the basin in consequence of the canal not having been sufficiently filled with water to buoy her up."

Nevertheless, that same **Indiana** was the first craft to reach Peru via the canal. Its only cargo was passengers. They alighted at the lock above town and then came down town that night. There they were received cordially by the proprietor of the National hotel, "familarly known as the Stag hotel in the early days."

That reception certainly must have been a happy event. The account said it was attended also by a "large and respectable" party of men and women from Peru and added:

"A few turns of the light fantastic toe, accompanied with music, told how much the company was gratified at the long expected event."

The story added: "Captain Columbia informed us that he will make another

trip to Peru next week."
By Wayne Guthrie

? ?, 1965 - ?

Fort Wayne is rich in historic interest. Long before the white man came it was the site of Ke-ki-on-ga, the "central city" of the powerful and puissant Miamis. Evidence is not wanting that LaSalle passed through the Indian village on one of the expeditions to the Southwest. Early in the eighteenth century the French had a fort here. It was the first one of the series built by Vincennes when he was sent out to establish a chain of three along the waterways from Canada to Louisiana and it was destroyed by the Indians. Fort Wayne, however, has its real beginning in 1794, when General Anthony Wayne, "Mad Anthony," marched to Ke-ki-on-ga after defeating the Indians at the battle of Fallen Timbers near Maumee, Ohio, and established a fort on an eminence overlooking the confluence of the St. Mary and St. Joseph rivers. The site of the old fort is now marked by a monument on which is mounted a cannon. It is only a few blocks from Allen County courthouse.

Fort Wayne was established as a village in 1825 and was incorporated as a town in 1829, its population then being less than 200.

During the building of the Wabash and Erie Canal the settlement increased in population, and when in 1843 the canal was completed its rapid progress began. After the canal came the railroads in the '50s, and Fort Wayne then began to develop into a manufacturing and industrial city.

April 3, 1974 - Peru Paper?

THE WABASH AND ERIE CANAL. The old Wabash and Erie Canal is a subject of much material interest to the people of Miami County. It was a project and opened during a period of wonderful progress of internal improvement in Indiana. It was destined to form a great line in the chain of communication of trade and travel from New York to the Mississippi. The canal did a great deal for the early development of the state. When it was opened for navigation, emigrants poured in the Wabash Valley and land was taken up, the forest cleared, cities sprung up, and streams of commerce opened all along the canal. A near market was furnished and the price of products doubled.

The first ground was broken for this canal at Fort Wayne, Feb. 22, 1832. Twenty-two miles were completed that year. The first contract let in this county was in July, 1834. The first boat was the "Indiana", commanded by Captain Columbia, was to have arrived in Peru the 4th of July, 1837. A great crowd has gathered to witness its arrival, but the banks were at first very porous, the water was greedily absorbed, and there was not enough water to bouy the boat and it could not reach here. It was gotten, however, with in about a mile of the town and the passengers walked in. They were given a royal reception and a dance was held in honor of the event. The "Prairie" was the first boat to pass there the 6th to 7th of July 1837.

The digging of this great canal and the building of dams and locks for feeders required a great deal of work, no doubt but that there were enough whiskey drunk to float a small boat the full length of it. Men _____ where the Bears house now is, in James B. Fulwilers store.

The money was brought in a great sack and thrown into one corner of the store. Little was thought of it until the paymaster went to get it to pay the man. It was not there. There was only one man on whom suspicion could rest. The contractors took this man out on the banks of the river and forced him in telling where the money was concealed. They whipped him until he was bruised and they hung him to a tree until he was almost dead. Then they took him down and told him they would kill him sure if he did not tell them where the money was. They offered him a horse, saddle and bridle and \$75.00 and agreed to take him to Dr. Fitch of Logansport and have his wound cured. The man then admitted that he took the money and guided the contractors to the spot where it was concealed. It had been placed in a hole near Shearer's Warehouse and a large stone was rolled over it. This is the way thieves were treated in those days.

There were two passenger boats that passed Peru each day, one from the west and one from the east. The freight boats were numerous but had no exact time to reach a given point and could not be depended upon. The Canal was profitable for 20 years or more, when the Wabash railroad was built facility of rapid transportation soon lessened the business of the canal. They yearly cut down the rate on the canal and the

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freight boats gradually disappeared one by one. It was not long until extensive repairs were needed all along the line, but there was no money for the work and the last boat slowly rippled its water in the summer of 1872. For several years stagnant malarial water filled its course.

In most of the cities and towns it has been filled up and in the country on the side of the old canal are cultivated fields. The canal through the city of Peru lies open until recently was filled with the most stagnant malarial water.

March 21, ? - ?

NOTICE. In pursuance of an order of the Commissioner of Miami co. the subscriber hereby gives notice that certificate of Wabash and Erie Canal land No. 1642 for the fr. E1/2 S W 1.4 sec. 3. town 27 range 4 east, containing 46-47 acres purchased by A. Jamison. J. W. Miller & J. Crudson on 18th of May 1835, for Miami county, is lost or mislaid or probably burnt with the Court House, of which the subscription will proceed to make the proof as required by law in order to obtain a new certificate. SAMUEL GLASS, Treasurer of M. C. Peru, March 21st.

??, ? - ?

OLD WABASH & ERIE: The Canal Now a Memory and Its Bed a Scheme for Rapacious Speculators, In an interesting article under a Logansport date line, Arthur M. Evans, special writer for the Chicago Record-Herald, tells of the old Wabash and Erie canal in part as follows:

Indiana's interest in canals dates back to territorial days. In 1818 Jonathan Jennings, first governor of the state, appealed to his legislature to take up the subject of a comprehensive system of canals and roads. The Wabash & Erie canal was the enterprise to connect Lake Erie with the Wabash river, and in 1824 congress provided for a survey. Congress had granted to the state 3 per cent on the sale of public lands to be used as a canal and road fund.

In 1832 thirty-two miles of the canal were placed under contract, two years later a loan of \$400,000 was authorized for the completion of the canal and a survey from Logansport to the mouth of the Tippecanoe river was ordered. Ohio was slow to take up its part of the work, but in 1834, the Indiana legislature

offered to give up claims to canal lands in Ohio, which congress had granted to Indiana. Ohio accepted the terms of this relinquishment and in 1836 let the contract for its part of the canal.

In Indiana the first ground was broken at Fort Wayne, Feb. 22, 1832. Two years later a small part had been finished and the first canal boat had been launched. On the Fourth of July 1835, the first section from Fort Wayne to Huntington was opened. It was thirty-two miles long and cost \$232,000. Wabash was reached July 4, 1837, and the section between Wabash and Peru was opened a few weeks later. In September, 1839, Logansport was reached and in 1841 the canal was opened to its original terminus, the Tippecanoe. The great public improvements bill of 1836 provided for an extension from the mouth of the Tippecanoe to Terre Haute, at a cost of \$1,500,00. The first section to Lafayette was completed July 4, 1843.

??, ? - Morning Times

Tour traces historic canal route. A forgotten chapter of Hoosier history is only a half-day away from your easy chair. For within 25 miles of Kokomo you can still see the century-old remains of America's longest artificial waterway, the Wabash-Erie Canal.

Probably no other single project offered so much to the settlement of the upper Wabash as this early artery. Through 458 (468) fever-ridden miles of swampy lowlands--from Toledo, Ohio, to Evansville, Indiana,--it pierced a wilderness and opened it to settlement and civilization.

For nearly 40 years the Wabash-Erie Canal served as a major highway to Hoosier growth and prosperity. Then, over 90 years ago, in 1875, the very year Howard County built its historic Vermont covered bridge, the Wabash-Erie was abandoned. Its passing marked the close of a most colorful era of Indiana's past.

A tour of this historic waterway is best in early spring. Not only can the outlines of the old waterway be observed more clearly through river bottomlands while vegetation is young, but the approach of spring can be appreciated in reawakening wildlife along the river roads.

Major points of interest along the

hundred-mile tour and a brief description of each would include:

1. Indian Village Site: Go north of Kokomo on U. S. #1 a few miles to Cassville. This town is the site of a once extensive Miami Indian village. Indian camps extended more than 3 miles from this point down Deer Creek, and arrowheads are still found along its banks. Surveyors' plats (1846) show an Indian village on the north side of the creek and an eight or ten acre clearing which is described as "an old Indian Clearing."
2. Historic Mill: Go by way of Onward to Pipe Creek Falls. This was an early pioneer settlement and the old mill here was built in Civil War days.
3. Old Canal Town: Cross the Wabash from Pipe Creek Falls to Lewisburg. This town was laid out in 1834 or 1835 by Lewis Boyer and is one of the oldest towns in Cass County. During the prosperous day of the canal this town was known for miles in all directions. Traces of the Wabash-Erie Canal are still visible in Lewisburg immediately north of the bridge.
4. Revolutionary War Campsite: Follow U. S. 24 over 2 miles, and recross the Wabash at Cass Station Bridge to Rock Island. Recorded history of this island goes back to late fall of 1778 when the British commander of the West. Col. Henry Hamilton, led an expedition from Detroit to Vincennes where he temporarily recaptured Fort Sackville from the intrepid George Rogers Clark of Hoosier history.
5. Canal Right-of-way: Recross the Wabash and follow U. S. 24 two miles to Potawatomi Trail. Enter Logansport by way of Erie Avenue to Eel River. A strip of land 6 chains (396 feet) wide was ceded as a canal right-of way between Ft. Wayne and Lafayette in 1826. Construction began in Ft. Wayne in 1832 on a route which ran from Toledo Ohio, up the Maumee River, through Ft. Wayne, down Little River to Huntington on the Wabash, and down the Wabash to Terre Haute, where it cut overland to Evansville on the Ohio, a distance of 458 (468) miles. Most of it, (375 miles) was constructed through Indiana. By July 4, 1834, the canal was open from Toledo to Ft. Wayne; (This statement is not true. The canal was dug to the west before to the east. It was not opened from Ft. Wayne to Toledo until 1843. The numbers have been reversed.) by

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July 4, 1835 to Huntington; in 1837 it was in Peru, and in the summer of 1839 it was being dug through Logansport.

6. **Historic Island:** Follow Third Street to Biddle Island. The old Biddle Home no longer stands here at the island's entrance. John Tipton was prominent in the activity on this island. He built the first bridges here in 1837. Col. J. B. Duret who helped take a group of Potawatomi Indians West at the time tills in his journal of returning at this point and walking in on the new bridge while his wagon was being ferried across.

7. **Canal Arches and Locks:** Follow U. S. 24 westward over 3 miles to the railroad underpass, and go west to Georgetown. Canal construction was heavy and dangerous, and almost constant bloody gang wars of the Irish laborers coupled with the usual sickness took such toll that it has been claimed that there was 1 death for every 6 feet of the 458 (468) miles of canal. (That would total more people than lived in Indiana at the time. This may be the case on some small sections, but not the length of the canal.) **Construction continued through a 21-year period and cost about \$15 million.** The canal was 30 feet wide (40 feet) and 6 feet deep, and included cuts, levees, feeder dams, locks, bridges, overhead bridges, aqueducts and pools which served as turn tables. **At Burnett's Creek, just east of Lockport, we can get a good look at the construction of a stone arch. The road now runs over this arch just as the canal did a century ago. From Logansport to Delphi, there were overhead bridges and 2 large stone arches.**

8. **Indian Trading Post:** Follow the river road to Lockport and cross the Wabash to French Post Park. Just around the bend in the road from Burnett's Creek crossing is the bridge, and a few rods west along the river is old French Post Park where J. B. Duret maintained a log trading post among the Indians back in the 1820's. Lockport was named for a large lock at this point. **The 25 miles from Logansport to Delphi had 12 locks to compensate for the normal descent of the valley.**

9. **Towpath Road:** From Lockport go west 6 miles, recross the Wabash and continue into Delphi and the old town of Pittsburg. **The five miles from Georgetown and Lockport follow the old canal route, from towpath to towpath. Canal boats had a crew of 6, the captain, 2 steersmen, 2 drivers, and a cook.** It took 2 days and 8 hours to go from Lafayette to Toledo on the canal. Delphi was founded in 1828, like Logansport, by Gen. Samuel Milroy. **The canal turning pool was located west of Delphi, and across the River was the old canal town of Pittsburg, whose one time fancy homes have disappeared.**

10. **Old Mill and Covered Bridge:** Take Ind. 39 from Delphi to Oockley, proceed to Cutler by Ind. 75, and go to Adam's Mill left on Road 50 East, 1 mile east of Cutler. This mill was built in 1845, the year Howard County's log courthouse was being built. This is an original water-

powered mill. Claude Sheets is the proprietor and the relics inside the mill are his personal possessions. Wildcat makes a one and one-half mile loop although it is only a few hundred feet across the neck of the millrace. A short walk down the road brings you to a covered bridge and small picnic area just beyond.

As you return to Kokomo you will cross Ind. 29 in Burlington. This was a segment of the Michigan Road, Indiana's first north-south road which ran from Madison, Indiana, on the Ohio, northward through Indianapolis, Logansport, Rochester, So. Bend, to Michigan City. Built in the 1830's, it was open 8 months of each year by 1836, a great feat at that time.

There is your tour. Pack your picnic lunch and take off on a day of fun, frolic, and gay adventure into the past. Happy Sailing. By Carl Leiter

Burnett's Creek Arch Photo Bob Schmidt



THE CANAL BOAT CASE

Several years ago, C. S. I. corresponded with Louise Cole and received from her the depositions taken by Alphonso Cole from the crew of a canal boat in the disappearance of a passengers' carpet bag just below Silver Creek near Lagro. Here is a mystery for you to solve. The depositions included initials of persons and places which you editor replaced with the names she thought they represented to make for ease of reading.

Mrs. Cole of Nashville, IN, and formerly of Peru writes that her late husband, Albert H. Cole, was a 4th generation lawyer in Peru (her

daughter a 5th) and that his family had resided there since 1834, three years before the canal reached Peru. When cleaning out the Cole Building attic, she found papers, memoirs, letters, diaries, etc. of Alphonso A. Cole which she donated to the Miami County Museum in Peru.

Alphonso A. Cole (1818-1862) was at age 17 a canal engineer in Delphi, IN. He was also a farmer, a lawyer, and a state legislator (1849-1851). Alphonso also kept a notebook of canal water levels. He was probably an apprentice working under a regular canal

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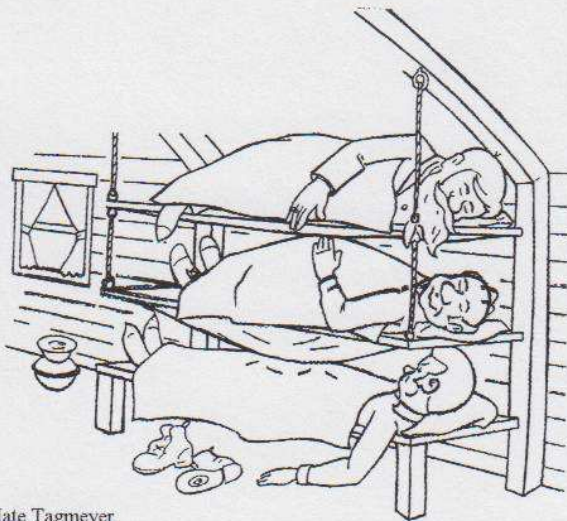
engineer. In his diary he describes his trips to New York City by canal and steam boat. He awaited a steamer in N.Y.C. to go to the California gold fields to visit his brother James Omer Cole, who was the great grandfather of Cole Porter.

Alphonso Cole heard this case against Robert Bowman, who was accused of stealing a carpet sack containing gold from California and other things that belonged to John Keiser while on board the "Empire." The "Empire" was owned by Samuel Doyle of the Doyle and Dickey line out of Ohio. Doyle was on board at the time as was Samuel Keiser, John Keiser's brother. Capt. Franklin was in charge of the boat. The carpet sack was found later by Cheesebro, who was accompanied by Samuel Boone. Another suspect in the case was Hiram Bates.

Many of the boat crew testified thus providing a few names of early boatmen and giving us a glimpse of their tough character. Others testified as to the honesty of Bowman and Bates. Through these testimonies we see names of various boats and captains and find that captains often changed boats over the years.

CANAL BOAT CASE

THE CANAL BOAT CASE WHO DONE IT?



Nate Tagmeyer

**NOT US!
WE WERE ASLEEP**

ALPHONSO COLE, LAWYER

-CHEESEBRO-

DEPOSITION of "C" (Cheesebro) I found a carpet sack 2 years ago this present month in Huntington County. I was some 60-70 yards above Cheesebro Lock 3 mile level. Lying the Canal near berm side the water was out of the canal. Bottom was wet and a little muddy. Said to Samuel Boone there was a carpet sack. We were on towpath side- sack near the berm side. Boone went across and got sack. It was very muddy. I could hardly see what color it was - some kind of cloth. After he brought it over I said let us examine it. It was froze shut. We opened it - a hole out in sack - pants put in sack - 3 stones put in pants. A small paper box had in it what I supposed to be a watch but was a miniature of his. In searching sack I discovered a small buckskin bag & found it to contain gold dust & coin - in evening following found it to contain \$70. coin and would in my opinion weigh 1 1/2 this more or less - found 5 or 6 shirts - cotton - perhaps one or two flannel 1 pair of pants perhaps cashmere - dark color. Some sea shells in sack and some specimens of quartz rock - 1/2 or 3/4 bls. (sack here shown) - gold dust in bottom than 10 no more than 15 lbs. - were round as it were worn - stone under pants - noticed no division in sack - a kind of flint stone Such stone as about Huntington & a mile this side - a deep hole just above the place a ravine comes in where 4 or 5 feet of water when out and at nine when out of full - reside half a mile from this place. Miniature filled with water and not clear. I did not recognize it. I think this (showing it) is same. Went immediately to Mr. Hurley near Lagro & found Peff & he came there that evening - found sack in morning not later than nine o'clock - think 9th day of March '51- laid on bottom of canal on slope of berm bank - steep - it could be climbed - don't know that a man could go straight up - 8 miles from Lagro - Lock at upper end of 6 mile level. Suppose same place Bates speaks of. Knows no other Lock of that name. It is between 60 and 80 rods above. Canal usual width - 45 feet perhaps. Boats do not usually stop as high up to make lock ready - they stop usually at a bend some 40 rods or more. It could have been thrown from deck of Boat to where it was found. Couldn't say what as to value of pants - perhaps 6 or seven dollars when new - shirts \$1 to \$1.50 or \$2. One flannel shirt worth \$1.50 or \$2 when new - looked to be damaged. Didn't tear them. No great deal of mud on them - were wet but mud had not got into sack much. Effect of laying in water would damage them. Sack worth \$1.75. Water had been off some weeks at least. I had seen sack before but thought it was a stone. I discovered it by the trunk tacks on the end of it - don't recollect whether the shells were limed or damaged - was a rayon letter box and a red silk sash

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damaged - was a rayon letter box and a red silk sash some 2 yards long - don't know the value of it. Razor a common razor worth from \$.75 to \$1.25 ___ box not to exceed a quarter - a strap worth 35-50 cents - a pair of boots fine boots worth \$4. or \$5. longer in legs than usual. A land warrant, a letter purporting to be from his wife to him in California. Watch fob in pants appeared to be torn open at bottom, a steel hook remained to button in pants - things appeared to have lain sometime in water. The effect was to injure boots and sash also. Don't remember whether sash stained or not. Carpet sack worth nothing now. Had not carpet sack with me when I went and found Keiser.

XX (CROSS-EXAM?)

Sack found 60-70 yards above lock in Canal near berm bank - no bridge - lock is only place to cross. there is a ravine - would have been difficult going from lock on berm side to where I found sack - some stone there not money - these stone do not naturally exist at that point - there may be some - they are sometimes taken to fill cribs on lock - hands get off on towpath side - would have been difficult to have thrown from top of towpath to other side. Would have been some 50 feet. It is very abrupt from where sack was found. I do not say it would be impossible. Contents & carpet bag restored to Peff - were claimed by him - worth 1/4 value when found probably.

RE EX. Did not include locket in damages - only articles - usually ran in center of Canal some 20 feet of where sack found. In meeting a boat would run near shore. A sack weighing 20 or 30 might have been tossed that distance.

-SAMUEL BOONE-

SAMUEL BOONE sworn. Was with Cheesebro when sack found 9 o'clock a.m. March 9 '51 between 60-80 yds above Cheesebro Lock on heelpath (berm) side at bottom of slope - width at bottom of canal I suppose 35-40 feet. Mr. C. first discovered sack says "there is the Calafornia (sic) gold & I looked & saw bottom of sack & he said I had better boots than he had & should go and get it while he held horses. A little water on the mud sack - cut both ways - first the rock put in & then the pants - they bulged out - I don't recollect the 2 compartments - Tried to pull it apart & Cheesebro told me to take my knife & I did so & ripped - 3 stone packed in bottom 2 size of double fist and one smaller - flinty character - never saw any such in this neighborhood - have lived a year 1 1/4 from where sack found Such stones found all through Huntington and about a mile this side of lock - 6 miles from Huntington. First took out pants & then rock - first thing we took out was a small box (paper ___ & found what we thought was a watch & a leather (?) box & in that a small sack - took

out 2 little hickory sticks Went with C (Cheesebro) to K (Keiser) after taking out found the Watch to be a miniature - a pr boots 1 pr pants - fine calf pants worth \$5. or more - a pr or two of socks & a land warrant - dark blue cashmere pants - value between \$5. and \$6. red silk sash might be 2-2 1/2 yds long - but didn't see it opened. Don't know value or what injury - think it was disfigured. 1 pr socks - not sure 3 maybe woolen shirts - quartz crystals & sea shells & specimens of L ___ up in paper - different shapes of gold. Hard bargain to do up boots & pants for them - Razor considerably rusted - shells coated over more or less with lime - fob torn two-thirds off - steel hook still remaining on button.

XX

Stones in lower part of sack - pants in immediately over them crammed in - don't know how they were packed - pretty near probably as a traveler would pack it - some 60 or 80 rods from lock. Lock nearest place to cross - no bridge on berm side rough thickety place - steep place ravines - a difficult trip to lock - a sudden abruptness on berm side at bend - articles all returned.

-JESSE BARDOUGH-

"Was driver on the EMPIRE the night Keiser returned home. My team hitched on at Huntington, Bates was Bowsman & Curly stern man. None got off from Huntington to Lagro - tow line broke at the 6 mile level. At Cheesebro's lock I went to boat & hollered 2 or 3 times for bucket & then I saw Bates coming up the heelpath (berm) side buttoning up his pants - don't remember whether lock was against us or not. Didn't see Bates get off before we got to lock. When locks against us it sometimes takes 20 minutes or more - when in our favor sometimes takes longer than others - between 2 and 3 at night - had been raining forepart of night - very dark night. Still cloudy & foggy in places. Got to Lagro daylight. Did not see Keiser until we got to the 10 mile level 1 1/2 miles from Lagro. Don't recall going aboard to eat. Some bushes on heelpath side where I saw Bates - some logs there - bluff a hundred or two yards from Lagro - culvert between. Some venuning (varnishing?) blocks there at lock. Don't know where Bates was from time checked up till I saw him - was 15 or 20 minutes from time I checked up till I called for bucket - rubbish on berm side. Saw Conner on towpath side while I was watering horses.

XX

Think there was no moon at all after I came out. I am not mistaken in that Bowman place on towpath side - Boat was in when I saw Bates - no one else on B side that I saw - a few bushes or some trees below bank. Don't know of anyone getting off - A person could jump off and driver not seem him. Don't recollect

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whether lock against us or not - note of being at back of boat - went up on boat to get bucket. I was reaching for bucket when Bates came up from bank about as far off as across house. No other hand but Bates on berm side. Saw no other hands up but Sunsman & Boone on one side and one on other. Lock near empty when I came up. No lock tender there. Boat went through in about the regular time.

RE EX

Was a privy on boat. Some hands generally do it at locks when they want to do jobs. Was going up for bucket when I saw boat had stopped at that time a little longer than 15 minutes. Can't say whether Lock against us or not. I had not been long boating that season.

-A HAND (Ada Hanns or Haas)-

Was on boat when carpet sack lost. Keiser & I came on board at Ft. Wayne together - had carpet sack - about an hour after dark - K was complaining - returned I think about 9 o'clock. I suppose above Huntington. Not a great many passengers on board - should think 15 or 20 - when we came to Ft. Wayne went in to B (brokers to get coin for gold) office and then we went onto boat together - we leaned our carpet sacks against trunks on bow of boat. No hands took charge of them - think hands did not move them - Keiser went right down below - couldn't say whether Keiser laid down sooner. Don't know whether he went out - don't think either of us went out - dark evening but not raining & cold - disagreeable - no moon I think I could not see. Don't know what day of month - in latter part of Oct. 5th just above lock where first complained of losing it. He went on deck Passengers all in their berths yet - soon came down. Appeared to be a good deal excited - said his carpet sack was lost. Made use of rough language. Capt. said he didn't wish to hear it. Roused up & went as far as Lagro & there got men to make a search. No sack found. Keiser stopped there - Brother went to W (Wabash?) Thought search a temporary one I thought. Keiser's wife at Lagro. Was returning from California. - considerably excited. Seemed as any man under such circumstances - swore some & Capt. rebuked. Said carpet bag & contents were gone & Samuel Doyle proprietor of Pack boat line to which EMPIRE belonged admitted.

Practice to carry baggage on deck - Value of silk sash - worth from 60 to 100 per yard - judging from other silks. Have traveled on this line of packets.

XX

Went on board in Co. with Keiser & both de- RE EX

posited carpet bags on deck - have frequently talked to Capt. - Sacks carpet sacks on deck below & they generally object to taking them below on Packets - Have known them to object on this line & have carried mine up. Don't recollect whether on this boat - have seen them below without objection. Uniformly put mine below (above?) on account of objections. Carpet laid upon boat & no remarks made whatever - am a merchant - dark night & rather cool - no recollection of seeing the moon that night - not on deck at night after we first went on deck. About daybreak first notified of the loss. 2 miles from Lagro. Don't know whether Keiser paid his fare. Passengers were called to pay fare. Carpet sack appeared to be pretty well filled. Don't know if passengers paid for anything but fare.

-SAMUEL KEISER-

Was with my brother John Keiser when he came on canal boat at Ft. Wayne. I brought my money in this carpet sack as far as N Y but had no money in it since quite late in the evening. Mr. Haas was along - Brother was complaining of chills & fever. Complained first at Toledo. Mr. Fountain was Capt. of EMPIRE. Brother put carpet sack on deck of boat a little past middle of boat toward stern. Don't know that they prohibited baggage from being taken below. Loss first discovered above 1st lock above Lagro. Don't recollect that I saw my brother after he went below that evening. Was present & paid my fare at same time he did. I should suppose sack should weigh as much as 25-30 lbs. Was up & down on deck several times during the evening. Sack was then on top of box on bow of boat. I see them placing this sack forward with other baggage. It was the bowsman did it. Disremember the kind of weather but think it was a cloudy evening. Boat was pretty well crowded. Couldn't tell number of passengers. As near as I can recollect it was near 9 o'clock when berths made up. Don't know whether brother was lying on lockers or not - I was on deck most of time & didn't notice it. My brother first discovered loss of sack first. I did not go up on deck with him - he went up first. We were returning from the mines in California - there is where we first stated from. We left home in Apr 49. Brother's family lived in Lagro at the time we were coming home.

XX

I came with Brother all the way from California. We came on P. B. Bride to Ft. Wayne. Dale was Capt. Doyle was on board. Brother deposited his luggage on back part of boat. Haas we present also. I was present & saw him. I saw the baggage moved & placed on forward part of bow. but not after that.

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There was a canvas placed over the baggage on front part of boat. I saw both bowsmen on board boat next morning. I don't know which one put baggage forward. There were three men & I couldn't distinguish which one it was. I should judge it was the same person moved the luggage forward that was acting as bowsman when we got to Lagro. It was about sunset when we went on board.

-MR HUBBELL-

Was a Lagro in the warehouse the morning after this sack was lost. I think all the hands were up. Curly was steering & Bates was bowing.

-MYRON TINKLER-

Purpose to prove this witness that Hiram Bates is a bad character for honesty (obj. to & overruled) Plaintiff here closes his case.

DEFENDANTS TESTIMONY- ROBERT BOWMAN-

1st - ROBERT BOWMAN - Know Hiram Bates. He is in Mexico now. Left this state last fall expected to be back this spring.

2nd - Deposition of HIRAM BATES read.

-CAPTAIN WM DALE-

-has been boating for Doyle some years but has no interest. Chief was running boat in fall of '49 from Toledo to Ft. Wayne. the Bude (Budapest?) Keiser came on board my boat at Toledo & came to Ft. Wayne. Doyle was also on board & came to Ft. Wayne. There was a conversation on board the boat in presence of Peff. After we got out of Toledo above locks I went into cabin to collect fare. K was sitting to my right near Mr. Doyle. Mr. Doyle was at rear of boat on same side as Keiser during my collecting fare. They were in conversation I think about California. After I got through collecting fare I raised up & started to go to my safe. Mr. Doyle called me & spoke to me - pulled out a pack of money from his inside pocket of coat & requested me to put it into my safe - he also pulled his wallet out of his pocket & told me to put it into safe. Mr. Doyle then made a general remark to all passengers saying he had all his boats proceeds with safes - this was in presence of Keiser & if any of them had any money or other valuables to give them in my charge for safekeeping - Mr. Doyle then went on & he don't (hold?) self responsible for any money or valuables with they were given to the Capt. The parties were very close together during this conversation. Mr. Keiser setting on locker & Mr. Doyle on stool near him not to exceed three feet apart as persons would usually sit in. - It was spoken in ordi-

nary speech. I never knew one of Doyle's boats to run with a safe. Have no personal knowledge of safe of "EMPIRE." It was part of the same line as boat I run. Boats on the other - under same proprietor. I landed at dock & "Empire" drew along side of me. When Doyle spoke about safe one or two passengers handed me money to put in safe. They handed me their pocket books. I did not examine them & put them in safe.

XX

25th of Oct. - 6 o'clock I reached Ft. Wayne - I think I started down before "EMPIRE" left. The greater part of my passengers were men. I had a pretty fair load. I don't recollect any of the passengers but Keiser & brother & Haas. Saw Keiser afterwards at Lagro and Received him - heard of loss 2nd day afterwards. It was about 3 o'clock when passengers paid fare. I think there was about 30 of them on right hand side. Doyle also. My back towards stern of boat. Doyle was in conversation with Keiser when I was collecting fare. Keiser paid for his brother - was after fare was paid that conversation took place Don't know what conversation took place about California. Doyle traveled frequently on boat - he commonly deposited his money in safe. Doyle was also in habit of traveling from Ft. Wayne to Lagro. Sometimes traveled 2 or 3 times during the season. Doyle appoints Capt. & Capt. appoints hands. Steersman and bowsman both occupy same rank. When boat is under way steersman's place is at the stick. Bowsman generally attends to baggage when boat is under way. Don't know how long Bates had been employed. I always reported to agent the names & number of crew & the amount paid. Didn't see whether Keiser saw Doyle when he spoke to him - I had raised up but had gone out of my tracks when Doyle made this general remark. Mr. Keiser might have been talking to someone by his side on the locker. Couldn't say how many passengers remained in cabin at time. It was pleasant. Comfortable enough to sit on deck. Don't recollect that I ever saw safe on "EMPIRE". It was before I got to safe that passengers gave their pocketbooks. My safe 2 feet square I could lift it but it was a heavy lift. Don't know that I should know "B: (Bates or Bowman?) The next spring I heard that "B: had bought a boat.

RE EX

Safes large enough to hold 3,000 in gold - always found them large enough to hold all that passengers wanted to put in it. Think the remark Doyle made was noted by passengers. Saw Keiser look over table & pretty raised up at a man who had replied to Doyle when Doyle remarked the he didn't consider himself responsible for any money or valuables not given in charge of the Capt. - except an ordinary amount of baggage that a man would have in traveling.

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XX

Same remark that I first testified to this gent who replied I think got off at Maumee It couldn't have been more than a minute or two after Doyle spoke that this man replied. He was on the opposite locker. He said Doyle was responsible for anything put on his boat. Keiser raised up was what caused me to look at him. don't know but what it was a casual glance. This Line was a passenger line - sometimes took small packages trunks & express items but always these were placed in charge of the Capt. Passengers of course took usual baggage.

-CAPT. FOUNTAIN-

In summer & fall of 1850 was running Packet in after part of season. Was master of the "EMPIRE" - run principal part of time from Ft. Wayne to Terre Haute - Keiser came on board my boat a passenger in Oct. 1 think 24th of 5th not positive. Took passage for Lagro & paid payment for that port. Think he got brother at dusk or a little after. It was a passenger boat & carried mail. When articles other ordinary baggage placed on board of the boat it was my duty to take charge of it. No other had any authority to do so. I considered it my duty to receive passengers & then fare - No other person on board had authority to do so. Baggage on deck it was usual to cover it up & take care of it as such - on being informed that it contained valuables I would have taken it below & taken care of it. If it could have been got in my safe I would have put it in - Had safe on board large enough. It was my duty as Capt. to take care of valuables. Had no notice that this carpet sack was on board until next morning. Don't know that I saw him when he came on board. I am not positive that I said anything to passengers on this occasion in reference to valuables (question) My belief is that I did notify passengers & on that night as that was my usual custom but I can't recollect positively that night. Left Wabash in the evening & got to Lagro next morning. On learning that it was lost searched for it - we first looked for it on the locker & then went on deck but could find no carpet sack as Keiser said was his. We then came below - ladies not up - sent cabin boy in and searched. When we got to Lagro searched the boat & counseled with persons on boat & searched further & got through about the time we got to Lagro. Mr. Hanna, Haas & Keiser's brother assisted in searching the boat, considerable many trunks & some mover's goods taken off at Lagro. - Did not know that Keiser had any baggage on board until next morning. It is very often the case that carpet sacks are taken below & laid on locker. I don't know that I ever objected. He never requested it. Keiser got off at Lagro. His brother went to Wabash & got off there. Talked with Keiser frequently afterwards. On leaving Lagro he stopped - I requested him to go on

until further search was made - he wished to see his folks. I requested his brother to at least go on and make further search & he did so.

I asked him if sack contained anything valuable & he said it did - all he had I think. I remarked to him that it was very careless that he should leave it on deck - that I would have permitted any gent to take a carpet sack below containing valuables - he said he had traveled so far & got so near home he thought it was safe. That he could blame no one but himself for doing as he did. Nelson C (Conner?) and Herman (Hiram) Bates on boat that night - trick came on at one o'clock at night.

If lock against us from 5-20 minutes at Cheesebro lock. Could do it in 5 no exertion. Mr. Keiser asked bowsman & steersman if they knew anything of his carpet sack. I think Conner & other present. I asked all the boys if they knew anything at all about this sack & they all said they did not. Don't remember positive but have impression that he represented to me that there was about \$2300.00 in sack. Had conversation with Keiser about carpet sack being left on boat - there was a doubt about it - Keiser said he brought it on at Wabash. Bates & Bowman had not been on boat long. Bowman quit off but Bates & Conner stayed on until I laid up that boat 18th Nov. I think. Made several trips afterwards.

Have been boating some years but not on Packet as Capt. until Aug. 5th Don't know whether Bates & Bowman had been on Packet before. Reported to agent at Lafayette & had names of crew on books & told him if they asked. Don't think Doyle ever traveled with me - was on my boat sometimes. Bates & Bowman did not go on my boat next season, I run the "Indiana". I quit the Packet in the fall of '51 Have had my deposition over twice a part of. Bates is in Mexico - Keiser came on board I should think about 7 o'clock at Ft. Wayne. I think more than half of carpet sacks taken below. When carpet bags taken in & laid on locker & at night laid on table & some under table if crowded. Cabin doors are not locked - I sleep near that door. It might be opened & I not know it. I do not know who watches bags when I'm asleep. We did not like to take anything but small packages. We frequently declined freight. Has seen baggage weighed at Toledo. 5 other baggage was spoken of. That was what I considered. I don't know that I ever refused to take fare night or day - as general think they always waken me. I recall receiving a passenger - taking his fare - selecting berth & if he brought baggage below, take care of it. No distinction between men who behave themselves Never made any distinction with Prate. Safe about square - about 20 inches 2 in or 2 1/2 thick. Could I think lift the empty safe - was handle to the door. Couldn't say it was unusual practice to give passengers notice about

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valuables.

Usually gave this notice at bed time when berths selected. If I gave notice on this night referred to by Mr. Haas, Mr. Keiser and other gent passengers would have heard it. There were 27 or 28 passengers. Bates was bowsman from " o'clock till 7 in the morning. No regular practice on hour at which to go to bed - usually got up about daylight - Sometimes sleep during the day an hour or two Generally awoke when passengers came on board sometimes not, All men were aroused shortly after loss was discovered. I don't know if any person getting off between Huntington & Lagro. Collected fare early in the evening. Don't know what I was on the deck more than 2 or 3 times. I considered the baggage in my charge. Deck hands were on boat to manage it & see that all was right. Passed Cheesebro lock on return trip in forenoon I think. Think passengers went to bed before I did that night - I slept in front of the door. A passenger getting up & going out would generally awake me. Don't recollect whether any went out that night. Keiser consented that I should telegraph to Ft. Wayne & Toledo & see if it had been left by mistake. Keiser was swearing D**M if he's lost his carpet sack. I told him not to swear. Conner steersman and Bates Bowsman from Huntington & Lagro. I think I was up at Huntington. I think no one got off there.

XX

No one but myself had access to safe. Dark in Ft. Wayne but in after part of night cleared off & frost next morning - Conner lived in Michigan. Bates resided in Lafayette from that time until last fall. Bowman has lived in state ever since & is not at Lafayette.

RE EX

I think it was dark & had been raining at Ft. Wayne & am not positive it was a moon shiny night in after part of night.

-ROBERT BOWMAN-

I reside in Lafayette. I will be 32 years old next May. Was boating on Wabash & Erie Canal on "EMPIRE". Capt. Fountain in '50 as steersman. Was on boat when Keiser came on boat at Ft. Wayne. Steered out of Wabash. Bates trick did not come on until after 10 o'clock. No recollection of Peff when he came on board & did not know he had a carpet sack - didn't see it that I know of that night. Bates was not in bed when boat went out from Wabash. Was in bed when boat got to Cheesebro lock after we passed Huntington. Passengers sometimes carried carpet sack below & sometimes carried them below deck. Generally carried them below

if not too many passengers aboard especially if any valuables or anything fancy in the. Not sure it was at Lagro or a little above Lagro. they came down in our alley (galley?) to search. Hands said they knew nothing about it. - don't know whether all said so but all present and none said to contrary.

At Ft. Wayne it was dark but after we got below it was a light night & cold. I don't recollect of seeing the moon but it was a light night. I did purchase a boat in the next spring - had no partner - it cost me \$75.00. I worked in pork house that winter. I did not change my habits. Bates did not purchase a boat that fall. I don't know of any of this changes in habits of living - worked in pork house with me. In spring he went to Terre Haute & worked in blacksmith shop. Left this country last fall to go to Mexico & has been gone ever since. I did not see any change in Bates deportment immediately after this. character from his usual habits. I didn't see that he smoked any better cigars - smoked a 5 cent if he could & if not took up with a Rappahannock. If passengers had any valuables they must always deposit them with the Capt. & he put in safe. Have no knowledge of any notice being given this night. I was out hold of stick. A safe on boat - pretty good size - 20 inches & more - and heavy. Don't think a man could take it & run off very far with it. Boat was searched by Mr. Keiser, Capt & some other gents. M. Young was my bowsman that night. I paid for boat part money & part horse trade. Run it to Toledo then on to Ohio Canal with load hoop poles & then run her on to dock at Lockport to rebuild. I had a partner rebuild her & took in a partner - Italian - Bates was never on my boat. He was in the Capt. F the next spring awhile. If any change in Bate's circumstances I would know it as soon as anyone. He has no property & not much money. I let him have \$50 to get away with - a note on Pelick (Was his boat named Pelican and a loan taken on it?) Did not see him on the "Indiana". I know that Bates said he was going on the Indiana in the spring.

XX

Have boating off & on for 14 years in N. Y. on Line Boat - Came here in 1843 - Had been on the "Missouri" when she first came out. I have been married a little over 4 years. I went onto "EMPIRE" about harvest. Capt. Fountain was Capt of "EMPIRE" when I went on. I quit after 3 or 4 trips after this loss & went into pork house. Packing had not commenced. I was helping to build a furnace & I got a dollar a day & afterwards got \$2.50 not uncommon wage. I gave \$75. for boat. I expect they think they got a hundred. - but laid out \$23 on her. She did pretty well for one trip. I traded round and got a couple horses took hoop poles from Ft. Wayne - laid her up in June at Locker. Bates was about the country. I don't know where. I did not see him. I stayed with

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the boat until I rebuilt her. I then made a couple trips out from Americus and one from _____

Wintered on board boat at Terre Haute & hauled wood to pay expenses. Bates was there for awhile & worked for his father wagon making. Think I fell asleep - night cap - sleep well. Don't know what took place at Cheesbro lock - pretty good sight of passengers. Did not know Haas or Keiser at that time. As much the business steersman & bowsman to arrange baggage & more. Baggage generally arranged as put on. I should think on this night baggage extended from bow to middle of boat. Should think there was 25-30 passengers. Can't tell about the rule but have seen baggage taken away when full. Don't know that is the general rule but passengers frequently take their carpet sacks below. Have seen saddle bags below. Thinks Capt Fountain did the business about right. I didn't arrange the baggage that night except a BEL of vinegar. Sometimes did such things. I held stick when we left Ft.. Wayne. Rained a little before we left Ft. Wayne but not on my trick didn't see any fog. Stars shone but don't recollect seeing moon.

Keiser & Hanna & Capt. Fountain on deck smoking cigars. Seen no change in Bates' affairs to this day. - he got \$18 a month & this would buy clothing & cigars. A young fellow in Mexico wrote to him and another fellow to come out. Volunteered & went to Mexico & served through the war & bought boat - he gave me \$75. I got my money back. My deposition was taken. didn't hear Capt Fountain say anything to passengers about safe, Passengers very often carry carpet bags & small articles below. I swore to Dep. (deposition?) I didn't think the moon rose at that time. I said I got \$3. per day. I got \$2.50 cast and what meat & lard I wanted & he counted it \$3. After I saw the Keisers in the morning I remembered them the evening before. Bates did not go all season with Fountain but stopped & went into grocery store & was there awhile.

RE EX

Have not heard my deposition read or read it myself since I came here.

ALAMAC (Almanac) introduced. Moon rose 25th Oct. '50 - 8:45 p.m. Peff rebutting testimony.

-ADA HANNS (HAAS)-

Come on the same boat to Toledo with the Keisers from Ft. Wayne. Don't remember when & where we paid fare and don't know whether all paid at the same time. That was the general custom. Didn't hear anything of Doyle making remark to passengers to put valuables in safe. If it had been in my presence think I

would recollect it. Struck me when I heard Capt. testify that I saw Doyle give Capt his pocketbook. I did not hear Capt. give any notice to passengers about valuables. I saw carpet sacks on deck of "EMPIRE" on that trip - don't know whether saw any below. Likely there was perhaps 20 passengers - I stated the night was dark at Ft. Wayne. Don't remember that I was on deck - didn't see any moon - never traveled on "EMPIRE" before I think - Heard no conversation between Doyle & his passengers about his liability - for valuables. Part of the time I was below deck.

XX

Don't recollect that my attention has been directed to this conversation of BRIDE. I may have forgotten, Not positive I saw Doyle hand pocketbook to Capt. but it struck me I did see something of the kind when I heard him testify - Can't tell whether I went on deck soon after paying fare after leaving Toledo. Took our carpet sacks near bow of boat.

RE XX

Can't say as to time I paid fare - generally a crowd there and all pay same time

-CHEESEBRO-

CHEESEBRO recalled - Never rode on "EMPIRE" - has seen her pass & has seen trunks on deck. No brush to yards from tumble - Is at head of tumble race a varnishing? mill & a great quantity of slabs & blocks. Logs & flood trash plenty of towpath side. Some logs & plank on berm side thrown out of canal. Some 10 or 12 rods from river to lock - Bank is steep from towpath to river from lock. - holes dug for building bank. Brush comes up to lope from towpath bank - on berm side it is steep down - it has been dug up.

-BOONE-

BOONE corroborates - Cheesebro has not traveled on "EMPIRE" that i know of. Saw boat pass & saw trunks on deck - don't know that I can describe other baggage, particularly.

-W. HUBBELL-

I have boated for last 5 years. I think Bates was on board. Capt. Fountain's boat a couple of trips in "51. Have traveled on "EMPIRE" 50 & 51. Usual place for baggage on deck - think I have always seen all kinds of baggage on deck. Never saw trunks in cabin - thinks deck proper place for carpet sacks. I have seen the carpet sacks on deck but never had any on board "EMPIRE". Have often took freight off from Packets -

PASSAGE THRU PERU - Richvalley to Lewisburg

Took 4 horse loads off "EMPIRE" the morning after this loss. Was in warehouse. They never had any BILLS of Lading. Have known Bowman 9 years. Never saw Bates to know him until after this occurrence. Bowman's character bad. - for truth & veracity. Couldn't say whether I would believe him or not. Never saw Bates until then. Next spring saw him twice.

XX

I live in Lagro. Bowman lived in Lafayette - I don't know what his neighbors say of him at Lafayette. Was on Packet "MISSOURI" 6 years ago. Didn't see "EMPIRE" in 51. I traveled with Capt Fountain in '51. It may have been the "INDIANA". Have known Bowman ever since I came here. - have heard Capt. Diggins speak of him - have heard 1/2 day men. yrs. 50 men? Bowman has been employed on Canal 8 or 9 yrs. The way I happened to get into his character they were talking about this carpet sack. Have heard 20 men talk about Bowman in this town. Milo Felt is one - a couple of Tinklers - Sam Alexander - don't know whether these men have been subpoenaed or not - 4 horse loads of plunder - consisted of barrels boxes & bundles of bedding. I saw a Dr. that lives in Manchester with it. It strikes me I paid the charges on it. Have seen carpet sacks on deck & below deck. Never saw \$3,000. on deck. Never examined to see what was in - It was this carpet sack excitement that set people to talking. His reputation was that of being quarrelsome - it was different. Have heard him accused of stealing before this transaction but I can't tell who told me. Geo Dickens told me he stole his watch. Geo Dickens told me this sometime during the summer. A good deal of difficulty between freight boats & packets - A common thing for to have a fuss (muss?) - couldn't say there was or wasn't a general feeling between freight boats & packets. Some summer that carpet sack was stolen that Dickens told me - don't know whether before or after. Warmish-like weather - He was a man disliked & had a great many enemies - a quarrelsome fellow

RE EX

No musses (fusses?) on board "EMPIRE" on account of storing carpet sacks below.

-MILO FELT-

Have been a boat man 17 years. Bates I don't know. I can't say how long I had been acquainted with Bowman. Reputation not very good - not acquainted with it for truth & veracity. Reputation of none of us very good. Have traveled short distance on "EMPIRE" - Have seen baggage on deck - every sort almost. Couldn't say whether carpet sacks above or below. Have heard him called a d**d rascal - have been called so myself pretty often.

-MYRON TINKLER-

Have been boating over 5 yrs. - not acquainted with Bates. Have with Bowman 3 or 4 years. His character for honesty rather bad for honesty. Have heard a good many men say his work not good for much. From general character I would try to impeach him if I was interested. - If he had an interest or feeling I would be inclined to question it. I have run line boats. Considerable feud & feeling between line & packet boats. Never heard Bowman was quarrelsome - On the canal a kind of inquiry going on among Boats this way I have heard of him. Men of all characters can get employment on boats. Have heard Jerry Williams say he would steal. I was in employment of Mr. Felt. Boatmen talk freely on each other - not much about terms. Call each other thieves & rascals. Sometimes when I did not believe the men were such. Can't say that Bowman is intemperate - Have heard more said about Bowman than the rest of them - Not quite half that are pretty hard - probably 1/3 - Never interested in inquiring after Bowman & never made any Generally if Capt. knows a man to be thief he lets his friends know it, I reside in Peru. Williams was a Capt. in same line with me in summer of 1850 - when he told me Bowman has been on his boat L. A. KELSEY & he ditched him. I saw Bowman on "Planet" one season.

XX

Thinks Bowman's reputation general among Capts. that all might know it. One can't go out on bow unless they go through Ladies' cabin - the place to go out is at stern.

-SAM'L KEISER (allowed under discretion of court)-

John Keiser & I went to broker's office & had dust weighed & got coin for it - of his own money had \$3300. of his own in a buckskin bag - the rest of god in bag belonged to Mr. Neely in Iowa. Were together in Toledo. As good many present when we paid fare. Mr. Doyle was present - setting near bale toward door. Didn't hear any conversation about valuables. It strikes my mind I saw Doyle give Capt. something to put in safe. Don't know whether papers or money. - Didn't hear Berths made on "EMPIRE" about 9 o'clock - Was down when they selected berths & didn't hear any notice. We took our baggage below in BRIDE & cabin boy carried it up on deck. Keiser carried it below & it was carried up a second time. I think if any such remark as Doyle's been made I would have placed my money in Capt's hands. I had about \$3000. Keiser had charge of carpet sack, I sometimes took care of it more than he did. Don't know that anyone ordered cabin boy to take carpet sack up - the last time he took his carpet bag below the cabin boy told him it was no place for baggage. Didn't hear Keiser say anything to Capt. or

PASSAGE THRU PERU - Richvalley to Lewisburg

rang with other passengers. Cabin boy carried both sacks up - mine was a valise.

-SAM ALEXANDER-

Some Acquainted with H. (Hiram) Bates - his character is rather bad. have heard people say he was not very honest

XX

Most I ever heard was from Capt. Dittenburr? Some others I don't remember. Don't know anything against his character for truth & veracity. I have heard similar remarks about other persons.

-CAPT. FOUNTAIN

Bowman generally called for his wages as he earned them from \$1 to \$5. Don't recollect as to Bates.

PEFF here closes his rebutting evidence.

Defat. moves to strike out Peff's affidavit. Overruled.

-JOHN L. IDDINGS-

Have resided in Peru for ___ Years. Know Robert Bowman some. Knew him at Lockport. He was boating there for Beard & I keeping grocery. He is about as other boatmen.

-CAPT. WM. DALE-

Have been boating for 6 yrs. for Mr. Doyle - Believe I know Bowman's general character. So far as I know his reputation is good. It is about as good as other boatmen. I have never heard it questioned. No Capt. has ever notified me that his character was bad. I would believe him under oath. I heard testimony of Mr. Samuel Keiser. Have no change to make in my former testimony. relative to Doyle & Keiser's conversation on the "BRIDE". Am positive as to what occurred on the "BRIDE". Have known Bowman for 8 or 9 yrs. Was on my Pack "ILLINOIS" in '46 or '47. - don't know whether he was on any other boat of Doyle except "EMPIRE" - Never heard his truth called in question - nor in profanity. Their character a matter that does not much concern me.

There might have been things said against Bowman in my presence that I have forgotten. Never heard William Diggin say anything about him. Never heard anything either way about Bowman's truth & veracity. Don't recollect telling Keiser in Lagro that Bates & Bowman had got money or were suspected of getting it. Have

no recollection of hearing since thei occurrence that Bowman was suspected of taking this money.

-CAPT. FOUNTAIN-

Became acquainted with Bowman in 1850. His character in Lafayette was good - I think I had an opportunity of knowing his character. I would believe him under oath. He resides in Lafayette.

XX

Have know Bowman most of time for 5 years. To some extent I know his general character - Don't know that I know his general character along the line. (fully) Heard of Bosman occasionally after he left me. I did not telegraph to Mr. Keiser to keep a look out for Mr Bowman - don't remember of telegraphing to Mr. Keiser. Keiser asked me many times about Mr. Bates & Bowman - requested me to keep them on & trip to make discoveries which I faithfully did. Several persons expressed some suspicions & asked me concerning affair. Their suspicions grew out of Bowman on boat at time.

-JOHN VON VULLUBER(n)-

Have been boating now for 7 yrs. Am now running boat for Foote - Know Bowman since '44 and am acquainted with Bowman & his character is good as any boatman. They are called a pretty hard set. I could believe him under oath. Have not seen him in winter the last 2 winters. Never heard anything against his character. Never heard him called quarrelsome. Never heard any conversation about his truth & veracity.

-BOWMAN-

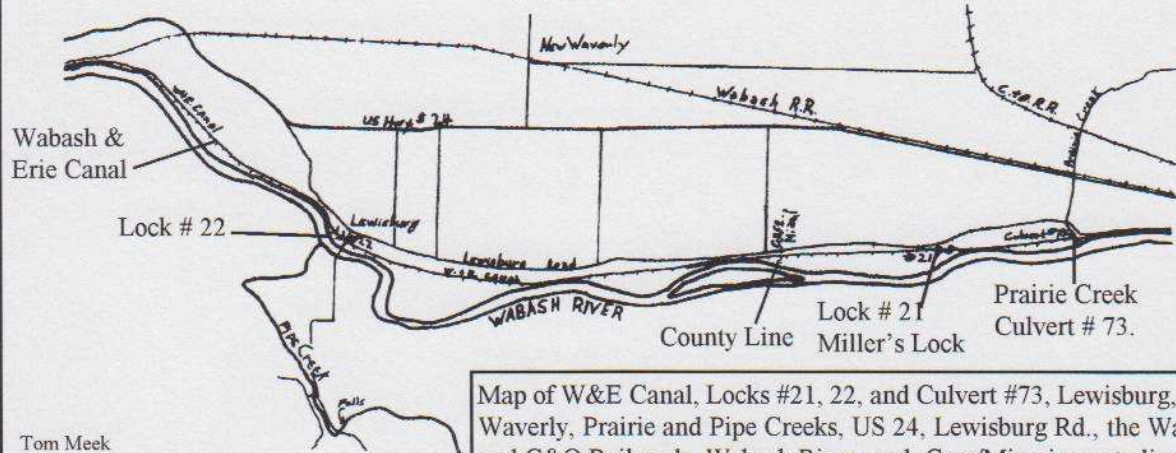
Mr. Williams & I didn't agree - we didn't get enough to eat & I got off his boat. He never preferred any charge against me for stealing his watch.

WE DO NOT KNOW THE DECISION MADE ON THIS CASE. IT SHOWS CANAL LIFE, NAMES BOATS, CAPTAINS, ETC. YOU DECIDED WHO DONE IT?

The thief who stole Keiser's carpet sack was:

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Map 9



Tom Meek

Map of W&E Canal, Locks #21, 22, and Culvert #73, Lewisburg, New Waverly, Prairie and Pipe Creeks, US 24, Lewisburg Rd., the Wabash and C&O Railroads, Wabash River, and Cass/Miami county line.

CASS COUNTY

The complete history of Cass County is not given in this book. Only the history that pertains to the Wabash & Erie Canal is included here.

Lewisburg

Reminiscences (sic) of Mrs. Chidester
September 17, 1934

My earliest recollections of this part of Cass County dates back about 80 years, my parents having moved here about 83 years ago when I was a year old.

No doubt many of you will be surprised to know that there was a town just east of the Church along the road leading past Spark's home to the bridge. It was called Circleville and was comprised of eight houses built on both sides of the road. Also the office of Dr. Adrain was located here. He afterward bought these properties, converting them into a farm and donated land for the Cemetery and Church which was later erected.

At that time there was no bridge across the Wabash River at this point, all crossing having to be done in boats. In December 1866, a boat attempted to cross the River while it was at flood stage. The occupants were as follows: Dr. McAllister, a young doctor student

associated with Dr. Adrain, Stephen Williams, Allen Bowyer, and E. G. Chidester, the last three being related and the last named, I might mention was my husband's father. The Boat capsized in the middle of the stream and all were submerged in the icy waters. Dr. McAllister and E. G. Chidester were lost, but Stephen and Allen managed to grasp the boat. Their cries had attracted several people to the scene, one of whom you will remember as Gus Snyder, a soldier and a hero. He jerked off his coat saying: "Well, it's only Gus Snyder anyway," plunged into the raging waters and succeeded in bringing Stephen and Allen to shore. Sometime after this the covered bridge, destroyed in 1913 by the flood, was built.

And now for a brief history of Lewisburg. In those days it was a busy and thriving village, due to the fact that the Wabash (and Erie) Canal passed through the town. Grain and lumber was (sic) hauled from all parts of the country to the three large warehouses, to be shipped East as far as Toledo and Cincinnati and West to Terre Haute.

The men who kept the canal in repair were called "Section Men," the same as railroad workers. These men were brought from outside and were Irishmen. Their reputation as "Fighting Irish" caused Lewisburg to be criticized by some. They were a funny looking crew with baggy pants worn without benefit of suspenders (belts being unknown) and looking as if they might lose them any

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minute.

There were about 20 houses in Lewisburg at that time, the three warehouses mentioned, a general store, blacksmith shop and a grocery and a tavern, owned by my father. The modern word for tavern is "hotel." This was located in the large old house owned now by Mrs. Baker. The Post Office was in the old house known as "Aunt Ellen's House."

There were both passenger and freight boats on the Canal. The passenger boat was called a "Packet" and was very cozy, the windows hung with tied-back curtains and equipped with shutters. These boats were pulled by a tow line leading to the boat, at the other end of which were three horses or mules, usually mules. Three or more animals were stabled on the boat to replace the tired ones every six hours. My father owned three of these boats, one of them named the "Cynderilla" for me, and another named the (Shoo-Fly). I forgot the other name. My husband also owned one. These boats were quite expensive, costing about a thousand dollars. When the rail-roads were built these boat owners were left in the same shape as the present Interurban Companies with property on their hands of no value. They could not hope to compete with the railroads, as you can readily see, when I tell you it took 2 1/2 to 3 hours for an empty boat to travel to Logansport from Lewisburg.

On the hill just west of Charlie Cotner's house stood the Methodist Church, which we all attended before this Church was built. The School was in the exact spot now occupied by the house on Jimmie William's farm.

It might be interesting to tell you about a few of the old residents. Wm Hancy, who kept the store and post office in Aunt Ellen's house, acquired his start here, afterward moving to Logansport and becoming one of its wealthiest citizens. He was the father of Wm Hancy who passed away some time ago in Logansport. Also Dr. Ballard, father of Dr. Charles Ballard, lived in the big house of Mrs. Baker's. However, prior to that time, this house was occupied by Samuel Smoot, the father of the late

Lucretia Bowyer, who kept a store also owning a warehouse. He was thrown from a wagon coming down the hill, and instantly killed in front of his own home.

This story would not be complete without mentioning Grandma Bowyer, wife of Lewis Bowyer and mother of Clayton Bowyer. Grandma Bowyer, as she was known by everyone, lived in a house on the hill just above my own home. She was one of the finest characters throughout the country, being known far and wide for her charity to others less fortunate. She kept on hand a supply of milk and any who wished took a pail, which she filled from her bounteous supply and for which she always refused to take payment. Naturally she was loved by all.

This reminds me of my own mother. I hope you will pardon me for speaking of my own family. Like Grandma Bowyer, she was known far and wide for her good deeds, she was a skilled nurse and never refused a call to attend the sick whether she received pay or not for her services. She, in addition to her own eight children, she reared Mary DeLawter and John Casebeer, taking them as infants who had lost their own mothers. She was a Charter member of this Church.

The thing that stand out most vividly in my memory is the hospitality of these folk of a bygone day. My father was known as a man who never turned anyone from his door. Long after he quit the hotel business,

travelers come to their home regularly. One old crippled man, known as "Dad" made annual pilgrimages there, my mother washing and cooking for him until the notion struck him to go on his way. It must have tried her patience sorely at times to put these not too clean non-paying guests in her immaculate beds but she never said anything.

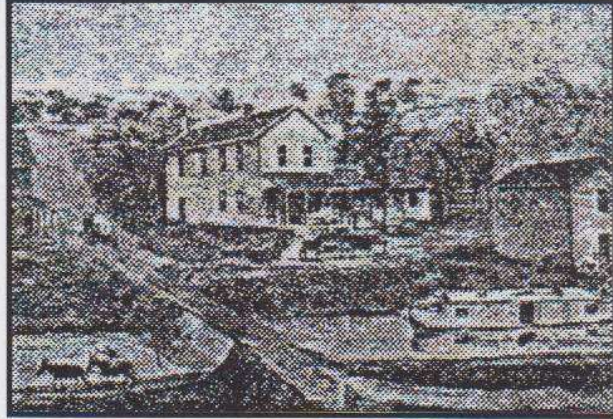
Of course, you all knew that our first church, built in 1872, was destroyed by a storm. It was the afterward moving to Logansport and becoming one of its largest and finest in the country and it was with great sorrow we heard of its destruction. The first pastor was David Fowler, who was succeeded by Rev. McNeely.

The only one left of my generation is Annie De Lawter.

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It is my Ernest hope and pryer that the McNeely Chapel may weather the storms of the present day and that the younger generation may continue to "carry the torch" that the McNeely Memorial Temple may survive the ages.

"Reminiscences (sic) of Mrs. Chidester" was given to Hubert Leslie and David Busch of the Canal Society of Indiana on October 6, 1992, by Mrs. Sandra Bowyer of Lewisburg. The picture has been added to the original text. Cynderilla Chidester is buried in the McNeely Church Cemetery in Lewisburg.



The Hancy Building in Lewisburg
Picture given to CSI by Sandra Bowyer



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