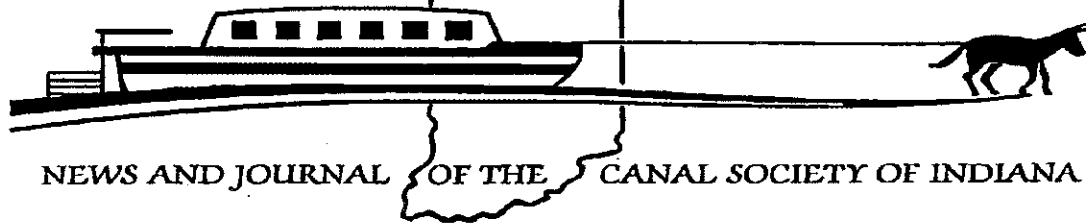


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## IT'S THE PITS



Archaeologists have dug test pits through the chamber of Lock 47 of the Wabash & Erie Canal at Riley, Indiana. Photo Bob Schmidt

### *Features*

1. Archaeology Slow At Lock 47
3. Canawlers At Rest: Col. Ebenezer F. Lucas
9. Donations To CSI Archives
10. Evansville's Channels Of Trade And The Secession Movement 1850-1865
12. Who Was Elbridge Gerry?, Whitewater Canal: Who Was Aaron Riser? New Canal Mural On Main St.
13. Whitewater Canal Trail: Yard Sale, Metamora Corn Maze,
14. Metamora Fright Nights, In Memoriam: Charlotte K. May
5. From Times Past: Mob Meeting Over Blacks In Mercer County, Samuel Bigger's Death, Notice To Bond Holders
18. Dues Due, Reporter Canoes Central Canal
19. News From Delphi: Grants Just Awarded, Second Floor Put On Fouts Log House, Boat Season Ended

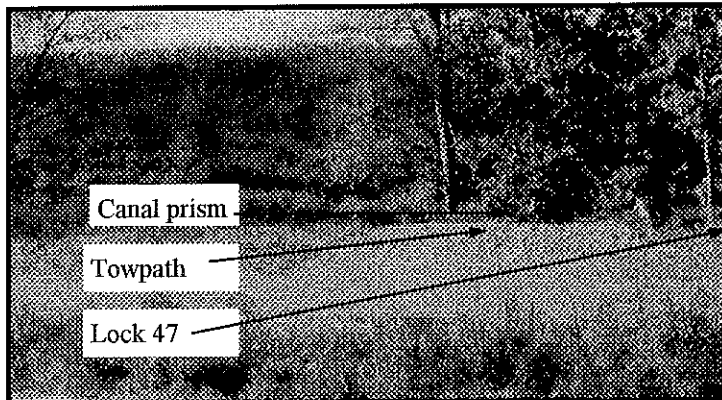
### **ARCHAEOLOGY SLOW AT LOCK 47**

By Carolyn Schmidt

Plans for creating a county park at Lock 47 in Riley, Vigo county, Indiana have been in place for some time, but this summer's rains and flooding of the creek nearby have kept archaeologists from Accidental Discoveries, a company out of Indianapolis under the leadership of Jeff Plunkett, from completing their study. Sandy Billing, a Canal Society of Indiana (CSI) director, contacted Jerry Netherlain, the Vigo County engineer, about how the work is progressing. He said that the site is now in Phase II of the Master Plan and is in a holding pattern until the archaeologists' report is completed.

# THE HOOSIER PACKET - DECEMBER 2011

When the site was visited on October 9, 2011, the weather was nice. The work underway by the archaeologists had revealed more of the lock wall closest to the road, exposed a mitre sill, uncovered the butterfly recess and had dug test pits down the center of the lock chamber. Hopefully good weather will prevail and the study will be completed before Keith Ruble, the man with the vision for this park, retires in 2012. This project has been on-going for four years with a beautiful park planned. It would be a real loss to have plans changed before it is completed.



Left: The W & E Canal prism is across the field from the road. A lock wall farthest from the road misses a few top stones. Above: The gate recess and butterfly recess are exposed. Although the weather was great and the lock dry, the archaeologists were not working because it was Sunday. Their equipment was scattered around the site.

Photos by Bob Schmidt

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## CANAWLERS AT REST

### COL. EBENEZER F. LUCAS

b. February 22, 1807  
d. August 8, 1871

By Robert F. & Carolyn I. Schmidt

the same county on April 1, 1846. It was probably for his son George. In the 1850 federal census we find Joshua and his wife, Elizabeth, living near George in Rush township, Buchanan county, Missouri. Their two younger sons, Philander (16) and Alfred (13) were living and probably working on the farm with their brother George and his wife, Sally, while their parents lived nearby. The parents remained there until their deaths, Elizabeth after 1850 and Joshua in 1860.

Joshua and Elizabeth's oldest son, Ebenezer, probably got his early schooling in Highland county, Ohio and perhaps some later instruction in Greencastle. In the late 1820s he went on to attend Indiana University and became one of the first civil engineers in the United States. He was a consulting engineer as well. He also served in the Indiana Sixty-eighth militia Regiment where he earned the title of Colonel. [We were unable to learn more about this service or any military engagements in which he participated, but it might have been in the Blackhawk War of 1832.]

When Ohio became a state in 1803, people in western Pennsylvania saw the opportunity to migrate for virgin land in the new state. By 1806 Jesse Lucas and his brother, William, joined the migration and acquired land in Highland county, Ohio, which is just southwest of Chillicothe. In that same year, 1806, Jesse's son, Joshua Holland Lucas and Elizabeth Adams were married in Washington county, Pennsylvania near Pittsburgh. Their first child Ebenezer Lucas was born in Washington county, appropriately on the anniversary of George Washington's birthday February 22, 1807. While father Jesse and his five brothers and families moved west, son Joshua and his family remained in Pennsylvania for a few more years. Their next child, a daughter, Julia, was also born in Washington county on March 1, 1809. In about 1810 Joshua and Elizabeth decided to join the other Lucas families by moving to Highland County Ohio.

When Ebenezer had completed his education at IU, he moved on to Warren county, Indiana, where sometime in the late 1820s he became one of the county's first teachers. Perrin Kent, Ebenezer's future father-in-law was also one of the early teachers in the county. The first solid date found for Ebenezer in Warren county is October 7, 1834, when he purchased 40 acres of government land in Section 8 SWSW.

Indiana became a state in 1816 and it too offered opportunities. In 1821, at age 36, Joshua decided to move his family once again further west settling in Putnam county, Indiana. First, the family lived in Greencastle where Joshua was the postmaster and a merchant. Ebenezer's sister Julia married Lewis H. Sands in Greencastle on May 10, 1827. In 1826 Sands had followed Joshua Lucas as Greencastle's postmaster.

Perrin Kent was also born in Washington county Pennsylvania on July 11, 1794, and his parents and siblings also had moved to Ross county near Chillicothe, Ohio. While there, Perrin Kent married Rebecca Dill on April 17, 1818. Perrin arrived in Warren county, Indiana, around 1824 and brought his family there in 1826. He was appointed surveyor of public lands by Indiana Governor James B. Ray and worked throughout Warren county. He later surveyed as far as Iowa. Kent township in the county where he lived was named for him. He closed up the surveys in Range 10 along the Illinois line.

Joshua moved his family to Bainbridge in Putnam county sometime later, where he again became postmaster in 1835. Joshua and Elizabeth remained in Putnam county, Indiana until about 1846.

Even though these families' migration paths were very similar, there is no evidence that the families knew each other prior to when Ebenezer began teaching and surveying with Perrin Kent in Warren county. During this time, 8-10 years, Ebenezer Lucas became very familiar with the Kent family and at age 31 he married Charlotte Dill Kent on June 18, 1838. She was 19, having been born July 12, 1819, in Ross county, Ohio.

Joshua's son, George J. Lucas, at age 22 married Sally Thomas on February 15, 1846 in Missouri and established a residence there. Joshua purchased land in

Ebenezer Lucas held several county offices over the next few years. In 1838 he was appointed by Governor David Wallace to fill the position of Clerk of the Warren County Circuit court to complete the term of

Ancestors of Ebenezer F. Lucas & Charlotte Dill Kent

<u>Born</u>	<u>Place</u>	<u>Died</u>	<u>Place</u>	<u>Burial</u>	<u>Name</u>	<u>Marriage Date</u>
Mar 12, 1762	Frederick MD	Mar 23, 1833	Ohio ?	OH ?	Jesse Lucas	Mar 4, 1783 Moved PA to Ohio 2 = Sons - Joshua H / Jesse P.
1762		1820	Pennsylvania	PA	Sarah Mehitabell Holland	
Jan 16, 1785	Fayette, PA	1860	Platte, MO	MO	Joshua Holland Lucas	Jul 12, 1806 Fayette, PA 10 = 5 Sons / 5 Daughters
1790	Pennsylvania	After 1850	Missouri ?	MO	Elizabeth Adams	
Feb 22, 1807	Washington, PA	Aug 8, 1871	Warren Co IN	GH	Ebenezer F Lucas	Jun 18, 1838 Warren, IN 10 = 8 Sons / 2 Daughters
Jul 12, 1819	Ross Co, OH	Jan 12, 1877	Warren Co IN	GH	Charlotte Dill Kent	Apr 17, 1818 Ross, OH 8 = 3 Sons / 5 Daughters
Jul 11, 1794	Washington, PA	Jan 30, 1882	Warren Co IN	GH	Perrin Kent	Feb 24, 1789 17 = 9 Sons / 8 Daughters
Dec 22, 1792	Dauphin, PA	Jun 9, 1863	Warren Co IN	GH	Rebecca Dill	
Oct 3, 1763	Alleghany, MD	Mar 24, 1849	Ross Co OH	OH	William Kent	
Mar 24, 1770	Washington MD	Aug 16, 1839	Ross Co OH	OH	Sarah Perrin	

10 - Children of Ebenezer F. Lucas & Charlotte Dill Kent

<u>Born</u>	<u>Place</u>	<u>Died</u>	<u>Place</u>	<u>Burial</u>	<u>Name</u>	<u>Marriage Date</u>	<u>Spouse</u>
Mar 14, 1841	Williamsport, IN	Jan 9, 1884	Warren Co IN	2-MC	John Perrin Lucas	Nov 14, 1866	Martha Ellen Andrews
Jan 13, 1843	Williamsport, IN	Feb 9, 1916	Lafayette, IN	SV	William Kent Lucas	No Children	Sarah Shontz
Jan 29, 1845	Williamsport, IN	Apr 27, 1917	Danville, IL	2-GH	George Holland Lucas	No Children	Harriett "Kit" Dalaplane
Oct 21, 1847	Warren Co IN	Jul 6, 1896	Chicago, IL	2-MH	Rebecca Elizabeth Lucas	Aug 12, 1873	Harriett, Charlotte, James, Kate
Oct 14, 1849	Warren Co IN	Nov 24, 1910	Warren Co IN	2-MC	James Hook Lucas	Sep 12, 1865	William H. McDoel
Aug 25, 1851	Warren Co IN	Mar 11, 1918	Warren Co IN	2-GH	Thomas Kent Lucas	1 = Mary Annette	Laura M. Renner
May 5, 1855	Warren Co IN	Dec 6, 1928	Oklahoma City	GH	Lloyd Sands Lucas	Oct 16, 1862	Laura M. Renner
Jun 29, 1858	Warren Co IN	May 2, 1910	Lafayette, IN	SV	Kate Bell Lucas	No Children	Maria Wallace
Oct 10, 1860	Warren Co IN	Jul 30, 1895	Lafayette, IN	GH	Charles Lewis Lucas	Apr 3, 1877	Morton Findley, Lewis Wallace
Dec 14, 1863	Warren Co IN	Oct 18, 1864	Warren Co IN	GH	Henry Lucas	3 = Margaret M, Morton Findley, Lewis Wallace	None

Burial Codes

- GH = Gopher Hill Cemetery - Warren Co. IN
- MC = Masonic Cemetery - Warren Co. IN
- SV = Spring Vale Cemetery - Lafayette IN
- MH = Mt Hope Cemetery - Chicago IL
- 2 = Husband & Wife

R.F. Schmidt  
18-May-11

Deceased James Cunningham, who had served since 1827. In 1839 Ebenezer was an agent for the three percent fund receiving funds from land sales in the county. He also was elected county treasurer in 1842 and served until 1844.

The Wabash & Erie Canal was begun in Fort Wayne, Indiana, on February 22, 1832. Digging proceeded west due to the dispute between Ohio and Michigan as to the ownership of the Toledo strip. By 1837, with the resolution in favor of Ohio, both Indiana and Ohio began digging toward their common state line 20 miles east of Fort Wayne. Both states had been dramatically impacted by the financial panic of 1837-40.

On February 27, 1841, Indiana received federal approval to extend the 1827 land grant according to the original terms for completion of the eighty-nine miles between Lafayette and Terre Haute of the Wabash & Erie Canal. All other work on internal improvement projects in Indiana had been halted or transferred to private companies. In December 1841 the legislature investigated those involved in the various Internal Improvement projects and the financial improprieties. Some were censured, but no one was prosecuted except Isaac Coe, who eventually was acquitted. As for the Wabash & Erie Canal, contracts were let in May 1842 and digging began south of Lafayette.

The Whigs, who had controlled the governorship and legislature in Indiana for some years and who had approved the Mammoth Improvement Bill, lost control in the 1843 elections and James Whitcomb became the governor on December 6, 1843. Stearns Fisher, a Whig who had been the Superintendent of the Wabash & Erie Canal from 1840-43 was replaced by the Legislature on December 30, 1843. His replacement was Ebenezer F. Lucas, a Democrat from Warren County. This made some sense since Warren County, which borders the Illinois line, was just across the Wabash River and slightly to the southwest of Lafayette where canal construction was in progress.

The Wabash & Erie Canal had finally opened to Lafayette in 1843 and Lucas was now in charge of toll collections, operations and land sales along the entire canal route. This change undoubtedly caused some concerns in the upper Wabash Valley as Stearns Fisher was from Wabash county and very well respected.

Lucas hired his father-in-law, Perrin Kent and Stearns Fisher as land agents to help in establishing classification [valuation] of lands for sale. They were paid \$5 per day for their services. However, their pay was in "White Dog" canal script that was issued by the state in lieu of hard currency. The white and blue dog paper were IOU's of the state and were discounted by

most local merchants to about \$3 or less. As the Superintendent of the Wabash & Erie Canal from 1842-43 Stearns Fisher previously had been paid \$1000 per year. E.F. Lucas also paid himself the salary set by the legislature of \$1000 per year, but in "White Dog." Both men complained about being under paid.

Lucas, while in charge of canal maintenance, hired three Superintendents of repairs. They were Oehmig Bird of Fort Wayne, Solomon Holman of Peru, and Chauncy Carter of Logansport. Bird & Holman had been assistants under Stearns Fisher. Chauncy Carter, who had been a candidate for General Superintendent against Lucas, now became an assistant as well. Their pay of \$500 per year was also in script. The four toll office collectors were paid \$400 annually. They were M. Peterson, Lafayette; William Hubble, Logansport; Jirah Barlow, Lagro; and R.P. Jones, Ft. Wayne.

This was a most difficult period for operating the canal east of Lafayette and construction of the extension south toward Terre Haute. The financial situation was critical. Accusations were coming in from all directions. Repairs and breaks had to be done. The Superintendent was in the midst of this controversy. The newspaper articles of the time express this anger and frustration.

One of Ebenezer's responsibilities was selling land. An article appeared on October 28, 1844 that described 24,219 acres at Peru out of the Miami Reserve that Commissioner Lucas was offering for sale. These first, second and third class lands were along the Eel, Mississinnewa, Salamonie and Maumee rivers. The Wabash & Erie Canal, Big Pipe Creek, Little Pipe Creek and Treaty Creek flowed through them. First class lands were advertised at \$5.00 per acre minimum, second class at \$4.00 an acre, and third class at \$3.50 an acre.

Soon E. F. Lucas was having trouble in his relationship with the legislature. Here is a communication of 1844.

Indianapolis, December 23, 1844

To the Senate of Indiana;

I have received the following resolution adopted by your Honorable body, to-wit:

"Resolved, That the General Superintendent of the Wabash and Erie canal be directed to communicate to the Senate his reasons for withholding his report in relation to said canal east of Lafayette."

In reply to the direction of your Honorable body, I have to remark, that my report has not been withheld, only for want of time to prepare it. In the absence of an engineer, it is considerable labor to prepare a report embracing as much matter as the operations of the past season require. The large quantity of business transacted in the land office the past season, and that business is of so difficult a nature, is the main reason why the report has

been thus long delayed. It will be furnished in a very short time, however, as it is nearly ready.

Respectfully, E. F. LUCAS  
General Superintendent W. and E. Canal.

A week later Lucas was again admonished for lack of information on water rents at Pittsburg in Carroll county.

INDIANAPOLIS, December 31, 1844

Gentlemen of the Senate:

Your communication of today, calling on me for information for the "amount received for water rents during the past year, at the town of Pittsburg, in Carroll county."

To that I have to reply, that I am not in possession of any facts that would throw much light on the subject, the power of leasing and collecting of water rents having been, by the late Revised Statutes, transferred to the Auditor, Treasurer, and Secretary of State, The Auditor, I presume, would be the proper officer to call upon for that information.

"Also, whether all the water leased at this point has been measured, and the holders called upon for the amount due the State for the use of such water power."

This is a subject upon which I can give, perhaps, some useful information.

The water, as I understand, has not, as yet, since the time of leasing, been measured. The reasons generally assigned at that place, as well as other places along the line, are, that they preferred some other person than Mr. Fisher to do it. The lessees at Pittsburg have made heavy complaints during the last year to me, and for my life I cannot arrive at the proper reason for their complaints. They have made frequent applications for an alteration in their leases; some complain that under the direction of the engineer they were induced to place their wheel improperly. Of that fact I have made some inquiry, and from the best information I have on the subject, I am inclined to the belief that each lessee placed his wheel just as he chose. Others have taken the liberty to put in different wheels from that of the contract. This is a matter that should be inquired into. The law provides for no regular engineer on that end of the line, hence I shall be under the necessity, whenever the Legislature shall direct, of employing one for the purpose of measuring water at that and other places along the line, so as to prevent any frauds that may be attempted on the part of lessees. The subject has become so much mixed that it is now a matter of great uncertainty who is the proper officer to call these delinquents, who are in arrears for water rents, to an account.

It is a matter that should not be suffered to pass unnoticed by the Legislature. The place of payment should be properly defined. When payments are permitted to be made at so many different places, it is not at all times known whether payments have been made or not.

Any rules and regulations that may be committed to my care respecting water rents, I will take great pleasure in performing the duties thus assigned.

I have the honor to be, very respectfully,

Your obedient servant,  
E. F. LUCAS,

General Superintendent Wabash and Erie Canal.

Then in early January 1845, the Senate again sent an inquiry on the accuracy of land acreage available for sale as reported in the annual report Lucas had just filed. Lucas replied that his report was accurate and that the problem was related to US government.

SENATE CHAMBER,  
January 2, 1845.

SIR: — The Senate have this day adopted a resolution in the following words:

Resolved, That the superintendent of the Wabash and Erie canal be required to inform the Senate whether the 260,047.5-100ths acres of land, mentioned in his annual report, as the number of acres of land sold and unsold, is as reported, all 'that can in any event be made available for the construction of the Wabash and Erie canal,' or whether, on the contrary, there is not some 35 or 40,000 acres yet due from the General Government in lieu of lands that were pre-empted by settlers on canal lands heretofore selected, and also whether a still further amount of lands are not due for the increased distance of said canal over the distance as first measures; and if so, what measures, if any, have been taken to secure to the State, the lands above described.

"I am very respectfully,  
"Your obedient servant,  
W. T. OTTO  
Secretary of the Senate.

Mr. E. F. LUCAS

Sup. Wabash and Erie canal.

It appears with this and other situations, Lucas acted as a good politician, always able to shift the blame elsewhere. The next article on canal maintenance reflects the change in public perception of his actions.

*Logansport Times* Aug 2, 1845

The Canal — We learn that it will be near 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. *Ft. Wayne Times and Press*

A week later the *Fort Wayne Times & People's Press* of August 9, 1845 carried this article:

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 *Sentinel*, 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 lacks 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!

In December of 1845 the Indiana legislature apparently heard the cry of its citizens and elected Stearns Fisher for the term 1845-47 to replace Ebenezer Lucas. Lucas had served only two years as General Superintendent but he had generated lots of controversy. The following article appeared in the *Fort Wayne Times and Peoples' Press* of January 24, 1846:

Canal Superintendent. — The Legislature did one righteous thing before it adjourned; and that was the election of Stearns Fisher, Esq. as Superintendent of the Wabash & Erie Canal, over the late notoriously incompetent incumbent, Mr. Lucas. We felt morally certain that he would be rejected, but we had hardly ventured to hope that the place would be filled by Mr. Fisher. Mr. Lucas, we have no doubt, is an excellent man and good citizen; but he is a narrow-minded, bitter, bigoted politician, and as unacquainted with the operations of a canal as a child, as all his proceedings show. We learn that the total ignorance displayed in his late report has been the source of unbounded merriment at the capitol during the winter. He has much to answer to his conscience for his utter disregard of the welfare of the county, in draining the canal for several weeks, during the heat of last summer, and scattering disease and death, broadcast, through the whole of its length. The thousands who have suffered by that act, will be glad to hear that its author has been supplanted.

One fact will exhibit the feelings of Mr. Lucas as a politician. At Wabash there had always been a waste-way, that discharged a quantity of surplus water across the fields of Col. Hanna, and drove a little mill, which was a great convenience to the neighborhood. — When the power devolved upon Mr. Lucas, he shut up the old way, and opened a new one about eighty rods above, turning the water into the river where it was useless. — Col. Hanna is an influential Whig. Such acts of petty party malice are unworthy a public officer.

The people are, of course, indebted to the votes of several democrats for his removal. We have not yet learned who they are, but have no doubt, from his character for stern integrity, that our Senator was one of them. If so, the act will meet with the hearty approval of his constituents.

Public opinion continued to turn negative on Ebenezer and even continued on after he had ceased to be

the Superintendent of the canal. An article appeared in the *Logansport Telegraph* in January of 1846 that is paraphrased below:

Five hundred to six hundred citizens, at Peru, jammed the Presbyterian Church for a mass meeting on Monday, January 26, 1846. It was resolved that Col. E. F. Lucas and Austin W. Morris were pirates and robbers. They were to notify publicly of their next visit. Resolved that John R. Smith be required to deposit, in the hands of a committee, duly appointed, the bundle deposited in his hands by Morris. The committee was then to turn it over to the proper authorities. It is contained money, then Cyrus Taber, of Logan [as is was called early on], was to turn it over to the proper ones, if it was State money. If it was the property of Morris and his colleagues, Taber was to pay Morris, in wild lands, at the end of an execution, at their full appraised value. The Tract sale and installment book, of Col. E. F. Lucas was to be placed in the hands of Col. Wm. M. Reyburn, until Stearns Fisher entered upon the duties of his office.

While working on the canal Ebenezer kept many documents relating to it in an old leather-covered trunk. He also kept letters from people asking for his influence. The trunk later was in the possession of his son, William K. Lucas. Today the Mary Aborn Papers at the Indiana State Library contain the papers of Ebenezer F. Lucas regarding the operation of the Wabash and Erie Canal; correspondence, surveys, and legal documents relating to his business and land interests in Warren County; and papers relating to the 1860 census.

After all the controversy over his canal work Ebenezer returned to Warren county probably having had enough of political life. He felt somewhat cheated financially by the whole canal superintendent situation. He appealed to the legislature for additional pay without success. Here is the report in the *Indiana Senate Journal of 1846*:

MR. PRESIDENT:

The committee on claims, to whom was referred the petition of E. F. Lucas, asking for the passage of a law authorizing the Auditor of State to audit the claim of said petitioner for services heretofore rendered on the Wabash and Erie Canal as the General Superintendent thereof, which services was rendered in the years 1844-'45, and which services was by a law then in force to be paid in canal scrip, which he now asks to be made equal to one thousand dollars per annum in par funds, have, according to order, had the same under consideration, and have directed me to report that by an act of the General Assembly, approved December 14th, 1843, entitled "An act to reduce the salaries of Governor of the State, and other officer," the office of Commissioner of the Wabash and Erie canal east and west of Lafayette was abolished, and the office of General Superintendent created in lieu thereof, at a salary of one thousand dollars per annum, to be paid in canal funds — that said petitioner at the same session was elected General Superintendent — that he accepted said office with a full knowledge of said law, the amount of the salary, and the kind of funds out of which he was to receive his pay, and that

it would now be improper and impolitic to pass any law increasing the compensation of said petitioner. Said committee have therefore directed me to report said petition back to the Senate, and recommend that it be laid upon the table. And that said committee be discharged from the further consideration thereof.

The ayes and noes being demanded upon the question of concurring,

Those who voted in the affirmative are,  
Messrs. Allison, Barbour, Berry of Franklin, Bowers, Bradbury, Clements, Coats, Conner, Cuppy, Davis, Day, Edmonston, Ellis, English, Goodenow, Green, Hamer, Hamrick, Handy, Hardin, Henry, Holloway, Jackson, Logan, Marsh, Milligan, Milliken, Morgan, Murphy, Orth, Read, Robinson, Rockhill, Simpson, Verbrike, and Winchell — 37.

Those who voted in the negative are,  
Messrs. Beard, Howell, Montgomery, Taber, Waters, and Zenor — 7.

So the report was concurred in.

There is evidence that Ebenezer began farming in Warren county after losing to Stearns Fisher. On May 10, 1848 he acquired 160 acres in Section 28 E ½SE and 80 acres Section E ½NE of additional farm land in Warren County, Indiana.

Ebenezer was sent to Lafayette in 1857 to purchase one hundred and sixty acres for the Wabash railroad shops. Local property owners did not want the shops and refused to sell him the land. Fort Wayne wanted them and even donated the land.

The 8th United States Census was taken in 1860. Ebenezer aided in taking it by serving as an assistant marshal.

In 1865, at the conclusion of the Civil War, the following information was published by the United States Department of Agriculture in explanation for the number of cattle declining.

Mr. Hamilton - Pres. Pennsylvania State Agricultural Society.

“The high prices at present offered by butchers have tempted farmers to part with their largest and best formed cows, which under different circumstances would have been retained for breeding, and the most healthy and vigorous heifer calves have been sold to them.”

Mr. E.F. Lucas, of Warren county, Indiana, writes that “the usual increase of cattle has fallen off, owing to so many of the best graded cows having been killed and packed into barrel beef the last two years.”

Ebenezer still remained somewhat involved in Democratic politics at the local level. In 1862 he attended a Democratic Party peace rally in Indianapolis and he was on the Resolutions committee from the 8th Congressional district. He doesn't appear to have run

for any other local or state political office.

Ebenezer F. Lucas died at age 64 on August 8, 1871 at the time he was engaged in locating the Chicago & Eastern Illinois railroad. He was buried in Gopher Hill cemetery, Warren county, Indiana. His wife is buried there as well. She lived until age 57 and died on January 12, 1877.

Perrin Kent, age 87, outlived them all. His wife, Rebecca Dill, age 71, died in 1863, but Perrin lived until January 30, 1882. The Kents are also buried nearby in Gopher Hill.

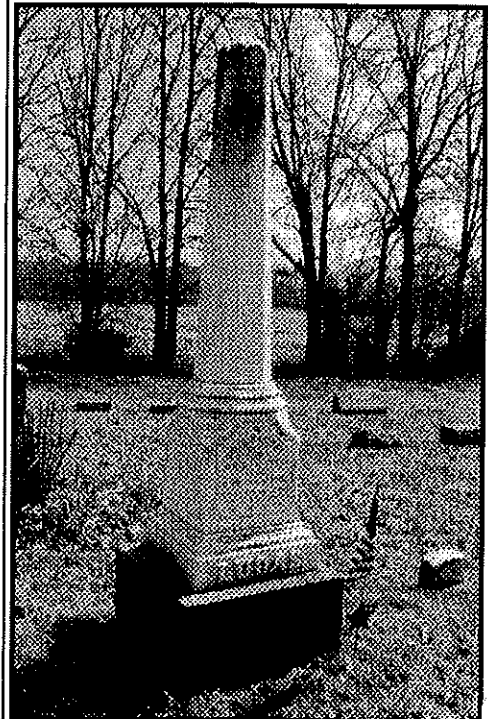


Col. Ebenezer F. Lucas is buried in Gopher Hill Cemetery established in 1830.

(west side)  
COL. E. F. LUCAS  
DIED  
AUG. 8, 1871  
AGED  
64Y. 5M. & 16D.  
HENRY INFANT SON  
DIED OCT. 18, 1864.  
AGED 10M. & 4D.

(south side)  
CHARLOTTE  
WIFE OF  
COL. E. F. LUCAS  
JAN. 12, 1877  
57Y. & 6M.

(north side)  
CHARLES L. LUCAS  
DIED JULY 30, 1895  
AGED 34Y. 10M. 20 D.



Gopher Hill Cemetery is located west of State Road 63, north of the corner of 950 S and 900 W, north of Covington, Indiana and southwest of Williamsport, Indiana.

Photos by Bob Schmidt



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**DONATIONS TO CSI ARCHIVES**

CSI has received the following donations to its archives. They are greatly appreciated and will be very helpful in canal research and articles for *The Hoosier Packet*.

From the Indiana Historical Society's Orphan Collection

*Eli Lilly: Archaeologist Transportation and the Early Nation*

From Suzanne Moffet

About 200 items from Paul Moffet's collection of canal books, pamphlets and memorabilia — Some titles are:

*Measuring a Vision*  
*Seeing the Land*  
*Pilgrimage to MECCA*  
*Timmy O'Dowd and the Big Ditch*  
*The C&O Canal Companion*  
*The Erie Canal Reader 1790-1950*  
*Crofton Beam Engines*  
*The Amazing Impossible Erie Canal*  
*When Horses Pulled Boats*  
*Canal Terminology of the U.S.*  
*Towpath Guide to the C & O Canal*  
*History of the Ohio Canals*  
*World Canals*  
*Canal Enthusiasts' Handbook 1970*

*The National Waterway Ohio's Canal Era Videos*  
*A Photo Album of Ohio's Canal Era*  
*The Grand Canal*  
*The Story of New York State Canals*  
*Indiana Canals*  
*The Little Tow-Watcher's Guide*  
*Canals of England*  
*The Forks of the Wabash*  
*Mostly Canallers*  
*Canal and River Cruising*  
*W & E Canal Notebooks I, II & III*  
*Through the French Canals*  
*Floating West*  
*The Miami, W & E Canal Country*  
*Wedding of the Waters*  
*Walking Britain's Rivers and Canals*  
*Towpath Topsy*  
*Whitewater Canal Boat Log*  
*Delaware and Lehigh Canals*  
*Now That Time Has Had Its Say*  
*The Union Canal & The Lehmans*  
*Irish Waterways*  
*The Erie Canal*  
*American Canals 5 volumes*  
*Canal & Riverboat with Inland Cruiser*  
*The Erie Canal & Finger Lakes Region*  
*Lockport, Illinois: Old Canal Town*  
*A Corridor in Time*  
*New York State Canals*  
*The Morris Canal*  
*The Middlesex Canal*  
*Here and Now Ohio's Canals*  
*Here and Now Sandy & Beaver Canal*  
*A Long Haul*

*Limestone Locks and Overgrowth*  
*Cruising French Waterways*  
*Canal Town: Ottawa and I&M Canal*  
*Low Bridges and High Water*  
*Ordnance Survey Guide 5 volumes*  
*Anthracite and Slackwater*  
*Chronicle of the Overbeck Pottery*  
*Canal Architecture in Britain*  
*Your Book of Canals*  
*The Illinois and Michigan Canal*  
*Great Britain video*  
*Erie Canal Legacy*  
*Ohio and Erie Canal Motor Tour*  
*Discovering Lost Canals*  
*CSI tour guides Morthorst, Schmidt*  
*The Ohio & Erie Canal 1832-1913*  
*Triumph Out of Chaos*  
*The Canals of New York State*  
*Towpaths to Tugboats*  
*The Best from American Canals 4 vol*  
*The Artificial River*  
*Discovering Canals in Britain*  
*Canal Architecture*  
*Indiana Canal Stories*  
*New York's Canal postcards*  
*The W & E Canal A Beautiful Dream*  
*Canals and Waterways*  
*Valleys of History*  
*The O & E Canal Glossary of Terms*  
*Twenty Five Miles to Nowhere*  
*Boaters and Broomsticks*  
*Faces Behind the Facades*  
*Ghosts of the Illinois Canal System*  
*Canal Pictures CD*  
 etc. etc. etc.

**EVANSVILLE'S CHANNELS OF  
TRADE AND THE SECESSION  
MOVEMENT 1850-1865**

Darrell Bakken, CSI member from Bloomington, Indiana, donated a copy of Daniel W. Snapp's 1928 booklet "Evansville's Channels of Trade and The Secession Movement 1850-1865" to the CSI archives in 2002. Permission to reprint it at a later date was granted by Judith Q. McCullen, Assistant Editor of Indiana Historical Society Press, in late 2002. The ninth installment follows and is quoted in its entirety:

CHIEF ARTICLES OF COMMERCE

The statement of the Evansville and Crawfordsville Railroad receipts in Evansville for 1860, with a little explanation, will give one a clear conception of the importance of the railroad to Evansville as a receiving center for northern shipments. Animals listed were chiefly cattle, sheep, mules, and horses; hogs are not included. Some were sold on the Evansville market, while others were shipped directly by steamboats to the markets of the southern states, principally to New Orleans. Beef was not shipped during the summer months, as refrigerator cars were not yet in use.

Coal reached Evansville chiefly via the Wabash and Erie Canal from points not far distant from the city. In 1859, the last year in which canal statistics are available, twenty-six thousand, six hundred eight bushels of coal arrived in Evansville over the canal, and only one hundred eighty-two bushels were shipped out. In 1860 thirty-eight thousand ninety bushels of coal arrived over the railroad, which points to the conclusion that the bulk of Evansville's earlier coal supply came in over the canal.

Evansville received a great quantity of coffee from the eastern markets via the trunk lines which intersected the Evansville and Crawfordsville Railroad. There was never a noticeable tendency to ship coffee over the canal from Toledo to Evansville. During the seven years from 1853-1859 only eleven hundred ten sacks of coffee arrived at Evansville via the canal, whereas in the year 1860 alone, two thousand forty-three sacks come in over the railroad. Evansville was the distributing center for coffee throughout the Green River valley and the "pocket" district of Indiana. The position of Evansville as a distributing center for coffee in southern Indiana may be seen by referring to Table V, "Canal Clearances," in the Appendix.

Perhaps 1860 was the greatest year for Evansville's wheat market. Big shipments of wheat and corn arrived during this year. But with the opening of the war

and the loss of New Orleans market the farmers of the Wabash and White river valleys began to ship to the eastern markets via the Ohio and Mississippi Railroad. Evansville's milling industry suffered.

Before the war Evansville was considered one of the most important corn markets of the country. The bulk of the corn from the valleys of White, lower Wabash, and Green rivers was shipped to Evansville, which in turn served as a distributing center of corn to the southern markets, the most important of which was New Orleans. In 1857 Evansville exported two hundred twenty-eight thousand one hundred eighty-six bushels of corn to the South. The outbreak of the war nearly destroyed this corn trade, but the government gave temporary relief by establishing a quartermaster's department in the city to feed the army. This took a large quantity of corn. From 1857 to 1867 Evansville's corn trade increased ninefold and her exports became the greatest of any point on the Ohio River as may be shown by the following exports.

From Louisville 1857 to 1867.....	561,310 bushels
From Cincinnati 1857 to 1867.....	135,119 bushels
From Evansville 1857 to 1867.....	1,900,707 bushels

The average prices for corn from 1857 to 1867

were:

1857 to 1858.....	\$0.42	1862 to 1863.....	\$0.53
1859 to 1860.....	0.50	1863 to 1864.....	1.03
1861 to 1862.....	0.31	1865 to 1866.....	0.54
		1866 to 1867.....	\$0.79

During the Civil War the drug and hardware business was greatly stimulated. In 1857, \$275,000 worth of business was done in these lines as compared with \$721, 207 in 1867. Grocery business, however, suffered severely during the war as trade in products such as sugar, molasses, and rice from the South was cut off. In the North the current of shipment had turned eastward with the result that Evansville's grocery trade was nearly destroyed.

The success of Evansville as a hog market was based largely upon the demand of the southern states. This demand ceased with the opening of the war and another market of Evansville was destroyed.

A small number of hogs arrived in Evansville over the railroad in 1860. In 1859 no live hogs were shipped to the city via the Wabash and Erie Canal. That does not mean, however, that the city's population did not consume pork and lard, for in 1860 thirty-one hundred seventy-four kegs and two hundred eighty-four barrels of lard; four hundred four casks and forty-one hundred thirty-five barrels of pork arrived in Evansville over the railroad; twenty-five hundred twenty barrels of pork and four hundred seventy-one barrels of lard came into the city from Green River from January to July,

365. In January and February, 1860 the Wabash River packets contributed to the city twenty-four hundred seventy-five barrels of pork and five hundred seventeen kegs of lard. These figures explain the source of Evansville's pork and lard supply. Not all this supply was consumed in the city; much was shipped to the markets of the South. By examining a manifest of a New Orleans or Memphis bound packet one sees that pork and lard constituted a large portion of the cargo.

Potatoes were also moving southward. A study of the canal statistics for the years in which they are available will reveal the fact that thirty-five hundred thirty-eight bushels of potatoes arrived in Evansville, whereas only one hundred six bushels cleared for the northern stations and, possibly, these were for planting. In 1860 the local market received eleven thousand seventy-three bushels over the railroad; one may conclude that the bulk of potatoes arriving was consumed in the city, since very few large shipments are found going south.

Evansville occupied a very important place as a receiving and distributing center for salt between 1850 and 1860. Salt came here from New Orleans by steamer, thence northward over the railroad and canal. During the seven years for which canal statistics are available, twenty-five thousand three hundred twenty-one barrels of salt cleared the local canal port and were distributed to points all the way from Evansville to Terre Haute. Between July, 1856 and July, 1857 fifty-eight thousand eight hundred fourteen barrels of salt arrived in Evansville via railroad, steam boat and canal.

The importance of Evansville as a sugar market has been discussed in a previous chapter. In 1859 forty-eight tons of sugar were distributed to canal stations between Evansville and Covington.

The fact that Evansville is located in the heart of a tobacco raising district has made it a leading tobacco market. The large volume of tobacco arriving from the north prior to 1860 came over the canal from counties adjacent to Vanderburg(h). Warrick County, perhaps, raised more tobacco than all the other counties of Indiana combined. Green River valley also contributed a large quantity of this commodity to the local market.

Evansville always occupied a unique place among the distillery and brewery centers of the Middle West. As early as 1830 F. Kroener and Son established the "Old Brewery" on Fulton Avenue between Fifth and Sixth Streets. In 1853 Cook and Rice erected a large brewery, which was later enlarged to approximately four

times its original size, on Seventh Street, between Main and Sycamore Streets. The demand for the products of breweries became so great that by 1867 there were eleven large breweries in the city, turning out ale, porter, and beer, each doing a lucrative business, chiefly in the markets to the South. In 1867 no less than twenty thousand seven hundred ninety barrels of beer and similar beverages were manufactured by the local breweries, a business valued at \$244,000. No beer or ale was brought into the city from an outside market. A very small quantity was shipped north on the canal, but the major output of the local brewers was distributed to the southern markets or consumed locally.

Evansville's whiskey market was by no means small. In 1857 the local market exported twelve thousand nine hundred seventy-one barrels of whiskey. This was five times the amount exported the previous year. In 1860 five thousand four hundred fifty-two barrels of spirits were shipped into Evansville over the railroad. In addition to this, local distilleries turned out large quantities. The exact liquor sales in the city can not be ascertained because the more conservative dealers did not report their sales. The city's chief markets for its whiskey were in southern Indiana, in southeastern Illinois, in the Green River region, in New Orleans, and in Memphis.

The following comparison of the exports of 1857 and 1867 shows the chief products for which Evansville was the receiving and distributing center and also the growth and decline of trade during these years in the commodities listed:

Comparison of Evansville's Exports for Years 1857 and 1867

	1857	1867
Corn (bu.).....	228,186.....	1,909,707
Wheat (bu.).....	52,699.....	80,192
Oats (bu.).....	59,310.....	52,437
Pork (bbls.).....	49,628.....	4,052
Flour (bbls.).....	62,228.....	36,891
Whiskey (bbls.).....	6,397.....	4,061
Hay (bales).....	2,415.....	15,477
Tobacco (hhds.).....	9,781.....	35,709
Cotton (bales).....	0.....	44,504
Salt (bbls.).....	58,814.....	92,927

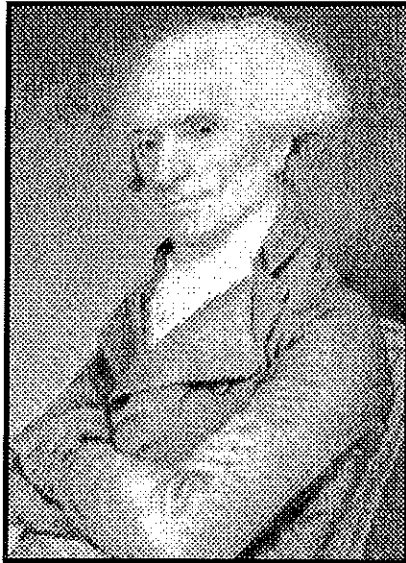
During the decade 1857 to 1867 Evansville received corn, wheat, oats, pork, flour, and hay from the lower Wabash and White river valleys and distributed them to the southern markets. Salt and cotton arrived from the South and cleared for the northern markets, while whiskey and manufactures tobacco were shipped to the northern and southern markets.

(To be continued in the next issue of *The Hoosier Packet*)



**WHO WAS ELBRIDGE GERRY?**

By Phyllis Mattheis



The September issue of *The Hoosier Packet*, the monthly newsletter of the Canal Society of Indiana, carries stories about two different men with first and middle names of Elbridge Gerry. They were both named after the 5th vice-president of the United States, who died on November 23, 1814, and who had been a delegate to the Continental Congress, a signer of the Declaration of Independence, a delegate to the US Constitutional Convention and represented Massachusetts in the first House of Representatives. He was governor of Massachusetts in 1810 and 1811 and vice-president during James Madison's second term. It is from his name that the term "gerrymandering" is derived.

Gerry was so highly respected that many boys were named after him. Dr. Elbridge Gerry Wheelock (1814-1892) was born in Vermont two days after the vice-president's death. He served the workers on the Wabash and Erie Canal in the Fort Wayne area, and lived out his days there, dying at age 77. His son was also named Elbridge Gerry Wheelock, Jr. Read about them on pages 6-9 in *The Packet*.

Cambridge City's own Elbridge Gerry Vinton (1824-1913), proprietor of our famous Vinton House, is featured on page 19 of the September issue in a story about the 175th Riverside Cemetery Walk. Vinton was born in Massachusetts ten years after the death of the vice-president. Four people from our area with ties to the Whitewater Canal are mentioned in the Riverside story: Benjamin Conklin, Walter Boden, Vinton, and Valentine Sells and his wife Sarah.

*The Hoosier Packet* can be read at the Cambridge City library. Just ask for it at the desk. It is provided by **Western Wayne Heritage, Inc.**, our local preservation group and present owner of the Vinton House. Interested persons are welcome to the meetings on the 4th Tuesday each month.

Phyllis Mattheis wrote the above article to encourage members of Western Wayne Heritage, Inc. and citizens of Cambridge City, Indiana to read *The Hoosier Packet*, the Journal and News of the Canal Society of Indiana, and become members of the society. CSI thanks her and encourages other members to publicize CSI.

**WHITEWATER CANAL**

**WHO WAS AARON RIESER?**

By Phyllis Mattheis

An enterprising businessman, Aaron Rieser was the first owner of our famous Vinton House Hotel on Main Street in Cambridge City, Indiana. He had it built in 1847 at the intersection of the National Road and the Whitewater Canal, and it opened for business in 1848 as The United States Hotel. Unfortunately, Rieser lost a son in 1846 at the age of five and his wife Anna in 1848 at the age of 33, both of whom are buried in the old Capitol Hill Cemetery here. He soon married for the second time to a widow, Catherine Lutz, and went to California for the 1849 Gold Rush.

Rieser leased the hotel to Elbridge Gerry Vinton, then sold it to him in 1868. It has been called the Vinton House since then. It has been owned by Western Wayne Heritage, Inc. since 1998.

Aaron had two living sons from his first marriage and a daughter from his second, named Indiana Belle, who was born in Cambridge City in 1852. The young sons were raised by relatives in this area. The daughter married in California and is buried there with her children and her parents.

A descendant of Aaron Rieser (many spellings) named Lois Jean Reiser was born in Indiana but now lives in Florida with her husband, Mike Angelo. Lois has been researching the family line since 2005 and even traveled to Switzerland in July 2010 to meet family members and walk the farm of her ancestors. Last year she presented to Western Wayne Heritage a three ring binder with pictures of the life story of Aaron Rieser and his descendants. She also spoke about her family search during Canal Days last year. Unfortunately she has not been able to locate a photo of Aaron.

Left to Right  
 Jerry  
Mattheis  
 Cindy  
Jones  
 Mike  
 &  
 Lois  
Angelo  
 Darrell  
Smith  
 Photo by  
 Phyllis  
 Mattheis



This year on Saturday, September 10 at 11 a.m. Lois, Mike and her sister Cindy from Rhode Island came to the Vinton House to view the plaque recently installed inside, which named her third great grandfather as the builder. They also toured the new library that afternoon.

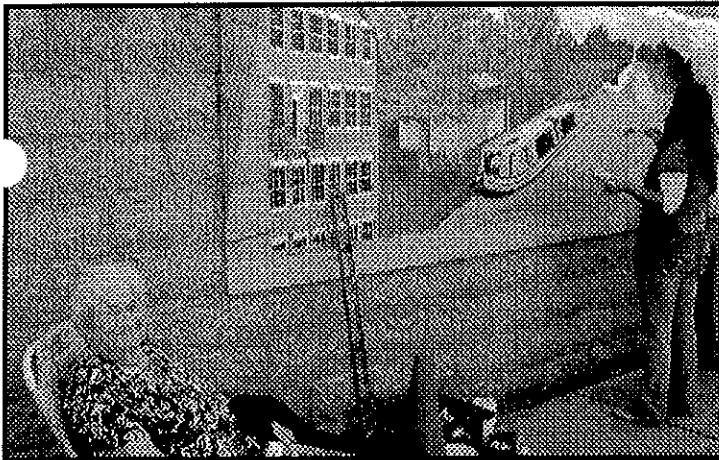
The Angelo's made a generous contribution to Western Wayne Heritage for the continuing restoration of the Vinton House. We thank them.

The mural was commissioned jointly by Western Wayne Heritage, Inc. and the Canal Society of Indiana. It depicts canal boats arriving at the Vinton House, on the canal, and passing under the National Road via the stone arch. It has been difficult to work the perspective of all the details into two narrow panels that are 4x8 feet, making a 4x16 foot long mural. When the panels were completed, they were sealed against weather.

## NEW CANAL MURAL ON MAIN ST.

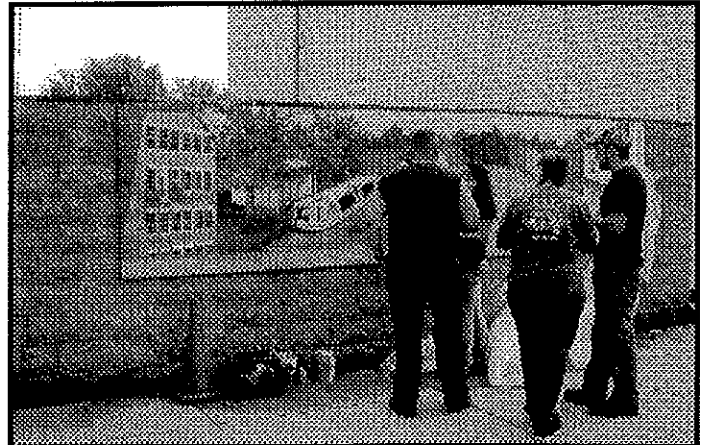
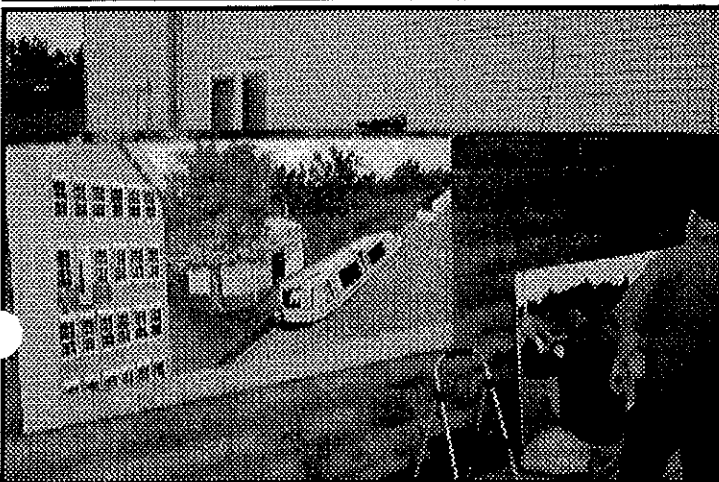
By Phyllis Mattheis

As part of the Festival of Arts mural contest in Wayne County, a **Whitewater Canal mural** was being painted for Cambridge City by Carly Mattingly Dee. The mural is mounted on the concrete block wall on the south side of Main Street west of the Vinton House between the liquor store and the apartment building. Carly worked on over Canal Days, Sept. 10 and 11. The contest entries had to be completed by September 15.



Above: Carly Mattingly Dee puts finishing touches to the mural commissioned by Western Wayne Heritage and CSI while her grandmother Joan Mattingly looks on. Photos by Phyllis Mattheis

Below: The second panel of the mural is ready to be hung. It was installed on Thursday September 8, 2011.



The mural panels were hung and were ready to be sealed. They were on display for Canal Days on September 10, 2011.

Photo by Phyllis Mattheis

Carly has also painted an extra large postcard mural on the west side of the old Danner Building, now National Road Antiques. Her mother Pam painted the Single G mural on the southwest corner of Main and Foote. Her grandmother is Joan Mattingly, who lives on West Front St.

## WHITEWATER CANAL TRAIL

### WHITEWATER CANAL TRAIL YARD SALE

The Whitewater Canal Trail held their annual yard sale at the Drive Thru Visitor's Center (former Hoosier Pete building) on Saturday, September 24<sup>th</sup> and Sunday, September 25<sup>th</sup> to raise funds to support the Canal Trail project. Members and others were asked to donate their unwanted items to this cause!

### METAMORA CORN MAZE

Although a very tornado-like storm blew down some of the corn planted for the Whitewater Canal Trail's corn maze, earlier this year, They were able to salvage over 10 acres of it and hold their annual event



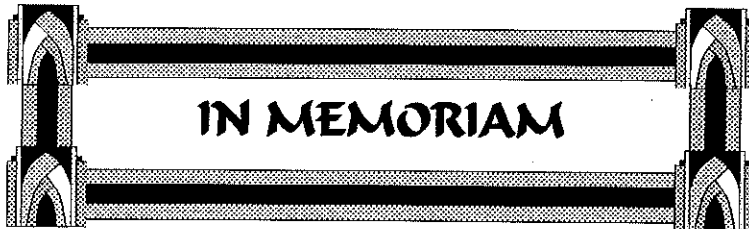
on every weekend in October from 1-5 p.m. With parking limited at the site, attendees were asked to park in Metamora and catch the free hayride to the maze located 1 mile East of Metamora on U.S. 52. They charged \$5.00 to find one's way through the "Maziest Corn Maze." All proceeds from the maze go to trails in Franklin County, Indiana, such as the Whitewater Canal Trail. Refreshments were available for purchase at the site. They had beautiful fall weather for their first weekend.

"Museum of Fright" was held in the new Gateway Park in Metamora Oct. 14-16, 21-23 and 28-30. A lighted pathway through the old museum building guided visitors through Gravel Hill Cemetery and into many structures with the cemetery walls such as the grave digger's house, the ghoulish gardens, the haunted mansion, the funeral parlor, etc. This event was sponsored by Whitewater Valley Scenic Byways.

## METAMORA'S FRIGHT NIGHTS

The Whitewater Valley was filled with spooks and hauntings during weekends in October. The

There was also the Haunted Village of Metamora on October 21-22 and a special spooky night cruise on the "Ben Franklin III" canal boat down the Whitewater Canal at 7:30 p.m. on October 15 and 22. Jeff Kuehl told spooky stories while the boat glided down the canal and back.



### CHARLOTTE K. MAY

May 1917  
October 5, 2011

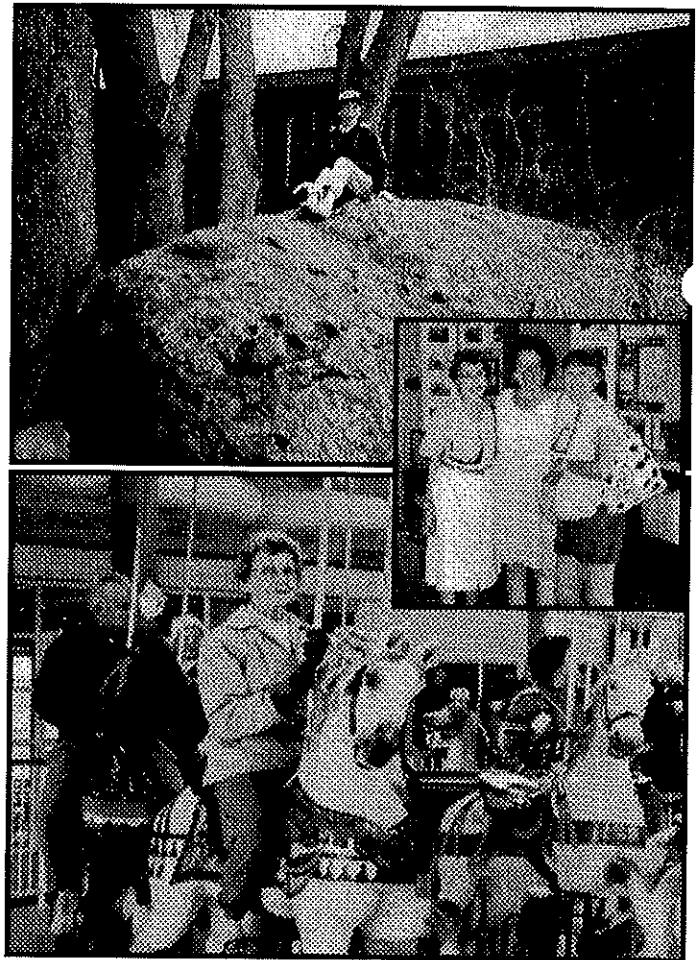


Photo by Lynnette Kross

CSI canawlers will always remember Charlotte as the gutsy little lady who could be found doing something on a canal tour that most ladies her age wouldn't do like sitting atop the erratic near Wabash, riding the Logansport carousel, climbing into the cab of a combine at the John Deere factory, and attempting to reach Cave-in-Rock via steep steps without a handrail. She almost always was accompanied by her daughter Sally Bancroft and friend Betty Lockhart and was known as "Mom" by many.

Charlotte K. May passed away from a heart attack at Marion General Hospital in Marion, Indiana on October 5, 2011. She was 94 years old. Ferguson & Glancy Funeral Home in Van Buren, Indiana were in charge of arrangements and a memorial was planned for a later date at First United Methodist Church in Marion.

Charlotte was preceded in death by her husband, Charles May; grandson Tray Bancroft; and her brothers. She is survived by daughter, Sally Bancroft.



Atop an erratic near Wabash, Indiana Photo by Bob Schmidt  
The 3-Musketeers: Charlotte, Betty, Sally Photo by Bob Schmidt  
On the Logansport carousel Photo by Sue Simerman

Besides being a member of the Canal Society of Indiana, she was also a member of Mississinnewa 1812, the Debbie Vance Circle at the First Methodist Church, the Grant County Historical Society, the Red Hatters, and participated in the Marion Easter pageant over the years. She will be missed by all.



FROM TIMES PAST

Fort Wayne Times & Press [Randolph's blacks brought Sept. 12, 1846 by canal boat Oct. 2011 Hoosier Packet p 20]

Mob Meeting in Mercer County. — The following are the resolutions of the Mercer County (O,) meeting, called on the 15th ult., for the purpose of devising means for the expulsion of the black population from the County, and to which the proclamation of the Governor of Ohio, which will be found in another column, refers.

*Resolved*, That the Negroes and mulattoes residing in Mercer county, came into the county in opposition to a well known law of the State and contrary to the wishes of the white population, and still remain here, contrary to law, and to our wishes, and therefore have no claims upon our sympathies.

*Resolved*, That we will not live among negroes, and as we have settled here first, we have fully determined that we will resist the settlement of blacks and mulattoes in this county, to the full extent of our means, the bayonet not excepted.

*Resolved*, That the blacks of this County, be, and they are hereby respectfully requested to leave the county on or before the first day of March 1847, in case of their neglect or refusal to comply with this request, we pledge ourselves to remove them "peaceably is we can, forcibly if we must."

*Resolved*, That we who are here assembled, pledge ourselves not to employ, or trade with any black or mulatto person, in any manner whatever, or permit them to have any grinding done at our mills, after the first day of January next.

*Resolved*, That in the opinion of this meeting, the laws of this State, commonly called "the Black Laws" ought not to be repealed, but should be so changed, as to absolutely prevent for all time to come, the emigration into the State of any black or mulatto person whatever, and to carry out this principle, we pledge ourselves not to vote for any man for office, who is not in favor of the enactment of such laws as will effectually prohibit the emigration of this class of people into our State.

On motion of John T. Furguson, the following preamble and resolutions were adopted:

WHEREAS, the Supreme Ruler of the Universe has fixed his immutable laws for the government of the world, and marked his lines and boundaries, and made undeniable distinction every where perceivable, between the different races of men; therefore,

*Resolved*, That we will use all and every means in our power to preserve inviolate those laws and distinctions ordained by the Creator, and handed down unimpaired to posterity.

*Resolved*, That we view with shame and disgust, the disgraceful attempts of the anti-republican portion of our American citizens' to fasten disgrace upon the laboring

classes of this country, by means of their miscalled philanthropy.

*Resolved*, That political abolitionism, as it has shown itself in our national councils, deserves the everlasting execration of all honest men, and the individual among us, who adheres to such sentiments shall be held in contempt and scorn.

Fort Wayne Times & Press  
September 19, 1846

DIED. —In this City, on the 9th inst., after five days illness, SAMUEL BIGGER, late Governor of this State.

Gov. Bigger was born in Warren County, Ohio, in the year 1802, and was therefore in his 45th year. His father Col. John Bigger, emigrated from Pennsylvania, when Ohio was yet a wilderness. He occupied a prominent position in the events connected with her early history — having taken part in her Legislative councils, through a period of 20 years. His son Samuel Bigger, the subject of this notice, was a graduate of Athens University. In 1829 he removed to this State, and resided first in Union County, and afterwards in Rush County. For two years in succession, he was chosen by the people of Rush Co, to represent them in the Legislature, in which body he was a prominent actor in all important Legislation. Soon afterwards, he was elected by the Legislature, President Judge of the Eastern Circuit, which station he filled for many years, with dignity and ability, until called from the Bench in 1840, to fill the office of Governor of Indiana. Of his acts in this exalted station, it is unnecessary to speak, as they form a part of the history of the Country. In his official and personal intercourse with the Legislature, and with citizens of various portions of the State, he secured many warmly attached friends, to whose hearts the intelligence of his death will carry a pang. Apart from those collisions which are inseparable from political life, he scarcely ever incurred the ill will of any one, — such was the urbanity of his manners, and the genuine kindness of his heart.

At the close of his Gubernatorial term, he removed to Fort Wayne, and resumed the practice of the Law. His stay among us was brief, but long enough to form friendships and social ties, the sudden rending of which has caused many a heart to bleed. — Indeed all seem to have been his friends — enemies we believe, he had none. All feel that there is a vacant place in our society, not soon, if ever to be filled.

Gov. Bigger possessed talents of high order; rather substantial and useful than brilliant. His judgment was remarkable sound, dispassionate and discriminations; and it was this chiefly, that made him eminently a leader in every circle, in which he moved, whether in Political life, at the Bar, or in Society at large.

For the last eight years he had been a member and part of the time a ruling elder in the Presbyterian Church. At the time of his death, he was superintendent

of one of the Sabbath Schools of the place; and the affectionate interest with which the children gathered around his corpse, to catch a last look at their teacher, their guide, and friend, afforded evidence of the high estimate placed upon his benevolent efforts for the promotion of their highest interest.

The last hours of his life, were calm and peaceful, and his conversation with those present, indicated in a remarkable degree, the power of the Religion of Christ, to sustain the soul, in this conflict with the King of Terrors. He expressed in the strongest and clearest language, his resignation to the divine will, and his humble and entire dependence for salvation upon the Savior of the World. His mental faculties continued clear to the last. COM

*Fort Wayne Times & Press*  
September 19, 1846

CIRCULAR *To the holders of Indiana Bonds in the United States, relative to the Indiana debt.*

NEW YORK, July 14th, 1846. SIR: — Having acted in behalf of a large body of the holders of Indiana bonds, in Europe, under the direction of a committee in London, whose names appear to the resolutions hereto appended; in a negotiation with the State authorities for the payment of the bonds held by them, and a law having been passed by the legislature making provisions for the payment of the public debt of the State, on the principles therein expressed, and which has received the assent of the parties in London to whom it has been submitted, at their request I address the holders of bonds in the United States, and invite their co-operation in the steps necessary to be taken to secure the benefit of the law in question.

The design of the law is to secure the payment of the entire amount of the principal and interest of the bonds of the State now outstanding. This result is provided for the extent of one half, by means of revenue to be derived from taxation, and for the other half, by means of the property and revenues of the Wabash and Erie Canal, and which are to be vested in trust for that purpose. The law, as at first introduced by the committee of the legislature, provided for the payment of two and a half per cent interest on the entire amount of the principal of the bonds from taxation, and the other half out of the revenues of the Canal, and the first section of the bill was framed with this view. In the subsequent action upon it by the legislature, it was so amended as the reserve to the State the right of dividing the principal of the debt, and transferring one half of it also to the Canal. It seems to be conceded that the debt will be adjusted agreeably to this provision of the bill, and that the first issue of the new stock should be in conformity with it, in order to simplify the plan, and avoid the unnecessary expense and inconvenience which would be involved in rendering it necessary to make two separate issues of stock materially different in form The London

committee, in their resolutions, have recognized and assented to this principle of the bill, and I have therefore assumed it as a basis of the present exposition.

January 1, 1847. Principal of Debt,	\$11,090,900
Interest from 1st January, 1842, to Jan. 1847, six years, at 5 per cent, is	<u>3,327,000</u>
1st Jan. 1847. Total debt,	\$14,417,000

As follows:

One half of it is to be provided by taxation, viz:

One half principal,	\$5,545,000
One half the interest,	<u>1,663,500</u>

\$7,208,500

Separate certificates of stock will be issued for the principal and interest above states.

Certificates given for the principal will bear interest at five per cent, per annum from and after 1st Jan. 1847, of which four per cent per annum will be paid, up to 1st Jan. 1853, at which last date the remaining one per cent will be funded in certificates, then to be given for it, and thereafter full interest will be paid on the principal. Certificates given for the back interest and for the *deficiency for interest* will bear interest at the rate of two and a half per cent from and after 1st January, 1853.

The other half is to be transferred to, and charged upon, the Wabash and Erie Canal, that is to say:

One half of principal,	\$5,545,000
One half of interest,	<u>1,663,500</u>
	\$7,208,500

Separate certificates of Canal stock will be issued for the principal and interest above states.

The certificates for principal, bearing five per cent interest, from and after 1st January, 1847, and the certificates issued for the interest, and denominated "Special Stock," to draw interest at the rate of five per cent from and after 1st January, 1853, (in consequence of the revenue of the canal not being sufficient to cover the full amount,) will be funded also at the latter date in stock, bearing five per cent interest.

For the payment of this entire sum, (\$7,208,500) principal and interest, the Wabash and Erie Canal, together with its lands and revenues, are to be vested in three trustees, two of whom are to be appointed by the subscribers to the advance for completing the Canal, and one by the State. The majority of the trustees govern.

The Wabash and Erie Canal extends from Toledo at the head of Lake Erie, in the State of Ohio, south-westerly through the State of Indiana, to Evansville, on the Ohio river, and will be (when finished throughout its entire length) four hundred and fifty-eight and three-eighths miles [468 miles when completed], is in the State of Indiana, and the property of the State, to be vested

above.

It is now finished and in operation from Toledo to Covington, in Fountain county, Indiana, two hundred and fifty eight miles, of which one hundred and seventy-four belong to the State of Indiana.

There remain two hundred miles to be finished from Covington to Evansville, on the Ohio river on which part about \$1,200,000 have been expended by the State, and considerable portions of which are finished. It will cost, according to the estimate made by Jesse L. Williams, R. A. Fautleroy and W. J. Ball, Engineers of established reputation, the further sum of \$2,010,000 to finish the entire Canal.

To cover this amount, the State is to transfer to the trustees certain lands and property which have been heretofore donated by Congress to the State for that purpose, that is to say, nine hundred and sixty-three thousand one hundred and twenty-six acres of land lying adjoining to, and in the neighborhood of the Canal, and of which the largest portion has been selected with the utmost pains, under the personal supervision of Gov. Whitcomb. There is a balance due the State on contracts for lands sold east of Tippecanoe (and for the payment of which the land itself is held) outstanding to the amount of \$244,711, bearing six per cent interest, and on which the purchasers are entitled to a further credit, if they desire it, of five years from 1847, on paying the interest *annually, in advance*.

The value of the above property, viz: the lands and contracts, is carefully estimated at this time, at \$1,408,998. The completion of the Canal will give additional value to all the land remaining on hand; and it is necessary to *finish* the canal to make it fully available, as a source of revenue.

There are two modes proposed to finish the Canal. The first is by cash means alone. — The second by a cash advance equal to one third or one half of the estimated cost, using the revenues of the canal and the proceeds of the lands or the lands themselves, for the balance. The latter mode is proposed and expected to be adopted.

It is not doubted that contracts for the work may be made, payable partly in cash and partly in land, at its fair appraised value. The money to be advanced as the work progresses, and the land to be conveyed to the contractors when the work is finished. An experienced and responsible contractor proposes to take the contract for the completion of the entire Canal from Covington to Evansville within the four years limited by the act at the estimated cost, with a cash advance of \$600,000, to be paid one third the first, one third the second, and one sixth each of the last years; and to rely on the tolls of the Canal, and the proceeds of the lands for the entire balance.

The Canal is required to be finished within four years from the time the act takes effect. The net revenues of the Canal during that period of five years (1847

to 1851 inclusive,) will amount to \$933,700, as estimated by Messrs. Williams, Fautleroy and Ball, which added to the proposed cash advance, it is perceived will make about \$1,733,000, leaving about \$510,000, (after paying the interest annually on the cash advance as provided for by the law at six per cent.) to be realized from the lands, and the debts now due for land, during the period of construction, in order to cover the whole cost.

[Here follows an explanation of the subscription required from the Bondholders to finish the Wabash canal.]

If the act takes effect by the filling up of the subscription, the bondholders will then receive from the State 2 per cent per annum on the entire *principal* of their bonds, or 4 per cent on one half, to be paid by taxation, commencing the half-yearly payments on the 1st July, 1847, up to January, 1853, and thereafter two and a half per cent on the whole, or 5 per cent, on half, besides the annual dividends from the revenue of the Canal as above stated.

The revenues of the Canal, by the terms of the law, [from and after the 1st January, 1847,] are to be applied — *first*, to the payment of the interest of the money advanced to finish it — *second*, to the payment [as far as they will go] of the interest falling due after January, 1847, upon the bonds held by the subscribers to the advance — *third*, to the payment in full of the back interest charged upon the canal, accruing prior to first January, 1847, and for which the parties hold "Special Stock," with 5 per cent, interest thereon, as above specified, first paying the Special Stock held by the subscribers.

It is perceived that the back interest and deficiencies of interest on the State's half of the principal, is to be funded in stock, bearing two and a half per cent, *interest from and after 1st January 1853*.

The reduced rate at which this portion of the arrears of interest is to be funded, was found to be indispensable, in order to bring the amount of interest to be paid annually on the public debt, from and after January, 1853, within the ability and resources of the State. To provide for the liabilities of the State upon this basis, a law was passed by the last legislature fixing the State tax at two and a half mills on the dollar, [or twenty-five cents on the hundred dollars,] besides a poll tax of seventy-five cents. The mill tax is calculated to operate upon a fair and actual valuation of the entire property of the State, real and personal, and the entire proceeds will be required, together with the proceeds of the poll tax, to enable the State to meet its obligations according to the provisions of the bill, as above set forth. The State expenses are restricted, for a period of fifteen years, [up to 1860 inclusive,] to a very small annual sum.

The tax required to provide for the first semi annual payment [1st July, 1847] is now being assessed, and will be collected the ensuing fall and winter. If from

any cause there should be a deficiency in the current revenues of the State whereby they should at any time be unable to meet the interest [4 per cent] between January, 1847, and January, 1853, such deficiency is provided to be paid at the latter date, in cash, with six per cent interest added from the time it should have been paid. Such contingency it is believed, could only happen from one of two causes, viz: *first*, from an unexpected and unequal reduction in the assessed value of property in some counties of the State, and which might require legislative actions to correct it; or, *second*, from the unexpected payment in any one year, of a larger portion of the revenues in State Scrip, now outstanding, than is estimated by the auditor of State, in which even the deficiency would fall upon and be made up by, the revenues of the succeeding years.

The amount of the State Scrip outstanding, and receivable on the face of it for taxes, and for which no other provision is made or can be made for its payment;

is \$638,435, which is expected to be absorbed entire/ out of State revenues, between 1847 and 1853, an allowance for which had to be made, and therefore the State could only provide for the payment of 4 per cent interest on the one half, as above.

It is proper to add, that if the subscription be not made by the first of January, 1847; and 10 per cent paid into the hands of the trustees; the law will expire, and the bondholders will be left as if it had not been passed, with the exception of the effect to be produced by the rejection of the measure, which it is presumed the American bondholders will fully understand. I cannot urge upon you too strongly the importance of aiding to fill up the subscription and thereby encourage and strengthen the State in her efforts to redeem her credit. If the plan be adopted it is confidently believed that the entire amount of principal and interest of the bonds will be abundantly secured and ultimately paid.

CHARLES BUTLER

## DUES DUE

Included in this mailing of *The Hoosier Packet* you will find a letter concerning your dues to CSI for the 2012 year, January 1 –December 31. This is the 30th Anniversary of the Canal Society of Indiana. Lots of special things and special articles are being planned for this year. Don't miss out on any of them.

Dues remain at the \$25 single/family level and are due on December 31, 2011. It makes work at CSI headquarters much easier if you get them in on time.

As members of our society grow older, we need to encourage others to join so that we can maintain the 200 mailings needed to get the bulk rate from the post office. Bulk rate is about 39 cents per piece versus the \$1.75 first class mail cost. We don't want to have to raise dues.

Gifts beyond the basic level are tax deductible. You will receive a letter from CSI headquarters showing these contributions for tax purposes.

If you would like some CSI brochures to give to friends, put in libraries, or give to historical organizations please contact headquarters at [indcanal@aol.com](mailto:indcanal@aol.com) or at PO Box 10808, Ft. Wayne, IN 46854-0808.

We challenge every member to get one new member and keep CSI strong. A membership makes a great gift.

Have a wonderful Holiday Season and a happy and prosperous New Year.

## REPORTER CANOES CENTRAL CANAL

"A Canal Runs Through It" was the title of an article in *The Indianapolis Star* in which a reporter and photographer got up early in the morning and quietly put their canoe into the Central Canal at Broad Ripple. It is illegal to canoe the canal because it is trespassing on property owned by the water company. They managed to paddle the 7.5-mile length of the canal and were heading back when they were detected and ordered out near the Indianapolis Museum of Art. They had crossed an aqueduct, dodged spiders and turtles, seen blue heron and artists painting the canal landscape, and met jogggers and Larry Bird as he walked the towpath.

Why is the Central Canal off limits? Once the canal became a major part of Indianapolis' drinking water system it became vulnerable to outside threats. Terrorism? Well that's a possibility, but liability is the prime reason canoeing is banned.

The reporter sees the canal as a "cool liquid Monon Trail," a great place for canoeists and kayakers. It is 5 feet deep, dark and murky hiding things like old sofas, television sets and even jewelry. Once a pair of teenagers robbed a Meridian Hills house and, after finding about a million dollars in cash, chucked a bag of valuable diamonds and pearls into the canal.

Almost 200 years ago the Central Canal was built for transportation of goods and people. However, it was never completed and only parts remain. Mills and factories found use for its water and then the Indianapolis Water Company saw it as a source and purchased it. Perhaps the "No Trespassing" policy can be changed.

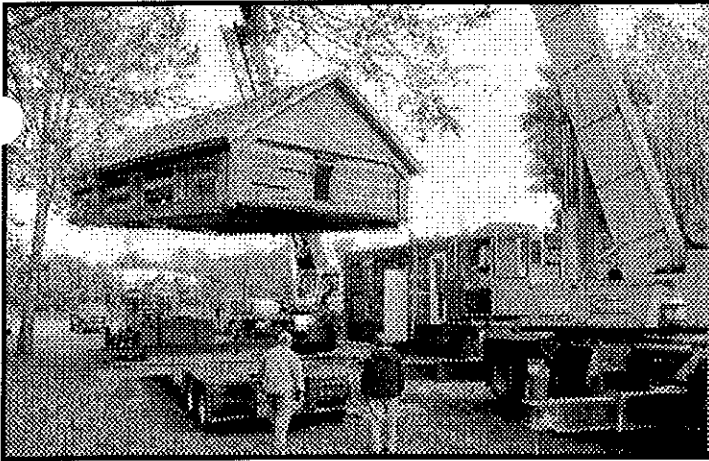
## NEWS FROM DELPHI

### GRANTS JUST AWARDED

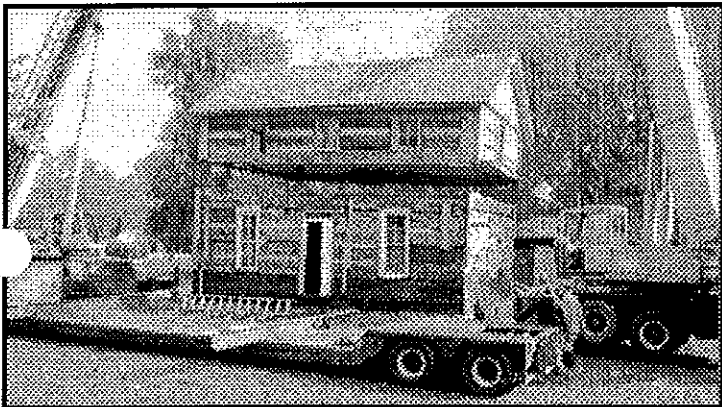
By Dan McCain

The Carroll County Wabash & Erie Canal, Inc. has received two grants from the Tippecanoe Arts Federation in Lafayette. One will pay for the replacement of nine windows in the Fouts Log House with historic-looking frames and glass, as well as a stone fireplace in the center of the floor. The second will fund seven additional colorful trailside interpretive panels. Both of these projects will be completed before the beginning on summer next year. North Central Health Services provided \$200,000 to TAF to make these grants possible.

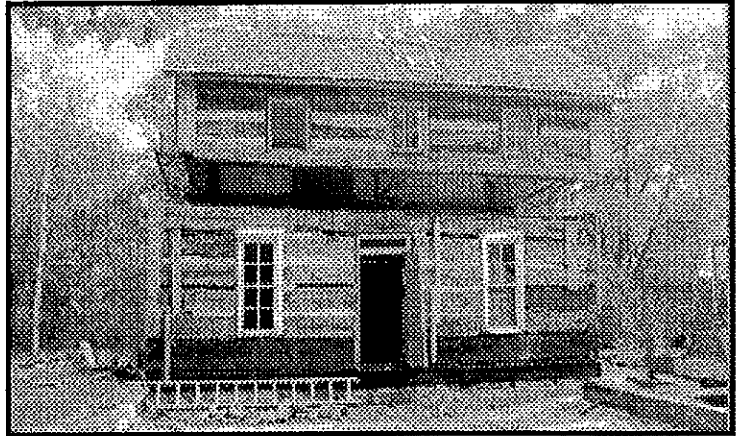
### Big Things Moving Up: The Second Floor Makes It A House



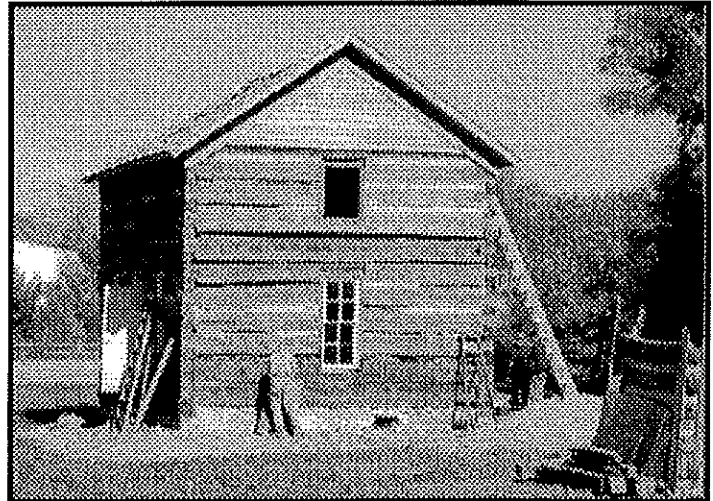
For this task, our M-W-F volunteers had to stand back and watch, as two huge cranes did the job. Joining Slick Crane Rental from Logansport (farthest back) is a crane from Stahl Welding out of Kokomo. (foreground) The two units work in unison to lift the second floor of the Fouts Log House.



We collectively thought "Easy does it!" as we watched the second floor move into position over the main floor. The two skilled operators made this happen without incident while our volunteers, normally right in the thick of things, stood clear.



The upper floor seemed to levitate as it found its place over the main floor. The lower, darker logs are the ones replaced by the MWF crew earlier while the structure was not as heavy.

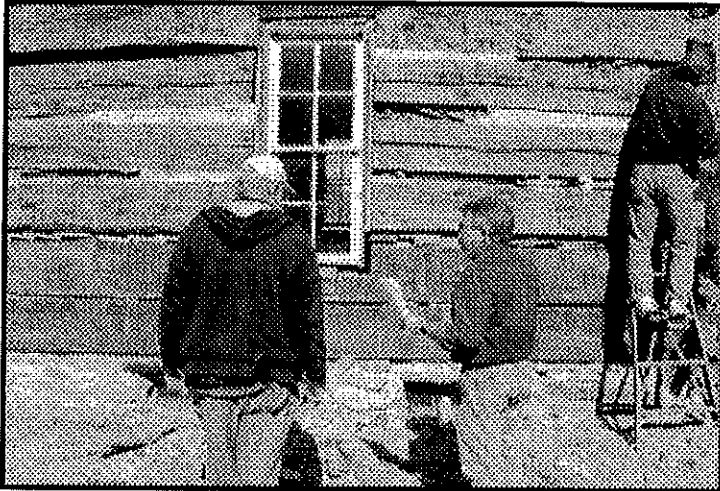


Finally, after the rigid steel framework and corner bracing was removed, the log house started looking like it belongs in Canal Park. Lower logs on this side were replaced with similar sized timbers donated by the New Haven Area Heritage Association. They were popular and had been in the Gronauer Lock, which was an integral part of the Wabash & Erie Canal way back in 1839, the same year Noah Fouts built this log house. Some lock timbers were 30 feet long and up to 23 inches wide. We cut them to size on a portable sawmill in July.

Ken Lavy from Lavy Windows (center of photo on next page) consulted with Al Auffart as M-W-F volunteer Dave Smith worked on securing the corner. We will get nine new windows with six over six pane configuration, from the grant just awarded by the Tippecanoe Arts

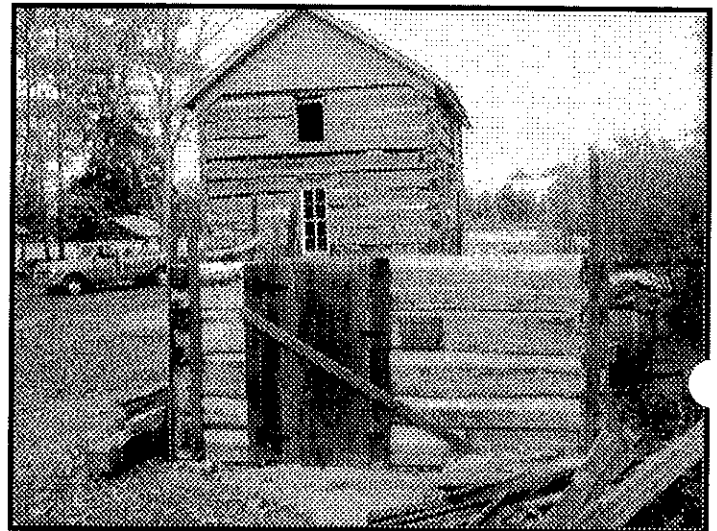


Federation. Work to seal up the space between logs can also be seen at the window line where "chinking" (wooden blocks) have been placed. Soon there will be "gob" (like mortar) forced into the cracks to seal the space.

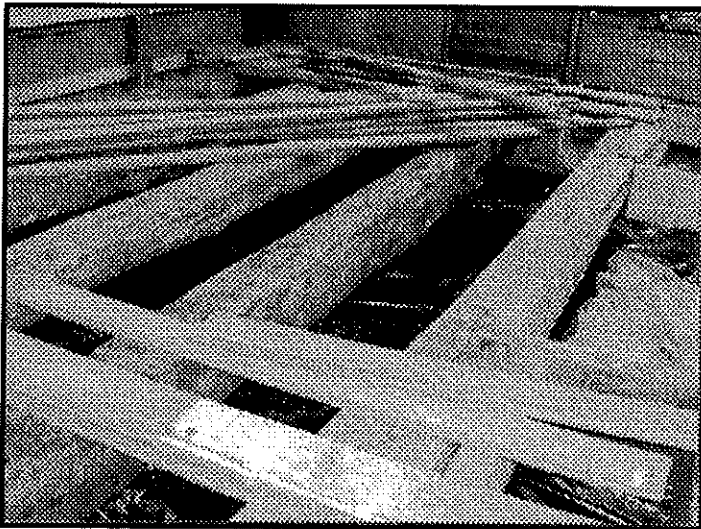


The old flooring was still serviceable and is being reused. M-W-F volunteer Clay Sledd (foreground) worked with Al Auffart and Dave Smith on relaying the boards. The opening behind Clay where the central fireplace will be built later on these rocks.

To make the Fouts Way Station (reception house) in Pioneer Village more functional, this smaller log structure called the "smokehouse" is being moved. Several rotting logs will be replaced, but the structure will look much the same when moved about 30 feet to the right. It was built in Canal Park years ago to cover an obtrusive rock outcrop. The rock will be removed in the final landscaping of this overall site.



Inside the house massive beech beams support the floor. We reset them on a solid and level foundation. The rocks in the opening along the right are where the fireplace will be built. Hopefully, we will construct that before freezing weather comes this winter.



## BOAT SEASON ENDED

By Dan McCain

On Saturday, October 15 from 10am-5pm an end of season celebration was held to close out the 2011 canal tour boat season! Music was provided by Cutler Band, playing a blend of rock-a-billy, southern gospel and blue grass. Artisans and crafters demonstrated their skills and sold their wares throughout Pioneer Village. Free tours of the Reed Case House were given. Food was available for sale, such as the tasty "Canawlers Sarmich" from Nobel Bikes.

On Sunday, October 16 the last canal tours aboard the "Delphi" were given for the 2011 season. The boat was then put into the warehouse building, raised out of the water, and winterized.

