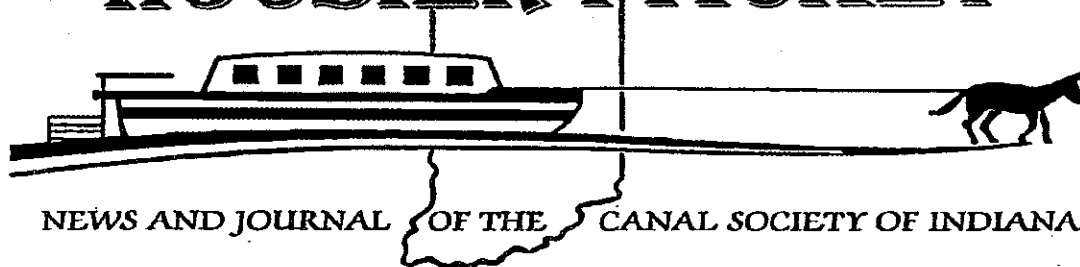


THE
HOOSIER-PACKET

ISSN 1545-421



VOL. 10 NO. 1

P.O. BOX 10808 FORT WAYNE, IN 46854

JANUARY 2011

CANAL CAMARADERIE



Forty-one of the forty-five canawlers on the car caravan tour of Wabash & Erie Canal sites in Vanderburgh and Warrick counties in Indiana posed in front of the Pigeon River Greenway trailhead marker on one of the many stops. Photo Bob Schmidt

Features

1. "Rappites, Riverboats, Pirates" Adventure Encore
3. CSI 2010 Year 29 In Review
9. Canawlers At Rest: Alfred Peck Edgerton
19. Whitewater Canal Papers Purchased, In Remembrance, Welcome New Members
20. From Times Past: Canal Break, Carriage Connection, Water Lot In, Real Estate Along Canal, Complaints About Lucas, Immigrants Come By Canal, Canal Navigation, Villains On Canal, Red Bird Packets, Whitewater Finished, Miami Canal Tolls, Sebring Death, Insurance For Canal Towns, Canal-Lake Route
22. Location Of Towpath And Interurban
23. News From Delphi: Last Bricks Laid In Lime Kiln Exhibit, Noah Fouts Cabin To Be Relocated In Canal Park
25. Learn About Black Swamp, FR Clarification, Central Canal Endangered
26. Anderson Central And Hydraulic Canal Prism, Vinton House
28. Tour Rotogravure

"RAPPITES, RIVERBOATS, PIRATES" ADVENTURE ENCORE

By Carolyn Schmidt

The first part of the Canal Society of Indiana's fall tour was highlighted in the December 2010 issue of *The Hoosier Packet*. Sunday's tour of the Wabash & Erie Canal was not included due to space limitations.

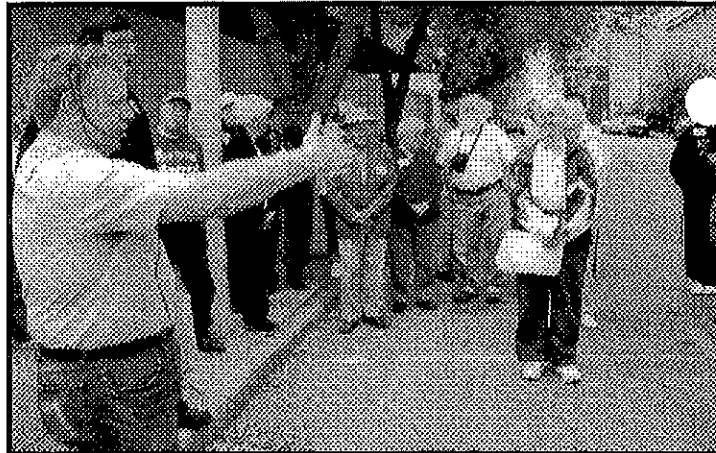
Canawlers were eager to get going on Sunday morning following both the wonderful Friday tour of LST 325 led by John Hatton, CSI new member from Louisville, Kentucky, and his fellow crew mates and

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

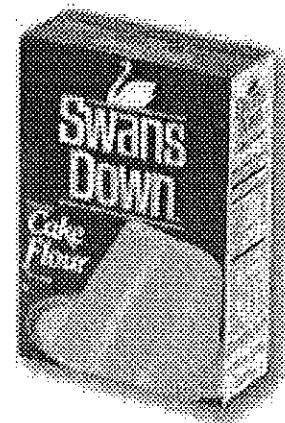
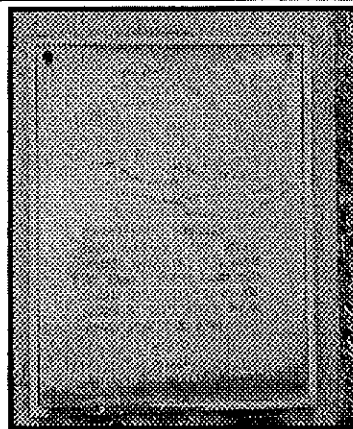
Saturday's exciting tour of New Harmony where docents Marcia Land and Marlene Huffacker led canawlers through the experimental community of Father George Rapp and later Robert Owen, of Cave-In-Rock where river pirates preyed upon unsuspecting river travelers, and of Paducah, Kentucky where colorful historical paintings on the flood wall greeted them before they toured the National Quilt Museum or the River Discovery Center. They had really enjoyed the previous days and wanted more. They drove to the Civic Center parking lot in Evansville and were greeted by Stan Schmitt, CSI member of Evansville and docent for the day. He was amazed by the huge Sunday turnout and, after showing the canawlers maps of the route of the canal through Evansville and relating some of Evansville's early history, had them car pool to reduce the number of cars in the caravan.



The first stop was at the old Welborn Clinic where the canal made a 90 degree turn to see the marker which read:

WABASH AND ERIE CANAL

The original survey provided that the Canal should divide at this point, one arm continuing to Second Street (never completed) the other following Fifth Street to the small basin located where the old court house now stands.



Stan pointed out the route, talked about how the canal kept the town from growing northward, told about Baptist town, and pointed out some of the businesses that had been located in the area. They then went on to stop at the Igleheart Southern Mills marker. There Stan told how this early mill eventually led the Igleheart brothers to become famous for Swans Down Cake Flour

Stan Schmitt told about the Igleheart Mill marker located behind him, the fine flour the mill produced, and pointed out other business locations to canawlers who stood where the old canal once ran.

Photos by Bob Schmidt

(Continued on page 27)

CANAL SOCIETY OF INDIANA

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E-mail: indcanal@aol.com

Web: www.indcanal.org

Officers

<p>President Robert Schmidt Ft. Wayne, IN Indcanal@aol.com Speaker—Indiana Canals</p>	<p>Vice-President Charles Whiting, Jr. Lawrenceburg, IN cwhiting01@comcast.net Speaker— Whitewater Canal</p>	<p>Secretary Sue Simerman Ossian, IN simerman46777@msn.com</p>	<p>Treasurer James Ellis Ft. Wayne, IN rute1938@msn.com</p>	<p>Editor Carolyn Schmitt Ft. Wayne, IN indcanal@aol.com Speaker Indiana Canals</p>
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<p>Richard Brown Jr. Okemos, MI rbbfamily@sbcglobal.net</p>	<p>Don Haack Ft. Wayne, IN donbettyhaack@yahoo.com</p>	<p>Dan McCain Delphi, IN mccain@carl.net.org Speaker, tours -appointment wabashanderiecanal.org</p>	<p>Mike Morthorst Cincinnati, OH gongoozler@fuse.net</p>	<p>Mick Wilz Brookville, IN mick@sur-seal.com Speaker - tour Whitewater Canal (765) 647-6457</p>
<p>Thomas E. Castaldi Ft. Wayne, IN ttcastaldi@yahoo.com</p>	<p>Charles Huppert Indianapolis, IN cbh@iquest.net Speaker Central Canal</p>	<p>Brian Stirm Delphi, IN stirmb@purdue.edu</p>		

CSI 2010 Year 29 IN REVIEW

MAJOR CSI EVENTS/ACTIONS

Assisted students, authors and genealogists in canal research
Three packages sent to elementary schools including Binford Elementary in Bloomington and Adams Elementary in Indianapolis with Allen County history that included the Wabash Erie Canal.
Participated as a consulting partner on Indiana Department of Transportation projects:
U.S. 24 New Haven to Defiance
Terre Haute S.R. 461 Corridor
I-69 Corridor
S.R. 62 Lloyd Expressway Evansville
Board meeting: October 22, 2010 Fairfield Inn, Evansville, IN 12 Directors 10 Guests
On-line: Canal Society of Indiana website: indcanal.org
Canal Society of Indiana Facebook page established by Rick Brown
Wabash & Erie Canal Towpath Trail's forum promoted on wabasheriecanal.blogspot.com - Tom Castaldi
Subscribed to Ancestry.com
CSI funded: \$3,000 Whitewater Canal Trail Lock 21, \$2,000 Western Wayne Heritage Vinton House balconies

BOARD OF DIRECTORS

Sandy Billing-Terre Haute Charles Huppert-Indianapolis Sue Simerman-Ossian, Secretary
Richard Brown, Jr.-Okemos, MI Jeff Koehler-Center Point Brian Sturm-Delphi
Tom Castaldi - Ft. Wayne Lynette Kross-Plymouth Jan-July 25 Bob Schmidt-Ft. Wayne, President
Jim Ellis- Ft. Wayne, Treasurer Dan McCain-Delphi Carolyn Schmidt-Ft. Wayne, Editor
Gail Ginther-Metamora Gerald Mattheis-Cambridge City Charles Whiting Jr.- Lawrenceburg, V Pres
Don Haack-Ft. Wayne Mike Morthorst-Cincinnati, OH Mick Wilz-Brookville

COUNTY HISTORIANS

Allen Co.- Thomas Castaldi Miami Co.- Kreig Adkins Vigo Co.- Mike McCormick
Clay Co. - Jeffrey Koehler Wells Co.- Craig Leonard
These men receive and answer numerous phone, E-mail and posted messages from persons seeking information that may involve canal business or its builders.

CSI members attended:

American Canal Society meeting in Rochester, New York
Canal Society of Ohio tour of O&E Canal in New Philadelphia
Canal Society of Ohio tour of Ohio & Erie Canal in Peninsula
World Canal Conference in Rochester, New York
Indiana Historical Society Founders Day Dinner
Indiana State Museum Foundation/Trustee board meetings
Indiana County Historian Roundtable meetings
Landmarks Affiliates Council
Indiana Byways Conference

Corn maze at Metamora
Dearborn County Historical Society meetings
Its Twilight Time in Metamora

CSI Members visited canals outside Indiana

Chesapeake & Ohio Canal Cumberland, MD to Washington D.C.
Delaware & Raritan Canal
Illinois & Michigan Canal in Utica, Illinois
James River and Kanawha Canal, Virginia
Lake Washington Ship Canal in Seattle, Washington
Morris Canal-Jersey City basin
Ohio & Erie Canal in Ohio
Williamsburg Canal, Virginia

Wabash & Erie Canal Toledo to Evansville

Maumee Valley Heritage Corridor meetings/annual meeting
Allen County Fort Wayne Historical Society board meetings
Allen Co. Ft Wayne Historical Soc. George Mather Lecture series
Towpath Trail Task Force meetings in Ft. Wayne
W&E Canal Towpath Trail meetings Wabash, Lafayette, Delphi
Delphi 4th of July Canal Festival
Annual Carroll County Wabash & Erie Canal, Inc meeting
Carroll County W&E Canal Archives Committee meetings

CSI Members explored

Central Canal remnants on Dale Cook farm
Wabash & Erie in New Haven finding chain repair link
Whitewater Canal Lock 21

Whitewater Canal Hagerstown to Lawrenceburg

Western Wayne Heritage Meetings
Took part in annual Whitewater Walk
Canal Days in Cambridge City
Whitewater Canal Scenic Byway meetings and annual meeting

CSI Members led other tours

Dwight Ericsson at Huntington's Heritage Days
Tom Castaldi led reporter in Ft. Wayne
Bob & Linda Barth led reporter on Delaware & Raritan Canal

THE HOOSIER PACKET - JANUARY 2011

IN MEMORIAM

Paul Dell Moffett	3-3-2010	age 78	Indianapolis, IN	
Billy R. Easton	5-8-2010	age 81	Terre Haute, IN	
Lynette Swanson Kross	7-25-2010	age 67	Plymouth, IN	CSI Director

NEW MEMBERSHIPS (8 individual) (12 family) (14 Indiana) (6 out of state)

Jordan Baer - Evansville, IN	Mark Haworth - Indianapolis, IN
Larry Batta - Lafayette, IN	Dr. Theresa Herrick - Russellville, AR
Karl & Demi Black - Quincy, IL	Sibylle Hanauske Kriebel - Indianapolis, IN
Philip & Clona Bond - Hagerstown, IN	Robert McCallen - Wabash, IN
Charles & Elizabeth Derr - Freemansburg, PA	Pat & Connie McCammon - Terre Haute, IN
Tom & Diane Fledderjohann - St. Marys, OH	Rex Myers - Washington, IN
Leland & Bonnie Gamson - Marion, IN	Roy & Dorothy Patrick - Lafayette, IN
William Gerber - N Chelmsford, MA	Andy & Melinda Rebman - Greenwood, IN
Thomas & Sue Griffiths - Ft. Wayne, IN	Bob & Tina Tyner - Delphi, IN
John & Susan Hatton - Louisville, KY	Warner & Evelyn Ward - Newport, IN

Canal Society of Indiana Spring Tour - April 9-11, 2010

Comfort Inn, Richmond, Indiana	Program: "Movers & Stakers" the National Road in Indiana
Charter-R-Bus, Bloomington, Indiana	Banquet: Reid Hospital Grand Hall
Tour committee: Jerry & Phyllis Mattheis, Bob & Carolyn Schmidt	Lunch: Cambridge City Christian Church
Docents: Jerry & Phyllis Mattheis	Home tour: Dr. Ron Morris
Logo: Carolyn Schmidt/Nate Tagmeyer	Budget: Bob Schmidt
Theme: "Hoosiers On The Move" the Whitewater Canal, National Road, Underground Railroad, Quaker Trace and Republican Party in Wayne County.	Cambridge City walking tour: Jerry & Phyllis Mattheis
Book: Whitewater Canal In Wayne County, Indiana -Phyllis Mattheis , Bob & Carolyn Schmidt	Checks for services: Jim Ellis
Tour: Bus tour of Whitewater Canal sites in Wayne County	Name Tags, Car Ribbons, Thank you notes: Carolyn Schmidt,
Car caravan of Richmond's Whitewater George and Morris home in Centerville	Goodie bags: Wayne County Visitors Bureau, Phyllis Mattheis, Carolyn Schmidt
	Registration: Carolyn Schmidt
	Cookies: Donated by Jim & Ruth Ellis
	Bananas & water: Bob Schmidt

64 attended from Toronto, Can 1, CA 2, IL 2, IN 51, NJ 1, and OH 7 Ken Baker, Sally Bancroft, Bob Barth, Carl Bauer, Leon & Sandy Billing, Philip & Clona Bond, Maury & Dorothy Bonecutter, Paul Brandenburg, Sue Burger, Tom & Linda Castaldi, Allan & Linda Corwin, Jim & Ruth Ellis, Tom & Diane Fledderjohann, Gail Ginther, Lowell & Jerry Goar, Tom Grimes, Ed & Melverine Gruber, Web and Dorothe Hall, Gerry & Jean Hulslander, Pauline Hurley, Lynette Kross, Julie LeHut, Jerry & Phyllis Mattheis, Dan McCain, Mike Morthorst, Ed & Cynthia Powers, Melissa Reed, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Kay Sheldon, Steve & Sue Simerman, Ellsworth Smith, Neil & Diana Sowards, Brian Stirm, Michael Thrall, Frank & Mary Timmers, Larry Turner, Margaret Van Vleet, Allen & Becky Vincent, Steve & Sue Walker, Chuck & Ann Whiting, Dick Winchell

Canal Society of Indiana Fall Tour - October 22-24, 2010

Headquarters: Fairfield Inn Evansville, Indiana	burgh & Warrick Counties, Indiana - Stan Schmitt
Bus: New Image Travel Evansville, Indiana	Tour of LST 325 - John Hatton
Tour committee: Bob & Carolyn Schmidt, Stan Schmitt	Banquet: Whaler's Catch Paducah
Docents: Bob & Carolyn Schmidt, Stan Schmitt	Lunch: Kaylor's Restaurant Cave-In Rock
Logo: Carolyn Schmidt	Game night: Frank Timmers
Theme: "Rappites, Riverboats, Pirates"	Budget: Bob Schmidt
Book: "Rappites, Riverboats, Pirates" Tour along the Ohio River and The Wabash & Erie Canal in Illinois, Indiana and Kentucky by Carolyn Schmidt	Checks for services: Jim Ellis
Tour: Bus tour to New Harmony, Cave-in-Rock, Ohio River locks, Paducah murals, National Quilt Museum, River Discovery Center	Name Tags, Car Ribbons, Thank you notes: Carolyn Schmidt,
Car caravan of the Wabash & Erie Canal in Vander	Goodie bags: Evansville Convention & Visitors Bureau Carolyn Schmidt
	Registration: Carolyn Schmidt
	Darlington Cookies: Donated by Jim & Ruth Ellis
	Apples & water: Bob Schmidt

52 attended from AZ 1, CA 2, IL 2, IN 41, OH 6 Ken Baker, Sally Bancroft, Carl & Barbara Bauer, Leon & Sandy Billing, Tom & Linda Castaldi, John & Irma Davis, Jim & Ruth Ellis, Leland & Bonnie Lou Gamson, Lowell & Jerry Goar, Tom & Mary Grimes, Ed & Melverine Gruber, Don & Betty Haack, Gerry & Jean Hulslander, Lawrence Keim, Jeff Koehler, Linn Loomis, Dan & David McCain, Connie McCammon, Jerry & Phyllis Mattheis, Charlotte May, Mike Morthorst, Melissa Reed, Bob & Carolyn Schmidt, Stan Schmitt, Dan Schuster, Kay Sheldon, Steve & Sue Simerman, Ellsworth Smith, Brian Stirm, Michael Thrall, Frank & Mary Timmers, Larry Turner, Margaret Van Vleet, Chuck & Anne Whiting

ARCHIVES

Donations to the archives were made by the following:

- John & Lynn Bower: *The Common Good: An Indiana Heritage Built With Taxes, Tithes, and Tuition*
- Mary Kelley: Back issues of *The Hoosier Packet, Indiana Canals, The Indiana Historian, Waterway to the West* by James J. Kirkwood.
- William Shive: York Coin Club medallion showing canal boat
- Linn Loomis: Canal picture folios

SPEAKERS BUREAU

Date	# People	Event	Presenters
Spring	80	Western Wayne third graders Whitewater Canal & Pottery	Phyllis Mattheis
4-3-2010	16	Questers Lockerbie Square Chapter	Charles Huppert
4-7-2010	75	Osher Lifelong Learning Institute at ISU	Jeff Koehler
4-11-2010	17	Wayne County Historical Museum	Bob & Carolyn Schmidt
4-13-2010	29	Lawrenceburg Library Rivertown Tales	Chuck Whiting
6-9-2010	40	Historic Connersville, Inc.	Jerry & Phyllis Mattheis
6-14-2010	20	Lawrence County Historical Society	Jeff Koehler
9-14-2010	25	Hagerstown Rotary	Jerry Mattheis

Broadcasts:

There have been canal references on seven WBOI Northern Indiana Public Radio 81.9 FM programs by Tom Castaldi. "On the Heritage Trail" radio program reaches 21,000. It is recorded and broadcast on WBOI 89.1 FM Northeast Public Radio in Fort Wayne. During 2010 seven programs dealt in some manner with the Wabash Erie Canal. (Based on 6-7 am 2,200 listeners and at 8-9 am 3,400 listeners. Averaged the two for a 3,000 average listener-ship for a total of 21,000.

Broadcast estimated 104,000 on AM Radio (Unaudited audience estimated at 20,000 weekly 52 x 20,000 = 104,000) "Historia Nostra - Our History" on WLYV am 1450, Fort Wayne is a series of short programs that air multiple times each week and continue to include: Wabash Erie and St. Patrick's Church built by canal laborers. Fort Wayne's canal laborers' contributions. Canal contractor Francis Compert. Blee family boat owners and manse owner. Canal construction was an attraction for both Irish and German immigrants. St Joseph Hospital originally built as a canal hotel.

Docents:

Canal Park Delphi:

Dan McCain spoke to thousands of visitors at Canal Park in Delphi who see the Canal Interpretive Center and walk the trails. Besides promoting the park he attends meetings around the state and elsewhere. Other Carroll County Wabash & Erie Canal volunteers are docents in the canal museum and on the trails for thousands of visitors.

MEMBERSHIP CONTRIBUTIONS over basic \$25 membership level

5@\$5	42@\$25 Contributor	1@\$200
2@\$10	6@\$50 -Patron	1@\$500+ Canal Commissioner
2@\$15	11@\$75 -Frog Prince	2-Company matches

PUBLICATIONS

Guide book for tour "Hoosiers on the Move" (96 pages) Phyllis Mattheis, Carolyn & Bob Schmidt

Guide book for tour "Rappites, Riverboats, Pirates" (49 pages) Carolyn & Bob Schmidt

The Hoosier Packet Vol.9 No. 1-12 Carolyn Schmidt, editor

ARTICLES

Canawlers At Rest Columns by Carolyn & Bob Schmidt

Harvey Newton Putnam	B. 12-10-1812	D. 6-13-1879	Canal boat captain for Hill & Orbison's fast packets, councilman
Nicholas Longworth	B. 1-16-1782	D. 2-10-1863	Laid out town of Lockport, Ohio; Lawyer, Land Speculator, Eccentric Millionaire, Famous for the grapes he grew and wine he produced
William L. Cotton	B. 6-14-1816	D. 2-5-1903	Dug Whitewater Canal, Farmer, Teacher, County Sheriff, City Marsha
David Hervey Maxwell	B. 9-17-1786	D. 5-24-1854	Chairman of the Board of Internal Improvements guiding building of canals, Surgeon, Frammer of Indiana Constitution, Indiana Speaker-of-the-House
Gaylord Griswold Barton	B. 5-23-1809	D. 2-12-1884	Trustee of W&E Canal, Surgeon, Indiana State Senator, Attorney
Judson McDonald Shrode	B. 4-5-1817	D. 8-2-1849	Canal contractor Central later W&E Canal, Farmer, Justice of the Peace
William Ropa	B. 12-8-1834	D. 5-3-1918	Wabash & Erie Canal boat captain, Ft. Wayne Market Master
Henry Fred. Drover Sr.	B. 1-21-1815	D. 2-24-1880	Chopped/delivered wood to W&E Canal, Owned a line of canal boats, Ft. Wayne Councilman, Laid out Drovertown, Township Trustee in

			Huntington, Owned quarry, spoke factory, planing mill, Indiana House of Representatives
John Beard	B. 1-4-1795	D. 9-29-1874	Supporter and passage of W&E Canal Bill, County Commissioner, Justice-of-the-Peace, Trustee of Subscription Library, Indiana House of Representatives and Senator, Bill for state bank, Proposed surplus of bank stock should go to a school fund, Office of the Receiver
Elias Murray	B. 11-2-1787	D. 6-12-1859	Broke ground for W&E Canal in Ft. Wayne, Quelled canawlers riot at Lagro, On review board for canal claims of damage, Mercantile business, Teacher, Ohio and Indiana House of Representatives, Selected Indiana's capital, Commissioner at Treaty of Paradise Spring, Established Lagro, Indiana Constitutional Convention, U.S. Superintendent of Indian Affairs
Samuel Lovall	B. 1813	D. 12-28-1879	Hauled timber for canal locks, Farmer, Blacksmith, Had orchard
David Sanger & Sons:	B. 9-17-1782	D. 1851	Contractor on Erie Canal, Pennsylvania Mainline Canal,
Lorenzo Palmer Sanger	B. 3-2-1809	D. 3-23-1875	Rock Point Lock #8 and Dam #3 of Beaver Canal, W&E Canal Dam 3#
William Alonzo Sanger	B. 8-9-1810	D. 12-11-1887	and guard lock at Peru, Road in Michigan, Lock #15 I&M Canal,
James Young Sanger	B. 3-14-1814	D. 7-3-1867	Joliet Prison
Lucien Palmer Sanger	B. 5-14-1816	D. 1881	

Articles by:

David Barber

Barbee Lakes Boat Transfer Structure

Richard F. Brown Jr.

Canal Town Predecessors
 Photolog of Canals of Scotland and Northwest England
 Ireland's Canal Place Names
 Fantastic Voyage on Scotland's Falkirk Wheel
 Longest Historic Canal Dams of the Hoosier State
 Notable Outlaws & Historic Canals: Jesse James
 Notable Outlaws & Historic Canals: The Sundance Kid
 Notable Outlaws & Historic Canals: Al Capone
 Notable Outlaws & Historic Canals: "Pretty Boy Floyd"

Thomas E. Castaldi

Pierson Donates Compass
 In Fort Wayne Monthly there are four "Along the Heritage Trail" articles that involve the Wabash Erie Canal in their story lines. Using the readership numbers of 68,000 per issue that adds up to 272,000 canal messages delivered. April was about Little River Wetlands and the canal that passed through it; July covered the story of an historic home now Klaehn Fahl Melton home; October featured Columbus and touched on canal boat captain Dana Columbia; December was about St. Mary's Church and its relationship with canal. Sept 10th "Frogapalooza" presentation of a Little River Wetlands award to Ian Roland making references to challenges faced by canal builders.
 Postings on Carroll County Wabasy & Erie Canal Website

Gerry Hulslander

Land Survey Sequel

Annadell Lamb

Canal Days Festival

Dan McCain

Trail Bridge Funded, Warehouse Mural Funded, Things Are Moving At The Canal, Old Scales Installed, Bank Barn Added, Benches Honor Friends, Freedom Bridge Across Highway, Camping Sites Available, Old Fashioned Christmas, Our Dream Is Coming True, Project W.E.E.D. Announced, Activity Abounds Even In Winter, Cold Weather Didn't Stop The Volunteers, Early Spring Progress At The Dock, On-Cell Trail Tour Trial, Waiting For Our Ship To Come In, It Takes A Village, May Brings Flowers And Fun To Canal Park, A Race Against Time, Volunteer Recognition Day, So Many Good Things Come To The Canal, From Tampa To Tucson N' Dresden To Brisbane, Life On The Canal Takes On A New Meaning, Last Bricks For Lime Kiln, Noah Fouts Cabin Placed In Canal Park

Phyllis Mattheis

Western Wayne Heritage
 Hoosiers on the Move
 Vinton House Update

Carolyn I. Schmidt

The Unfinished Central Canal

Irish Canal Laborers
A Mess Over Mess Pork
An Afternoon in Wabash
The Evolution of Huntington's Canal Era Hotel
One Man's Mission
Accessing Canal Records

Robert F. Schmidt

The Gore
The New Indiana State Prison
The Final Days of the Whitewater Canal
Lindenwood's 150 Years
Oh What A Dam
The Michigan Road
Indiana's Michigan Boundary
Postings on CSI Facebook page

Mark Smith

A Carroll County Indiana Answer to Zoar: Joseph Davenport and the Red Bridge

Neil Sowards

Canal stampless cover on e-Bay, Other postcards, old pictures, etc. found on e-Bay

Joanne Williams

Whitewater Canal State Historical Site Reports

Terry K. Woods

Article about Capt. Pearl Nye
Article about Davenport Bridge

Jason R. Wortman

Pittsburg Dam 1838-1881

Current News Articles, Historical Clippings, Photographs, Etc. Provided by numerous members

The following directors kept us up to date on the canals:

Tom Castaldi, Sue Simerman: Wabash & Erie Canal

Gail Ginther, Jerry & Phyllis Mattheis, Chuck Whiting, and Mick Wilz: Whitewater Canal, Whitewater Canal Trail, Scenic Byway

Gerry Hulslander: I&M and Hennepin Canals, LaSalle canal boat

Chuck Huppert: Central Canal

Jeff Koehler: Cross-Cut Canal, Riley Lock, Culvert #151, Reservoirs

Lynette Kross: CSI tour photographs

Dan McCain, Brian Stirm: Carroll County Wabash & Erie Canal, Inc. and Canal Park

ACTIVITIES FOR EACH CANAL BY AREA

INDIANA'S CANALS

(Miami) Wabash & Erie Canal

Local History Month celebrated in May in the Maumee Valley included canal history

New Haven, IN Chain repair link found in canal bed

Ft. Wayne, IN Canal boat on Indiana State Christmas tree ornament, Home on St. Joe Feeder Canal visited, Dedication of final connection of Aboite New Trails to River Greenway via Towpath Trail, Castaldi led reporter on trail of city's heritage, Lindenwood Cemetery with canawlers celebrated 150 years

Huntington, IN Expansion of Historic Forks of Wabash visitors center completed

Wabash, IN Charlie Creek Inn opened

Delphi, IN Hosted visitors from around the world at festivals and events: Heritage Transportation Festival, 4th of July weekend celebration, Old fashioned Christmas, Project W.E.E.D. on National Trails Day with Volunteer Recognition, Archicamp, Mule barn encampment, First wedding cruise, Family reunions

Built: Bank barn, Lime kiln, New dock and moved old dock to warehouse site, Toll booth, Camping sites, Murals completed on warehouse,

Installed: Old scales at kiln site, Memorial benches along trails, On-cell tour of park, New website

Continued: Canal boat rides, Narrated trail walks, Planting flowers, Working on trails, Cleaning park buildings

Annual meeting speaker about Indiana land survey

HHH trail bridge funded \$1.6 million,

Ed Gruber received Crystal Bison Award for community service

Tom Castaldi received Eli Lilly Lifetime Achievement Award
Geological Survey of Indiana for water/limestone published,
Canal Park postcards for sale, History of Delphi just published
Riley, IN Grant application placed on internet for Lock #47 Park

Whitewater Canal

Cambridge City, IN Advertisement for Vinton House and obituary of Mrs. Elbridge Vinton found in old newspapers, Rip-rap/curb added to Vinton House, large photo panels of canal placed in Vinton House museum, Aaron Riesor owner of Vinton House researched, Wayne county celebrated bi-centennial including canal, Ceiling/plumbing installed on Vinton House second floor, Held pet vaccination clinics, Canal Days celebrated, Given *Indiana's Famous Sons* exhibit from Indiana Humanities Council, Given three-foot-long canal boat model, Window canal displays set up, Bi-centennial exhibits at Wayne County 4-H Fair

Connersville, IN Whitewater Valley Railroad donates \$5,000 to Whitewater Scenic Byway

Laurel, IN Maintenance continued to improve Laurel Feeder, Old hotel being redone, Flooding blocks roads

Metamora, IN Plans for regional interpretive park, train rides, music festivals, dinner parties with canal boat rides, Canal Days celebrated, Memorial Day celebration, Voyage Through Time, 1st person Gene Stratton Porter, Canal post cards on sale in grist mill, Site for White Water Valley regional interpretive park purchased and opened as Gate way Park

Brookville, IN Newspaper article about Butler Run Culvert, Tecumseh Canoe Landing opened, Winter walk along canal, held, Held Chicken trail restaurant event, Have formed 'After Hours' to attract visitors and locals to shopping, entertaining

Four County Walk

Whitewater Canal Scenic Byway 20 Byway signs erected, Paul Baudendistel articles for Byway newsletter, received \$2000 grant to develop a driving guide and \$2000 for transportation history project, brochures published

Whitewater Canal Trail: Purchased new equipment for trail maintenance, Corn maze, Activities at Tecumseh's Landing plus Indian blessing ceremony

Whitewater Canal Documents purchased by Indiana Historical Society

Central Canal

Indianapolis, IN Canal stabilized, Canal dyed green for St. Patrick's Day, Thursday nights held concert on canal at th Indiana Historical Society plaza, Canal Fest and Freedom Blast held on July 4, Indianapolis is considering selling the water utility it purchased about 5 years ago which includes the upper canal

Broad Ripple, IN Dam repaired on White River, 5K run held on canal towpath

CANALS ELSEWHERE

Chesapeake & Ohio Canal Article about 185-mile bike trip

Delaware & Raritan Canal CSI members featured in *The New York Times* article "No More Barges but Plenty of Beauty"

Erie Barge Canal Rehabilitation of dam near Utica

Illinois & Michigan Canal Article about Wild Bill Hickock's life on the canal, Plans for electric barrier to keep Asian Carp out of Great Lakes

Miami & Erie Canal Plans for bike path along Ellison Avenue in Hamilton, Ohio; Locktender's house dedicated in New Bremen, Bacterial problem at St. Mary's received grant for treatment

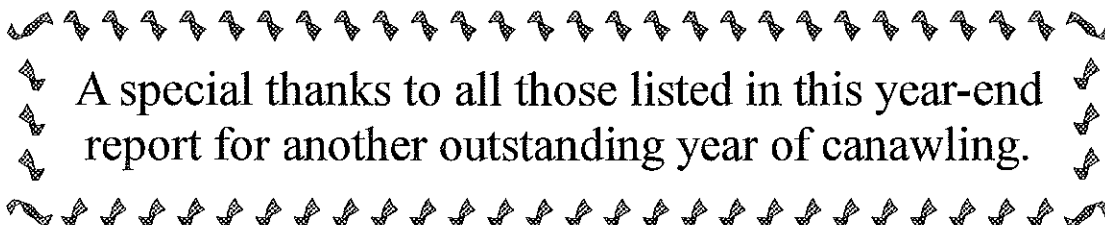
Ohio & Erie Canal Article about Zoar fish hatchery

Billy Ray sought support for downtown Russellville, Arkansas canal walk

CANALIZED RIVERS

Kentucky River Plans designed for rehabilitation of two stone locks

Ohio River -Repairs required on Markland Lock Gate, Hydro-electric plant built for Hamilton, Ohio at the Meldahl Locks

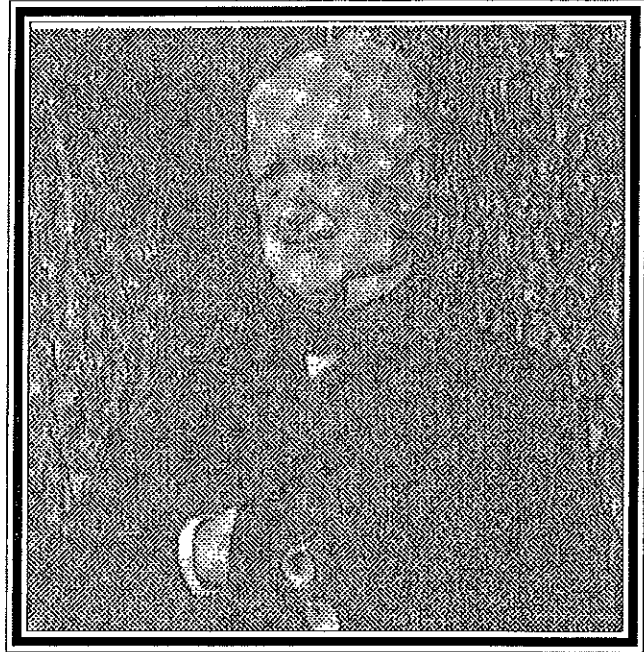


CANAWLERS AT REST

ALFRED PECK EDGERTON

b. January 11, 1813
d. May 14, 1897

By Robert F. and Carolyn I. Schmidt

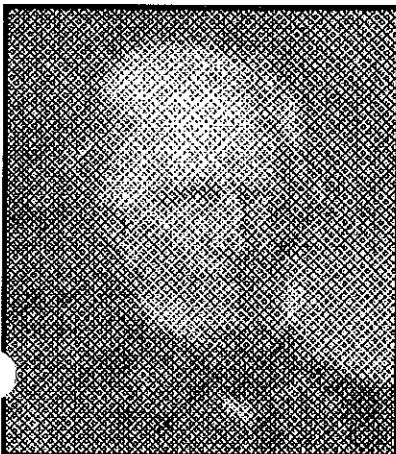


ALFRED PECK EDGERTON

The early settlers of northern Indiana and north-western Ohio wanted canals to move their agricultural products to eastern markets and to return with manufactured goods and commodities not available locally. The early settlements in this region were very sparse with only a few settlers. Between the small villages there were thousands of acres of land to be sold. With the announcement of the projected canals new settlers began coming. However, even before they arrived there were land speculators. Auctions of land were held by the government. Frequently land speculators purchased vast tracts and then resold the land in smaller packages to the final homesteaders.

Alfred Peck Edgerton was the descendant of Richard Edgerton, original proprietor of Norwich, Connecticut in 1659. Alfred was born in Plattsburgh, New York on January 11, 1813. He was the eldest son of Bela and Phebe (Ketchum) Edgerton, who were married in Plattsburgh in March of 1811. Their other children in order of birth were Lycurgus, Joseph, Henry, and Phebe.

BELA EDGERTON



Bela Edgerton was born in New London county, Connecticut on September 28, 1787. A graduate of Middlebury college, he became a lawyer. He was part of the 1,500 militia that fought in the battle of Plattsburgh on September 11, 1814, and helped to hold off the 13,000 British regulars,

who were invading by land along the shores of Lake Champlain in the War of 1812. Due to an American naval victory in the bay at Plattsburgh, the British land forces were forced to retreat back to Canada. Earlier in 1811 Bela had established the Plattsburgh Academy and was its first principal. During the battle for Plattsburgh the academy acted as barracks for the American troops. After the war Bela Edgerton went on to serve Clinton County in the New York State Assembly from 1827-29. His wife, Phebe, was born at Red Hook, New York or March 27, 1790.

Alfred Edgerton's early childhood was spent in Plattsburgh where he was graduated from the Plattsburgh Academy. He went on to spend time with the local Clinton county newspaper. In 1833 he moved to New York where he became engaged as the bookkeeper for Samuel Hicks and Sons.

In Northwest Ohio there was a special geographic situation that hampered development of the land. The Black Swamp, a remnant from the last ice age 12,000-15,000 years ago, left a swampy forest that even the Indians avoided. Defiance County, which extends from the city of Defiance to the Indiana state line, was a portion of this huge wetland. This swampland was slower to be developed but, with the prospect of canals being built through it, land speculators saw an opportunity for gain.

In 1835-36 the Hicks Land Company, a subsidiary of the huge shipping firm, Samuel Hicks and Sons from New York, and the American Land Company, headed by Charles Butler of later canal fame, purchased

more than 140,000 acres in Defiance & William counties in Ohio. Representatives of this joint venture were: Henry Hicks of Samuel Hicks & Sons; Isaac S. Smith of Smith & Macy Steamboats & Merchants; John A. Bryan, an Ohio state Auditor; and Ephiram Burwell. They selected the sites for future towns with the idea that the towns would enhance the value of the land to be sold for settlement. In May of 1836 Bryan & Burwell sent out a surveyor, Miller Arrowsmith, to layout a town. The selected site was named Hicksville for Henry Hicks. Arrowsmith also plotted a town to be named Bryan after John Bryan. The idea was to sell off timber from the land within five years before any taxes were due, make money on the timber, and then sell the land.

At first Hicksville only had two cabins that had been erected by the land company prior to the area being surveyed. Within the first year after it was platted several new homes were built and one or two small stores opened. In the *History of Northwest Ohio* it says, "There were neither provisions nor money here and nothing but timber and debts everywhere around." Hicksville was not incorporated until 1871.

Ephiram Burwell was a good planner but not a very good swampland salesman. He soon fell into disfavor with the speculators back East. Although he spent \$12,000 in eight months, he brought in no sales revenue. He was relieved of his position but remained in the area for some years..

The survey for Hicksville was completed on September 3rd 1836. Shortly thereafter Smith sold his interests to Henry Hicks. Having fired Ephiram Burwell, Henry needed someone to manage the venture. He chose his young, 24-year-old, up-and-coming book-keeper, Alfred P. Edgerton, to take responsibility for selling the land and lots.

Alfred arrived in Ohio on April 17, 1837, to begin a career that would play a prominent roll in the developmental and political history of both Ohio and Indiana. On his arrival he found four cabins in a wilderness of trees and brush. He stopped by the cabin of Buenos and Sara Ann Ayres where they supplied him with his first meal in town. He soon persuaded the Ayres to become his first customer and sold them 100 acres. They in turn had the first child born in Hicksville that same year.

Throughout the coming months, Alfred continued to make land sales to four others at \$5.00 per acre. The land had been purchased at \$1.25 per acre. Alfred was off to a good start. He also became the land agent for the American Land Company, which had purchased land mostly in Williams county, located north of Defiance county.

Just after Alfred had a good start, the Panic of 1837 began which eventually ended Indiana's canal building and impacted land sales. Land prices plunged from \$5 to \$1 per acre. Although no land or lots were sold in 1838, Hicksville's first post office was established on September 29, 1838 and Alfred became its first postmaster.

Conditions began to improve in 1839 with Alfred making six sales. The recovery continued into the 1840s. By October 5, 1852, Alfred had sold 140,000 acres from his land office —all to settlers. At that time he became the owner of the company's unsold lands amounting to 40,000 acres of land. In all his sales he gave long credits and did not pursue prompt payment as long as the purchasers improved and continued in possession of the property they had purchased. He eventually sold most of this land to settlers and was one of the first millionaire in the region. Even as he went on to other ventures he still remained committed to the land companies. He continued to act in the widow Hick's interest after Henry W. Hicks passed away on September 24, 1867. He also stayed with the American Land Company until all its property was sold.

In 1839 Alfred's parents, Bela (52) & Phebe (49) joined him in Hicksville. Bela then engaged in farming. On August 24, 1844, Phebe died unexpectedly in Hicksville. Bela continued farming and later moved to Fort Wayne with Alfred. Bela died on September 10, 1874 at the age of 86.

With his increasing prosperity Alfred built some of the first saw mills in the Hicksville area. When faced with devastating fires he did not give up but rebuilt the same mills in 1840 & 41. They were valuable in processing the timber.

As Alfred became successful in his land sales, his business out grew its humble beginnings. In 1840 he built a one-story, square, white, framed office building in the Greek Revival style. Its front featured four square columns with capitals. The windows were surrounded with hand carved trim. The high ceilings and hardwood walls were impressive: a real sales office. A wing was added to the building in the late 1800s. After Alfred's



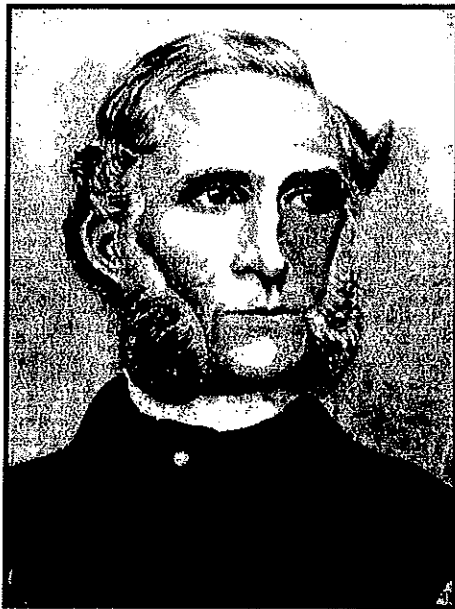
ALFRED PECK EDGERTON

death it was used by a variety of businesses, but the Hicksville Building and Loan used it the longest (1899-1959).

In 1841 Alfred redesigned Hicksville. He rearranged the streets and consolidated some of the blocks. He also established The Antwerp Pike, the first toll road in the Maumee basin.

Alfred married Charlotte Dixon from Columbus, Ohio, on February 9, 1841. She had been born to Charles and Lucy (Sage) Dixon in Portland, Connecticut, on June 1, 1816. Alfred was 28 years old and Charlotte was 24. All of their children from this marriage were born in Hicksville — Henry, Augusta, Frances, Alfred, Charlotte, Anna, Arthur and Dixon.

The Wabash & Erie Canal was opened in 1843 between Toledo, Ohio and Lafayette, Indiana. Commercial activity began to pick up at nearby Antwerp, which was 8 miles south of it. Then in 1845 when the Miami & Erie Canal was connected to it at Junction, Ohio, canal business really increased. Much of the timber being cut from the land was either floated as rafts or put on canal boats and shipped on the canal. After the Antwerp Furnace, located at Antwerp, Ohio, was built on the Maumee River in 1865, and the Paulding Furnace, located at Cecil, Ohio, was built in 1864-65, much of the cut timber was made into charcoal for the iron furnaces. The ore was transported to the furnaces from Toledo by canal boat.



JOSEPH KETCHUM EDGERTON

Alfred's younger brother, Joseph Ketchum Edgerton, a lawyer in New York, visited the region in 1843 when the canal opened to Toledo, liked what he saw and moved to Fort Wayne in 1844 with his wife Hannah Marie (Spies) Edgerton and young family. He soon became a law partner with ex-Governor Samuel Bigger. Unfortunately Bigger died in 1846. Joseph

found a new partner in Charles Case, who was a pro-abolitionist lawyer. Case later was appointed to Congress to fill the un-expired term of Samuel Brenton, served from 1857-1861, and was re-elected for a sec-

ond term. About half of Maumee township (8,000 acres) in Indiana that was swampy forest land was owned by Joseph. In 1865 he laid out the town of Woodburn, a station on the railroad. He erected 2 saw mills to use the timber from his estate.

Alfred was elected an Ohio state senator in 1845 & 46 and represented the counties of northwest Ohio — Allen, Auglaize, Defiance, Henry, Mercer, Paulding, Putnam, Van Wert, Williams and a part of Fulton. He became very vocal regarding the State banking system issues about whether to use metallic or paper money, the public debt, and public credit.

He spoke out against Alfred Kelley, the Senate Whig leader, who had been associated with Ohio's public debt and financial policy since canal construction began. According to the *History of Defiance County* "while this debate between Mr. Kelley and Mr. Edgerton was one of the most noted in the State, the respectful deference always shown by the latter to the former, who was the senior, won for Mr. Edgerton the respect of the entire Whig party of the State, and secured to him ever after the warm friendship and respect of Mr. Kelley, which he often exhibited in kind and valuable ways."

The Ohio Legislature authorized building a toll road from Hicksville to Antwerp in January 1845 after Alfred agitated for it. This was the first such road in the Maumee valley. This toll road was operated initially by the Hicks Land Company, but in 1864 Alfred turned it over to Defiance and Paulding counties on the condition that they would maintain the road.

Alfred began to turn his attention to national politics. He attended the national Democratic convention four times beginning in 1848 and later acted as Chairman of the planning committee for the 1856 Democratic convention. From March 1851-March 1855 he served the 5th District in northwest Ohio as a Democrat in the United States House of Representatives. As an opponent of slavery, he voted against the Kansas-Nebraska Act, which in effect repealed the Missouri Compromise proposed by Henry Clay in 1820. He was always a consistent opponent of slavery arguing against its constitutionality, and, as early as 1852, declared in a speech in congress that "a nation which upholds slavery must pay for it in its own blood."

Alfred also was involved in other business activities. During 1853 he was the financial agent for the state of Ohio in New York City allowing the state to directly control its funds rather than using other New York agents. In 1854 the small village of Edgerton, Ohio, was named for him as a result of his work for the state.

After his terms as representative in Congress,

**A.P. EDGERTON, HUGH McCULLOCH, AND PLINY HOAGLAND,
FOR REPAIRS AND MAINTENANCE OF THE
EASTERN DIVISION OF THE WABASH AND ERIE CANAL.**

The Trustees of the Wabash and Erie Canal in the State of Indiana, to provide for the maintenance thereof, and to preserve the same for the use and benefit of the people of said State, as well as to protect the rights and interests of the State of Indiana and her bondholders therein, after the termination of the contract between the Trustees and certain parties under the name and style of the "Wabash and Erie Canal Company," executed the 13th day of May, 1859, and to secure to the parties of the second part to this agreement the right and power to make arrangements and contracts with the lessees of the public works in the State of Ohio, or with other parties, for the increase of business, by the building of boats and otherwise, and for materials for repairs, before the termination of the contract above referred to, and not conflicting therewith, do make this agreement, to wit:

This agreement between the Board of Trustees of the Wabash and Erie Canal in the State of Indiana, of the first part, and Alfred P. Edgerton, Hugh McCulloch, and Pliny Hoagland, partners under the name, style, and firm of "The Wabash and Erie Canal Company," of the State of Indiana, of the second part witnesseth:

That the said Board of Trustees, for the purpose of continuing the preservation of navigation, as far as in their power, of that part of said Canal, from the lower lock in the city of Terre Haute, to the Ohio State line, do hereby set apart and apply for the use of said Wabash and Erie Canal Company, contractors, all the tolls and revenues to be derived, or which may accrue from the above specified part of said Canal, during the term of this agreement, with full power to collect and use the same for the purposes herein states.

In consideration whereof, the said contractors do hereby agree and bind themselves to maintain and preserve the navigation of that part of said Canal herein before specified, from the 1st day of January, 1863, until the 1st day of July, 1873, and to keep and preserve the same in good order for use, with all its structures within the limits specified, including locks, dams, dam abutments, aqueducts, culverts, waste wiers, and embankments, and the bridges where State and county roads cross the Canal (unless relieved by State and county authorities or otherwise from so doing), and all the works appurtenant to said Canal, and which the Board of Trustees are required to keep, maintain and preserve.

The repair and maintenance of the Canal shall include the employment of such boat forces as the contractors shall deem necessary; the cutting and removal of grass from the Canal so as to admit of the passage of water for navigation and hydraulic purposes; the repair and rebuilding of dams and dam abutments, locks, guard gates, aqueducts, waste wiers, culverts, and other necessary structures, as heretofore maintained by the Trustees, and the raising of embankments and other essential improvements by way of precaution, and such other necessary work as shall keep that portion of said Canal in a good state of preservation, having due regard to its present and future permanency; and the parties of the second part hereto shall and will at times during the existence of this contract use their utmost influence for the increase of business and income of the Canal, and to secure the objects contemplated by this agreement in respect to said Canal.

COLLECTORS.

Collectors of tolls shall be appointed by the Board of Trustees, upon the recommendation of the parties of the second part, who shall also determine the number, location, compensation, time and manner of payment of the same.

GENERAL SUPERINTENDENT.

The contractors shall designate one of their number as the General Superintendent, whose compensation shall be fixed by them, and paid as herein stated. His duties shall extend to the general supervision of the Canal, as the representative of the contractors, and to the current contract, the privilege of taking timber from any land owned or controlled by the Trustees.

If, in case of a break in the Canal or other casualty, the Contractors do not immediately proceed to repair the same, or if, in the opinion of the Chief Engineer, they unnecessarily or unreasonably neglect to clean out the Canal, or shall neglect to repair any dam or feeder, or other work necessary to the free and useful navigation of the Canal, or shall permit any neglect so as to defeat the intention of this contract, the Chief Engineer shall certify the fact to the Board of Trustees, furnishing the Contractors with a copy of such certificate; and after hearing of the case after reasonable notice to the Contractors as to time and place, if the object of this contract to be defeated by the neglect or conduct of the Contractors, the Board of Trustees may declare this contract abandoned, and immediately proceed to contract with other parties, or make such other arrangements as, in their judgment may be best for the maintenance of the Canal.

This contract, or any interest in the same, shall not be assigned to any person or persons whomsoever, without the written consent of the Board of Trustees of the Wabash and Erie Canal.

It is expressly understood this contract is made subject to all the provisions and conditions of the acts of the Legislature of the State of Indiana, creating the trust and defining the powers and duties of the said parties of the first part, in respect to the said Canal, which is the subject matter of this contract.

Where "tolls" and "revenues" are mentioned in this contract, it shall not include any Canal lands, or monies due or to grow due for any lands heretofore sold by the Trustees.

In witness whereof the parties above named have hereunto signed their names and affixed their seals and the seal of the Board of Trustees of the Wabash and Erie Canal, at Terre Haute, on this 14th day of December, 1861.

[L.S.]

THOS. DOWLING, Resident Trustee,
for the Board of Trustees of the W. and E. Canal.

ALFRED P. EDGERTON, [seal]
HUGH McCULLOCH, [seal]
PLINY HOAGLAND [seal]

Alfred broadened his endeavors and became associated with business partners in Fort Wayne, Indiana. He moved twenty-sevens miles from Hicksville, Ohio, to Fort Wayne, Indiana, in 1857, but still maintained a home and official residence in Ohio until 1862. The state of Ohio appointed him in 1858 as chairman of the committee to investigate fraud allegations on the Ohio treasury.

Although the 1850s were the peak operating years for the Wabash & Erie Canal, by 1859 the trustees were unable to maintain it due to increasing competition from the railroads. The Indiana legislature refused to provide financial relief and canal revenue was insufficient to keep it up. The Canal Trustees felt that the best action they could take to protect the asset was to lease the canal to business groups who had a pecuniary interest in it.

At that time there was a huge disparity of revenue along the route of the canal. The tolls and water rents in 1859 from the Indiana/Ohio state line to Terre Haute were \$89,867 while those from Terre Haute to Evansville were only \$8,411. No group of businessmen would contract for the entire canal. Therefore, it was split into 3 sections and leased.

On May 19, 1859, Alfred Edgerton joined with a consortium of businessmen in forming "The Wabash & Erie Canal Company" to lease the Eastern Division from the Trustees. This section contained 226 miles of the old canal from the lower lock in Terre Haute to the Indiana/Ohio State line. The period of the lease was from April 1, 1859 to January 1, 1863. Alfred was the head of this group of investors:

	Shares	Dollars
Alfred P. Edgerton	50	\$5000
Hugh McCulloch	50	5000
Pliny Hoagland	50	5000
Ochmig Bird	50	5000
R.W. Taylor	50	5000
M.W. Hubbell	10	1000
George L. Little	25	2500
S.S. Comporet	10	1000
D.F. Comporet	10	1000
J.E. Hill	25	2500
A.M. Orbison	25	2500
	355	\$35,500

The Dawson Daily Times of Fort Wayne, Indiana on August 13, 1859 tells of an editorial in the People's Friend of Covington, Indiana that praises this renewed effort by the Trustees and goes on to say "...the Honorable A.P. Edgerton of Defiance, Ohio, well and favorably known as a late member of Congress from the North-Western District of Ohio, was selected as Superinten-

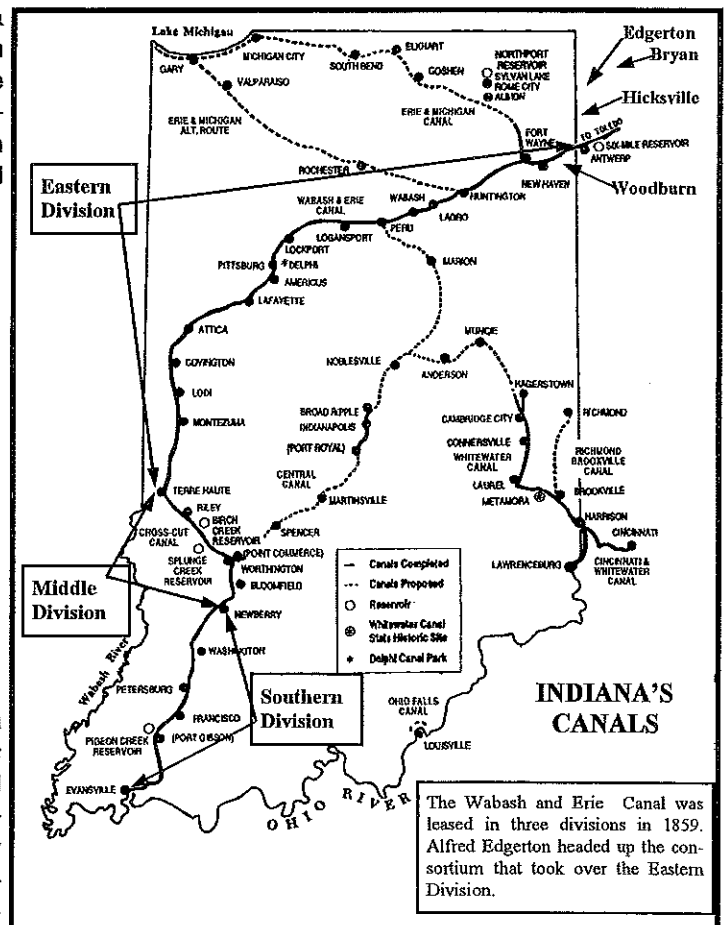
dent of the Canal ... Mr. Edgerton has already set actively in motion all the elements necessary to an efficient repair of the work, and we learn the Canal is already placed in a healthy state down as far as Attica."

The Middle Division of the W & E Canal was 59-miles-long extending from Terre Haute to the Newberry Dam and was leased to a consortium headed by Chauncey Rose of Terre Haute. This lease was for 2 years from May 1859 - 1861.

The Southern Division consisted of the remaining 95 miles from the Newberry Dam to Evansville and was headed up by Goodlet Morgan and other businessmen from southern Indiana. This lease was for 4 years from March 1859. In 1861 this lease was surrendered and operations south of Worthington ceased.



ALFRED PECK EDGERTON

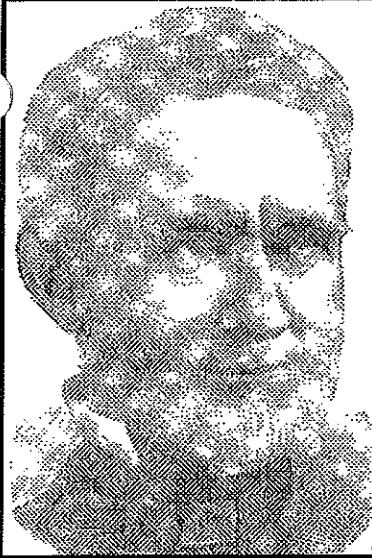


The Wabash and Erie Canal was leased in three divisions in 1859. Alfred Edgerton headed up the consortium that took over the Eastern Division.

The Edgerton Families

	<u>Born</u>	<u>Location</u>	<u>Married</u>	<u>Location</u>	<u>Died</u>	<u>Location</u>	<u>Occupation</u>
Bela Edgerton	28 Sep 1787	Franklin, CT	24 Mar 1811	NY	10 Sep 1874	L Ft Wayne, IN	Teacher / Lawyer / Farmer
Phebe Ketchum	27 Mar 1790	Red Hook, NY	" " "	"	24 Aug 1844	H Hicksville, OH	
Family of Bela Edgerton & Phebe Ketchum							
Alfred Edgerton	11 Jan 1813	Plattsburgh, NY	9 Feb 1841	OH	14 May 1897	L Hicksville, OH	Land Sales / Canal & Railroads
Charlotte Dixon	1 Jun 1816	Portland, CT	" " "	"	21 Jan 1895	L Hicksville, OH	
Lycurgus Edgerton	28 Oct 1815	Plattsburgh, NY	8 Apr 1840	NY	9 Nov 1878	L Salt Lake, UT	Business with Jay Cook Railroad
Charlotte Perkins	9 Oct 1824	Norwich, CT	" " "	"	11 Apr 1885	Paris France	
Joseph Edgerton	16 Feb 1818	Vergennes, VT	23 Jan 1839	IN	25 Aug 1893	L Boston, MA	Lawyer
Hannah Spies	22 Dec 1818	New York, NY	" " "	"	15 Nov 1900	L Ft Wayne, IN	
Henry Ketchum Edgerton	Jun 1820	Chazy, NY	NA		20 Oct 1821	Chazy, NY	Infant death
Phebe Edgerton	17 Jun 1824	Chazy, NY	26 Jul 1841	NY	10-Mar-1903	Schuyler Falls, NY	
Melvin Barnes	29 Dec 1820	Grand Isle, VT	" " "	"	30 Jul 1889	Schuyler Falls, NY	Physician
Family of Alfred P. Edgerton & Charlotte Dixon							
Henry Edgerton	1 Jan 1842	Hicksville, OH	?		13 Jun 1924	L Defiance, OH	Civil Engineer
Juniata Patton	6 Aug 1844	E Liberty, PA	" " "		9 Apr 1923	H Defiance, OH	
Cornelia Augusta Edgerton	4 Feb 1843	Hicksville, OH	NA		13 Aug 1848	L Hicksville, OH	Child death
Frances Delord Alwyn	1 Sep 1844	Hicksville, OH	2 Jun 1870	IN	26 Oct 1904	Morristown, NJ	
Alwyn Alvord	9 Jun 1839	New York, NY	" " "	"	24 May 1875	New York, NY	Lawyer
Alfred Edgerton	12 Apr 1847	Hicksville, OH	14 Oct 1869	NJ	16 Feb 1921	Maywood, IL	Salesman
Minnie Closson	Jul 1847	CT	" " "	"	30 May 1910	Brooklyn, NY	Divorced
Frances Brackenridge	2 May 1858	Ft Wayne, IN	30 Nov 1876	IN	9 Dec 1909	L Philadelphia, PA	
Charlotte Edgerton	1 Oct 1847	Hicksville, OH	3 Jun 1869	IN	22 Feb 1910	New York, NY	
Satterlee Swartwout	30 May 1840	New York, NY	" " "	"	28 Sep 1923	Brookline, MA	Business / Finance
Anna Edgerton	4 Jun 1849	Hicksville, OH	9 Feb 1876	IN	6 Feb 1928	Chicago, IL	
George Manierre	5 Feb 1845	Chicago, IL	" " "	"	29 Jan 1924	Chicago, IL	Lawyer & Real Estate sales
Arthur Edgerton	7 Feb 1852	Hicksville, OH	NA		23 Mar 1856	L Hicksville, OH	Child death
Dixon Luella B.	28 Jul 1857	Hicksville, OH	15 Sep 1885	IN	16 May 1920	L Indianapolis, IN	Salesman - Typewriter
Bittinger	29 Oct 1862	Ft Wayne, IN	" " "	"	29 May 1923	L Indianapolis, IN	

L = Burial - Lindenwood Cemetery Ft Wayne, IN
H = Burial Forest Home Cemetery - Hicksville, OH



ALFRED PECK EDGERTON

The lease for the Eastern Division was renewed on December 14, 1861, and signed by Alfred Edgerton, Hugh McCulloch & Pliny Hoagland, along with Thomas Dowling, the Resident Trustee in Terre Haute. This contract extended the lease for 10 years from January 1, 1863-July 1, 1873. The renewal lease continued until all operations ceased in 1874. The canal was sold at auction in 1876. Alfred was the Superintendent of this portion of the old canal for a period

In 1865 Alfred Edgerton was elected to the Fort Wayne City Council and re-elected in 1867. In 1868 he was nominated by the Indiana Democrats for the office of Lieutenant-Governor on the ticket with Thomas A. Hendricks. Both were defeated in an extremely close and contested election by the Republican nominees Conrad Baker of Evansville and William Cumback of Greensburg, Indiana. The vote difference was only 1,362 in favor of William Cumback over Alfred. Alfred carried Allen county, where he was very popular, by over 2500 votes.

In 1872 Alfred was approached to be the Democrat nominee for Governor by the O'Conner branch of the party but refused their support. He did not want to endorse their states rights concepts and their rejection of the regular Democrat party nominee, Horace Greenly, in favor of Charles O'Conner. Nationally, Ulysses S. Grant won a 2nd term quite easily. In fact Horace Greenly died on Nov. 29, 1872, before the electoral college even met. Thomas Hendricks was again the Democrat nominee for Governor of Indiana and this time he was elected serving from 1873 -77. His Lieutenant-Governor was Leonidas Sexton, a Republican of Rush county.

Instead of running for governor in 1872, Alfred Edgerton became the president of the newly formed Fort Wayne Board of Trade. John Bass and G. McNiece were its vice-presidents, F. Shurick its secretary and Charles McCulloch its treasurer. He also began negotiations with the Baltimore and Ohio Railroad to divert its line through Hicksville and donated land for its right-of-way through Defiance county, Ohio.

Another financial panic or depression hit the country in 1873. At that time Alfred's assets were between \$800,000 and \$1,000,000. But the panic created a severe impact on another of Alfred Edgerton's brothers, Lycurgus, who had been in the railroad business in New York with Jay Cook. Although Alfred had only given his word as surety behind Lycurgus' ventures, when Lycurgus needed \$250,000 to cover his debts, Alfred paid even though he was not personally liable since there was no signed contract. In order to do so, Alfred had to sell his valuable railroad stocks at depressed prices. Lycurgus died November 19, 1878, in Salt Lake City, Utah, on a train. He had also invested in goldmines against his family's better judgment.

In 1873 Alfred and his wife, Charlotte, donated St. Paul's Episcopal Church and the land on which it was built in Hicksville to the parish free of all encumbrance. The church was consecrated by the Bishop. They also donated land and \$500 cash each to five other churches in Hicksville. This was just one of the many benevolent acts by this family.

of 9 years (1859-1868).

Meanwhile Joseph K. Edgerton, Alfred's brother, had gotten heavily involved with the railroads. In 1854 he was a director of the Fort Wayne & Chicago Railroad, became its president in 1855, and in 1856 became a director of the Ohio & Indiana Railroad. He was heavily involved in consolidating the railroads west of Pittsburgh that now comprise the Pennsylvania system. He became the company's vice-president. He was also the president of the Grand Rapids & Indiana Railroad, one of the region's largest land holders, and had financial interests in many of the leading banking and manufacturing institutions. Joseph was elected to the United States Congress from the Fort Wayne district and served one term from 1863-65.

After Fort Sumter was fired upon on April 12, 1861, Fort Wayne mayor Perry Randall called at meeting on April 15 at Hedekin hall. Vice-chairmen of the meeting were Jesse Lynch Williams, Chief Engineer of Indiana's canals, and Allen Hamilton. A committee composed of Alfred Edgerton, Hugh McCulloch, Pliny Hoagland, Samuel Hanna, Hugh Reed, Joseph Brackenridge and Lott Bayless was appointed to prepare resolutions that declared "in the present crisis of our national affair there should be but one party in the state of Indiana, and that party should stand pledged before the country to uphold and sustain by all the means in its power, the national administration, enforcing obedience to the laws preserving the public property and vindicating the honor of the flag." The gathering said that "Allen county would guarantee to assist the state to provide three times as many men as the first call might require." Volunteers began signing up at the meeting. Later many others enlisted in the canal office and in the offices of Judge Hanna and Withers & Morris.

When a plot to alter the results of the presidential election in 1875 through the use of fraudulently printed ballots was learned, a mass meeting was called at the court house in Fort Wayne. There Alfred was chosen chairman; Charles Munson, secretary; and thirty other prominent citizens, vice-presidents. Through their watchful eyes, the use of the ballots was prevented.

For many years Alfred was a member of the school board in Fort Wayne resigning when he was appointed a civil service commissioner. He was described as being "a most liberal patron of education, and deeply interested in the common school system." In 1878 he donated land in Hicksville for the Defiance county fairgrounds. From 1881-1886 he served on the Board of Directors of Purdue University in Lafayette, Indiana, and was a trustee of the Agriculture, Mechanical College of Indiana, which was endowed by the General Government. He was also involved with establishing agricultural fairs and exhibits.

On July 2, 1881, only months after becoming President of the United States, James Garfield was shot in the railroad station in Washington D.C. by a disappointed patronage office seeker, Charles J. Guiteau. For two months the president suffered and lingered, but on September 19, 1881, he died of blood poisoning. Immediately there was a public outcry for patronage reform. A senator from Ohio, George Pendleton, sponsored the Pendleton Civil Service Reform Act of 1883, which provided for hiring employees on the merit system and marked the end of the so-called spoils system. The act provided for some government jobs to be filled on the basis of competitive exams.

Grover Cleveland was elected President of the United States in November 1884 along with Thomas A. Hendricks, Indiana's ex-governor, as his Vice-President. Hendricks had been Indiana's favorite son candidate for president that year but had settled for second place on the ticket.

A year later, Alfred Edgerton, now 72, was appointed by President Cleveland to be the Chairman and one of the three commissioners of the United States Civil Service Commission replacing Dorman B. Eaton. Alfred served in this position from November 9, 1885 to February 9, 1889, being succeeded by Theodore Roosevelt. Perhaps it was Hendricks who proposed his good friend Alfred Edgerton for the Civil Service Commission. Hendricks died soon after the election on November 25, 1884.

At age 76 Alfred retired from public service and business in general. However, one of Alfred's interests in railroads ended up as a court case. As reported the case said that on June 9, 1889, a mortgage on the Fort

Wayne, Muncie and Cincinnati Railroad Company was executed to Alfred and Jesse L. Williams as trustees to secure the payment of one million eight hundred thousand dollars, covering all the property of the company. This mortgage was subsequently foreclosed and a sale of the property made upon the decree:

- 1) that the purchasers of the property were bondholders and re-organized the company
- 2) that prior to the re-organization of the company by the purchasers at the foreclosure sale, J. Elliott, the appellant, entered into a contract with the Fort Wayne, Muncie and Cincinnati Railroad Company, and the Cincinnati, Hamilton and Indianapolis Railroad Company for the construction of a joint passenger station at the junction of the two roads at Connersville
- 3) that by the terms of the agreement Elliott was to receive from each of the companies seven hundred and fifty dollars, and Elliott was to pay one thousand dollars toward the construction of the station.

Elliott erected the building and the companies took possession of it on September 1, 1874, without paying any of the money agreed upon. Supposedly a sum of one hundred fifty thousand had been set aside to pay sundry claims, but neither Elliott or any one else's name was given to receive the amount. The written contract stated that the money "shall be retained by the company, which may be used by the board of directors in settlement of the claim of the Liverpool and London and Globe Insurance Company, and for other small claims so far as may be required." The court held:

- 1) that the new company, although it used the station, was not liable to Elliott
- 2) an agreement between the bondholders that a certain sum should be retained for the payment of a specified claim and other small claims, as might be required, the claim of Elliott not being specially designated, created no obligation in his favor
- 3) that even if an obligation was created in favor of Elliott, he would have no right to recover upon it, as it does not appear that the sum was not properly used to pay the claim specified or other claims having rightful precedence of Elliott's claim.

Alfred Peck Edgerton lived several more years, dying in Hicksville at age 84 on May 14, 1897, a poor man. His funeral service, conducted by Rev. A. M. Smith with appropriate remarks from lawyers Coulter and Griffin and Mr. Ainsworth, was held at his residence in Hicksville on Sunday afternoon. He was buried in Fort Wayne's Lindenwood Cemetery with his wife, Charlotte, who preceded him in death at age 78 on January 21,



VAN WERT, OHIO

Canal Societies of Indiana and Ohio
“Taming the Swamp”

April 1-3, 2011

Wabash & Erie Canal
from Antwerp to Junction

Miami & Erie Canal
from Junction to Delphos

Holiday Inn Express
 860 N Washington St.
 Van Wert, OH 45891
 (419) 238-2600

OR

Comfort Inn
 840 N Washington St.
 Van Wert, OH 45891
 (419) 232-6040

Room rate \$92 + tax

Room rate \$76.49 + tax

(mention Bob Schmidt and CSI when booking room)



Junction, Ohio where the Miami & Erie Canal meets the Wabash & Erie Canal

Friday Afternoon Event

Tour of the large 3-building complex of the John Paulding Historical Museum in Paulding, Ohio where we will see the tools used to tame the Black Swamp as well as much farm machinery and Paulding County artifacts.

Friday Tour Preview Show & Picnic

Because of motel size limitations, both the Friday preview and picnic and the Saturday banquet will be at the Elks, 1 Elks Drive in Van Wert, Ohio catered by Willow Bend Country Club. They will also provide a box lunch for the tour.

Saturday Featured Tour Sites

See wood, concrete and stone locks; huge aqueducts; and non-standard culverts on the last section of canal built by the state of Ohio. Visit Junction, where the two canals met and learn why people sold prime real estate to move there, see where the vast forests were cut and shipped by canal to market and hear the story of The Dynamiters who took matters into their own hands when the Legislature failed their interests.

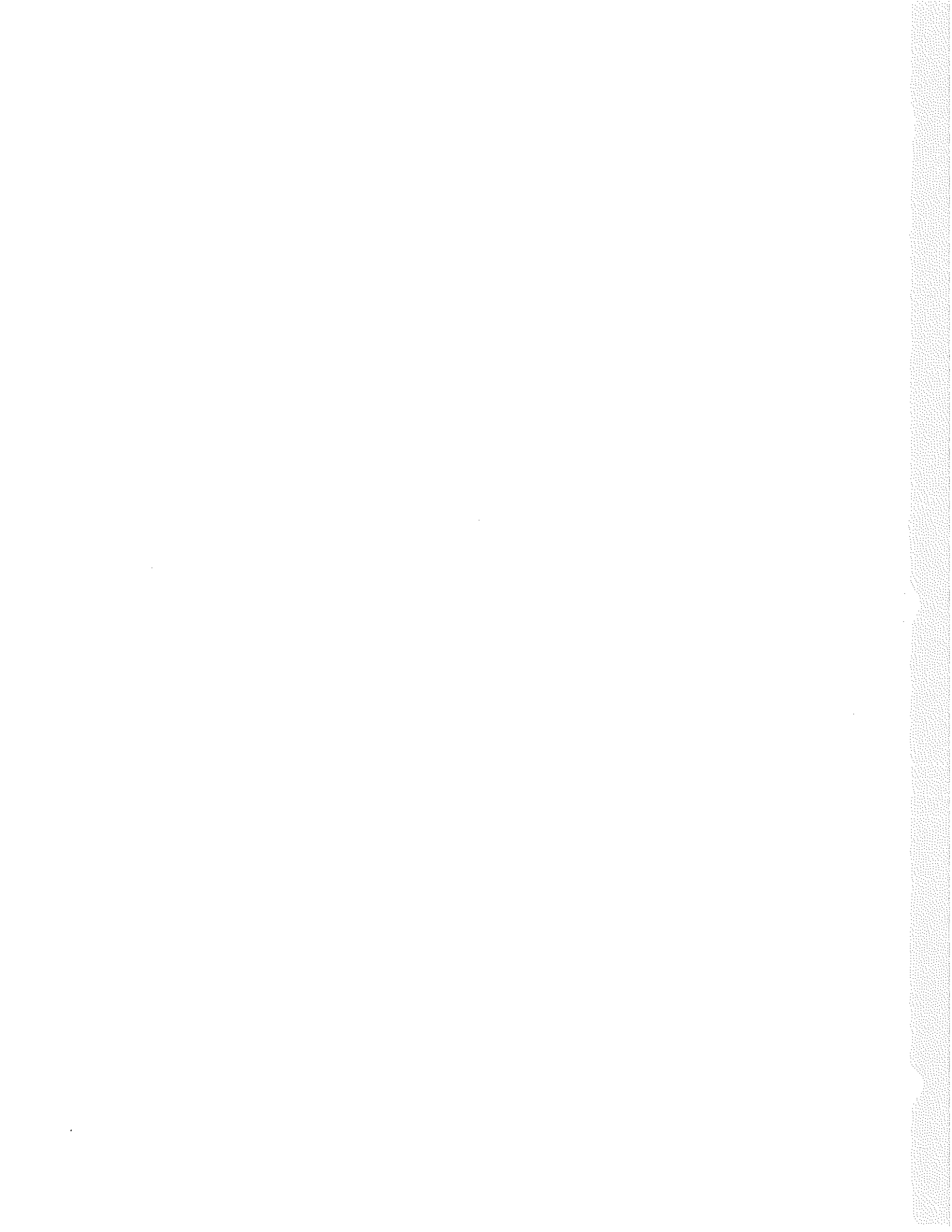
- follow the Wabash & Erie Canal east past the Six Mile Reservoir, site of the 1887 dynamiting of the state's property by local dissidents
- pass the locations of six wooden locks and the few remaining watered sections of canal prism on way to Junction
- see canals still well defined and remembered by a roadside marker at Junction
- explore the Miami & Erie Canal south to Delphos
- see the huge Six Mile Creek Culvert, Little Flat Rock Creek Culvert, Flat Rock Creek Aqueduct and Lock 32N, Vial's Lock,
- visit Blue Creek Aqueduct, the Little Auglaize River Aqueduct (the largest stone structure on the line), a unique box stone culvert, a period mill and the location of Lock 28N at Ottoville, and the well preserved stone Lock 24N along with the remains of wooden Lock 23N at Delphos

Saturday Banquet and Speaker

After our banquet at the Elks, Peter W. Wilhelm from Northwest State Community College will speak about converting the Black Swamp, which once covered the tour area, into the fertile farmland of today.

Tour Planning Committee

Scott Bieszczad, Bill Oeters, Bob & Carolyn Schmidt

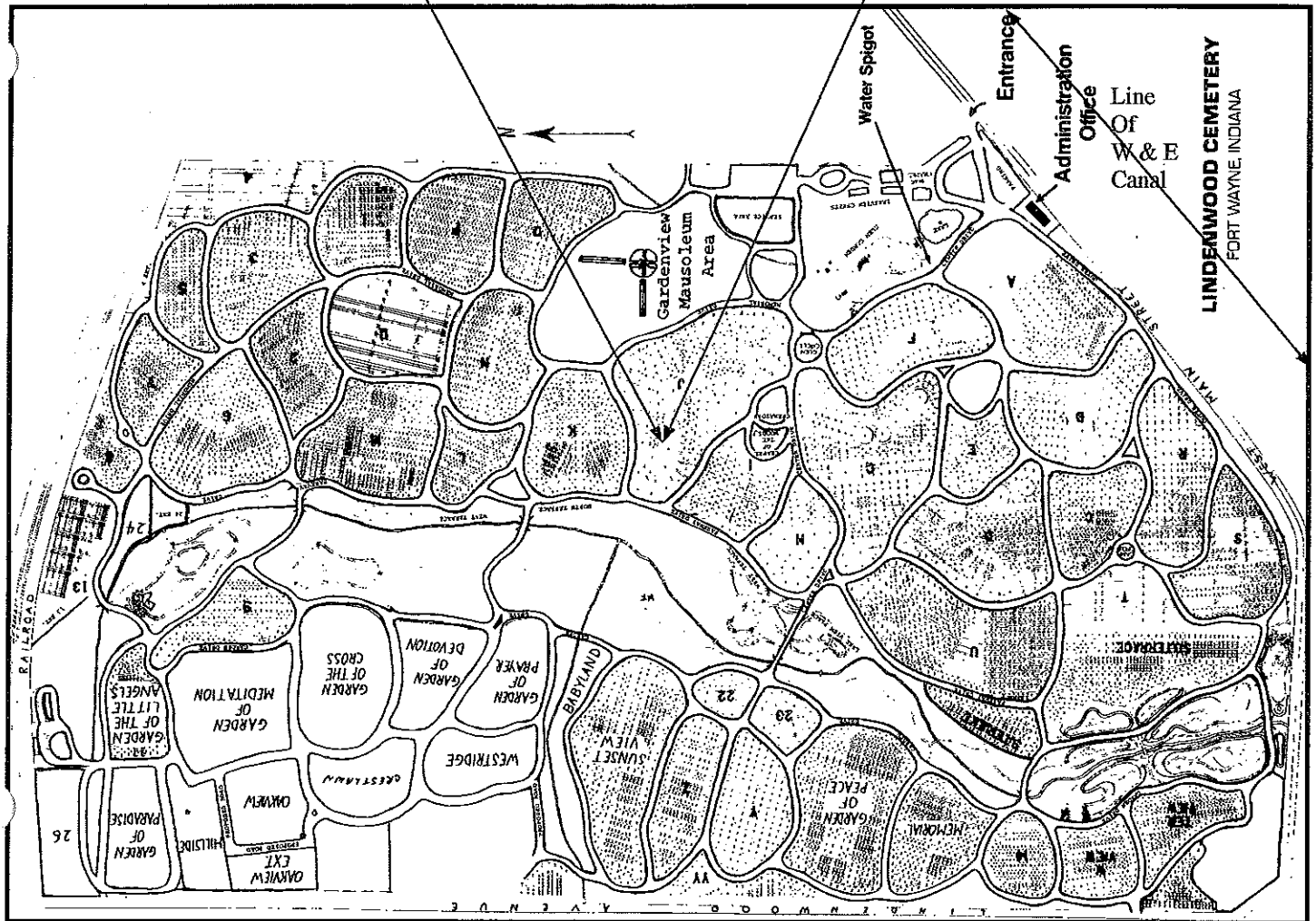
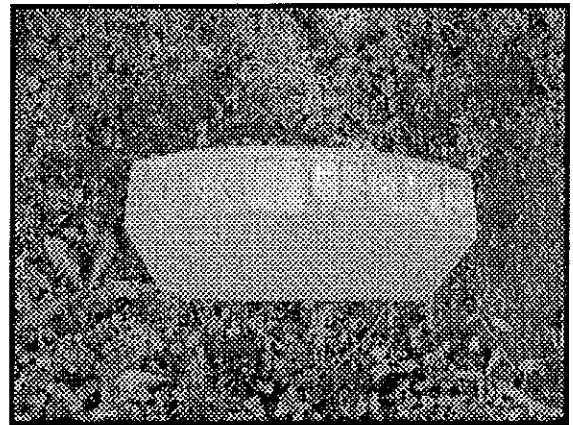


1895. The family earlier had purchased a huge plot (Plot 82 in Section J) at Lindenwood, but because of his financial situation, the grave stones are very insignificant.

financial reverses of late years he died a comparative poor man.... He was a philanthropist, a benefactor and a statesman. It will be out of the memory of any now living when his name ceases to be spoken of with kindness and love. There is hardly an individual in this community but who has felt his influence and goodness."

One of Alfred's obituaries describes him as follows: "Deceased was a man of letters, many documents and speeches being left for his remembrance. He was always a polished gentleman and commanded the instant respect of all with whom he came in contact. He was, in particular, the friend of the young people, and was revered and loved by them in return. Owing to-

Alfred Peck Edgerton's stone (l) in Edgerton family plot with Bela Edgerton's stone (r).



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WHITEWATER CANAL

CANAL COLLECTION RETURNS TO INDIANA

An East Coast dealer acquired the White Water Valley Canal Co. papers when they went up for auction in Ohio last year. Though a number of Indiana institutions were interested in keeping the collection in the state, an out-of-state bidder prevailed. Fortunately, IHS learned about the collection's out-of-state whereabouts from the dealer and, through the generous assistance of members and friends who had designated gifts for our acquisitions fund, we were able to bring it back home to Indiana.

Participating in the "canal fever" of the 1830s, Indiana's 1836 Mammoth Internal Improvements Act made plans for \$10 million of infrastructure improvement, including \$1.4 million allotted for the construction of the White Water Valley Canal, connecting Indiana's heartland to the Ohio River.

Early on, the project ran into financial difficulties, causing the transference of its stock from the state to the White Water Valley Canal Company in 1842. Construction continued to encounter setbacks, the worst of which was a series of floods in 1847, 1848 and 1850, crippling large sections of the canal and causing its eventual abandonment. In 1865, the canal company transferred ownership of its towpaths to railroad companies for development, a change characteristic of the late 19th century nationwide super session of canals by railroads.

The papers chronicle the history of a short-lived canal turned railway track in southeastern Indiana, including its eventual transfer of tracks of land back to the state of Indiana for conservation and preservation in the 1940s. The bulk of the collection is land deeds,

contracts and claims for damages – 16 documents are signed by early Indiana pioneers.

Despite the short life of this canal, its place in Indiana's history and as an example of the evolution of transportation styles in the country make it an important part of our shared heritage. A portion of the canal at Metamora is preserved and interpreted under the stewardship of the Indiana State Museum.

Processing this large collection has been a priority with assistance from the IUPUI Public History Graduate Internship Program.
 Chuck Huppert, CSI Director, Burtonsville, Maryland

IN REMEMBRANCE

CSI has received memorials in honor of the following:

Bill Easton

Steve & Sue Simerman

Lynette Kross

Steve & Sue Simerman

Suzanne Moffett

Paul Moffett

Steve & Sue Simerman

This money will be used for canal projects throughout Indiana. It will help us fulfill our mission of "Interpretation, Preservation & Restoration" by partnering with local groups and funding portions of their projects. Thank you.

WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership rate of \$25 unless otherwise noted:

Terry W. Myers Frankfort, IN

Welcome Aboard!

FROM TIMES PAST

Fort Wayne Times & People's Press
July 5, 1845

The breaks in the Canal below Logansport have prevented us from receiving a supply of paper. — We shall no doubt have it in time for next week.

Dawson's Fort Wayne Daily Times
July 18, 1845

TO THE JUNCTION. THE subscriber will run a carriage between Fort Wayne and this Junction, during the suspension of Canal navigation, as follows.

Leave Fort Wayne every Monday, Wednesday, and Friday morning, and arrive at the Junction the same evening.

Leave the Junction every Tuesday, Thursday, & Saturday morning, and arrive at Fort Wayne the same evening.

Fare \$2, each way.

R. BROWNING.

Fort Wayne, July 18th, 1845

Fort Wayne Times & People's Press
July 26, 1845

The Canal. — We learn that it will be about three weeks yet before the water will be let into the canal. In the mean time the trifle of filthy, stagnant stuff that remains in it is gradually evaporating under the rays of a July sun, spreading malaria in all directions. Canal business of all kinds, of course, is at a dead stand. The traveler is arrested in his journey, and produce and goods in their transit, and all that the behest of Mr. Lucas may be obeyed. We deem this act a sufficient cause for his removal, and the Legislature should attend to it the first thing when it convenes. This is a patient community, or it would not submit to the outrage a single day.

Fort Wayne Times & People's Press
July 26, 1845

Valuable Read Estate For Sale, at and near Huntington, Indiana.

East half N. E. qr. Sec. 23, town 28 N. of range 9 east, containing 80 acres, situated one and a fourth miles from Huntington, on th Dayton road, via Fort Recovery. About 20 acres of the said premises are cleared and fenced.

N.W. qr of the N. E. Of same section, adjoining the aforesaid lot.

W. half S. W. qr of sec 31, town 28 N, range 10 E containing 95 24.100 acres, adjoining the Wabash river, about three miles from Huntington, with 20 acres cleared.

Lots No. 18, 19, and 21, containing from 7½ ato

8 acres, adjoining the town of Huntington, now in Meadow, and well enclosed with a board fence.

Lot No. 17, near the upper Lock, and adjoining said meadow, containing from one to two acres enclosed with a good board fence.

Lot No. 60 on the canal, with a log cabin thereon.

A lot situated at the Canal bridge at the lower end of town, containing from 54 to 5 acres.

Two lots No. 63 and 67, with a dwelling house thereon.

One town lot containing two or three acres of land, with a valuable two-story house thereon, with a good stone cellar under the same; it being the store built and occupied by the late George A. Fate dec'd.

All of the above property was owned by said Fate during his lifetime. The land was selected at an early day, is of a superior quality, and the title to the same is good.

The terms will be one-third, or one-half cash, and a credit of 12 and 18 months on the balance, by giving notes with approved security.

For further particulars apply to the subscriber at Fort Wayne. HENRY COOPER

Fort Wayne Times & People's Press
August 2, 1845

We are gratified to learn that the water will be let into the Canal in the latter part of next week. It is greatly to be desired on all accounts.

Fort Wayne Times & People's Press
August 9, 1845

The Canal. — We are highly gratified to learn that the water will be let into the canal today. While we still regret that it was taken off at this season of the year, and condemn the act as ill-timed, inexpedient and highly improper, we cannot withhold the tribute of our humble testimony to the energy and perseverance with which the gentlemen having charge of the repairs have prosecuted the work. Mr. Bird, the engineer, and Mr. Penrose, the contractor, are entitled to the thanks of the community for the promptness they have displayed in its completion.

Fort Wayne Times & People's Press
August 9, 1845

The Canal. — The *Sentinel* misrepresents us in saying that we wished to make "capital" out of the canal affair. We tried to do no such thing. We condemned, and still condemn the taking off the water at this time, as does every person we have ever heard allude to it, except the editor of the *Sentinel*. — Capital, indeed! Who commenced the agitation of the subject? Who called the public meeting at the Court House four weeks ago this evening? Who were the active men at that meeting? We presume it will be sufficient for the *Senti-*

nel, to mention Judge Borden, Mr. Brackenridge, Mr. McMahon, and others. Were they endeavoring to make capital against Mr. Lucas? We believed with them, that it was an improper time to make the repairs, and we said so. Had Mr. Lucas been a Whig instead of a Democrat, we should have believed and said the same, only more of it. If sickness has not followed the draining of the canal, we are indebted for the exemption to the protection of Providence, and not to the wisdom of Mr. Lucas, who was appointed to the responsible office of Superintendent as a reward for partisan services, and act for any qualifications for the post, for of these, it has always been understood, he is confessedly and notoriously destitute.

We have no disposition to pursue this controversy, or to say ought against Mr. Lucas as a public officer. It is always more grateful to our feelings to comment than to censure when we can do so with truth and justice. Right or wrong, the thing has been done, & we have no more to say about it!

Fort Wayne Times & People's Press
August 16, 1845

The Canal. — Night before last some half a dozen boats arrived from the east, being the first arrivals since the water was let in. — They were loaded with immigrants, principally German and French.

Fort Wayne Times & People's Press
August 16, 1845

The Canal. — There is a tolerable stage of water in the Canal from this place east, and the Boats are running, without, however, any great activity. The splendid line of Packets makes daily trips to the great convenience of travelers. But canal navigation to the West can hardly be said to exist. Only three or four boats have arrived from that direction since letting in the water. Between the Forks of the Wabash and Lagro there is no water except what is fed down by the line of the Canal, the Wabash Feeder furnishing little or none. The necessity of the Aboite, or some other Reservoir, is becoming obvious to all.

Fort Wayne Times & People's Press
August 30, 1845

It appears that, by a law of last winter, the President Judge of the 8th Judicial circuit is authorized to hold courts at "such times as the public interest may require," and it was at one of these special terms of court that the notorious Gould and his accomplices were convicted. The *Logansport Pharos* says that "a large amount of expenditure for the keeping of prisoners is saved, the chance of escape lessened, and punishment rendered much more certain," and adds, "if the same law was extended to Allen and Tippecanoe counties, and energy used in arresting offenders, and certainty of conviction where guilty, the Wabash & Erie canal would

soon be rid of these desperate villains."

We should be glad to see that or any other means adopted that would shield community from the depredations of these outlaws. As we observed last week something must be done, and that quickly and effectually. The case is urgent and illy admits of delay. The line of the Wabash & Erie canal is infested with an organized gang of the most daring and desperate scoundrels in the country. It is a new field of plunder, and the desperadoes from the canals, and jails, and penitentiaries of the whole eastern country are occupying it. But if we mistake not the tone and drift of public sentiment upon the subject, the Wabash valley will soon be too hot to hold these gentry. It is a duty that every community owes itself to protect its members from the depredations of thieves, robbers, and incendiaries, and if the machinery set in motion by the statute law is incompetent to do it, the law of self preservation will reach the case and be effectual. We hope there will be no occasion to resort to it.

Fort Wayne Times & People's Press
August 30, 1845

The Red Bird Packet Boats. — We would call the attention of the public to the superior accommodations of this splendid line of Boats. By reference to their advertisement in another column, it will be seen that they leave Fort Wayne every morning, and arrive every afternoon. The Boats are new, fitted up with great neatness and taste, fare low, and commanded by the cleverest fellows in the world. What more could a fastidious public require? It is well worth while to make a trip to Cincinnati or Toledo just to enjoy the luxury of a passage in these Boats. Try it.

Fort Wayne Times & People's Press
August 30, 1845

The Whitewater Valley Canal is finished from Cincinnati to Centreville, in this State. It is represented as being in a prosperous condition.

Fort Wayne Times & People's Press
October 25, 1845

MIAMI CANAL TOLLS. — The *Toledo Blade* of the 3d inst. Says: "We are pleased to learn that a farther reduction of tolls on the Miami Canal has taken place, being 20 per cent on Wheat and Flour, and 16 per cent on Butter, Soap, Copper, Glassware, Sugar, Molasses, and some similar articles."

Fort Wayne Times & People's Press
November 8, 1845

The *Logansport Telegraph* notices the death, at that place, of JOHN SEBRING, Esq., aged 62 years. The *Telegraph* says that he represented the county of Jefferson in the Senate of Indiana at the time the grant was accepted by the State, of the lands donated by the Gen-

eral Government, for the construction of the Wabash and Erie Canal, and his vote and efforts secured in the Senate the passage of the bill which has crowned this country with so much advantage. Until the decline of his health from the going into operation of the State Bank of Indiana, he was Cashier of the Branch at Madison. He was an honest man a Christian, a member of the Presbyterian Church.

Fort Wayne Times & People's Press
November 22, 1845

Capital, \$300,000. The New York Contribution-ship Fire Insurance Co.; Peter P. Bailey, Agent, FORT WAYNE. INDIANA. This company will insure dwelling houses, ware houses, stores, mills, barns, stables, and buildings generally, merchandise, household furniture, and every variety of personal property against loss or damage by fire.

Applications for insurance from any of the towns on the Wabash & Erie Canal, or counties adjacent to Fort Wayne, where the Agent resides, will meet with prompt attention.

The Board of Directors is composed of some of the best and wealthiest men of the CITY OF NEW YORK. R. W. Martin, Sect'y. J. Smyth Hagers, Pres't.

DIRECTORS

J. Smyth Rogers,	John Johnstone,	Reuben Withers,	Richard Irvin,
James McGride,	Joseph Kernochan,	William Scott,	C. V. S. Roosevelt,
John Adams,	John P. Palmer,	Ferdinand	E. B. Hailbut,
John Haggerty,	Peter Lorilland,	Snydam,	George P. Pollen,
Gulian C.	James McCall,	Caleb Berstow,	William Colgate,
Verplanck,	Henry Parish,	Peter I Nevins,	Lowell Holbrook.

The rates of Insurance by this company, are as low as those of any similar institution, either East or West. All Losses will be paid promptly. For further particulars, inquire of PETER P. BAILEY Agent for the Company Hardware Merchant, Fort Wayne, Indiana. Nov. 1843.

Fort Wayne Times & People's Press
November 22, 1845

LOCATION OF TOWPATH & INTERURBAN

I have been noticing a discussion in the last couple of *The Hoosier Packet* newsletters questioning which side of the canal channel supported the interurban traction rail line west of Huntington. Here's a little added lore I picked up doing some field research for *Wabash Erie Canal Notebook I*.

During the years before the Hoosier Heartland Corridor (U.S. 24 highway) "improvement" got started back in 1999, there were the obligatory archaeological studies made. I recall working with archaeologist Rob Mann when he asked if there was ever a rail line through the area - or some such discussion - after he and his crew

THE LAKE ROUTE. Several of our merchants, this fall, ordered their goods to be forwarded by way of the New York Canal, Lake Erie and the Wabash and Erie Canal to Lafayette. Much to their disappointment an injury a portion of their goods have not yet reached there, though they ought to have been received several weeks ago. This is in consequence of the manner in which business is done at Buffalo. The Commission Merchants of that city — or at least some of them — are so regardless of their duties in consignees as to divide their packages, instead of shipping all at the same times.

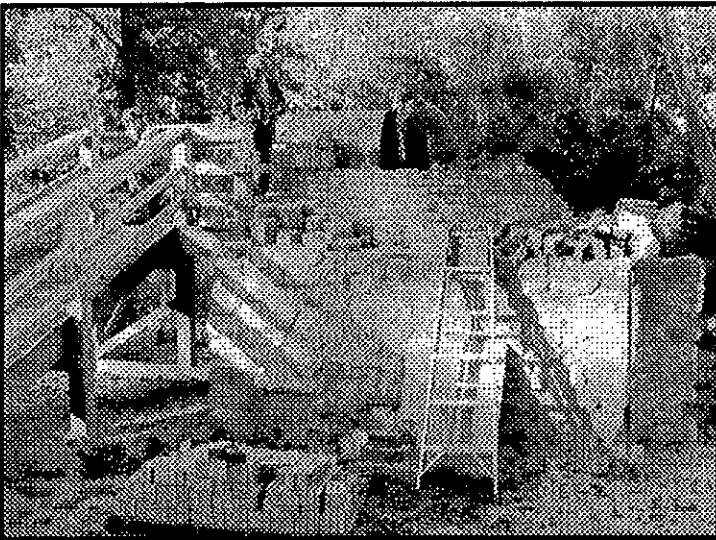
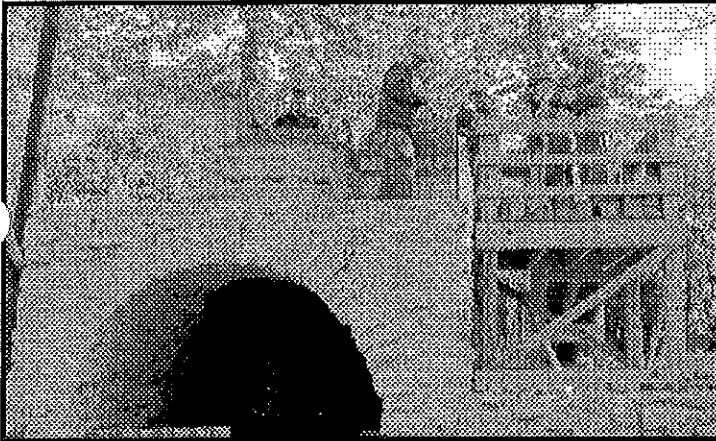
The evil does not end at that. They do not show much anxiety about shipping at all. Can it be that they retain goods for the purpose of charging for storage during winter? The experience of those concerned has satisfied them that the most certain route is by way of the Pennsylvania Canal, the Ohio River and our Rail Road, and they will hereafter avail themselves of its advantages.

So says the *Indiana Journal* of the 3d inst. Fault may attach to the commission merchants at Buffalo and Toledo — whether justly or not much is laid to their charge. If obstructions such as are suggested by the *Journal*, exist, the business men of those points owe it to themselves and to the community to have them promptly removed. The past season, however, has been a singular one — there were not boats enough of the W & E. Canal, particularly during the latter part of the season, to transact the business. This deficiency was owing in part to the great increase of freights, but more perhaps, to the large number of boats that left the W. & E. Canal for the Miami Extension after the completion of that work. Another obstruction to the speedy transit of goods was the extreme lowness of the water during the past season — some of the feeders affording but a scanty supply, and others none at all. Upon the whole, we think our Indianapolis friends ought not to be discouraged upon a first trial of the northern route, but give it another before they abandon it.

had opened several sampling digs. An inspection of the sites pretty well determined that the traction line must have been on the berm or north side and not on the towpath after studying the soil strata and its contents.

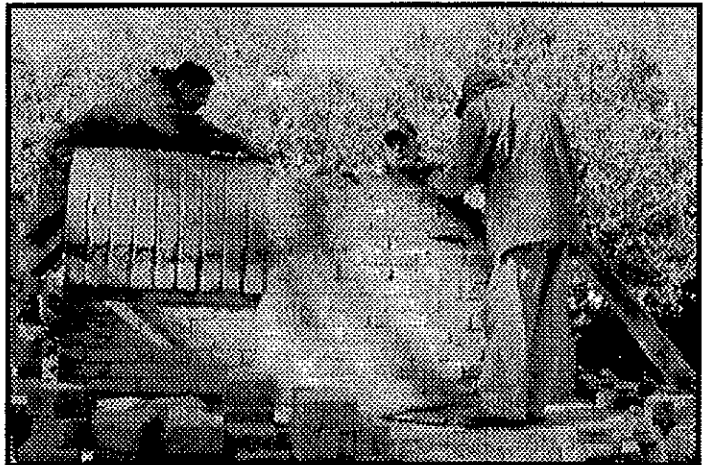
Also in those pre-Heartland Corridor years, standing in Clear Creek stream bed looking toward the west bank, the interurban abutments and remnants were easily observed. Interestingly enough looking in the opposite direction toward the east (and especially at the stream bank level), the towpath remains could be seen and in fact a few canal-era spikes were found embedded in the site. Now in the post Heartland Corridor years, both towpath and berm are gone buried under the east bound lanes of the Heartland Corridor. Tom Castaldi, CSI Director

NEWS FROM DELPHI



BUILDING LIME KILN FOR CANAL PARK

Top: Lime kiln crew working on firebox
Center: The M-W-F volunteers laying brick
Bottom: M-W-F crew working on fire box



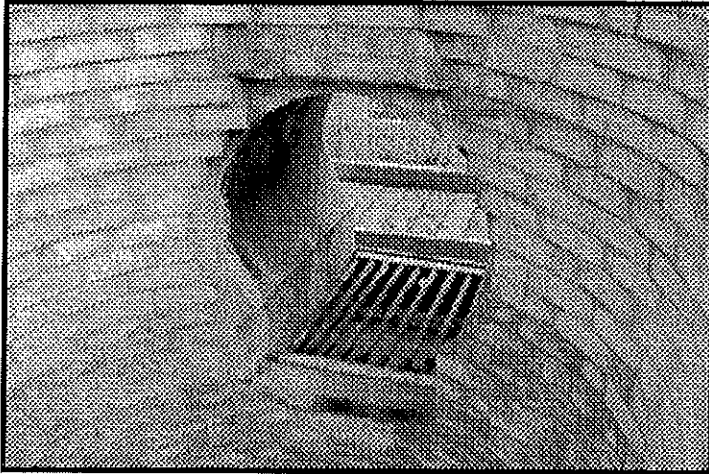
LAST BRICKS LAID IN LIME KILN EXHIBIT

By Dan McCain

The massive kiln project, started in October 2009, has come together with great pride by the M-W-F volunteers – one piece at a time. These photos document the final stages of work on the kiln. In its final stages of completion, the Lime Kiln, near the Boat Warehouse, received lots of the volunteers' attention. Creating the firebox and vertical chamber is Clay Sledd (left)

and Dave Smith. They have been working with the other M-W-F volunteers for over five months on this massive project.

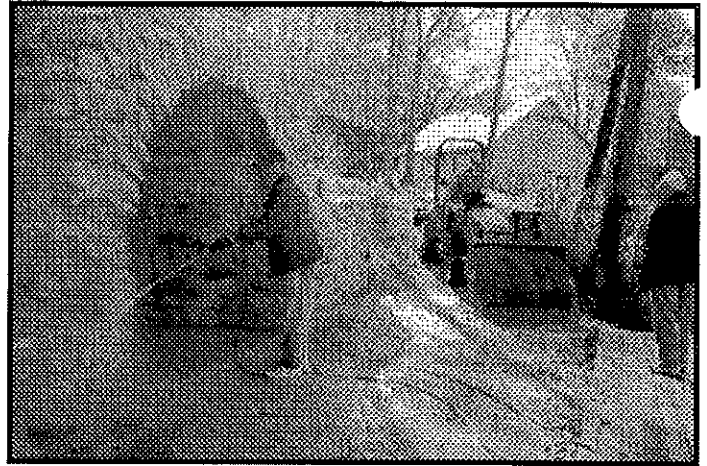
The kiln operation will be interpreted as part of the Total Canal Experience, with two graphic signs nearby. A donor/sponsor is still needed. Are you interested? Call 765.412.4308 to find out more.



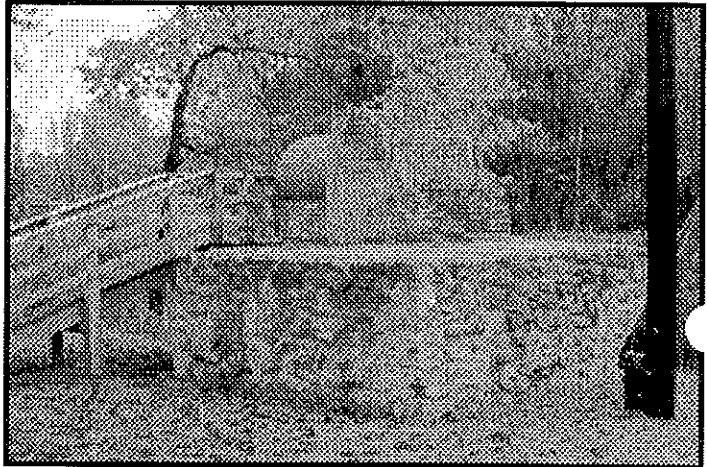
This close up of the completed firebox shows how it might have looked in the 1870s, when the former structure was located a mile north of Delphi. The wrought iron funnel at the base of this chamber makes the kiln look like it is ready for firing.



The arch encompasses the giant size metal funnel inside. Notice the cutaway semblance of the vertical brick chamber above it, which would have been 30 feet high. Heat was thrust into the column from two opposing fireboxes (only one is showing). Chunks of limestone would be loaded from the top using the gin pole (beside the kiln) and the mass of these chunks descended vertically past the source of heat. The final products of the burned lime were removed below then processed and packaged in barrels at this lower level to make plaster, mortar and whitewash.



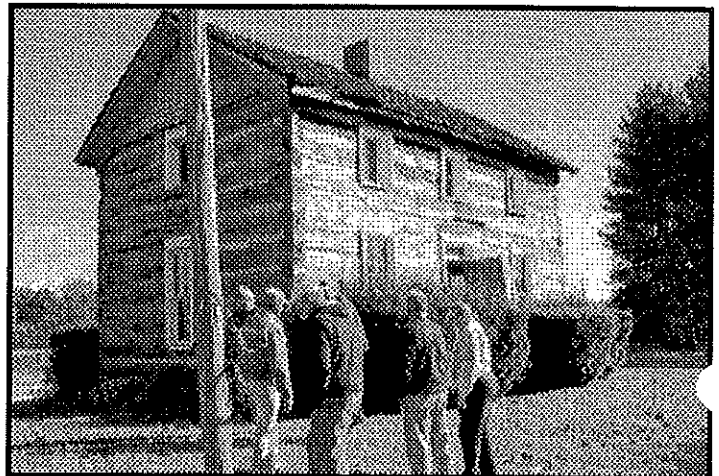
Dave Smith power washes as Roy Patrick (tractor) and Vern Cripe grade crushed stone to help the looks of the short trail down to the canal side dock.



The completed exhibit features a cutaway chamber, constructed to provide visitors with an inside look. The original kiln had an opposite firebox on the right.

NOAH FOUTS CABIN TO BE RELOCATED IN CANAL PARK

By Dan McCain



The Canal Board recently learned that the Noah Fouts cabin, located at France Park in Cass County since 1975, is available. Bill Fouts and the rest of today's Fouts family wants to help move the cabin to Canal Park. The Canal Association is now discussing options for how to best incorporate the cabin into our current features and future plans.

The cabin, originally built in 1839, needs a new roof and several lower timbers replaced. We may be looking for some appropriate replacement hewn timbers. If you have any to donate, or know of anyone who might, please contact us at 765.412.4308.

LEARN ABOUT LIFE IN THE BLACK SWAMP

The CSI-CSO 2011 spring tour will be in Paulding County, Ohio, which is located in the Black Swamp. After coming back from the Canal Society of Ohio's fall tour Marilyn and David Badger from Polk, Ohio, remembered the books they had about the swamp and thought our members might want to read more about the swamp prior to the tour. Marilyn writes:

"My oldest brother lived in that area for about 20 years as a minister at what was once called the Black Swamp Church of the Brethren - now named Lakewood Church of the Brethren. So we developed an interest in that area. I found four books plus two of the one!!!! Jim Mollenkoph, a free-lance writer and photographer from Toledo has written several books - at least 3 maybe 4. He wrote *THE GREAT BLACK SWAMP* in 1999, *THE GREAT BLACK SWAMP II* in 2000 and *GREAT BLACK SWAMP WOODS & WANDERS: Nature's Jewels in Northwest Ohio* in 2005. I think there is another but we do not have it. These are filled with wonderful stories of the area.

I also found a book we picked up at a used book store entitle *BLACK SWAMP FARM* by Howard E. Good published in 1969 by Ohio State University Press. This is the story of his families' farms at the Black Swamp area starting with the ice age onward through his childhood and his visits back as an adult. The canal aided greatly in the drainage of the area.... We are wanting to reread these books and thought we would share these resources with you.

FR CLARIFICATION

From Gerald Hulslander

When reading the November 2010 issue of *The Hoosier Packet*, I noted that on page 7 you have "Samuel owed \$ 135,18 for the fr (?) 1/2 se quarter in

Adams Township". You are questioning the fr I presume. When a section has either more or less acreage than the usual 640 acres due to adjustment in surveying to keep the section lines going straight north/south and east/west, the sections across the north and west sides often are the ones adjusted and are termed FRACTIONAL hence the fr you (?) questioned. I have seen sections that were over 700 acres and sections that were less than 400 acres.

We have a survey line that marks a corridor 20 miles wide and straddling the Des Plaines and Illinois rivers which became the I&M Canal route. North of the canal it was used to divide acreages much like section lines so some legal descriptions read accordingly such as the SE 1/4 and the NE 1/4 S of IBL Section 10 T.36N-1R4E of 3 PM with IBL meaning Indian Boundary Line.

CENTRAL CANAL PRISM ENDANGERED?

An article in the *Indianapolis Star* on November 13, 2010 led CSI Director Chuck Huppert, of Maryland and formerly of Indianapolis, to write the paper about the canal as follows:

"It would be my hope that the flood protection project will preserve the prism of the Central Canal which was dug through Frog Hollow in the 1830s. This is an important relic of Indianapolis history which should be preserved. C. B. Huppert, board member Canal Society of Indiana."

The article said that a project is underway to divert 80% of the flood waters normally created by heavy rain fall, a nearby creek and river that fills up Frog Hollow on the south side of Indianapolis by sending more storm water into the White River using box culverts, storm sewer pipe, diversion structures and a new wetlands. The wetlands, to the east along Bluff Road, will store and filter excess water. The \$1.7 million project should help Frog Hollow, one of the first places inundated in Indianapolis for many years and again this past June with water from nearby Highland Creek and the White River. Completion of the project is expected by next fall.

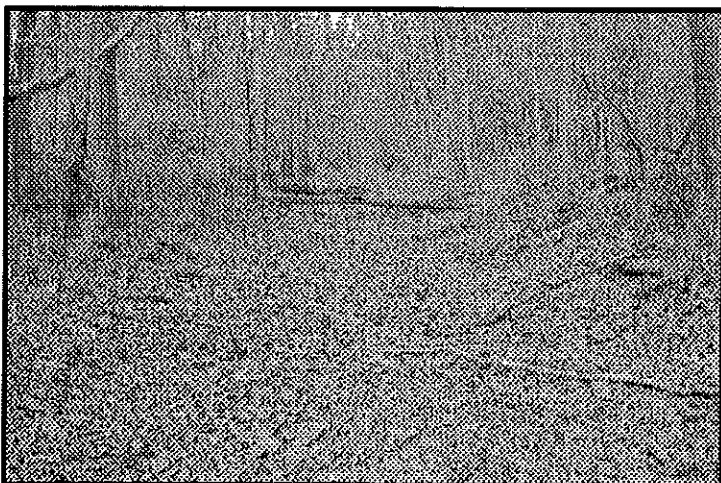
Since the Central Canal ran through this part of Indianapolis, Chuck is concerned the canal prism may be destroyed. He says that the canal runs southwest from the northeast corner of Frog Hollow and exits Frog Hollow at the intersection of Murry and Harding. All of it is north of Murry. More pristine canal is found east of Belmont and Route 37. You have to walk a few hundred feet through a field to the tree line which is home to the prism and is now part of Orme Ditch until is crosses Rt.

37 and turns south. Then go south on 37 to Wicker Road, turn west and drive until you see a house with the garage doors facing east and the front porch facing west. The canal used to go north and south just to the west of the front porch, but the owners filled it in. If you walk north along the west side of the property, you can pick it up where they didn't fill it. There is also a nice stretch we found recently north of Waverly.

to more of the canal elsewhere on his property. The area he pointed to was a hundred yards or more away from the Hydraulic works and in the bottom land close to the edge of White River. I told him the Hydraulic Canal was built specifically where it was to take advantage of the drop in elevation from Daleville to Anderson and therefore could not possibly be located where he was pointing.

MORE CENTRAL CANAL AND HYDRAULIC CANAL PRISM FOUND NEAR ANDERSON

The following E-mail was received from Stephen T. Jackson, Madison County Historian, about more canal prism being located near Anderson. Jackson, along with Dale Cook, Chuck and Lynda Huppert, and Bob and Carolyn Schmidt researched other portions of the prism this past April and an article about their investigation was in the July 2010 issue of *The Hoosier Packet*.



The Central Canal prism near the far east side of Anderson as photographed by Stephen T. Jackson in November 2010.

"Yesterday I was invited to tour a property on the far east side of Anderson by the owner. We were looking at the remains of the Hydraulic Canal built here 1868-1874. They are well preserved and a fine example of the engineering and construction used at that time to convey water from above Daleville to Anderson in the hopes of having a source of hydraulic power to run businesses planned along its approximately eight mile path. As you know the canal was completed but when it was watered the banks washed in. The flow was stopped and repairs made and water was again introduced unfortunately with the same result. The project was abandoned but the canal works have survived in several places along its former route. They are outstanding!

"While touring, the property owner kept referring

"When we finished with our tour of the Hydraulic he took me to the area he was speaking about. As soon as I saw it I knew it was something special!

"There is no question in my mind that I was viewing a remnant of the Central Canal Feeder Branch referred to in the Improvements Act of 1836 which was intended to link Anderson with Muncie, if the Pipe Creek route from the north was adopted to bring the canal down to Anderson, which it was.

"The property owner had assumed all along that both canal beds were connected in some way and was surprised when I informed that he had two different canals on his property.

"What makes this discovery significant is that it was never known with certainty that the feeder branch was started especially since the Central Canal North of Indianapolis in Indiana House and Senate Documents 1840-41 showed no construction between Anderson and Muncie.

"Also significant is the fact that even though the work was apparently never noted at the State level, locals knew of its existence and planned to use what was there during the construction of the Hydraulic Canal thirty years later.

"Therefore it has always been assumed by historians the Hydraulic was built using the bed of the former Feeder Branch. Yesterday's discovery shoots that theory down.

"I have attached one of the photographs I took for you to see how it looks today. The property owner stated that when he first purchased the property in 1987 the Feeder Branch was several feet deeper than today. It measures approximately 300 yards in length."

VINTON HOUSE ON WHITEWATER CANAL FEATURED

Several third floor exhibits at the Vinton House, an old Whitewater Canal and National Road inn in Cambridge City, were featured in a full page in the *New Castle Courier-Times* before Canal Days. Phyllis Mattheis, CSI member from Cambridge City was interviewed by the paper.

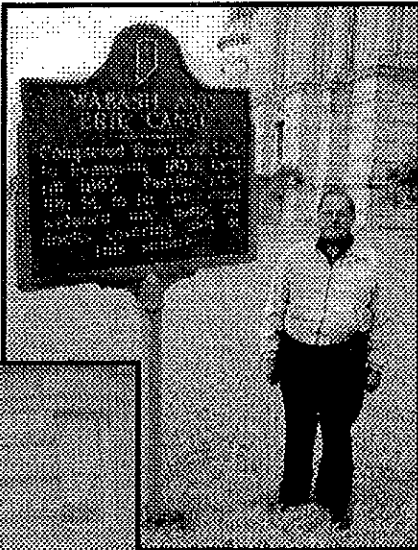
(Continued from page 2)

and later becoming a subsidiary of General Foods, etc. It was the first to use the purifier on winter wheat. He also pointed out where other canal day firms and wharves were located. He said that several canal boats were buried in the canal nearby.

Stopping at Evansville's old court house, Stan told how it was built atop the old canal basin. CSI President Bob Schmidt told how his cub scout group had posed beside the canal marker and he had gotten interested in the canal. The marker read:

WABASH AND ERIE CANAL

Completed from Lake Erie to Evansville, 1853. Used till 1865. Passing from 5th St. to 1st Ave. canal widened into basin for docks covering part of this square.



Bob Schmidt stood before W&E Marker at Evansville courthouse during 2010 tour where he photographed his Cub Scout Den in 1954 and became interested in canals.

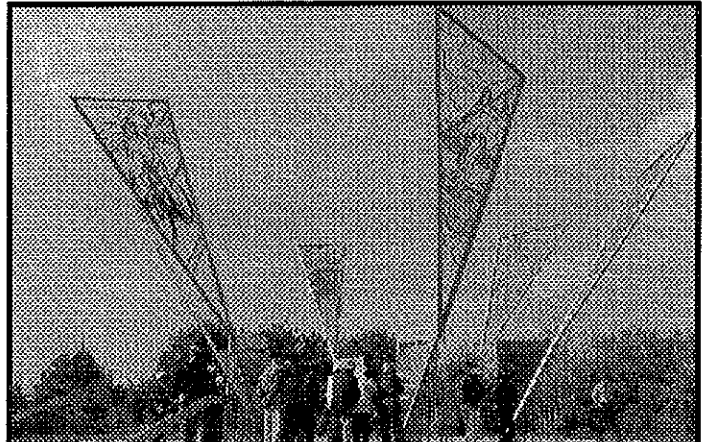


then led the group under the Lloyd Expressway to where the terminal basin of the Wabash & Erie Canal was located next to Pigeon Creek. He pointed out how the canal would have had to have four to six locks to lower canal boats into the creek and the Ohio River at this point. Because there was little flow at this lower end of the canal the basin was stagnant. He told about the furniture factories located adjacent to the basin and how Evansville was famous for its fine furniture.

They then caravanned to Wesselman Park to see a well defined portion of the W&E Prism. A marker had been placed in the park as an Eagle Scout project. The falling leaves fluttered down over the canawliers and crunched under their feet as they hiked to the prism.

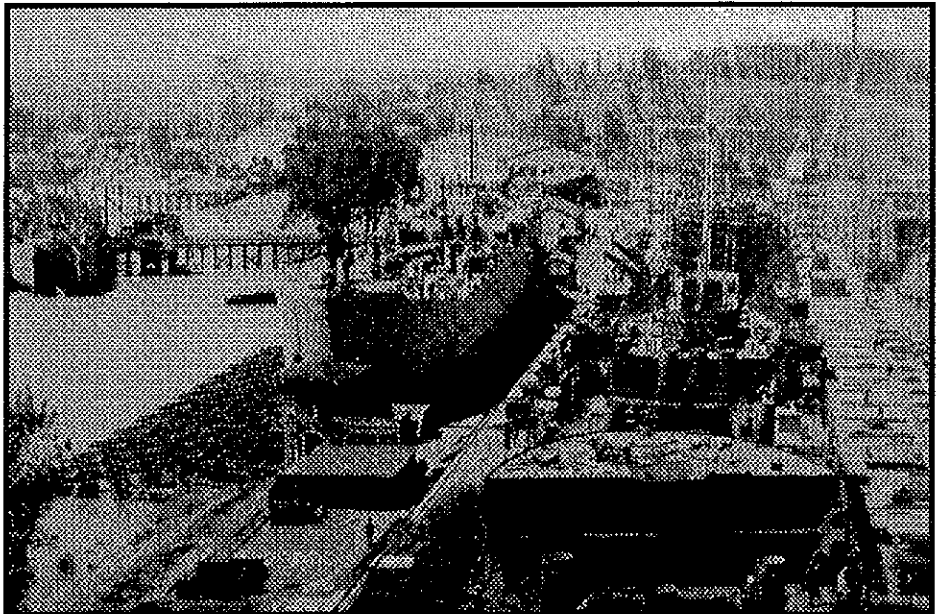
The last stop on the tour was the canal prism that is usually watered for well over a mile in Warrick County. The unusually dry summer had dried up the canal and green moss was in the bottom.

Pigeon Greenway Sculpture at trailhead Photos by Bob Schmidt
Evansville shipyard where LSTs were built in the 1940s



Stan said another canal boat was buried near the basin. He then told how the streets of Evansville were joined at an angle to the streets of Lamasco, the adjoining town. He pointed out that Division Street was the street between the two towns. The towns merged and became Evansville after much struggle as to its name.

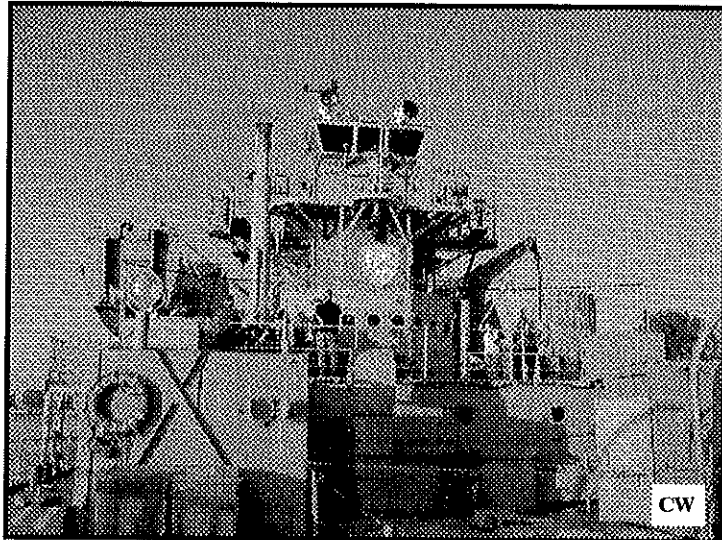
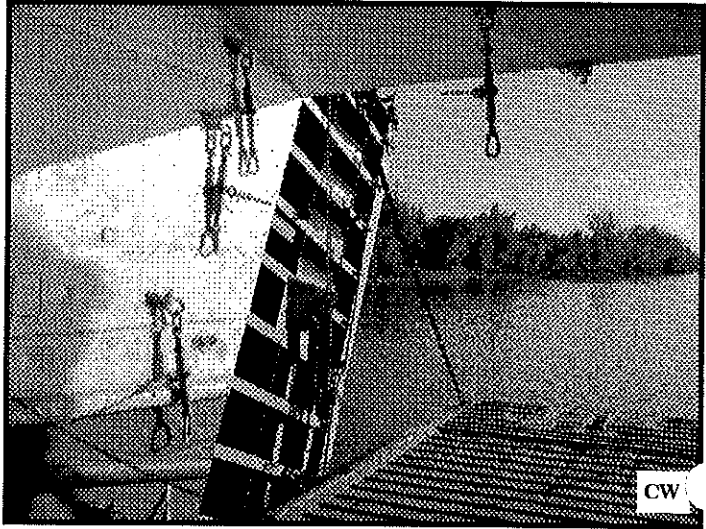
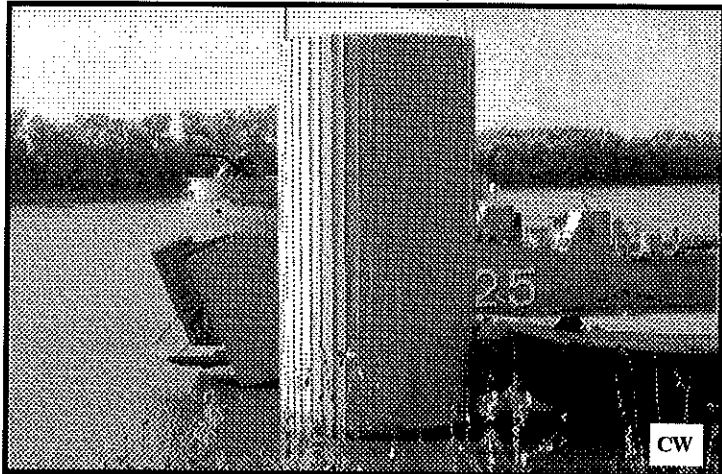
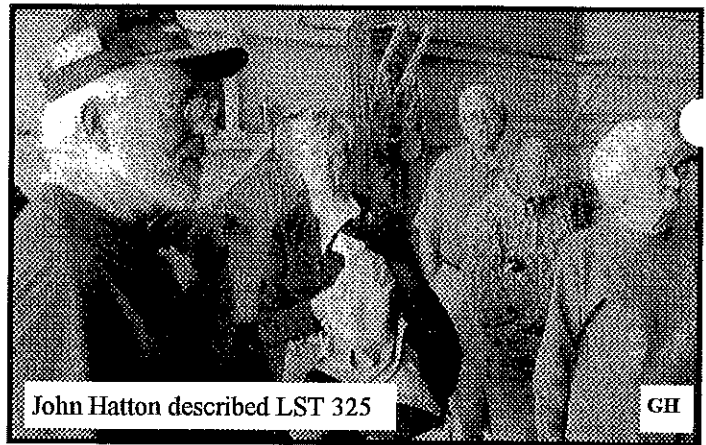
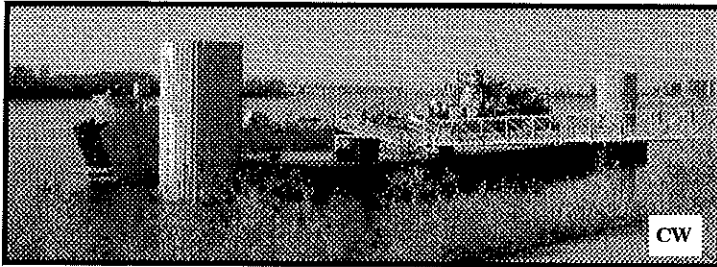
The next stop was at the new sculpture with its historical panels at the Pigeon Greenway trailhead. After looking at the various modes of transportation depicted on the sculpture's kite-like sails they read the panels. One panel nicely showed the LSTs being built in the Evansville shipyard. Stan



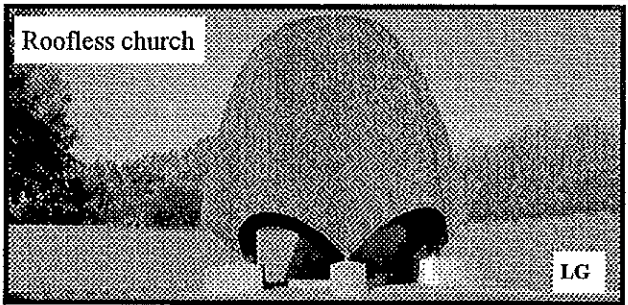
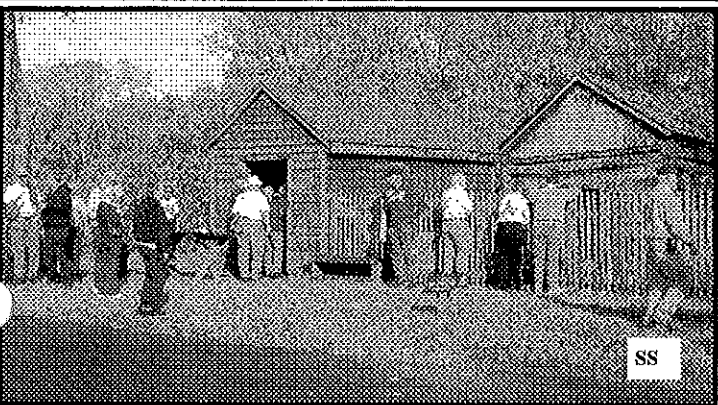
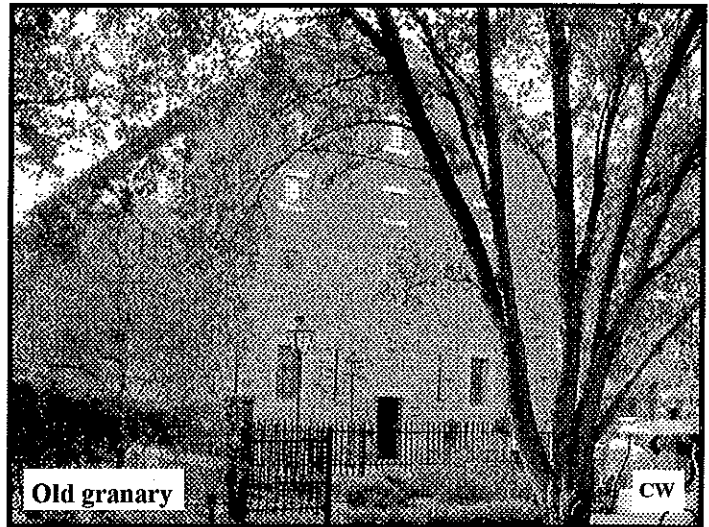
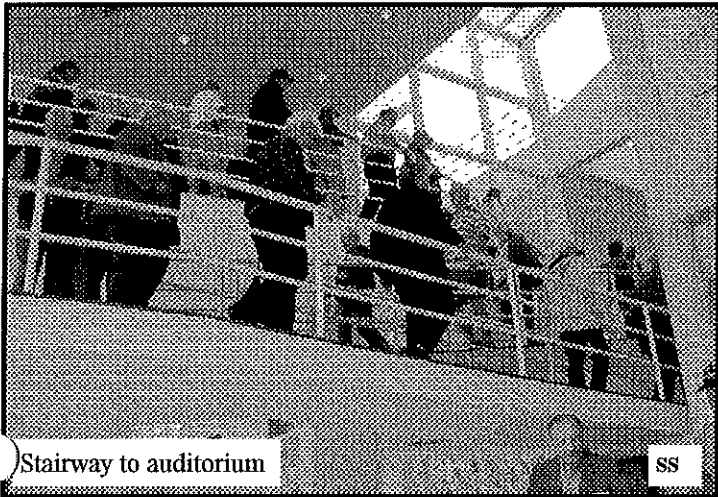
TOUR ROTOGRAVURE

Pictures by Lowell Goar (LG), Gerald Hulslander (GH), Bob Schmidt (BS),
Sue Simerman (SS), Chuck Whiting (CW)

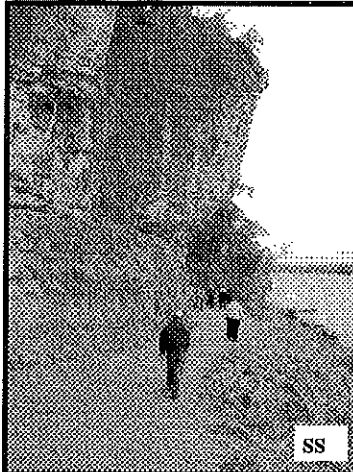
PICTURES OF LST 325 IN EVANSVILLE



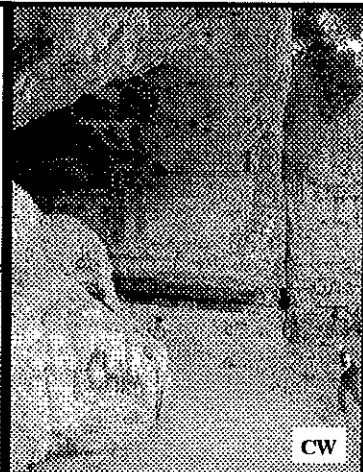
PICTURES AT NEW HARMONY, INDIANA



PICTURES AT CAVE-IN-ROCK, ILLINOIS



SS



CW



GH



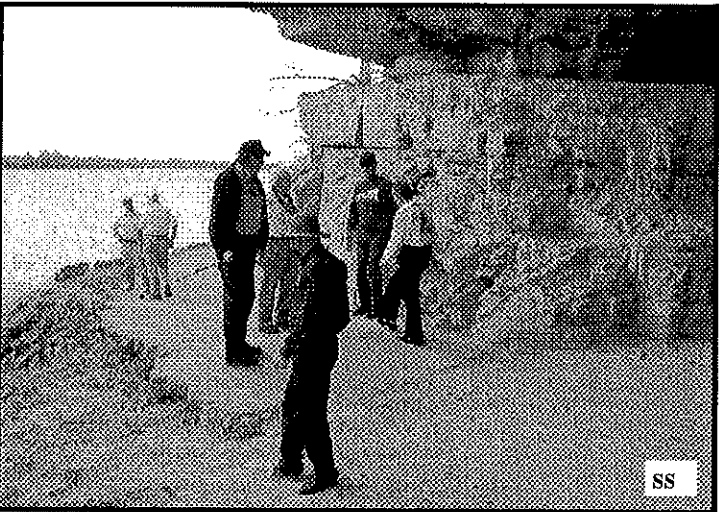
CW



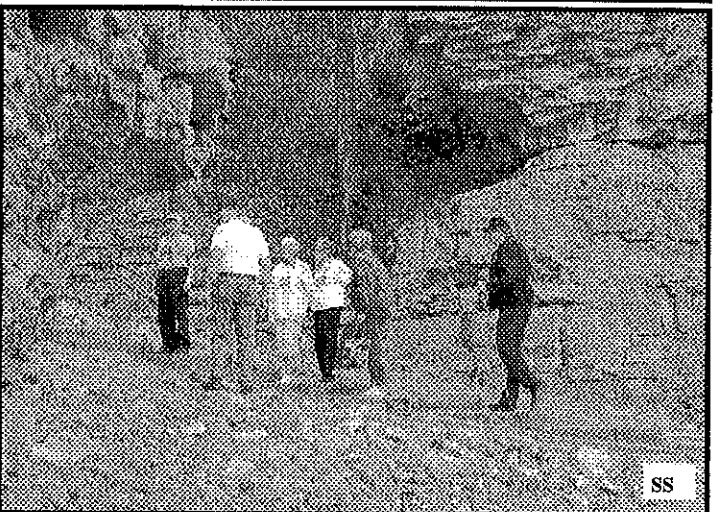
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SS



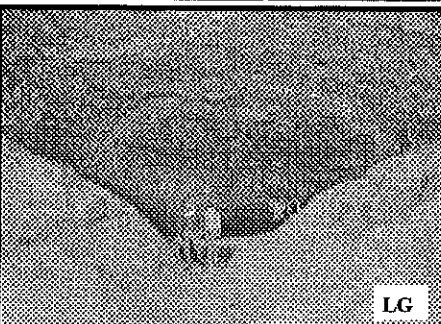
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SS



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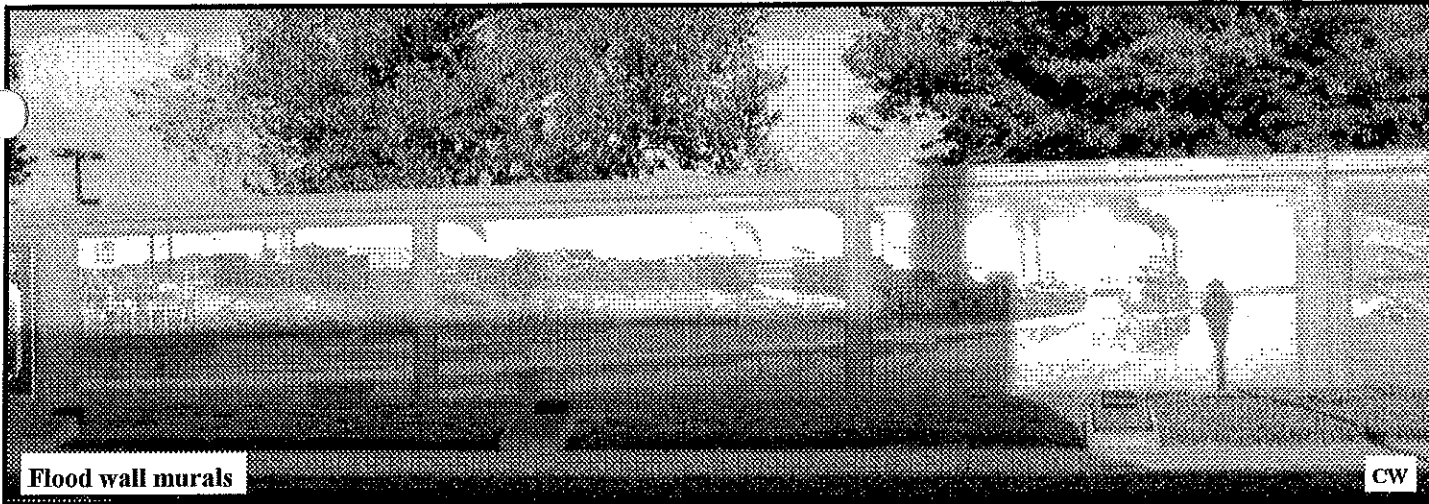


LG



Lunch

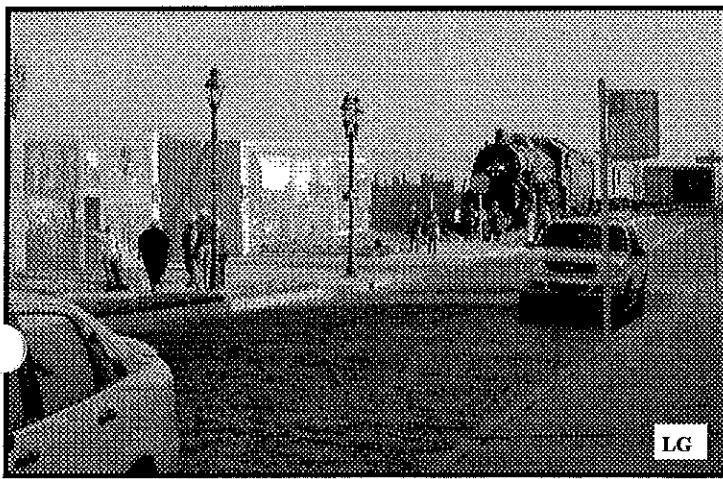
BS



Flood wall murals

CW

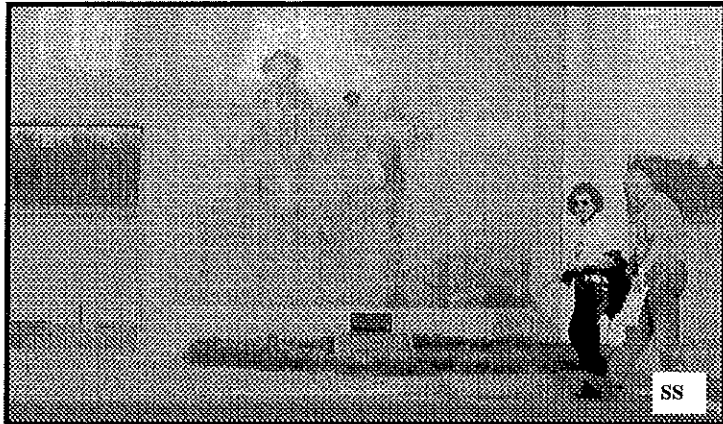
VENUES AT PADUCAH, KY



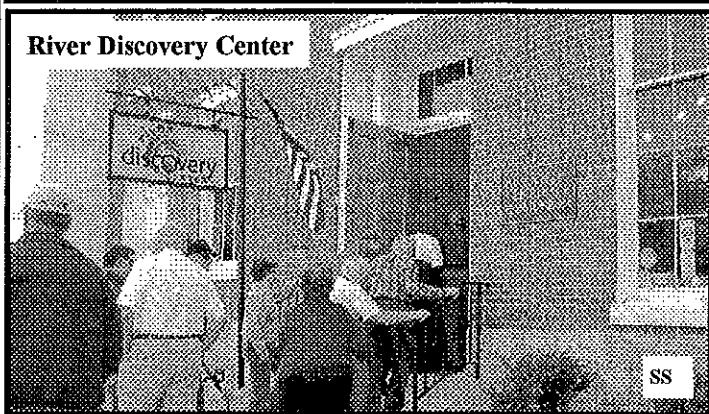
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CW

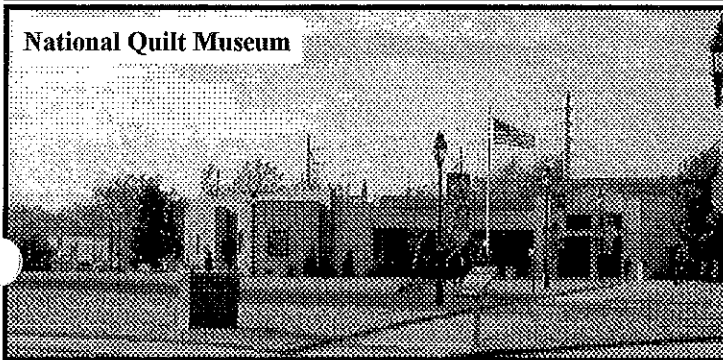


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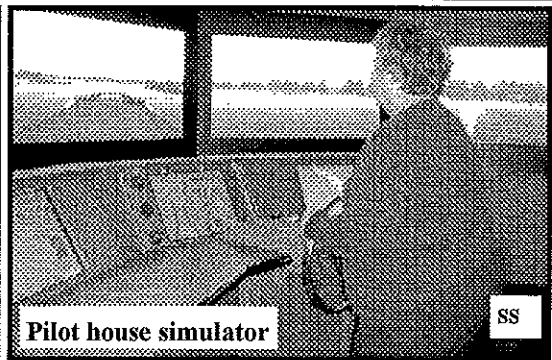
River Discovery Center

SS



National Quilt Museum

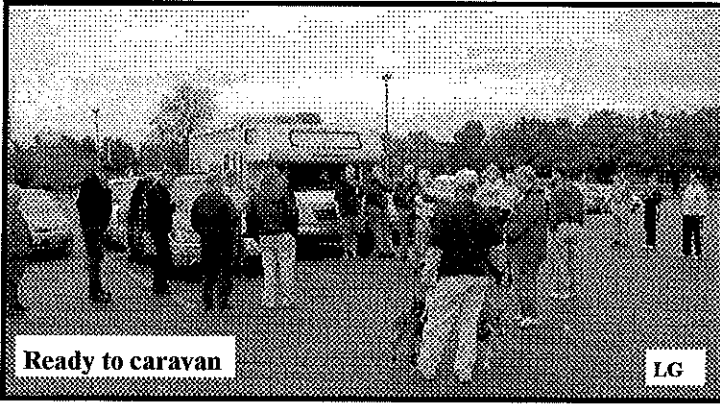
LG



Pilot house simulator

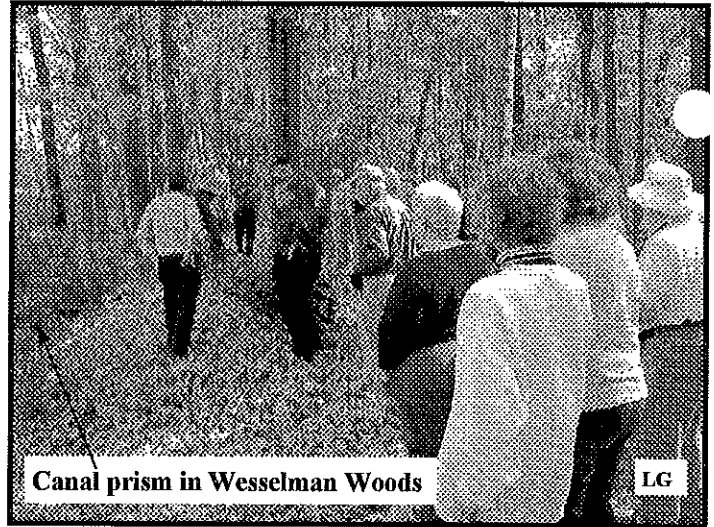
SS

VANDERBURGH & WARRICK COUNTY
WABASH & ERIE CANAL PICTURES



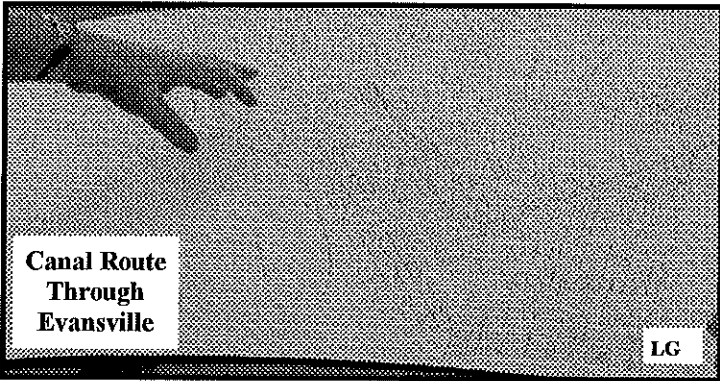
Ready to caravan

LG



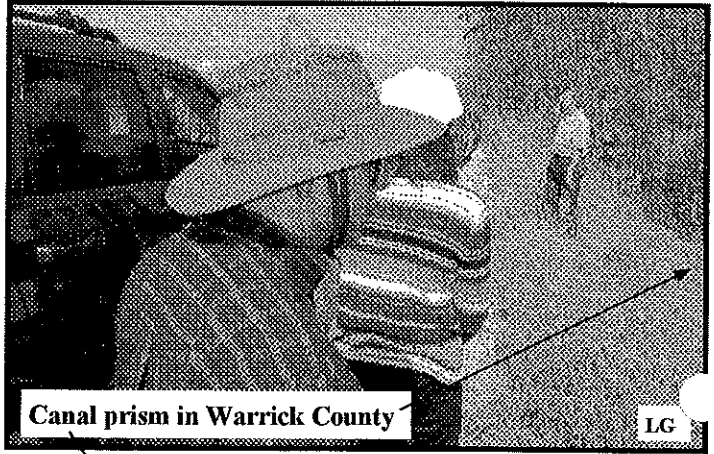
Canal prism in Wesselman Woods

LG



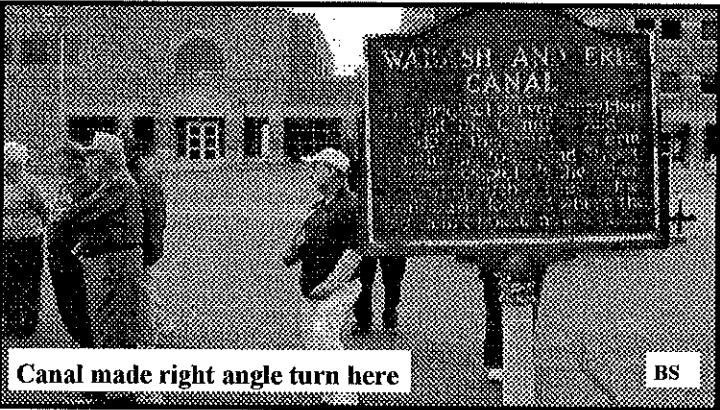
Canal Route
Through
Evansville

LG



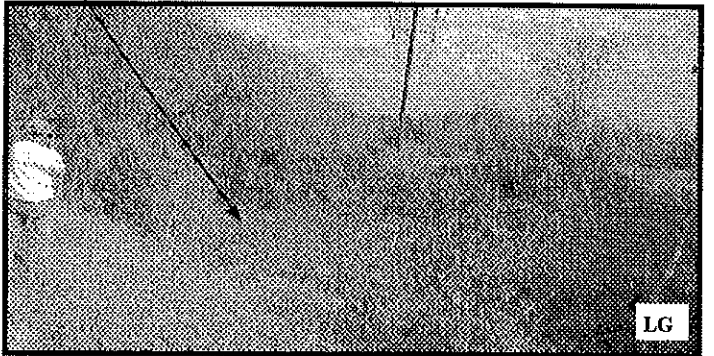
Canal prism in Warrick County

LG

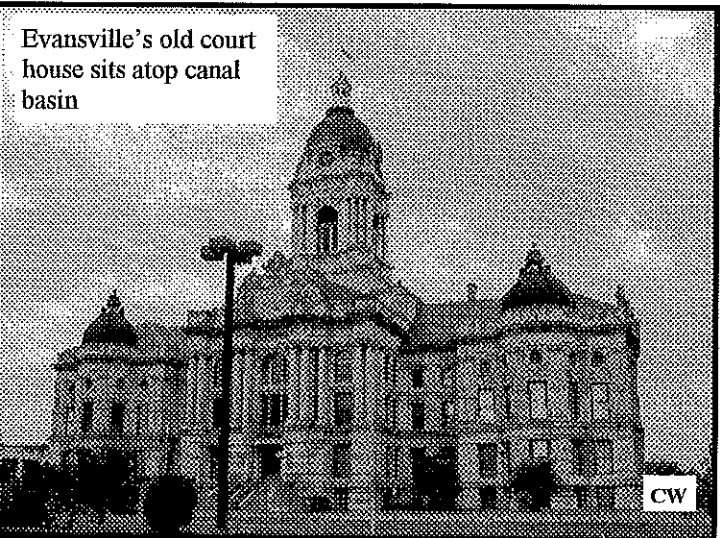


Canal made right angle turn here

BS

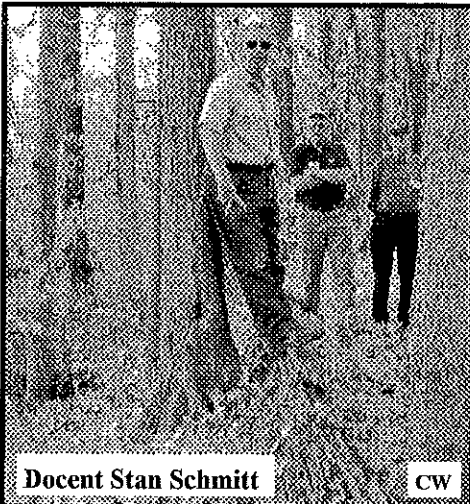


LG



Evansville's old court
house sits atop canal
basin

CW



Docent Stan Schmitt

CW

To view
these photos
and many
others in
color check
out the
Canal
Society of
Indiana's
Facebook
page.