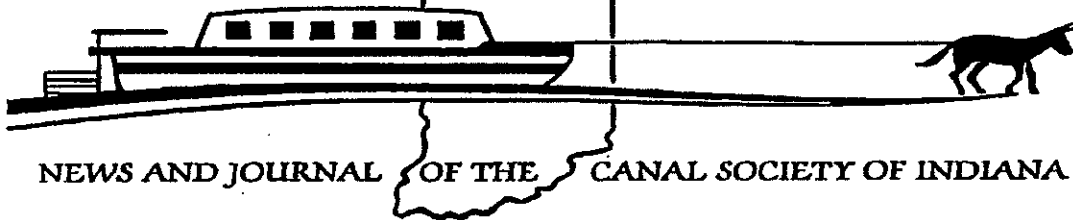


THE
HOOSIER PACKET

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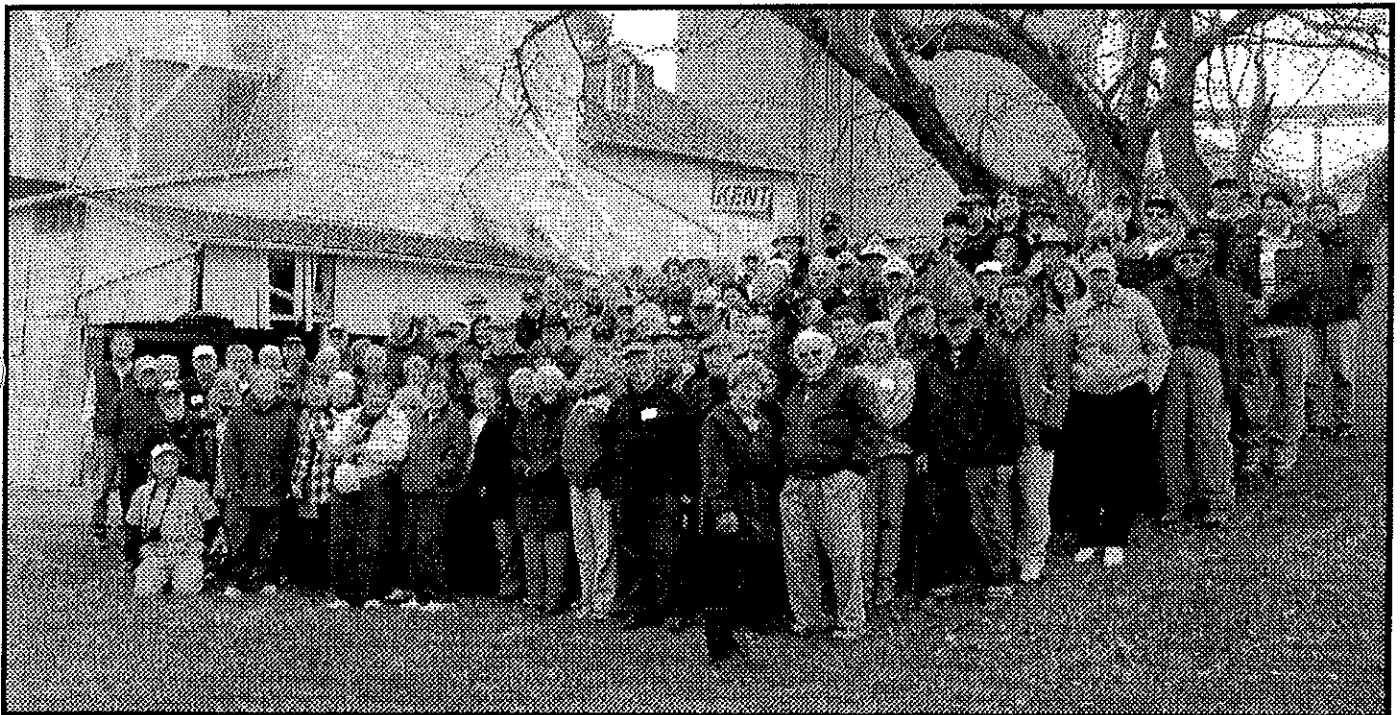


VOL. 10 NO. 5

P.O. BOX 10808 FORT WAYNE, IN 46854

MAY 2011

TAMING THE SWAMP



Canawlers from nine states and Canada posed on the bank of the Miami & Erie Canal near Odenweller's Mill and the site of Lock 28 N in Ottoville, Ohio on April 2, 2011 during the "Taming The Swamp" tour.

Photo by Carl Bauer

Features

1. "Taming The Swamp"
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5. Canal Park At Miami & Erie Canal's Eldean Culvert
6. Canawlers At Rest: Joseph L. Sloan
10. Rhythm Of River Project Captures Whitewater Valley Transportation Heritage, CSI Consulting Party Burnett's Creek Arch
12. CSI Seeks Consulting Party Status At Indianapolis, Mixed Names, Ford Wins Cup, Lock 16 LaSalle, IL Dinner Lecture
13. From Times Past: W&E Completion Between Maysville And Pigeon Dam, Issue Canal Scrip, Re-appraised Canal Lands
16. Western Wayne Heritage Thank You, Whitewater Canal Gateway Park, Contributions To CSI, Welcome New Members
17. News From Delphi: Lime Kiln, Boat Docents Needed, New Iron Bridge, Kiosk Built, Panels Interpret Sites
21. Welcome New Members

"TAMING THE SWAMP"

By Carolyn Schmidt

Canawlers from the Canal Societies of Indiana and Ohio met for a joint tour headquartered at the Holiday Inn in Van Wert, Ohio of Friday April 1, 2011. Their guests, the Board of Directors of the American Canal Society, made a total of 109 people.

Friday afternoon they toured the wonderful 3-building complex of the John Paulding Historical Society Museum in Paulding, Ohio. Everyone was very interested in seeing the canal exhibits and the tile used to drain the swamp. Docents led participants (cont. p. 22)

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

THE HOOSIER PACKET - MAY 2011

TAMING THE SWAMP
April 1-3, 2011

Bananas, Water - Bob & Carolyn
Schmidt

Cookies from Darlington Farms donated
by Jim & Ruth Ellis

Hotels: Holiday Inn Express 860 N Washington St, Van Wert, OH 45891

Comfort Inn 840 N Washington St, Van Wert, OH 45891

Bus: Two Ladies and a Bus Company, LLC, 90 Washington Street, St. Jos., IN 46785

Tour Logo: Nate Tagmeyer/ Carolyn Schmidt

Tour Slogan: "Taming the Swamp"

Tour Book: Scott Bieszczad

Maps: Scott Bieszczad/Carolyn Schmidt

Budget: Bob Schmidt

Name Tags, Goodie Bags, Car Ribbons: Carolyn Schmidt

Friday Tour: John Paulding Historical Society Museum, Paulding, OH

Speaker: Georgia Kohart Life along canal and swamp/artifacts

Friday Picnic: Elks, 1 Elks Drive, Van Wert, OH 45891

Catered by Willow Bend Country Club, 579 Hospital Drive, Van Wert, OH 45891

Program: Scott Bieszczad PowerPoint show of canal sites to be seen on Saturday CSI Annual Meeting, election of board and officers

Saturday tour route: Scott Bieszczad, Bill Oeters

Docents Scott Bieszczad, Bill Oeters, Neal Brady, Bob Schmidt

Phyllis Bidlack talked about Junction marker

Box lunch at John Paulding Historical Society Museum catered by Willow Bend County Club

Morning/afternoon refreshments:

Saturday Banquet: Elk's catered by Willow Bend

Speaker Pete Wilhelm, Northwest State Community College Hamlin, OH spoke about The Black Swamp

American Canal Society Directors' Meeting

Sunday Tour Route: Scott Bieszczad, Bill Oeters

Docents: Scott Bieszczad, Bill Oeters, Neal Brady, Bob Schmidt

Thank You Notes: Carolyn Schmidt

Tour attendees:

Saturday 109 CA-2, IL-4, IN-32, KY-2, MA-2, MI-2, NJ-1, NY-4, OH-57, PA-2, Toronto, CAN-1

David & Marilyn Badger, Ken Baker, James Ballway, Sally Bancroft, David Barber, Robert Barth, Carl & Barbara Bauer, Scott Bieszczad, Karl & Demaris Black, David Bohla, Brad Bond, Neal Brady, Dean Bowman, Sue Burger, Jim & Lisa Campbell, Tom & Linda Castaldi, Cathy Corley, Allan & Linda Corwin, Ken Dague, Tom & Diane Fledderjohann, Leland & Bonnie Gamson, Bill Gerber, Lowell & Jerry Goar, Jim & Barb Guest, Nancy Gulick, Bill & Nan Hachtel, Roger & Alice Hall, John & Susan Hatton, Gerry & Jean Hulslander, Don & Ann Hutzal, Bruce Jones, Clay & CJ Kauffman, Dwight Kline, George & Doris Kmetz, Dick & Martha Kudner, Bob & Dot MacIntyre, Ben & Martha Marsh, Gerry & Phyllis Mattheis, Dan McCain, John & Betty Miller, Mike & Tom Morthorst, Doug & Liz Nims, Bill Oeters, Gene & Joyce Paschka, Ron Petrie, Ed & Cynthia Powers, Melissa Reed, Martha Rittinger, John & Judy Robinson, Laurie Rogers, Joe & Bee Rutter, Frank & Alice Sadowski, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Frank & Deloris Shipley, Steve & Sue Simerman, Ellsworth Smith, Jim Sprague, Mike Thrall, Frank & Mary Timmers, Stephen & Deborah Titchenal, Frank Trautman, Boone Triplett, Larry Turner, Margaret Van Vleet, Allen & Becky Vincent, Caroline Whitten, Chuck & Ann Whiting, Myron & Caroline Zimmerman

Sunday 38 CA-2, IN-14, KY-2, NY-2, OH-16, PA-2

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

Darrell Bakken, CSI member from Bloomington, Indiana, donated a copy of Daniel W. Snepp'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 second installment follows and is quoted in its entirety:

Note: In this article "packet" refers to steamboats not canal boats

EARLY PACKET LINES

When one stands on the bank of the Ohio River at Evansville and observes the steamboats of the present day loading and unloading, he can have no conception of the magnitude of commerce carried by the steamboats in those days before the advent of the railroad. Neither can he understand the important place which Evansville occupied on the western waters as a receiving and distributing center during the golden age of steamboat traffic. Then it was not an unusual occurrence for the wharf from Locust to Division Street to be absolutely blocked with all kinds of freight. There would be hundreds of bales of cotton, a great quantity of sugar, coffee, molasses, and fruit brought by the southern boats to go north; hundreds of hogsheads of tobacco brought in from Kentucky and from the Indiana counties above Evansville to be manufactured in the city; hundreds of coops of live poultry; flour, furniture, livestock, and thousands of boxes of groceries and parcels of dry-goods were waiting to be shipped to the southern markets. At times there were as many as six boats lying side by side at the wharf. So heavy was the traffic that many of these boats were unable to carry all their freight, and therefore took with them on either side barges which were filled to capacity.

As early as 1847 Evansville was recognized as the most important shipping point on the Ohio between Louisville and Cairo. Yet nothing had been done that year to improve the wharf except the cutting of roads through the high banks to the landing places. The next year the city contracted with John Mitchell, Marcus Sherwood, and Moses Ross to complete the wharf on a frontage of five acres with a length of two thousand feet. It was almost twenty years later that the wharf was paved.

Numerous packet lines connected Evansville with trade centers on the Wabash, Ohio, Green, Cumberland and Tennessee rivers. During the winter and spring months of 1852 the city's newly constructed

wharf was filled with products from the valleys of the Wabash and White rivers. At that time river transportation was the only outlet from these valleys, but with the coming of the Evansville and Illinois Railroad and the Mississippi and Ohio Railroad, which paralleled respectively the Wabash and White rivers, steamboat traffic encountered serious competition. About the same time five steamboats made daily trips to Bowling Green, Kentucky, with which Evansville maintained very extensive trade relations.

There was no organized movement to establish packet trade between Evansville and the lower Ohio River cities until 1857, when one boat, the "J. H. Done," was put into service as an experiment. The result was so encouraging that a daily line of packets was established.

Intense rivalry sprang up between the river cities for the carrying trade. In 1858 the Louisville and Memphis packet line was started with the following advertisement in the *Evansville Journal*:

The Louisville and Memphis packets, having been thoroughly repaired, refurnished, etc. will run regularly during the season in Louisville and Memphis trade; connecting with the Cumberland and Tennessee River mail packets at Paducah and the St. Louis boats at Cairo; with the Memphis and New Orleans daily packet lines; with the White, Arkansas and St., Francis Rivers and Napoleon packets at Memphis. Will also issue through tickets to Cincinnati and Eastern cities. The "Southerner" will attend promptly to all business, carrying freight and passengers at the same rate as the other packet. Merchants and traders sending orders can rely upon having them filled and their goods brought by return trip.

The officers of the "Southerner" will take pleasure in filling orders and making purchases — large and small — for their friends along shore. Her machinery is low pressure; her officers are all experienced boatmen, who will at all times consult the safety, comfort, and pleasure of their passengers. She passes Evansville going up on Sundays at about 3 A.M. and in going down she will be here on Wednesdays about 2 P.M.

In January, 1858, the Louisville and Evansville packet line was opened with one steamer, the "Diamond," making the trip twice a week. In May of the same year a packet line between Evansville and New Orleans was established. The following advertisement announced the opening of the line:

The New Orleans and Evansville Packet will leave here every fifteen days. Evansville has enough business to support three such steamers as the "Choctaw" which carried fifteen hundred tons. All should ship via our own boats rather than {by} those of Louisville.

The *Journal* printed lengthy articles, the object

of which was to stimulate trade already existing with Evansville and to open up new territory for her advantage. It argued that the cities between Evansville and Cairo should ship their north and east bound goods over the Evansville and Cairo packet to Evansville, thence north to Vincennes, via the Evansville and Illinois Railroad, where they would be reloaded on the Mississippi and Ohio Railroad which would transport them to the eastern markets. By this route the goods would arrive at their eastern destination one day earlier than if shipped to Louisville on the Louisville and Memphis packet, and thence by railroad to the east. Large quantities of cotton from the Tennessee basin, embracing western Tennessee and northern Mississippi and Alabama, were shipped to Evansville for sale, or through the city in transit to New York. The same vessels returned with merchandise and agricultural products from the Evansville markets.

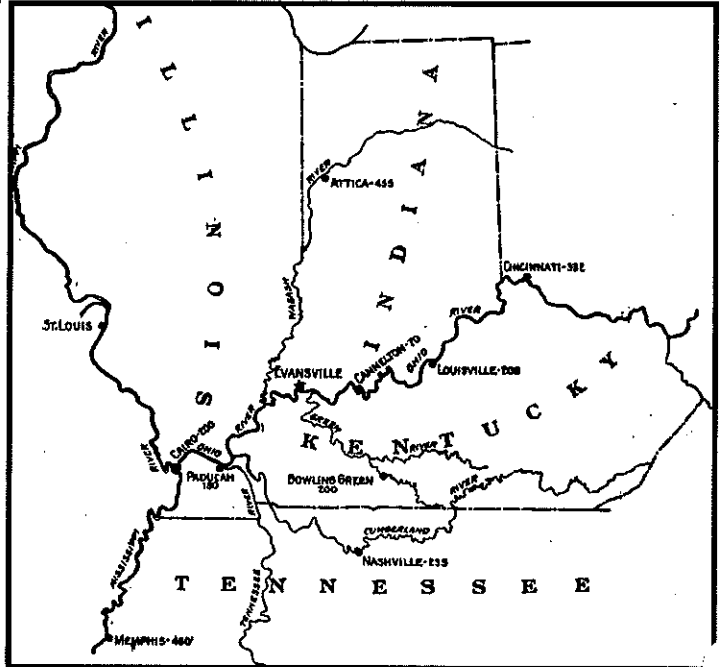
The *Journal* insisted that the local board of trade use its influence to establish a mail route between Evansville and Bowling Green so that the latter city would look to Evansville rather than to Louisville for its commercial advantages. The same newspaper also contended that the board of trade should take measures to improve Rough Creek and Pond River, both of which are tributaries of Green River. A large portion of the goods for the country on the east side of Green River and all the goods for the Rough Creek valley were landed at Owensboro and carted across the country from that point. An expenditure of \$10,000 by Evansville would dam Rough Creek so as to make it navigable for thirty or forty miles through a section of country which exported a large quantity of tobacco and consumed a large amount of goods, nearly all of which were received and shipped through Owensboro and Cloverport, and burdened with a heavy charge for wagonning. If Pond River were improved slightly, crafts could go up to within a few miles of Madisonville and thereby open up another area from which Evansville should draw a great amount of commerce. These suggestions appeared good, but the board of trade did not act favorable upon them.

The coming of the Evansville and Illinois Railroad to Evansville marked the beginning of a rivalry between this road and the Wabash River Packets and the Wabash and Erie Canal with which the latter agencies were not able to cope, and their history, after the establishment of the railroad, was one of decline and eventual financial failure. The Carrying trade gradually shifted from the steamboats and towboats to the more rapid and more efficient transportation system, the railroad.

In 1867 the following packet lines were operating from Evansville:

To Cairo, on the Ohio, daily.....200 miles
 Louisville, on the Ohio, daily.....200 miles

Cannelton, on the Ohio, tri-weekly.....70 miles
 Cincinnati, on the Ohio, weekly.....332 miles
 Bowling Green, KY., via Green River route, daily.....200 miles
 Nashville, on the Cumberland, semi-weekly.....235 miles
 Eastport, on the Tennessee, semi-weekly.....420 miles
 Memphis, on the Mississippi, semi-weekly.....450 miles
 Attica, on the Wabash, semi-weekly.....455 miles



CITIES HAVING PACKET LINE SERVICE WITH EVANSVILLE IN 1867 AND DISTANCES IN MILES FROM EVANSVILLE

The boats of the Evansville, Paducah, and Cairo line were smaller than those of the Memphis and Louisville line, but what they lacked in size was amply made up in fine meals and hospitality. Gilbert writes of this hospitality:

The great object of the officers of these boats seemed to be to make their passengers feel perfectly at home. No sooner had the bell rang to loose the cable than card tables were brought out in the main cabin, while in the ladies' cabin the strains of music from beautiful pianos filled the air. Nobody objected to card playing in those days, and in fact, the blue, white, and red chips were considered almost a part of the cabin outfit...A gruff impolite clerk had no business on any steamboat, and soon found himself out of a job. But a good-looking young fellow, who knew not to talk and sing a song, dance anything and do his clerical work besides, was always certain of a salary....The waiters employed were always musicians and while they could not be called cultivated artists, the music they made was of the most exhilarating kind and was plenty good for those days. But it was at the little town down the river that the most fun was had. Let it be known, that the packet would be compelled to stay for several hours at Mr. Vernon, Shawneetown and almost any of these points, and the minute the boat landed to take on freight people would be waiting for it and when the boat landed in at the big wharf boats, they would be found filled with be vies of lovely young girls and

their attending cavaliers...In some cases it has been found that the boats' cabins were not long enough and especially at Shawneetown, where all were transferred to the big Millspaugh wharf-boat where there was room for all Those were rare days for the young people. (Continued in the next issue of "The Hoosier Packet")

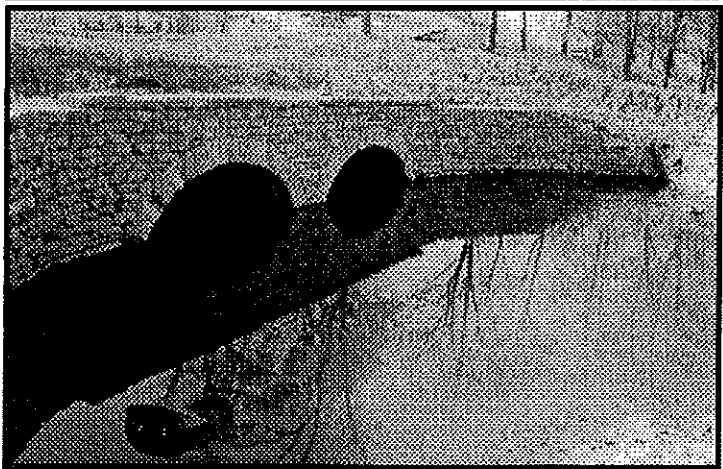
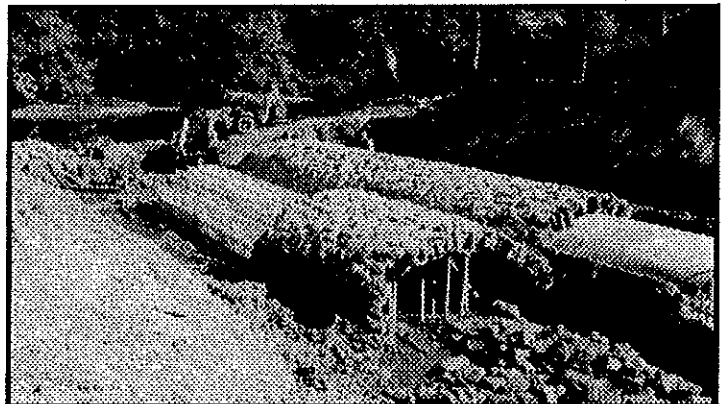
Miami County Engineers agreed to maintain it
2002 Contract awarded to Midwest Maintenance to restore culvert
2003 Restoration completed

CANAL PARK AT MIAMI & ERIE CANAL'S ELDEAN CULVERT

Melissa Reed, CSI member from Piqua, Ohio sent in an article entitled "A Little Park and Its Canal Era Arch" from an Ohio area marketing publication *IN75*. It said that Miami County, Ohio's Twin Arch Reserve Park is located on 35 acres around the Miami & Erie Canal Culvert known by canawlers as the Eldean Culvert. It has a picnic area, a 5-acre catch and release pond, canoe and fishing access, and about one mile of a hiking trail. It is located at 3147 N County Road 25-A between Troy and Piqua, Ohio. The article included before, during, and after photos of the culvert similar to those on the right that were taken by CSI members. It gave the history of the Miami & Erie Canal and the culvert and noted that the only other twin arch culvert in Ohio is in Texas, Ohio.

Miami & Erie Canal & Eldean Culvert

- 1817 Erie Canal began at Rome, New York
- 1823 Ohio appro. \$6,000 for canal survey of alt. routes
James Geddes of NY survey L. Erie to Ohio River
Nathan Roberts of NY selected final route
- 1825 DeWitt Clinton of NY and Gov. Jeremiah Morrow of OH broke ground for M & E Canal on July 4
- 1827 Work began at Dayton in April
- 1828 Canal completed from Cincinnati to Dayton
- 1829 "Governor Brown" canal boat arrived Dayton
- 1830 Ohio appropriated \$1,500 for canal survey from Dayton to the Auglaize River (Junction, Ohio)
- 1833 Work began on northward extension
- 1836 Contract to build twin arch culvert to have been completed by Loring R. Brownell and Norman Sumner, who defaulted due to cholera outbreak
John Kleine finished the culvert using German immigrant laborers
- 1837 Canal completed Dayton to Piqua
Samuel Forrer, principal engineer, employed on canals as early as 1818 as a rodman, then became a surveyor, engineer, contractor, and lastly a commissioner
David Bates, resident engineer, had worked on Erie Canal as principal engineer
David H. Morrison, junior assistant engineer, who later founded Columbia Bridge Works in Cincinnati and built metal truss bridges throughout the Midwest
- 1978 Culvert placed on National Register of Historic Places on July 17
- 2000 Miami County Park District with help of



Eldean Culvert

Culvert as seen in 1997 Photo by Chuck Huppert
2002 Culvert under reconstruction Photo by Mike Morthorst
2003 Completed culvert with area over and around that is the park Photo by Bob Schmidt

CANAWLERS AT REST

JOSEPH L. SLOAN

b. 1801
d. 1872

By Robert F. & Carolyn I. Schmidt

Normally when we think about the economics of canals we focus on the costs of building and operating them. However, canals influenced lives of those who lived along them, worked on them, received shipments via them, etc. For example, some merchants who operated along the canal routes were very successful but others faced considerable losses as the canals failed. One such merchant was Joseph L. Sloan.

Joseph L. Sloan was born in New Jersey about 1801. By the early 1820s he had located in Indianapolis, the new state capital. He became associated with a merchant there by the name of Daniel Yandes. Yandes was impressed with the pleasing manners of young Joseph and offered him a job.

At about the same time the Indiana General Assembly, after determining there were enough pioneer communities in Montgomery county and the Wabash New Purchase in Indiana to carve out a new county, approved an Act for its creation on December 30, 1825. There were several proposals as to where the new county's seat would be located and it became quite a contest. Although Attica had been platted on March 19, 1825 prior to the Act, it was not deemed suitable for the county seat. Some thought the geological center of the county near the forks of Coal Creek would be appropriate while others wanted it high on a bluff over the river at Portland. Isaac Coleman, who knew the Wabash river would provide an avenue of transportation, entered 80 acres of land on which Covington was later platted. He laid out a town and attempted to have it named the county seat by offering to donate lots for schools, a piece of ground for a cemetery, and four out of five of all the remaining lots if his donation would become the "permanent" seat of justice. However, if Covington became the county seat and later the county seat was

moved elsewhere, Coleman's donation could be seized by his heirs with all its fixtures because his will to the county had been broken.

This area officially became a county on April 1, 1826 and was named for Kentucky Major James Fountain, who was killed at Harmar's Defeat on October 22, 1790 near Fort Wayne. Coleman along with David Vance, Sheriff of Montgomery County, and John Wilson, Clerk of the Court of Montgomery County, who also were proprietors of the town, were successful in getting the county seat on July 25, 1826 at a meeting of the authorities. At that meeting the county agent was ordered to re-survey the town site, correct it and present a plat to the "Board." Its county seat was named Covington, probably after a town in Virginia, Coleman's home state. At the time there were only a few squatters in the town — John Gilliam, a poor man with a large family who lived in a small log cabin on ground where the jail was later built, and Joseph Griffith with his son Barton. Covington was not officially platted until September 1, 1828 by Joseph L. Sloan and David Rawles.

Daniel Yandes, being a rising merchant in Indianapolis, saw an opportunity to be one of the first to establish a branch business outlet in the new county so he sent Joseph Sloan to Covington with a small stock of goods. Sloan arrived in October of 1826 after making his way through the wilderness, often having to chop through dense woods. He had to quickly erect a log "business house" to protect his merchandise from the weather. Settlers located nearby and others from farther away were eager to help build Covington's first business establishment. Joseph Baum, James Bilsland, John Gilliam, Joseph and Barton Griffith, Lucas Nebeker, Joseph Shelby, John Steeley, and James Whitley worked on its construction and Anderson White brought his ox team seven miles from Coal Creek to help. The building was about 14 ft. x 18 ft., was constructed of un-hewn logs, and was daubed and plastered. Iron nails were used to build the shelving. Nails were a popular but very scarce item on the frontier. Sloan's business soon out grew the structure and a small frame building was erected, which he used for several years. It occupied a portion of lot 93. He also built a dwelling on lot 94 soon after his arrival. It later was owned by Wm. C. B. Sewell, his brother-in-law.

Sloan hired Barton Griffith as clerk for his store. Griffith largely managed the business. The store immediately became the gathering spot for the surrounding farmers.

At this time rivers such as the Wabash and the Ohio served as the major transportation routes because there were no good overland roads or no canals. But the Wababsh also a problem with the rapids just below Vin-

cennes on the Wabash River. Spring time was when most of the flat boating occurred since the water was high enough to pass boats over the rapids. The flat boats could only go one way and that was down river to New Orleans to sell their produce and farmers then walked or rode back on horseback. You will recall that Abraham Lincoln took such a trip as a young man. These trips were filled with potential peril, either coming or going. As part of his job at Sloan's store, Barton Griffith made such a trip to New Orleans with flat-boats carrying produce, was hit with a severe attack of dysentery, and died upon returning. His "bright, energetic spirit" was a loss for the fledgling community.

With the advent of the steamboat various attempts were later made to reach the upper stretches of the Wabash River. The little steamer "Republican" finally made it as far as Logansport on July 4, 1834, but it was soon realized that Lafayette was the practical boating limit up the Wabash. Even then most of the trips had to be made in the spring.

Another person arriving on the scene by keel boat at about the same time (1826) was David Rawles from the Terre Haute area. Rawles, who brought his family with him, immediately began building the first one story hotel with the aid of those who had helped Sloan. It was about 16 ft. x 24 ft. with round logs, a clapboard roof and a puncheon floor. Rawles purchased the few nails he used in its construction from merchant Joseph Sloan and boards for a door from Anderson White. Mrs. Rawles cooked in a small rail pen covered with clapboards that was attached to the hotel. Joseph Sloan and Barton Griffith, were its first boarders with others such as Andrew Ingram and Daniel Rogers, attorneys; John McKinney, tanner; Frank Merrill, the second shop keeper; Dr. Hamilton; and sometimes farmers. Before long a group of 12 men organized the "Callisumpkin Society," a moot court assembled for their amusement. Its "Dispenser of Justice" was David Rawles, its attorneys at the bar were Ingram and Rogers, and its constable was James Whitley. They would arrest their best friends for slight misdemeanors and conduct court well into the night to decide on a fine. The law breaker's fine was usually to dig up one of the stumps or brush that covered the town. In that way much of the land was cleared. One of the misdemeanors commonly tried was brushing flies from one's face when there were fewer than one dozen of them trying to spoil his appetite or comfort. Although this type of amusement seems silly today, the society really contributed a great deal toward the development of Covington. David Rawles died in 1879.

Again in 1826, the first post office for Covington was secured and Joseph L. Sloan became its first postmaster. The stage line between Terre Haute and La-

fayette ran about twice a week bringing the mail. Sloan was later succeeded by his good friend, David Rawles.

Sloan & Yandes' mercantile business was very popular with the locals and held the county's first stationery account. When this account was liquidated it had a total of \$1.37½.

In the spring of 1827 Sloan and Yandes chartered a steamer the "Lawrence" to bring 125 tons of goods from Cincinnati down the Ohio and up the Wabash. The river boat arrived in Covington on March 18, 1827. As Covington rose as a center of commerce, its population grew. By 1830 it had reached about 200 inhabitants.

Although religion was important to the early settlers, for the first few years they met in groves of trees or in homes of individuals and managed without a church building. The two-story county jail with a lower floor of 10 feet x 12 feet and an upper floor of 8 feet by 12 feet of oak timber on a stone foundation was one of the first county structures required and was constructed in 1827 for \$181.50.

Covington, as the county seat, soon needed a court house. The first building erected for this purpose was built in late 1827 to early 1828. It was a two story frame structure about 16 feet x 30 feet and was built across from the jail. The contractor for the court house was Joseph L. Sloan. The jail and courthouse together cost \$516.50. In July 1828 the board of justices ordered a brick chimney with two fireplaces be added to the courthouse and in September ordered Samuel Rush to move the court house for \$4. Then in March 1829 the board decided they wanted a brick court house and authorized the county agent to contract for 120,000 good bricks. The brick court house was not completed until 1833 because there was conflict over where the county seat should be located. It burned down in 1856.

Fountain county is bordered on its western edge by the Wabash River and extends about 15 miles to the east. Attica is also located on the Wabash at the northern end of the county. Veedersburg (Chambersburg) is much more centrally located on the banks of Coal Creek about 8 miles east of Covington. In 1831 there was agitation to move the county seat to Chambersburg. The legislature authorized a commission to study the issue, but they concluded that the county seat should remain in Covington. This battle continued over the years. Another attempt was made in 1851 by Chambersburg, now called Veedersburg, and another as late as 1913.

The first treasurers for the county were appointed. The first two were James Prevo and William Hopkins, who served for brief periods. Soon in 1828,

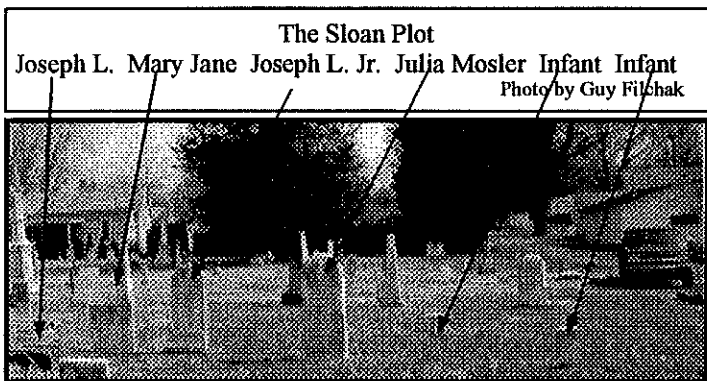
Joseph Sloan was appointed. Due to his integrity he was annually reappointed until Aug 1841 when the position became an elected one. His pay for the period was \$20 per year. His collector was John Hamilton. Later in 1852 Joseph L. Sloan ran against James W. King for county treasurer. He was defeated by King, 1126 votes to 917 votes. He ran again for treasurer in 1858 against King and was defeated, 1644 votes to 1570 votes.

The U. S. General Land Office Records show that in 1831 Joseph L. Sloan owned land in Section 30 Township 20-N Range 8-W at the 2nd prime meridian in Fountain county. The Indiana Marriage Collection, 1800-1941 has his marriage date.

On November 25, 1832, Joseph Sloan married Mary Jane Sewell (1813-1872) in Covington. Their children were:

- Elmira Sloan (1833, ?)
- Joseph L. Sloan, Jr. (1841, 4-17-1872)
- Julia L. Sloan Mosler (1846, 1-22-1873)
- Mary E. Sloan (1858, ?)
- Harriet L. Sloan (?,?) tombstone leans on tree
- Infant son (?,?)
- Infant daughter (?,?)

All their children are buried in the Sloan plot at Oak Grove Cemetery in Covington, Indiana except for Elmira and Mary E.. They probably married and we do not know their last names.



Little is know about Joseph L. Sloan's family, but his wife's family apparently moved from Ohio to the Covington area about 1825. David Sewell and his wife Mary (Crain) Sewell raised their family in Fountain County. Their oldest son, William C.B. Sewell (4-21-1815 to 7-2-1891), became a merchant and substantial citizen of the community. When Joseph Sloan got into financial difficulties, William was there to help out.

On Wednesday December 19, 1832 Edward Hannegan presented a petition of J. L. Sloan and others, praying the location of a State road from Covington, in Fountain County to Russellville, to intersect a State road on a direction to Greencastle, to the seventeenth ses-

sion of the Indiana General Assembly. The petition was read and referred to a select committee of Messrs. Hannegan, Puett, and Sands. Joseph led others to get better access to their community through projects such as this state road, a later bridge, a plank road, etc.

The first saw mill in Covington was built in 1834 by Joseph L. Sloan. Sloan employed many men to run this mill, which served the county for miles around. Near the mill he also had a distillery. Both were destroyed by fire.

By 1835 Sloan's store had outgrown its frame building. He erected a two story brick building that occupied the full sixty-six front of lot 93. It was divided into a tavern and a store-room. He later sold it to McMannomy and McMahan, who rented it to different parties. The entire business block burned in 1878.

In January 1837 it was decided that Fountain County needed a new jail. Wm. Titus received the contract for \$1,700 and completed the jail in January 1838. Then in December 1850 the commissioners decided to build a one story high, dressed stone jail with three cells, a front hall and a three room dwelling-house attached to the jail. The contract, which was not let until March 1851, was held by Joseph L. Sloan. It specified that "he should not begin work until after the first Monday in the following April, when the vote upon relocation was to be taken. This vote resulted in favor of Covington, and Mr. Sloan completed his contract at a cost to the county of about \$3,129. The cells in the jail were 6 feet by 10 feet, the hall was 8 feet by 24 feet, and the building's dimensions were 25½ feet by 27 feet. The dwelling house was 20 feet x 25½ feet. This jail was used until it was replaced in 1873.

Covington really began to grow when it learned that the Wabash & Erie Canal would pass through it. As canal digging was taking place in the county, a bone of a mighty mastodon was unearthed. It weighed about 700 pounds and was 17 feet long. This further increased the excitement. The bone was given to Wabash College and later sent to the state museum in Indianapolis. There is no record at the museum showing that it was found in Covington while digging the canal.

Once the Wabash and Erie was completed through Fountain County, Covington was made a toll collection point and the town experienced a great period of prosperity. A wide street was built alongside the canal as it ran through town. On the opposite side of the street was a packing business, conducted by Hardy, Sloan and Sewell, one of the largest and most important businesses at the time. Their business required packing cases and barrels making the cooper's trade profitable. Hoop poles were cut around Coal Creek and used at the

Barkley Cooper Shop. There was a pottery, a brick kiln, tannery, an iron foundry, a woolen mill, grist and flour mills, hotels, taverns, even a straw hat maker. Stages carried canal boat passengers from the packets at the landing at the foot of Pearl street. Even moonlight packet boat "parties" were held. Covington was booming, but its merchants were accepting Canal Scrip in exchange for their goods. The Scrip soon depreciated in value.

Joseph Sloan was an honest merchant as described here in *History of Fountain County*. "About 1842 excavation for the Wabash & Erie Canal began at La Fayette, and by 1846 was finished to Covington [and through Fountain County by 1847]. Money being scarce, a large amount of canal scrip was issued, which the Covington merchants promised to accept at par for goods till the canal was finished to this point. This scrip depreciated till it was worth but forty cents on the dollar. While it was worth and brought but this [40¢] in other places, the business men of Covington fulfilled their promise. Those who had large sums of money loaned out were obliged to give a receipt in full, when, virtually, but two-fifths of the amount was received. Joseph L. Sloan weathered the gale, with destruction to his fortune from which he never recovered."

Although Covington grew rapidly while the canal was being built, the failure of the canal was a disaster. Dr. Hamilton also lost thousands of dollars when the canal failed and others smaller amounts.

An Act to Incorporate the Covington Draw Bridge Company was approved by the Indiana General Assembly on January 26, 1847. Joseph L. Sloan along with William Patterson, William Piatt and Joseph Ristine were appointed commissioners and were ordered to publish notice of the company in one or more Fountain County newspapers.

Also in 1847 Joseph Sloan erected a hotel in Covington that was run by P. B. Brown. Brown, a blacksmith from New York and a hero in the War of 1812, had engaged in business in Wood county, Ohio around 1835, moved to Indiana in 1840, and kept a hotel in Lafayette before moving to Covington. After five years in Covington, Brown moved to Terre Haute and kept a hotel there for five more years before becoming a salesman. In 1862 he was a clerk for the interior department at Washington, D. C. and employed by the government until 1873 when he returned to Covington to once again run the Sloan Hotel. It burned down in 1876.

The United States Federal Census of 1850 shows Joseph a merchant age 49 from New Jersey having assets of 20,000. His wife Mary J is 37 years old and his children Elmira is 13, Joseph is 9, and Julia is 4.

Living in his household are John Stuart age 24 and James M. Glover age 35.

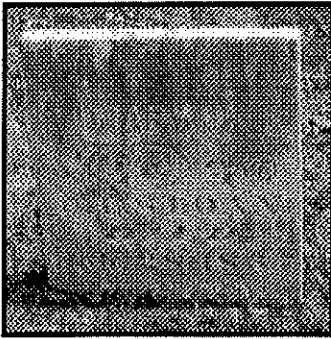
In 1851 Joseph also became involved with the Covington and Danville Plank Road Company. The Indiana legislature authorized the company on February 7, 1851. Others involved were John Billsland, Edward A. Hannegan and John McMannomy, and Samuel J. Weldon. The capital stock was eight thousand dollars, divided into shares of fifty dollars each. It is unclear if this plank road was ever begun much less completed. Another plank road was built from Covington to Crawfordsville, Indiana with a branch to the southeast to near Wallace. This was a toll road and the toll keeper at the crossroads would charge a team coming from Wallace, thirty-five cents. It was a regular stage route.

Plank roads were thought to be a great idea since there was an abundance of timber to provide a continuous wooden roadway. The first ones built were very slippery for the horses when wet. The planks rotted in about 4 years, leaving holes and soft spots that were worse than a dirt road. The concept of plank roads popular in the late 1840s were soon abandoned in the 1850s. The railroads were making their introduction on the Hoosier landscape at this same time.

In order to meet his various financial obligations Sloan borrowed money from a variety of local people. In September of 1854 he and his wife transferred land sold by the local marshal sale to his old business partner David Yandes, who had bid on the property. It appears that Sloan remained on this property even though Yandes owned it. In June 1859 Yandes sold the property to Sloan's wife's brother, William C.B. Sewell, who had also purchased other Sloan property. A lawsuit, *Parmlee et. al. v Sloan et. al.*, was brought forth by other creditors saying that Sloan bribed people not to bid at the marshal sale and that he conveyed other properties to business partners and relatives in order to shelter the lands from creditors. Other property also had been purchased by David Rawles, Sloan's business partner in Covington. Although these transactions looked somewhat suspicious, after extensive cross examination the original trial by jury found for the defendant Sloan, that no malfeasance was involved. An appeal trial reaffirmed the verdict for Sloan. A full review of the case can be found with a Google Book search in the 1873 *Reports of Cases Argued and Determined in the Supreme Court of Justice of the State of Indiana*, pages 469-484.

Mary Jane (Sewell) Sloan died on February 28, 1857 possibly from child birth. This was before the various lawsuits were finally settled in 1873. She is buried at Covington in the Oak Grove Cemetery.

The 1860 Federal Census shows J. L. Sloan age



MARY J.
Wife of J. L. Sloan
DIED Feb. 28, 1857
Photo by Guy Filchak

59 with his children Joseph L. age 18, Julia J. age 13, and Mary E. age 2, almost 3. His older daughter Elmira was no longer living at home.

In 1869 the Indianapolis, Bloomington & Western Railroad was built through Fountain County. It began to bring life back to the county that had been lost and the Wabash & Erie Canal faded away. One of the last canal boats recorded

by toll collector Dave Webb at the toll house in Covington was the "Rocky Mountain" coming from Lodi on her way to Toledo, OH. on October 26, 1872. "Goodman" was the last little packet to travel from Lodi to Lafayette on November 13, 1875. Even local traffic on the canal soon stopped. This caused accompanying business such as boats, breweries, locks, mills, packing houses, warehouses, and woolen factories to fall into disuse.

The 1870 Federal Census shows Joseph L. Sloan age 69 with his children Joseph Sloan age 29 and Julia Sloan age 22 living with him. His personal estate is valued at \$250 while property of his son Joseph is valued at \$750. He and son, Joseph L. Jr., are shown as farmers and his daughter as keeping house.

Joseph L. Sloan died in 1872. He was buried alongside his wife Mary Jane and children in Oak Grove Cemetery in Covington, Indiana. His tombstone has been removed.

Probably due to the court cases, Hiram W. Beckwith in his *History of Fountain County, Indiana* writes: "It may be truthfully recorded of him (Joseph L. Sloan) that he was an honest man, and faithful in the discharge of the duties of his office, and while he died poor in this world's goods, he was rich in the esteem of those who knew him, and took with him to the life beyond the grave more than will any another who has been successful in accumulating wealth at the expense of the public, and by prostituting official position."

Sources:

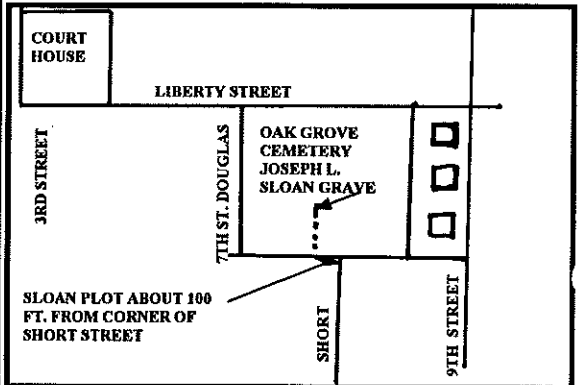
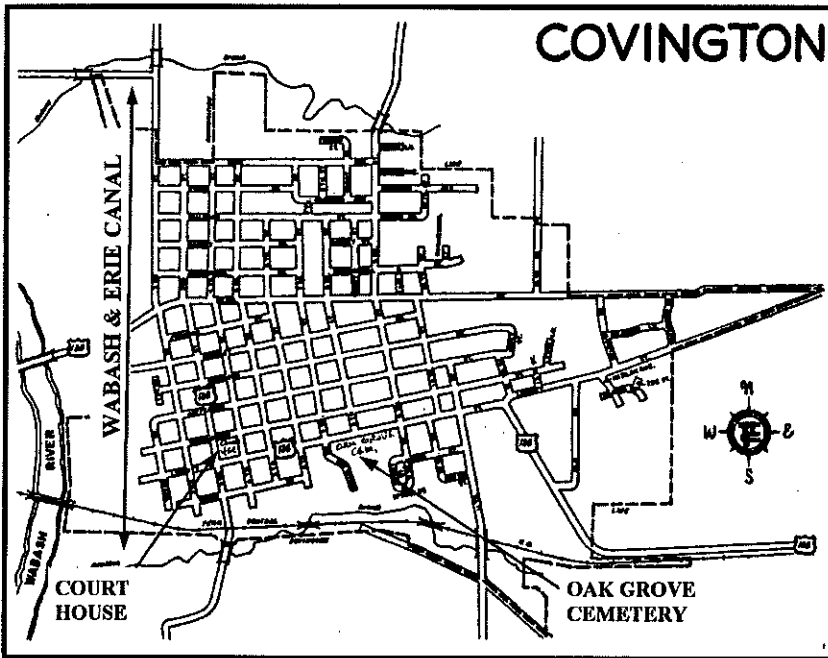
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Special thanks to CSI members Terry & Anne Bodine and Guy Filchak for research and photographs and to Sharon Roberts, who is researching the history of Covington, Indiana, for her help with this article.



Rhythm of the River Project Captures History of Whitewater Valley's Rich Transportation Heritage

Metamora, Indiana - January 26, 2011 - The Whitewater Canal Byway Association (WCBA) recently completed a major transportation heritage project - *The Rhythm of the River: Transportation's Role in the Whitewater Valley's Past, Present and Future*. A Humanities Initiative Grant from the Indiana Humanities Council supported the project.

Rather than conduct new research, the project was designed to compile existing stories, articles, and images to document the evolving relationship between transportation systems in the Whitewater Valley. "With this information pulled together, we will be able to showcase the Whitewater Valley's unique role in each era of Indiana's transportation history," said Candy Yurcak, WCBA President of *Metamora*.

The project's director, Phil Anderson of Re-Think!, based in Carmel, Indiana, presented the project at the WCBA's 2011 Annual Meeting. The project explored all modes of transportation and their effects on the development of southeastern Indiana. "The region's transportation heritage is so rich because Indiana began here in this valley," he said. "The project is three full binders and digital files of material covering early pioneer trails, Whitewater Canal and National Road, railroads and interurbans, bicycles, automobiles and highways, and new hiking-biking-driving trails. Down through the years, transportation systems have steered economic and cultural development of the communities in the Valley. This is true today as the people travel the valley on the Whitewater Canal Scenic Byway and its sister byways, people ride the Whitewater Valley Railroad, and companies such as Stant and Carbon Motors continue to keep the automotive industry's engine running," Anderson added.

The information from the Rhythm of the River project will be crafted into key stories that capture the history of people, companies, organizations, and communities and showcase the unique historical assets still found throughout the Whitewater Valley. The project will provide a foundation from which the WCBA will create programs, exhibits, and activities for use along the Whitewater Canal Scenic Byway, in the new Whitewater Valley Gateway Park, located in *Metamora*, and in other locations in the valley. "This project is another building block in the WCBA's efforts to improve the quality of life through economic and tourism development, preservation and education, and create memorable experiences

for visitors and residents," added Yurcak.

The Whitewater Canal Byway Association is a not-for-profit organization representing interests in eight counties—Dearborn, Fayette, Franklin, Ripley, Wayne and Union in Indiana and Butler and Hamilton in Ohio. The group includes business leaders, elected officials, community foundations, economic development groups, tourism organizations, historical groups, community leaders, and others. The WCBA is responsible for the oversight and development of the Whitewater Canal Scenic Byway and the region's new Whitewater Valley Gateway Park.

The Indiana Humanities Council, the statewide affiliate of the National Endowment for the Humanities, connects people, opens minds and enriches lives by creating and facilitating programs that encourage people to think, read and talk. Its grant programs assist grassroots organizations and communities in capturing their histories and creating promising futures.

CSI CONSULTING PARTY

The Canal Society of Indiana has been a consulting party in the study to rehabilitate Burnett's Creek Arch Culvert #100 that was built to carry the Wabash & Erie Canal across the creek and has since been used as Carroll County Bridge No. 181. Built in 1840 it has deteriorated due to time and foundation settlement and has had a concrete facing put on its downstream side. It currently conveys traffic along Towpath Road. It is on the National Register of Historic Places.

In March CSI received a copy of the study done by Weintraut and Associates documenting, identifying and evaluating the historic property and saying there will be "No Adverse Effect" caused by its rehabilitation. It notes that the lock located nearby will be clearly marked and avoided by the project. A notice will be placed in a local newspaper and thirty days allowed for additional comments before the project is started.

The project includes:

1. Clear vegetation in the fill on either side of the structure for a minimum of 10' beyond the limits of the north (upstream) wingwalls. Grade the south (downstream) shoulder to improve drainage over the top of the structure.
2. Stabilize the southern foundation with permeation grouting as recommended by the geotechnical investigations. [This grouting is more like the original softer mortar used between the stones.] Place additional limestone block downstream of the weir structure in order to dissipate energy and prevent additional future scour holes from developing.
3. Construct falsework to allow for removal of the ex-

isting concrete arch collar on the south (downstream) opening of the arch. Reconstruct the arch ring and rebuild headwall and wingwalls as necessary with limestone block matched to existing materials and natural cement mortar mixture. Backfill constructed limestone headwalls.

4. Clean the joints between faces of stones in the arch and upstream headwalls and wingwalls. Replace and reface stones as necessary. Repoint structure with a natural cement mortar mixture.
5. Replace cribbing foundation timbers at the southeast corner of the structure.
6. Replace historic marker and add interpretative signage to the structure.

To aid in this study, CSI sent pictures and newspaper clippings showing the rebuilding of the Eldean double culvert in Ohio. Other CSI members representing other organizations and providing information were Dan McCain, Carroll County Wabash & Erie Canal, Inc., and Tom Castaldi, Allen County Historian and Chair of Carroll County Canal Park Archives.

SEEKING CONSULTING PARTY STATUS

Charles (Chuck) Huppert, CSI past vice-president, has requested that the Canal Society of Indiana become a consulting party on the proposed flood control project to construct an earthen levee, a steel gate structure and a concrete flood wall on a portion of the historic Central Canal in the Broad Ripple area of Indianapolis. The project would close off and reroute this historic canal's original towpath at the point of the gate.

We understand that the canal is eligible to be placed on the National Register of Historic Places. Not only would this project jeopardize this eligibility, it would also destroy some of the old towpath.

If CSI gains consulting party status, Chuck will represent CSI even though he now lives in Maryland. Working with Chuck on this project is new CSI member, Dennis Faulkenberg, who lives on the canal in Broad Ripple and will be the local contact.

MIXED UP TOWNS' NAMES

On page 21 of the January *Hoosier Packet*, under August 30, 1845, (From Times Past) it is stated that the Whitewater Valley Canal is finished from Cincinnati to Centreville. Even back then people at the *Fort Wayne Times* were unfamiliar with the towns along the White-water. It should read from Cincinnati to Connersville.

Phyllis Mattheis, Cambridge City

RICHARD FORD WINS COOK CUP

Richard Ford, CSI member from Wabash, Indiana, was presented the Cook Cup by Indiana Landmarks on April 16, 2011. This preservation award is given "to someone who reconnects the community to its heritage while at the same time revitalizing the economy and improving the quality of life." He turned the 80 small room Hotel Indiana, built in 1920, into the luxurious 5 suite, 25 guest room Charley Creek Inn, which has a two-story soaring lobby, the Twenty restaurant, the Green Hat lounge, banquet rooms, the Cloud Club on the roof, and retail stores on the main floor that sell ice cream, wine, cheese, art work, etc. It is one block away from the Honeywell Center.

After Charley Creek Inn opened it began attracting people who came into town to see a play or musical event. It also encouraged restoration of other buildings in the historic downtown section of Wabash such as the Eagles Theater located across the street.

CSI congratulates Richard on receiving the Cook Award for Outstanding Preservation.

HIP HIP HOORAY!

LOCK 16 LaSALLE, ILLINOIS SPRING DINNER & LECTURE SERIES

The Canal Corridor Association hosted a three part Dinner & Lecture Series at Lock 16 in LaSalle, IL. The first lecture was on Thursday, February 17, 2011 from 6-8 p.m.. Ellie Carlson presented "Cooking 100 Years Ago." While her food choices were limited to what could have been found in Illinois in the winter in 1911, they dined on delicious contemporary food.

The second lecture was on Thursday March 24, 2011. "Why We Should Pay Attention to Mark Twain," was presented by Edward Krolak.

Lastly Jim Ballowe will lecture on Thursday, April 28, 2011. His topic is, "Morton Salt and Other Local Companies Relation to the I&M Canal."

Canal Corridor Association, a non-profit, manages the Lock 16 Visitor Center and owns the LaSalle Canal Boat. Its mission is to preserve history, protect nature and open space, and create destinations where people can learn and have fun along the I&M Canal, from Chicago to LaSalle/Peru.

More information can be found at www.lasallecanalboat.org.

FROM TIMES PAST

Dawson's Fort Wayne Daily Times
January 25, 1849

CANAL REPORT. — We continue this week our extracts from this Report. The following extracts will show what progress had been in construction of the [Wabash and Erie] Canal, and the amount expended:

There has been paid for construction, during the year ending the first day of December, instant, the sum of \$344,953.16, and it is expected that throughout the present winter, as it was the last, the force now employed upon the canal work will be kept up. The present force employed upon the Canal is equal to 1780 men. There are 96 miles of the main line under contract, from Coal Creek to Newberry, besides the work at Patoka Summit. There remains 72 miles of the line, from Newberry to Pigeon Dam, to be put under contract to complete the entire line.

Although the Trustees have been urged to put some portion of the southern part of the line, between Maysville and Pigeon Dam under contract during the past year, and a good deal of anxiety was manifested on the subject at one time by the citizens of that portion of the State, they have considered that the best interests of the State, and the successful prosecution of the work to completion would be most effectually promoted by an adherence to the plan which they had, upon mature deliberation, marked out, of finishing the Canal as they go, and not hazarding its final completion by scattering the funds provided for that purpose over too extended a line of work, without securing any practical benefit. This course is the more imperative, as the fund provided for the construction of the Canal is not only limited, but, to a considerable extent, is also contingent and uncertain. The Trustees are more than ever convinced of the propriety of that policy which they have adopted, in this respect, and they cannot doubt that the citizens of the southern counties, through which the Canal passes, are, by this time, entirely satisfied with it, and see in it the last security for the realization of their hopes in the completion of the Canal. For the reasons stated in the last annual report, however, a portion of the rock excavation at the Patoka Summit, in Pike County, was put under contract at the last letting.

The Trustees refer to the report of the Chief Engineer, and the Engineer of construction, herewith transmitted for a detailed exhibition of the state and progress of the canal work at this time. For the purpose of carrying on the work agreeably to the plan of the Trustees, a further call has been made upon the subscribing landholders, of twenty dollars upon each subscribed land, to be paid on the first day of February 1849, and the balance of the advance of \$800,000 will be called in during the ensuing year.

The tolls and water rents of the finished part of the Canal for the year ending on the first day of November, amount to \$146,148.90, being an increase over the amount of the previous year, of \$20,166.19; the expenditure for ordinary repairs, superintendence, &c., amounts to \$34,883.64. A heavy expenditure for extraordinary repairs has also been incurred during the year, and which will probably be necessary for some years to come, in consequence of the decayed and dilapidated condition of many of the locks and other structures, when the Trustees received charge of them. Under the head of extraordinary repairs are embraced, the renewal and rebuilding of all decayed structures, built of perishable materials, but which, on works of this kind, are usually built of durable materials, as distinguished from the ordinary annual outlays which appertain to the care and management of a Canal. A particular description of the structures on the Canal requiring renewal, will be found in the report of the Chief Engineer, accompanying the last annual report of the Trustees; and his report of this year will exhibit the extent to which such structures have been renewed.

This report, in connection with the reports exhibiting the state and progress of the work on the unfinished part of the Canal, will enable the General Assembly to form some idea of the large amount of work which has been performed by the Trustees, during the year, in the execution of the trust confided to them.

At the meeting of the Board in Nov. 1847, a letter was addressed to the Auditor of State, requesting to be officially informed of the amount of scrip issues, and the amount outstanding July 1st, 1847, that they might know the exact liability of the Trust, under the law creating it, to redeem those issues — The Auditor, in his answer, a copy of which is herewith submitted, stated the amount of scrip then outstanding for lands East, to be \$66,607.50 and of scrip for the lands West, \$83,330; whereupon the Trustees adopted an order directing the Clerk of the Land Office at Logansport, to receive said scrip in payment of lands, at said office, until the amounts so stated to be outstanding, including all sums previously received since July 1st, 1847, should be redeemed, and that therefore no more should be received, unless expressly authorized by the Trustees. In a letter from that officer, bearing date the 1st November last, the information is communicated, that the whole amount of scrip so stated to be outstanding, for lands east of Tippecanoe, had been taken in and redeemed. It is understood, however, that since then more scrip of this description has been tendered at the Land Office, and was refused by the Officer, in compliance with his duty. The Trustees have not, as yet, instructed their Officer to receive this excess, for they do not feel at liberty to.

Dawson's Fort Wayne Daily Times
February 8, 1849

CANAL REPORT. — We continue this week our quotations from this document. The extracts we give today show the amount expended on the portion of the Canal west of Tippecanoe river, the amount of unsold lands, the loss sustained by the re-appraisal, &c.

It will be recollected the time of making the last annual report, it was stated that the appraisers for the re-appraisal of canal lands had not then made their report. It was subsequently, after the adjournment of the Board, transmitted to the office of the Trustees, on the 19th of December, 1847.

The first meeting of the Board after the receipt of the report of the appraisers, took place in the month of May last, at which the same was submitted to them. Upon inspecting the report, it was found that it was a re-appraisal of a portion, only, of the lands west of Tippecanoe — that a large number of the tracts were re-appraised at less than the Congress price of one dollar and twenty-five cents per acre — that in one instance, where a tract of 80 acres had been sold, at public sale, of \$15 per acre, and the purchaser had paid his first installment of \$3.75 per acre, amounting to \$300, leaving a balance of \$900 of principal and \$216 of interest unpaid, the same tract was re-appraised at two dollars per acre, occasioning a difference nearly as great as the original purchase price on the land — that, in another case, where the tract had been sold at \$8 per acre, the re-appraisal put it at two dollars — and that, generally, the effect of the re-appraisal upon the lands which had been sold, and on which there were balances yet due to the State, was to pay out or cancel nearly the entire balance of the debt, while the average reduction in the price of the lands unsold, was nearly one-half. It is evident, on reading the 24th and 27th sections of the act relating to the re-appraisal, that the Legislature did not anticipate that the reduction of the price, in any case, of lands sold and partly paid for would be so great as to pay out the entire balance due from the purchaser on his certificate, as provision is only made for a deed on his paying the difference between what he had previously paid and re-appraised value.

In order to exhibit the precise effect upon the Trust fund, the Trustees state, as the general result of the re-appraisal, so far as the same was made, that, on 216 tracts, containing 16,540 43/100 acres, the balance due for principal and interest money, to the State, according to the books in the Land Office, was \$20,866 57/100 — that by the re-appraisal, the tract in each case had been re-appraised for an amount less than the sum which had been previously paid on it by the purchase, or at an amount precisely equal to that sum. On the remaining sold tracts, 452 in number, there was due to the State, according to the books in the Land Office, for principal and interest money, the sum of \$68,293.45. This amount is reduced, by the re-

appraisal of the same tracts, to \$29,179.15. Eighty-three tracts, on which there are balances due, were not re-appraised.

Of the unsold lands, there were on the list 86,247 83/100 acres, valued at \$267,419.05. Being an average of \$3.10 per acre, at the old appraisement; of these 82,295 09/100 acres were re-appraised at \$133,226.37, being an average of \$1.61 per acre. The remainder 3,952 74/100 acres were not re-appraised. Ninety-five tracts of the above, containing 5,338 15/100 acres, were re-appraised at less than \$1.25 per acre, amounting, at the re-appraised, to \$5,134.98.

The aggregate reduction or loss, at the re-appraisement, as far as the same was made, is estimated at \$180,645.50; of which amount the sum of \$59,980 falls upon the balances due for lands sold. And \$120,665.00, upon the unsold lands.

The value of this part of the Canal fund, being for the construction of the Canal west of Tippecanoe, as nearly as the Trustees can ascertain, was at the time of the re-appraisal, according to the books in the Office, principal and interest, as follows:

Amount due for lands sold, say	\$ 89,160.02
82,295 05/100 acres unsold, appraised at	<u>253,891.10</u>
Total [value — can al books]	\$343,051.12

The amount at would be due for lands sold, according to the re-appraisal of the same tracts as nearly as the Trustees can ascertain the same, is 82,295 05/100 acres \$29,179.15

Re-appraised, 133,226.37	<u>\$162,405.50</u>
Difference, [loss by re-appraisal]	<u>\$180,645.62</u>

The amount of scrip issued against this fund, and which as a charge upon it, and which remains outstanding at this date, is estimated at \$58, 575.00. And until it is entirely redeemed, no reliance can be placed, by the Trustees, upon any aid to be derived by them, in prosecuting the Canal work, from this source.

The Trustees have caused a schedule of the unsold tracts which have been re-appraised, to be carefully made, exhibiting, in proper columns, the price per acre of each tract at the old and new appraisements.

They have also caused a schedule to be made of the sold tracts on which there were balances unpaid at the time of the re-appraisal, exhibiting in proper columns, the amount remaining due on each tract, the price per acre by the re-appraisal of the same, and the amount that would be due upon the same, according to such re-appraisal; which several schedules are herewith transmitted for the information of the General Assembly.

The Trustees, upon inspecting the report, having reason to believe that the re-appraisal had been made without due circumspection, and upon an erroneous

principle, and conceiving that they might not be authorized to adopt it, as it was incomplete, and not made in conformity with the act, they determined to suspend final action until the facts could be more particularly enquired into. It could not be expected of them to conform to a proceeding which seemed to them to do great injustice to the State, and which so largely diminished the Trust Fund, without surveying the whole ground and exercising a precaution due to the magnitude of the case. They adopted an order that the State Trustee, with some proper person, to be selected by him for the occasion, visit the lands included in the said re-appraisal, and enquire into the facts touching the manner in which the same was conducted and finally made, and that, at the same time, they should enquire into the probable value of the said lands, with a view of ascertaining their present actual value, irrespective of the improvements there-on, and make full report to the Board. In referring the subject to the action and investigation of the State Trustee, the Trustees had regard to that provision in the 17th section of the law, which makes his consent indispensable to any sale or disposition of the Canal Lands.

The report of the State Trustee, submitted to the Board at its present session, shows conclusively the correctness of the impressions formed by the Trustees, as to the character of the re-appraisal. The Trustees have not infrequently found themselves embarrassed with regard to their proper action in particular measures. In the execution of a trust so comprehensive and embracing so large a scope and variety of duty, and involving a necessary influence for and against so many weighty and conflicting interests, it would be unreasonable to expect that the actions and decisions of the Trustees, however well intentioned, should give satisfaction to all the parties interested. But always viewing themselves, not in the light or relation of a party in interest, but as the Agents and Trustees of the parties in interest, to-wit: The state of Indiana, on the one hand, and her Bond-holders on the other, they have aimed constantly to keep clearly before their minds, the contract between these parties.

The Trustees regard that contract as their guide and their only guide, and in their official action cannot violate their own understanding of its import and requirements so long as the construction thereof rests with them. This impressed, they cannot follow the direction of either party, and especially in any matter wherein such direction, according to their judgment, shall contravene the rights of the other, as expressed in the contract. — The Trustees have felt themselves constrained to take this ground under the highest moral, as well as pecuniary responsibilities.

The Trustees are reminded that the lands donated in various grants, by the Government of the United States to the State of Indiana, for the purpose of constructing a Canal from Lake Erie to the Ohio River, has always been a cherished means and reliance of the

State for that purpose, and that she has aimed carefully to protect this interest. — These lands constitute the effective means of the trust to accomplish that end, and therefore it is that the State has required, that no sale of those lands should be made by the Trustees, unless such sale should be concurred in, and the contract of sale, or conveyance, be signed by the Trustee on the part of the State, while in all other cases, a majority of the Board have power and authority to act and decide.

But in that contract it was stipulated that a part of those lands should be re-appraised in a manner, and with a time, therein expressed. This was a measure by the State, in favor of purchasers who had stipulated for their lands at excessive and onerous prices, to which measure the Bondholders submitted. In the execution or performance of that part of the contract, the Trustees, on their part, took every step required of them by the terms and sense thereof. The re-appraisal was not, however, made as required by the contract, and the Trustees finding in the contract no provision under which they could go further in the mode of appraisal, therein directed, they deferred taking any further steps, with reference to that subject, except with a view to information and instruction for their future action. In carrying out the provisions of the act aforesaid they felt that it was not within their providence to extend them beyond what is therein expressed, by assenting to any act, which, operating beyond their control, might work disaster to the objects of the trust, do great violence to the rights of either party, and establish their own liability.

The Trustees are satisfied that the lands granted for the Canal west of Tippecanoe were classified, generally, at rates above their actual cash value, and that this classification had respect to, and was influenced by, the amount of scrip which was to be issued against them, for the construction of the Canal between Tippecanoe and Terre Haute; and that in many cases, the occupying purchasers having originally entered them in expectation, it may be, of being able to pay for them in depreciated Canal scrip, find in consequence of the increased value of the scrip in market, that the price of their land is advanced upon them beyond their ability to pay; and it is understood that it was to meet such cases of hardship that the re-appraisal was provided. The Trustees believe that they have the power to meet all such cases, by the express terms of the grant and under the general powers and duties vested in them by the Act.

But it is contended that the re-appraisal, so far as the same was actually made, was made in conformity with, and under the provisions of the Act aforesaid, and that, so far, it is complete, and is binding upon the parties, and ought to be recognized by the Trustees; and that the individuals affected by it, would have a right to insist upon it.

The Trustees have reflected upon this view of the case, and though they are not prepared to assent to

its correctness, or to adopt the re-appraisal as a binding proceeding, yet in view of the expense and delay incident to a re-appraisal of these lands, and the expense which has already been incurred — the injury to individuals — that the re-appraisal was undertaken in pursuance of the Act aforesaid — and wishing to meet the intention thereof, as far as they have it in their power to do so — and under the influence of the numerous other considerations herein referred to, they have determined to reduce the valuation of these lands, both sold and

unsold, in conformity therewith, and have instructed the Clerk of the Land Office at Logansport, to fix their valuation accordingly, with the exception, however, that where any of said lands have been appraised at less than \$1.25 per acre, the same shall be rated at that value. By the terms of the grant made by Congress the State is restricted from selling any of the lands at a less rate per acre than is fixed by Congress, and the same restriction is imposed upon the Trustees which renders it imperative upon them not to fix the price in any case

Thank You

To the Canal Society of Indiana:

Western Wayne Heritage, Inc. owns the brick 36 room 1847 Vinton House Hotel in downtown Cambridge City on U.S. 40. Many of you were on the CSI spring tour in April 2010 and several browsed the first two floors, full of antiques. A few of you climbed the stairs to the third floor to see our exhibits about Wayne County history, the Whitewater Canal, and Indiana's Favorite Sons.

We have been improving the structure for twenty years and very much appreciate the grants received from CSI. The \$2,000 grant received this January is earmarked to improve and floor the balconies on the front of the building. It will be a fine addition to the town's celebration of its 175 years this summer, if the project can be accomplished.

We invite you to join us from June 25-July 4 for this celebration....and again for Canal Days the weekend after Labor Day. Our new public library building at the west end of town will be occupied this spring, and the Overbeck art pottery collection will be seen in lighted glass cases. The History Room collections will be available. In addition, the Whitewater Canal Byway signs should be up, marking the hundred mile route from Hagerstown south to Lawrenceburg on the Ohio River.

Cambridge City is an antiques destination. There is also much to see and do in Wayne County and the Whitewater Valley! Check us out on the web and come visit us often.

Thank you so much for your generous grant.

Phyllis Mattheis, Treasurer WWH

WHITewater CANAL GATEWAY PARK

By Phyllis Mattheis

The Whitewater Canal Byway Association held its annual dinner meeting in January at the Hearthstone Restaurant in Metamora. The following Saturday a workshop for the board of directors was held at the 'museum' building on the acreage purchased by the association to become the Gateway Park for the hundred mile long Whitewater Valley.

Metamora is located at the middle of the valley. It offers canal boat rides in warm weather through the only covered wooden aqueduct in the nation and through a canal lock.

The Byway's Gateway Park will offer camping and acres for special events. The buildings will become an interpretive center and offer information about the whole valley.

The Byway passes through four counties, mostly on state roads. Signs will mark the route from Hagerstown south to Lawrenceburg on the Ohio River. Read all about it on the web.

CONTRIBUTIONS TO CSI

We thank the following members who have contributed beyond the \$25 single/family membership level:

\$50 Contributor

Pete & Susie Jones - Wabash
Jeff & May Koehler - Center Point

\$75 Patron

Carl & Barbara Bauer - Fort Wayne

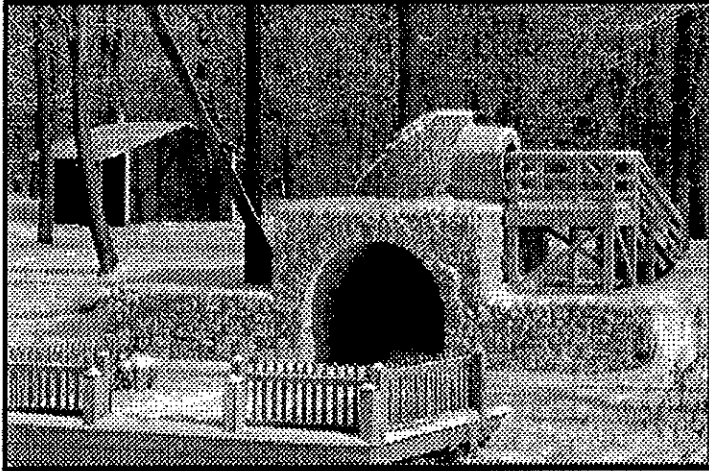
\$100 Frog Prince

Kendall Cockran - Indianapolis
Mick & Jennie Wiltz - Brookville
Dennis & Lillian Faulkenburg - Indianapolis

NEWS FROM DELPHI

LIME KILN IN CANAL PARK COMPLEX

Article and photos by Dan McCain



Our new lime kiln canalside exhibit is attractive even in the snow. Our volunteer crew built this piece by piece in the last year. It represents an old industry that existed a century and more ago here in Delphi. It is on the property where Hubbard and Harley Lime Company operated starting in 1857.

Lime Kilns operated in the heyday of Indiana's canal endeavors along the Wabash & Erie Canal. The Hubbard and Harley Company made lime products that were marketed as plaster, mortar and whitewash to customers as far away as New York City. In those days delivery could be made all that way by water transportation, which is not possible today.

The W&E Canal took boats up past Fort Wayne and on to Toledo, Ohio. Then a lake steamer would continue the transit across Lake Erie to Buffalo, NY. There it

would be loaded onto another Erie Canal boat to cross New York State to Albany. Finally another steamer would take the products south on the Hudson River into New York Harbor.

CANAL BOAT AND DOCENT VOLUNTEERS NEEDED

By Dan McCain

Volunteers come in all sizes and ages and with varied backgrounds. Some bring their family members and some come just to be with others of similar interests. They help with Delphi's Canal Park activities. They build and maintain trails, plant flowers, work on restorations and are great ambassadors. The bottom line is they have fun and get the warm feeling of volunteerism.

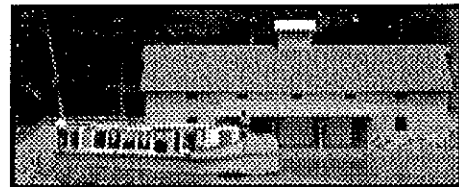
A callout for new and present volunteers was held on Thursday, February 17th at the Canal Interpretive Center. The meeting started at 7 p.m., but volunteers were encouraged to come earlier to review some of the recent plans for trailside interactive enhancements they are working on. Volunteers have fun working together on weekends and some retirees regularly work M-W-F mornings all year.

All persons interested in operating the Canal Boat, working on trails or hosting at the Interpretive Center were invited. They need recruits willing to train as "Canal Boat Crew" for their weekend jaunts with the ever popular boat. They have offered rides for the public for the past two years. Some volunteers find themselves with a prestigious position as "captain" of their replica boat.

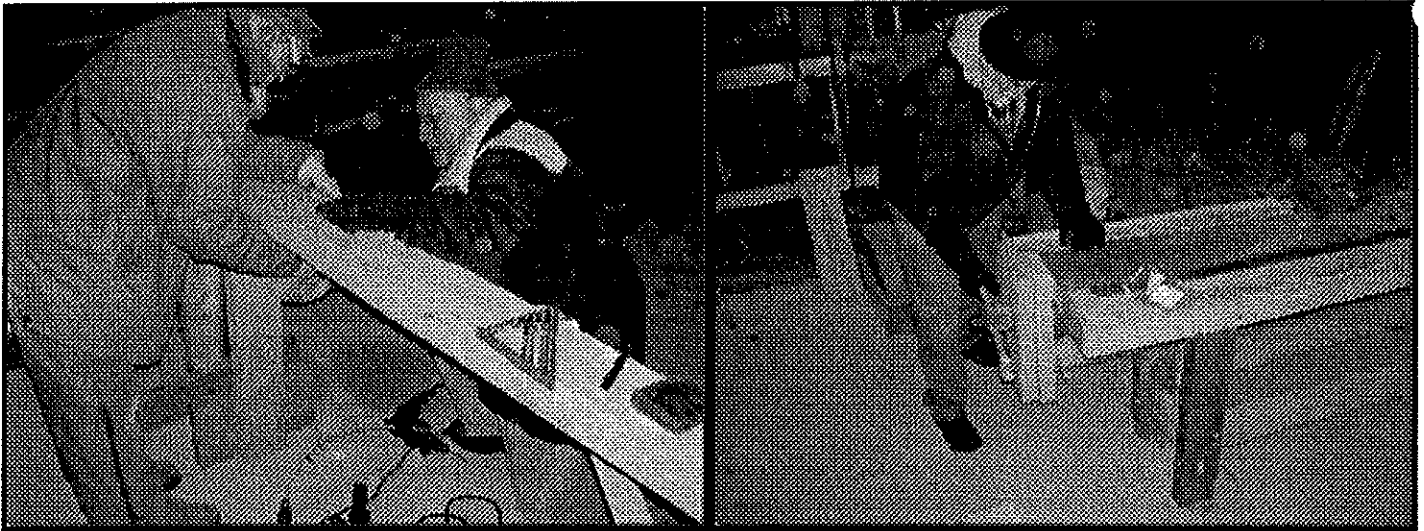
For education projects and school tours the Canal needs retired teachers and others that are willing to help and lead school children. The Interpretive Center in Canal Park has become a very popular place to bring kids — especially 4th graders studying Indiana history.

The Canal Association needs singles or couples on a regular basis to greet the public during Interpretive Center public hours. This beautiful facility and Interpretive Center (museum) is open to the public every day from 1-4 pm with two shifts on Saturday 10-4 pm. There are three 3-hour shifts on each weekend.

If you didn't attend this meeting and are interested in volunteering please call the Interpretive Center at 765.564.2870.



M-W-F VOLUNTEERS WORK INDOORS TO CONTRUCT BASIC WOODSHOP EQUIPMENT



Roy Patrick and Vern Cripe build an old fashioned, foot pedal, wood turning lathe. It will be displayed in Jim's Carpenter Shop in Pioneer Village. Al Auffart "traps" a strip of wood between one of those pegs and the vise to hold tight the piece for planing and smoothing the wood.



Roy and Al Auffart measure the length of Dave Smith is cutting square holes in the Al demonstrates the old-fashioned front flat belt needed to power the chuck. The bench top for placing pegs that will hold vise on the workbench being built for use belt's big wheel will be powered manually firmly wood pieces to be dressed on the in Pioneer Village. by the foot treadle below. workbench.

Pictures by Dan McCain

ANOTHER IRON BRIDGE IS COMING TO THE CANAL

By Dan McCain

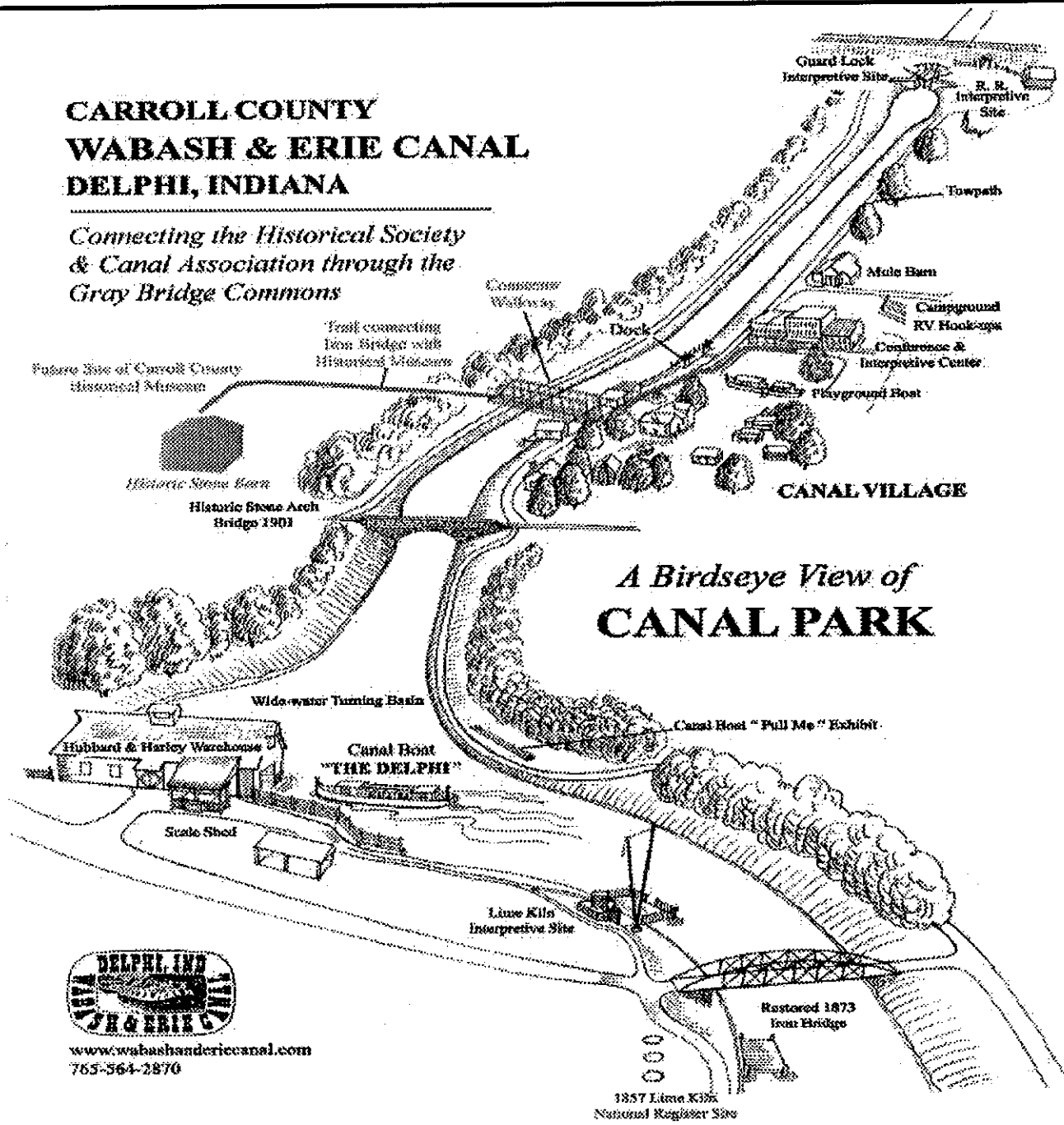
Plans are underway for another old iron bridge to come to Canal Park in Delphi. Miles of trails have evolved over the years. The canal has been dredged and flows with water. Now a piece of land directly across from the Canal's Ticket Booth and Bike Rental Barn has

been acquired —a vacant 1.2 acre lot that a couple of years ago was the home of Vivian (Mrs. Luther) Hunt. The house was removed and the lot became a nice grassy patch that complimented the canal.

Imagine if that lot were to be built up with something too modern or non-conforming to Canal Park. Thanks to the current owner, Wanda Hunt (daughter-in-law), and the Canal Association, a deal that allows the

**CARROLL COUNTY
WABASH & ERIE CANAL
DELPHI, INDIANA**

*Connecting the Historical Society
& Canal Association through the
Gray Bridge Commons*



property to remain a nice grassy patch has been achieved. The Canal Association bought the land from Mrs. Hunt.

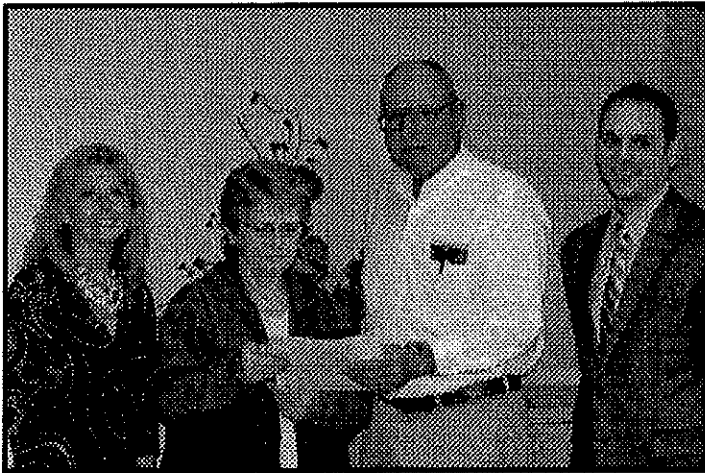
Funds for the purchase came from the bequest of the late Lavaunne Million, former long-time Delphi resident and canal supporter. The site will be marked in her memory.

The land became the property of the Canal Association the second week in February with the assistance Nicholas McLeland. McLeland, recently appointed

Carroll County Attorney, was very busy but donated his time to make this property transfer happen.

Carroll County Abstract and Title Company under the management of Sandy Flora also donated their services for the title work and document transfer. These professional offerings from McLeland and Flora made the transfer of property a reality.

In the immediate future the one acre parcel will be planted in wild flowers and grasses appropriate to the canal era. The Canal Association board will be forming



Sandy Flora, Wanda Hunt, Dan McCain and Nicholas McLeland worked together to acquire additional land for Canal Park.

Photo courtesy Dan McCain

proposals for its use in the future, including possible cooperation with Carroll County Historical Society which is considering the possibility of locating its museum and genealogy center to the Stone Barn on that side of the canal. A foot trail would then be proposed for connecting the two properties.

The community benefits as this is the right thing to do--keeping the canal corridor scene looking natural. As you walk the towpath on the Canal Park side the waterway looks like it is part of the 1850s canal era.

Ultimately the far side of the canal will be united by a non-vehicular pedestrian bridge, which is an old iron span from Putnam County, to Canal Park. The bridge will be restored by the Canal volunteers. Connecting Canal Park with the Stone Barn makes the joined area become a "History Campus" where even more persons will be attracted to visit both museums.

A foot trail from the Canal Interpretive Center will take visitors past the dock area, between the ticket booth and bike rental buildings, across the canal via the bridge and then to the Stone Barn Museum. In case of inclement weather parking will be available in the present parking lots of both museums allowing visitors the choice of driving or walking between sites.

The credit for making this come to fruition goes to the foresight of the Canal Association and County Historical Society coupled with pro bono legal assistance from Nick McLeland, title transfer by Sandy Flora, and their excellent timing with Putnam County Commissioners for acquiring the bridge.

A grant has been written to the National Endowment for the Humanities for monetary assistance to restore, paint and place the bridge. The grant also will as-

sist the Canal Association with development of many additional towpath interpretive sites along the three miles of canal that runs beside Delphi.

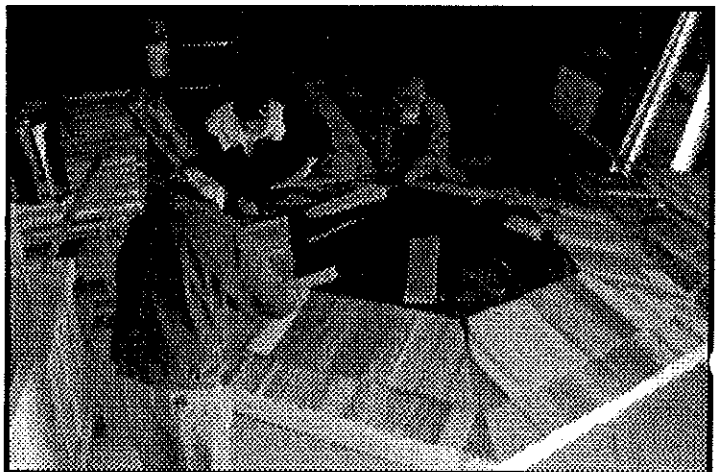
Looking forward to 2012 and beyond will see several significant trail additions taking place. The Canal's rail trail corridor east of Delphi called the Monon High Bridge Trail will be fitted with an even longer/taller pedestrian bridge over the new Hoosier Heartland Highway by the time the highway opens to traffic.

VOLUNTEERS BUILD ANOTHER KIOSK



The first thing most people visit when they come to Canal Park is this kiosk. Since it represents "information", and they want to get oriented, it serves well 24/7/365. It was built by Eagle Scout Tom Walton several years ago. The three kiosk panels present history of the canal and give direction on how to find some specific historic places along Delphi's 10 mile trail system.

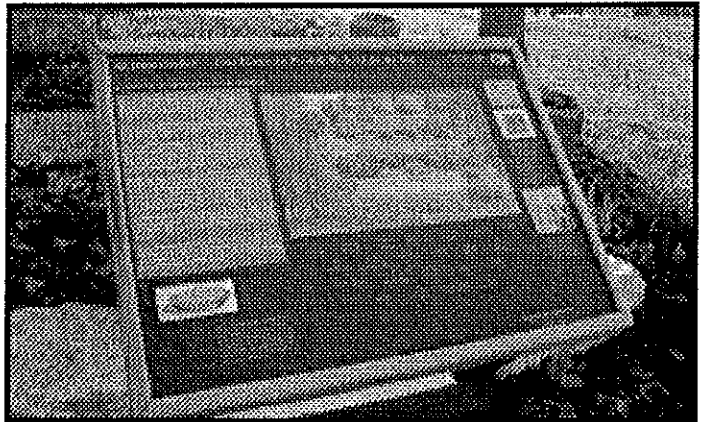
Three information stands are now in use but more are needed. So the M-W-F volunteers decided to build another kiosk to be placed along the Delphi Historic Trails. Vern Cripe, Al Auffart and Roy Patrick measure, fit and attach cedar shake shingles on the future kiosk's overhang.



PANELS INTERPRET SITES

Article and photos by Dan McCain

To further enhance Delphi's trail system, we now have colorful interpretive panels popping up at special historic spots, like this one at Canal Park's majestic 1844 Reed Case House sponsored by Annadell Lamb.

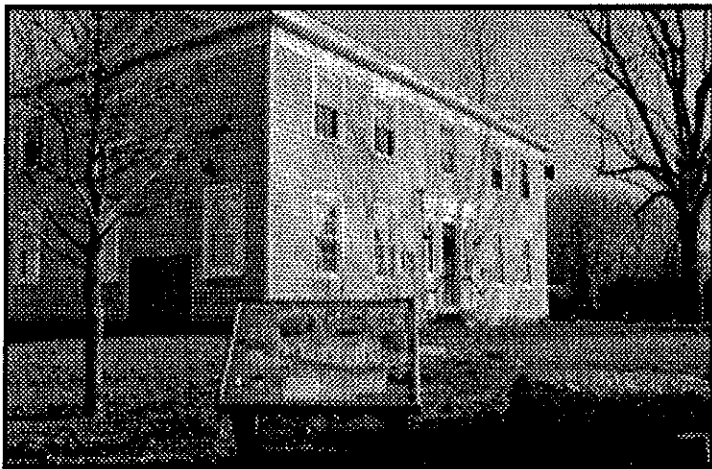


stands beside a small herb garden plot beside the Case House. The panel was sponsored by Cathy Smith.

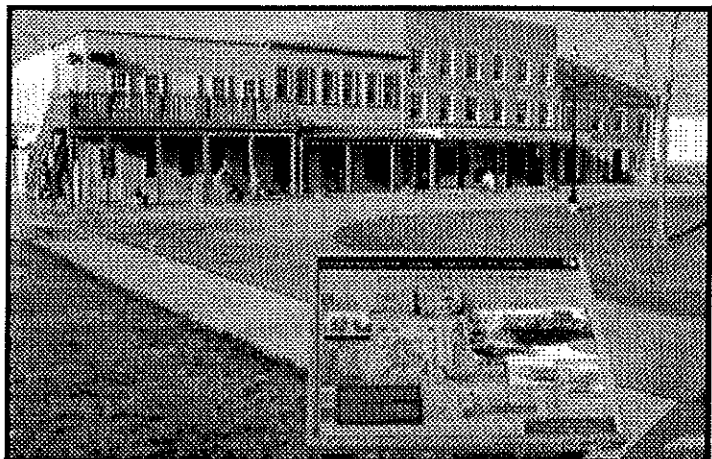
Yet another panel explains the "horse power" that pulled canal boats along from the adjacent towpath. It stands in a small prairie plot (which seasonally grows tall) just outside the Canal Center.



Donors may dedicate a panel in honor of a loved one, or on behalf of a family, organization or business. A picture and name can be placed in the lower right corner. One such panel was dedicated to a high school class on their 50th reunion, and it features a group picture in the corner spot. To fund a panel contact Dan McCain at 765-412-4308 or mccain@carlnet.org.



This panel just outside of the Canal Interpretive Center explains the selection of 1850s store fronts in downtown Delphi that were replicated on the building facade. The panel was sponsored by the local Psi Iota Xi Sorority chapter.



Many additional panels are awaiting a donor. Your pledge of \$2,000 will commission an interpretive panel that greatly adds to the Total Canal Experience. Pledges can be paid over 2-4 years.

Each beautiful interpretive panel is uniquely created by local artist Terry Lacy as a painted scene depicting a historic site or feature. All panels are placed on a sturdy, treated wood stand and are available for viewing all year. They are weatherproof.

This interpretive panel explains the various plants used by pioneers for cooking and seasoning. It

WELCOME NEW MEMBERS

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

- Don Eyler —Warm Springs, GA
- Dennis & Lillian Faulkenberg - Indianapolis, IN
- 100 Frog Prince
- Davd Guilfoyle —Metamora, IN
- James Hall —Wabash, IN
- Jerry & Roxy Stoner —Wabash, IN

Welcome Aboard!

"TAMING THE SWAMP" (continued from page 1)

Photos by Carl Bauer (CB), Lowell Goar (LG), Bob Schmidt (BS), Ellsworth Smith (ES)

For more photos of the tour see the Canal Society of Indiana's Facebook page



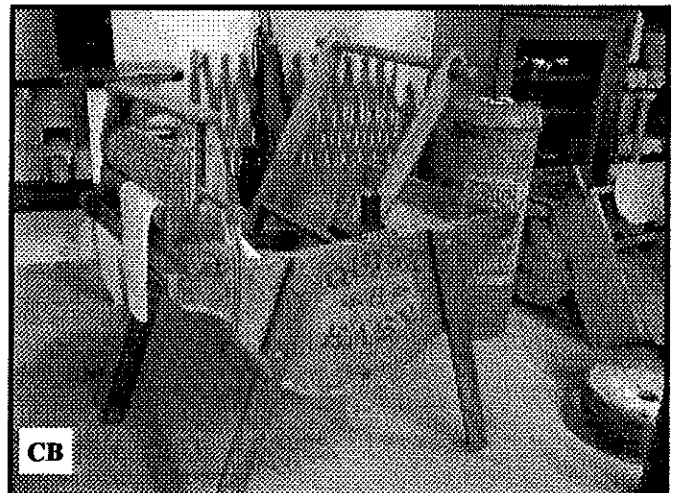
Logo by Nate Tagmeyer

through the exhibits that showed what life was like living in and draining the swamp once the Wabash & Erie and the Miami & Erie Canals were opened in the area. The Historical Society members went out of their way to host us. They decorated the tables we used on Friday and Saturday with yellow or purple crocheted doilies and vases of spring flowers.

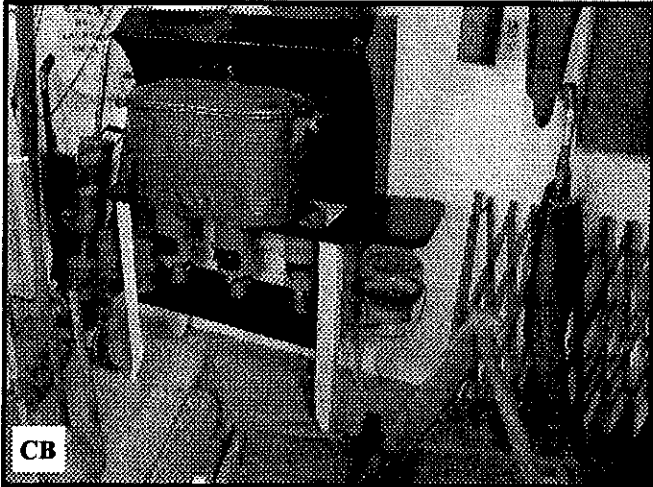
JOHN PAULDING HISTORICAL MUSEUM



ES



CB



CB



ES



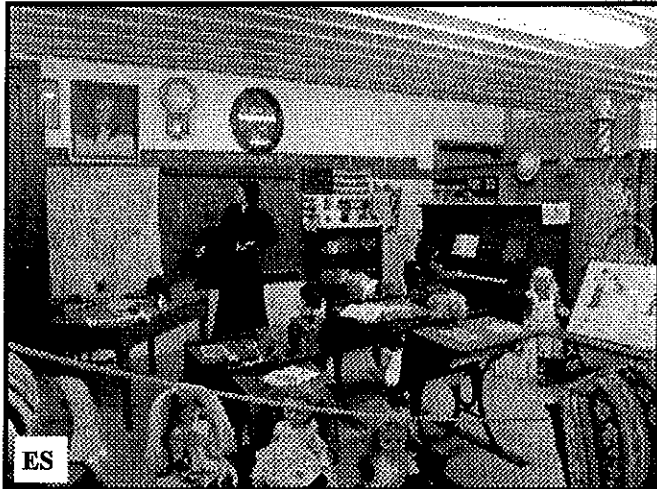
BS

Canal Exhibit

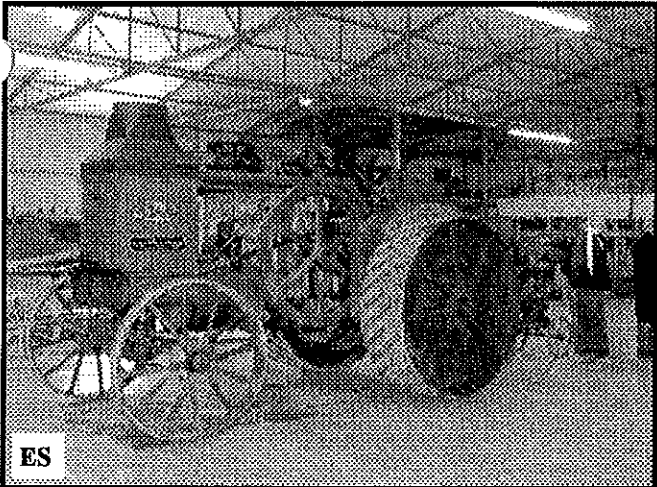


ES

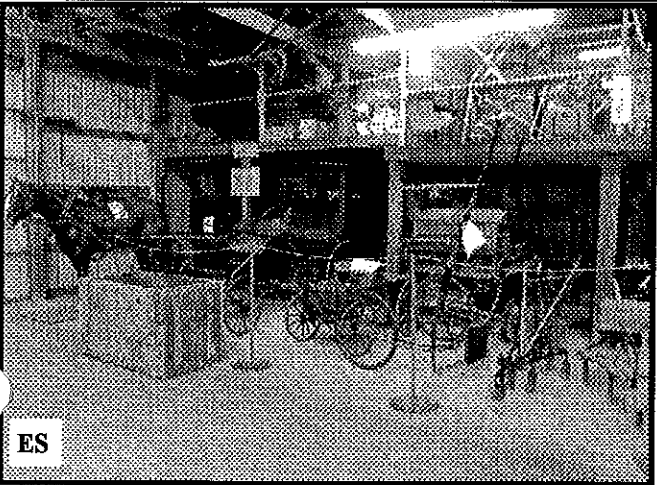
While at the museum Georgia Kohart, author of two children's books about the Wabash & Erie and Miami and Erie Canals in the area, talked about life on the canals and the Black Swamp in Paulding County. She brought artifacts, which were found near an old canal inn. She autographed copies of the books that she sold. Canawlers were interested in a canal boat horn she had made to show how the lock tender was notified of an approaching canal boat.



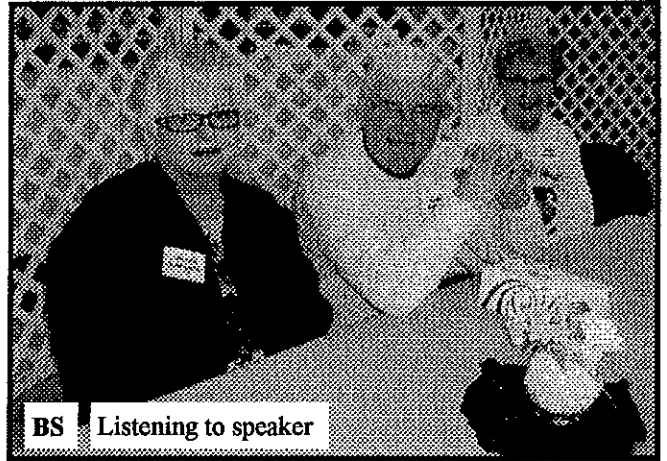
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ES



ES



BS Listening to speaker



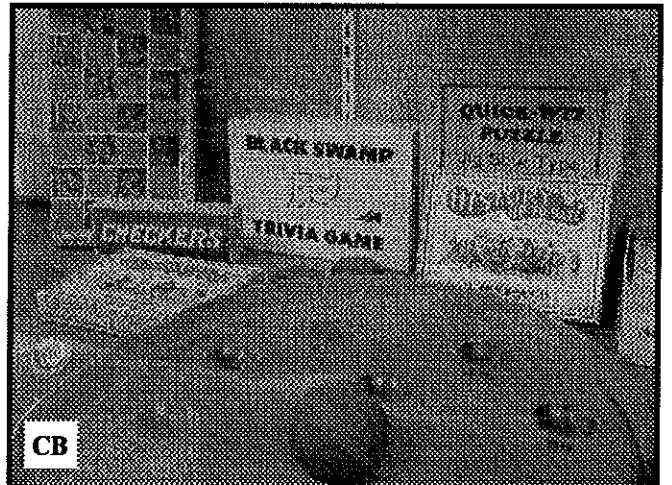
BS

Georgia Kohart author



BS

Canal Boat Horn



CB

On Friday night everyone met at the Elks Lodge in Van Wert for a picnic dinner. Then Scott Bleszczad presented a PowerPoint show about the Black Swamp and the canal remains that would be seen during Saturday's coach tour. During his presentation Scott asked Bob Schmidt to talk about the dynamiting of the reservoir after the canal was closed to all but rafts of wood.

Bob was telling how those who lived by the reservoir thought it bred disease and wanted it removed. Suddenly two black-hooded men rushed into the room carrying sticks of dynamite shouting "No Compromise" and "The Reservoir Must Go." This woke up those who were sleepy after the huge picnic. Bob quickly identified Worden Sperry by his gold tooth. Sperry was portrayed by CSI director Frank Timmers. The other dynamiter was Nick Harrmann portrayed by CSI member Carl Bauer. Bob told them that over 100 people would be coming by wagon (bus) to the reservoir on Saturday morning in support of their cause and the agitators left peaceably. Bob then told how several attempts had been made to blow up the locks and the reservoir. The decisive blow was struck on April 25, 1887. Ohio Governor Joseph Foraker visited the site a month later and agreed it was beyond repair. The reservoir was officially abandoned in May 1888.

Scott then finished his presentation. Many of his pictures pointed out the deterioration of the canal structures over time. Most of the pictures and maps shown were also included in the excellent tour book Scott had written.

Following the program members of the Canal Society of Indiana held their short annual meeting. The nominating committee had contacted its directors whose terms were expiring and asked them to continue for another three years. Lynette Kross had passed away and Sandy Billing agreed to fill her two year term. Richard Brown asked to be replaced since he wasn't able to attend the tours but would continue writing articles for *The Hoosier Packet*. Ellsworth Smith was nominated to replace Richard. Jim Ellis, Gail Ginther, Sue Simerman, Brian Stirm and Mick Wilz all agreed to run for another three years. The nominations were accepted and all were elected. CSI thanks Rick Brown for his past service as a director and for his articles in *The Hoosier Packet*.

NEW CSI DIRECTOR

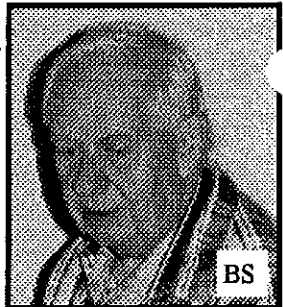
Ellsworth Smith was raised in Indianapolis and worked at a Naval Avionics plant for 17 years before moving to Fort Wayne in late 1968. In Fort Wayne he worked for the Magnavox Company until 1997. He has been working full time for Sweetwater Sound as head of Security for over three years and is 76 years old.

Shortly after moving to Fort Wayne, Ellsworth was one

of a group of six who formed the Embassy Theatre Foundation. As some of you know, they saved it.

Ellsworth is interested in nature, covered bridges, canals and many other areas. He is an Indiana Master Naturalist and Indiana Master Gardener. He works with several nature groups such as ACRES.

Ellsworth and his wife, Sherry, have three children and eight grand children. They live in Leo, Indiana.



Ellsworth Smith

NEW CSI VICE-PRESIDENT

The CSI annual meeting was adjourned. The directors gathered to elect CSI officers for this year. Bob Schmidt president, Sue Simerman secretary, Jim Ellis treasurer and Carolyn Schmidt editor, all agreed to continue in their offices and were re-elected. When Chuck Whiting took over Chuck Huppert's office as vice-president last year he asked that it be for one year only. CSI thanks Chuck Huppert and Chuck Whiting for previously filling this position. Frank Timmers, CSI director from Carmel, IN, was nominated for vice-president and was elected.



Frank Timmers

COACH TOUR OF THE CANALS AND SWAMP AREA OF PAULDING COUNTY, OHIO

On Saturday morning canawlers boarded coaches from Two Ladies and a Bus company. They identified their bus by its name — either Worden Sperry, the dynamiter, or C. J. Flickinger, a superintendent for the board of public works from Defiance. They headed for Antwerp and six-mile reservoir that stored water from the creek and the St. Joe Feeder at Ft. Wayne.



BS

ANTWERP & SIX-MILE RESERVOIR



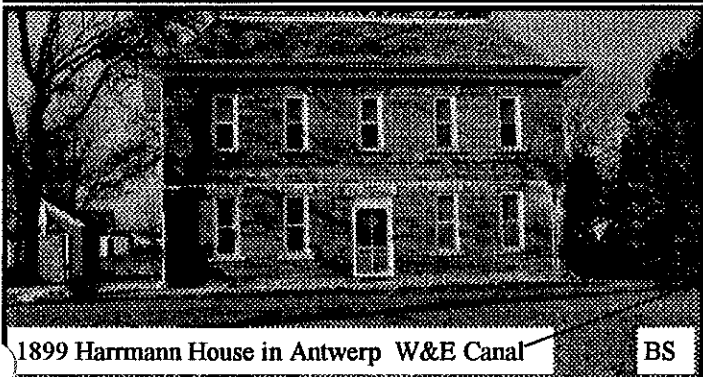
Docents Scott Bieszczad & Bob Schmidt

BS



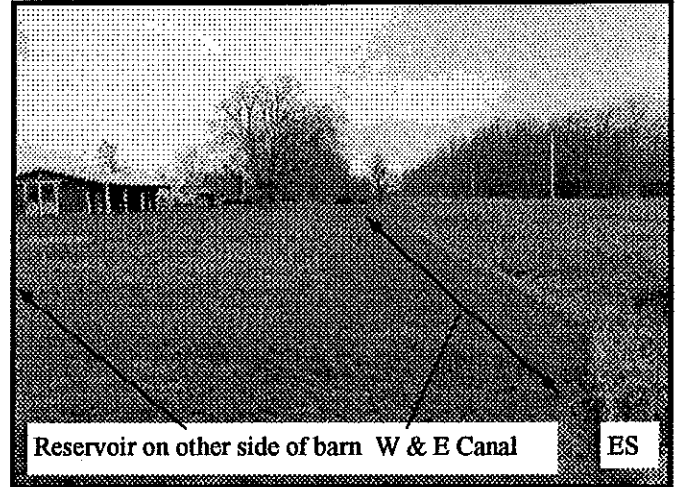
Learning about the reservoir

BS



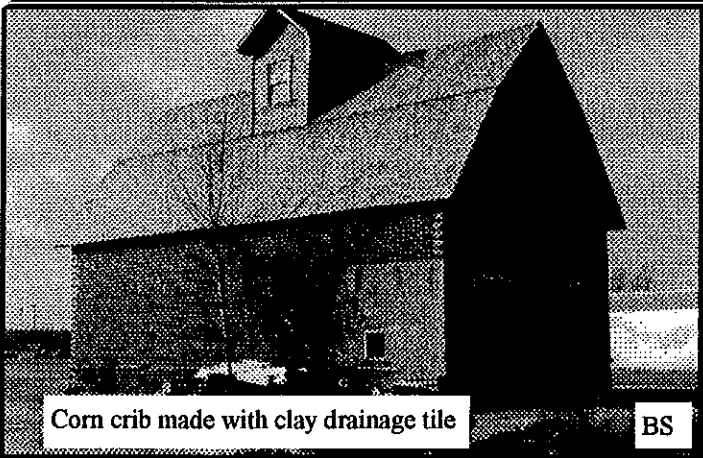
1899 Harrmann House in Antwerp W&E Canal

BS



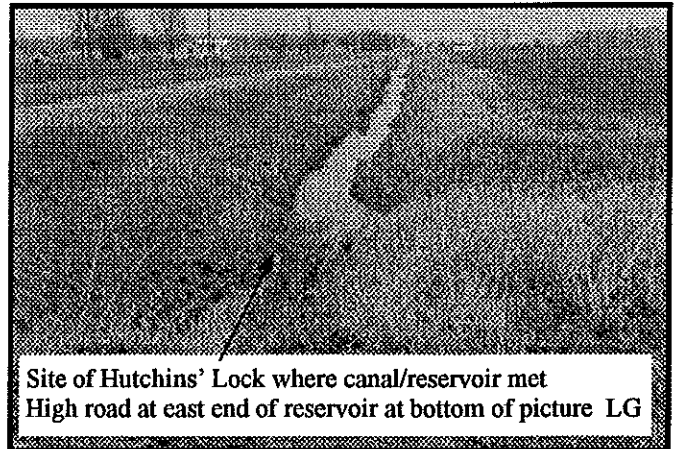
Reservoir on other side of barn W & E Canal

ES



Corn crib made with clay drainage tile

BS



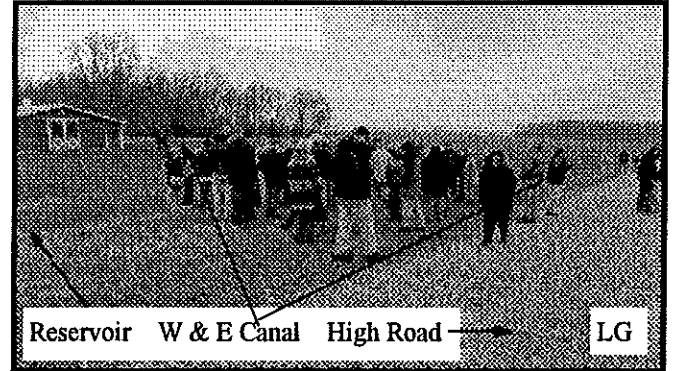
Site of Hutchins' Lock where canal/reservoir met
High road at east end of reservoir at bottom of picture

LG



High road at east end of Six-mile Reservoir

CB

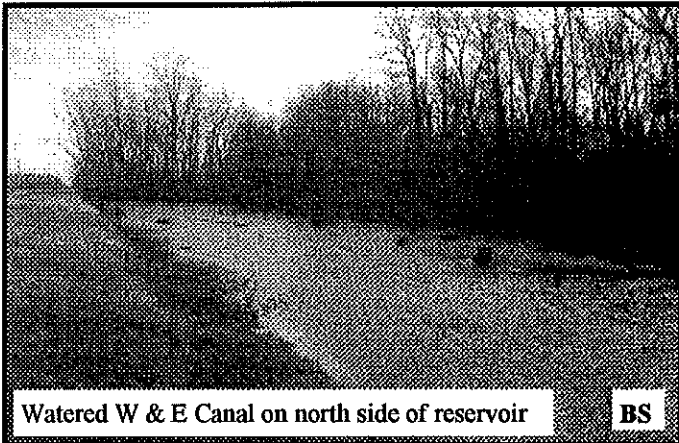


Reservoir W & E Canal High Road

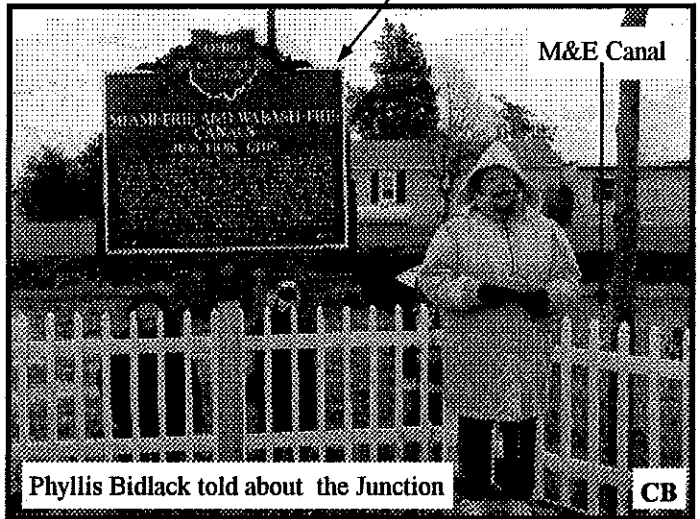
LG

MIAMI-ERIE AND WABASH-ERIE CANALS JUNCTION, OHIO

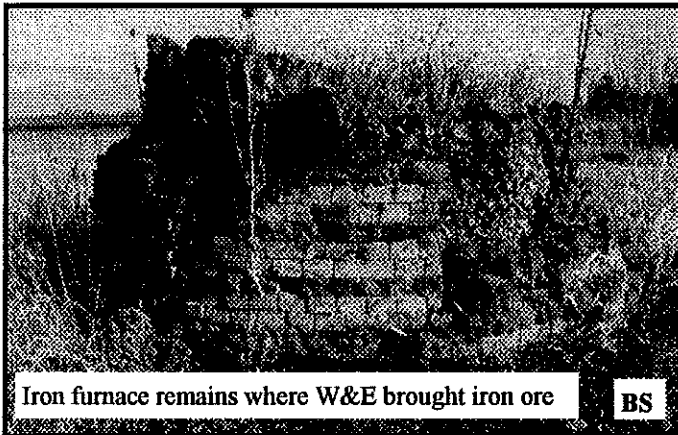
On this site the Miami and Erie Canal that came north from Cincinnati and the Ohio River intersected with the Wabash and Erie Canal that came from Fort Wayne and Evansville, Indiana. From this point, which became the town of Junction, the canals proceeded as one to Defiance, Toledo and Lake Erie. From the 1830s to the 1870s the canals played a key role in the settling of Paulding County, an area that was once part of the Great Black Swamp. They held the promise of easier and quicker public transportation and commodity shipping and Junction became a landmark for fugitive slaves escaping to Canada. Once a thriving and growing community, the village became a forgotten historical note with the passing of the canal era and the coming of the railroads. Today, the Buckeye Trail and North Country Trail follow the canal path through Paulding County.



Watered W & E Canal on north side of reservoir **BS**



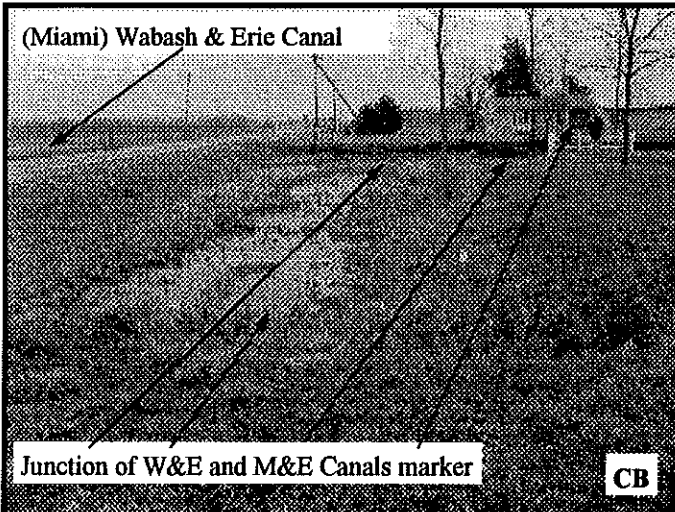
Phyllis Bidlack told about the Junction **CB**



Iron furnace remains where W&E brought iron ore **BS**



Canawlers gathered at the marker **ES**



(Miami) Wabash & Erie Canal

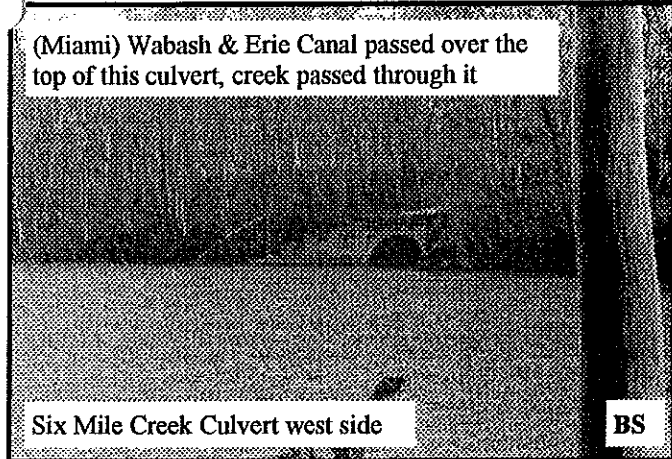
Junction of W&E and M&E Canals marker **CB**



Phyllis answered questions **BS**

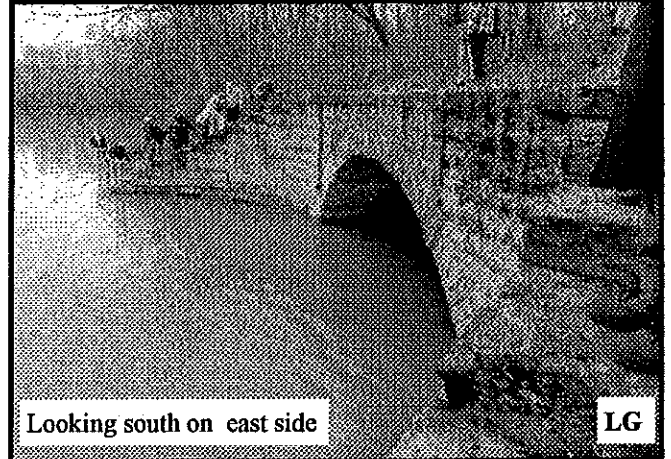
SIX MILE CREEK CULVERT

(Miami) Wabash & Erie Canal passed over the top of this culvert, creek passed through it



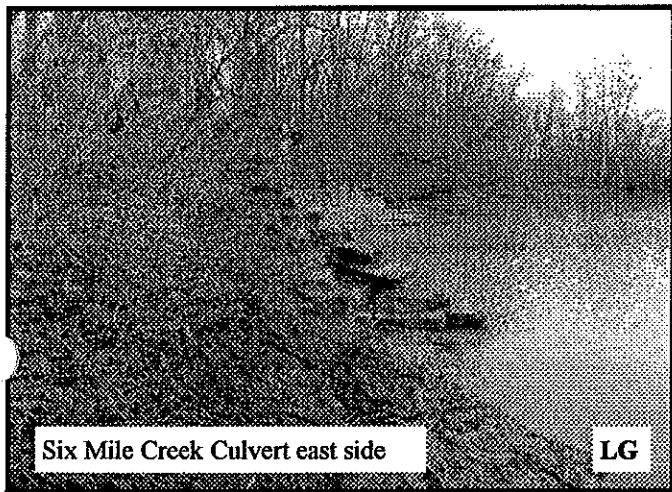
Six Mile Creek Culvert west side

BS



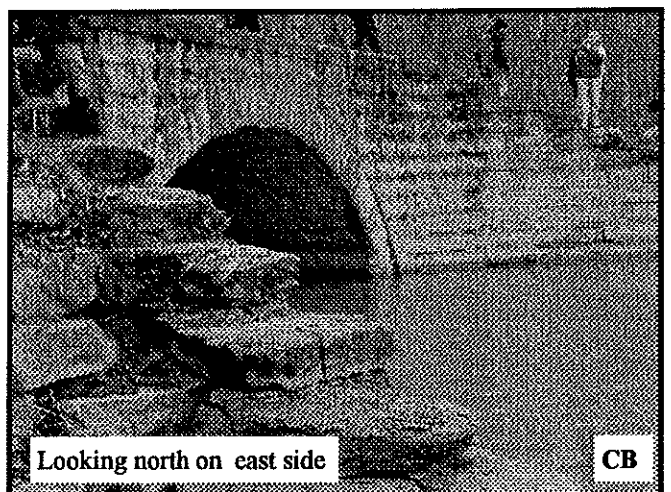
Looking south on east side

LG



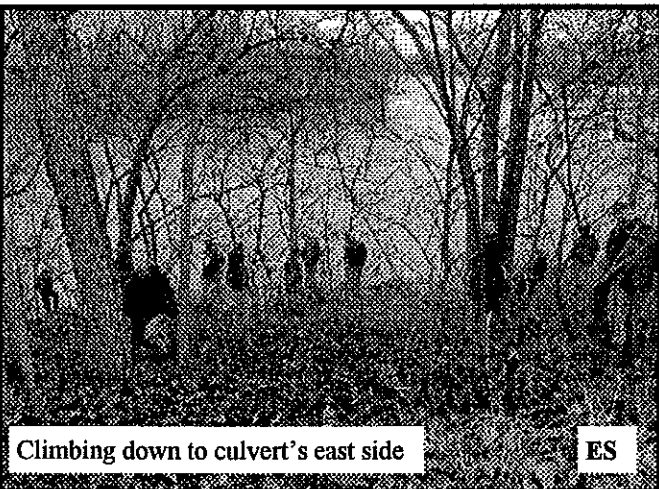
Six Mile Creek Culvert east side

LG



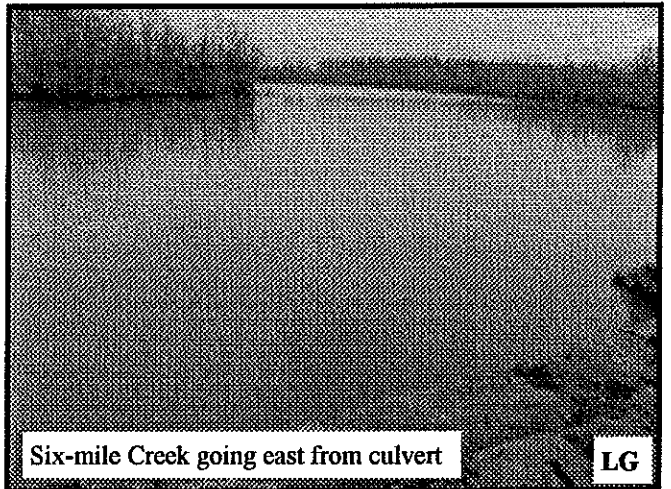
Looking north on east side

CB



Climbing down to culvert's east side

ES



Six-mile Creek going east from culvert

LG

Probably the largest culvert on the (Miami) Wabash & Erie Canal, Six Mile Creek Culvert is 186 feet wide and 20 feet tall and was built between 1837-1840. It allows Six Mile Creek to flow under the canal. Dirt piled atop this cut-stone culvert created the canal prism with a wide towpath and a berm bank. Today County Road 153 passes over the culvert on the old towpath. Unlike many canal culverts, this one is in exceptionally good condition with even the wing walls intact. It is a favorite fishing spot for many fishermen.

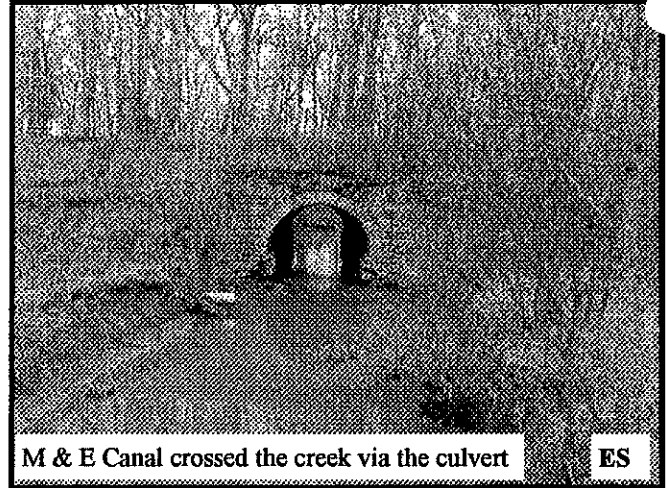
On re-boarding the coaches, several canawlers said they were hungry. They were promised morning snacks of bananas, cookies and water at the next stop. Along the way they saw a good example of a swamp.

LITTLE FLAT ROCK CREEK CULVERT



Swamp seen from bus on way to culvert

ES



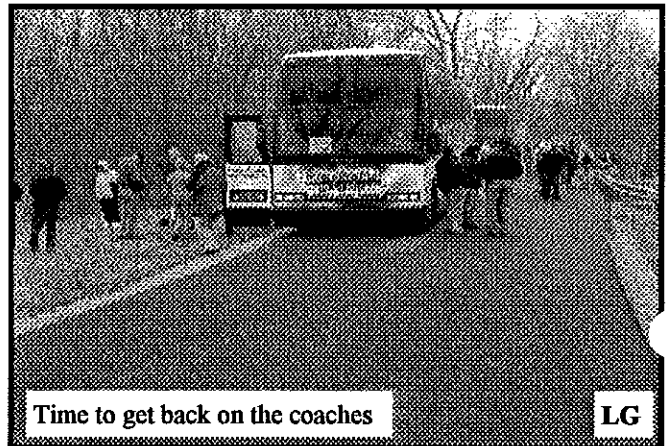
M & E Canal crossed the creek via the culvert

ES



Snack time

BS



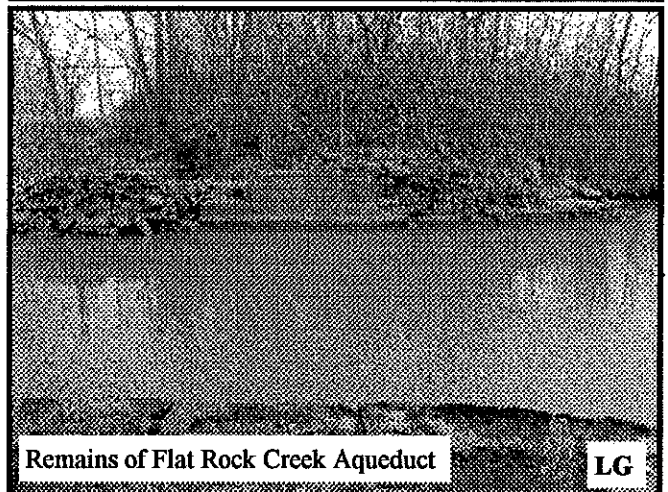
Time to get back on the coaches

LG



Mike Thrall tries to get a perfect picture

LG



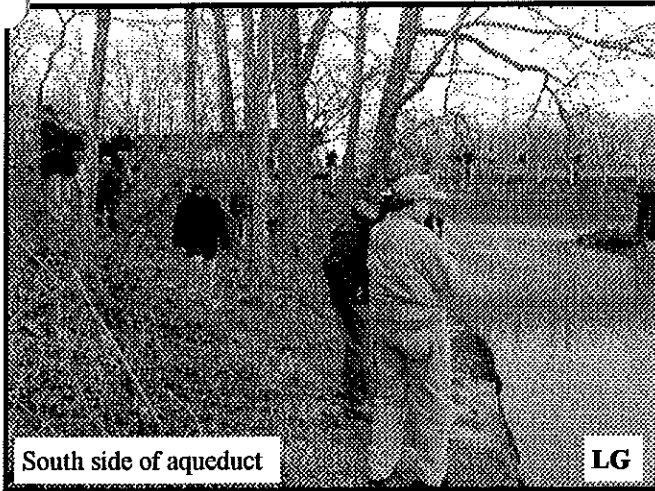
Remains of Flat Rock Creek Aqueduct

LG

Just south of Junction, Ohio canawlers saw Little Flat Rock Creek Culvert, which was another wonderful cut-stone structure although much smaller than Six Mile Creek Culvert. The road bridge over the creek provided an excellent spot from which to photograph the structure. The Miami and Erie Canal passed over the culvert.

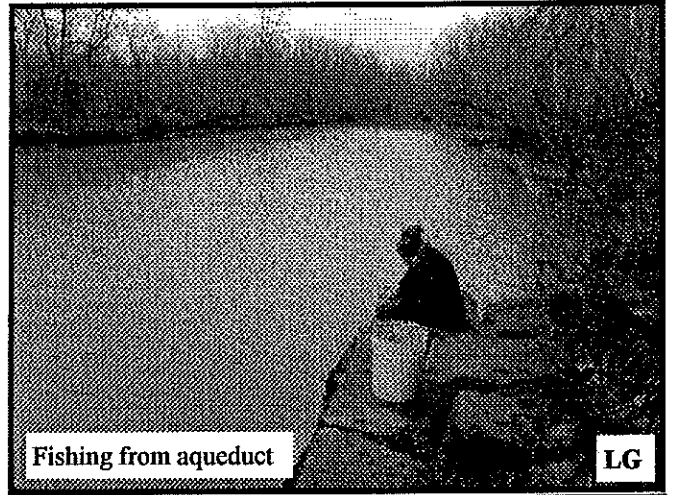
Just a little further down the canal they came to the remains of Flat Rock Creek Aqueduct. Flat Rock Creek was a little larger than Little Flat Rock Creek where we had seen the culvert. Since the creek was wider an aqueduct was constructed across it rather than using a large culvert. The original aqueduct was built entirely of wood and was 224 feet wide. When it was rebuilt in 1859 it had stone abutments and a 50 foot wide wooden flume that carried the canal over the creek.

FLAT CREEK AQUEDUCT REMAINS



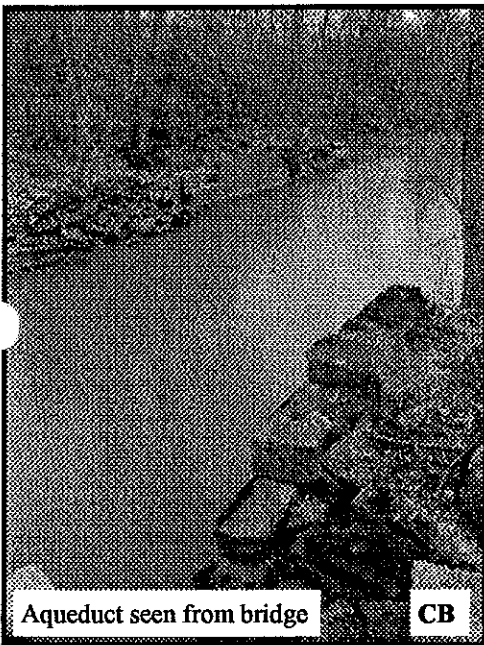
South side of aqueduct

LG



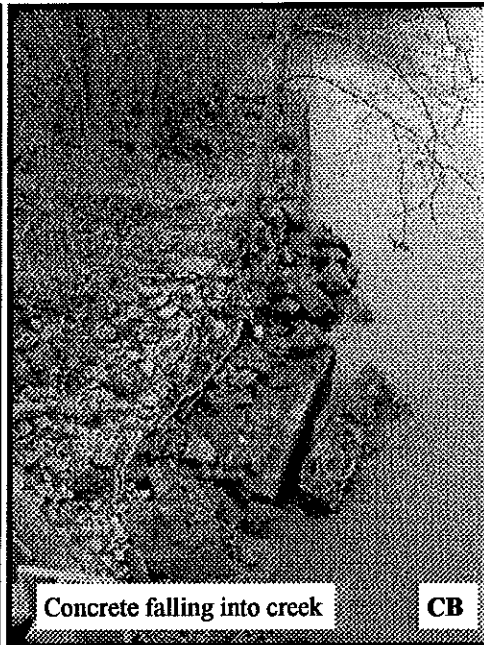
Fishing from aqueduct

LG



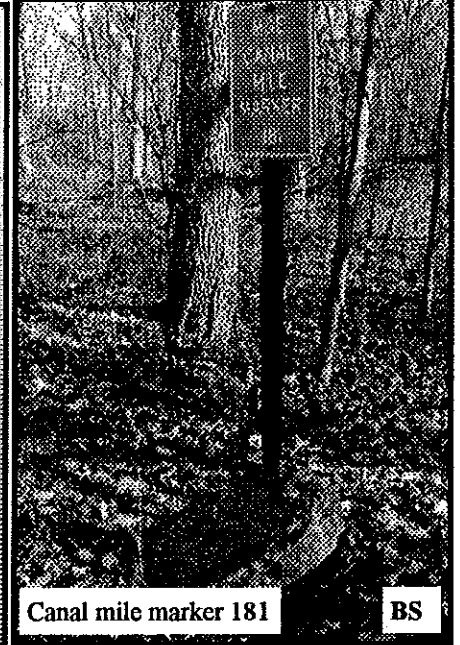
Aqueduct seen from bridge

CB



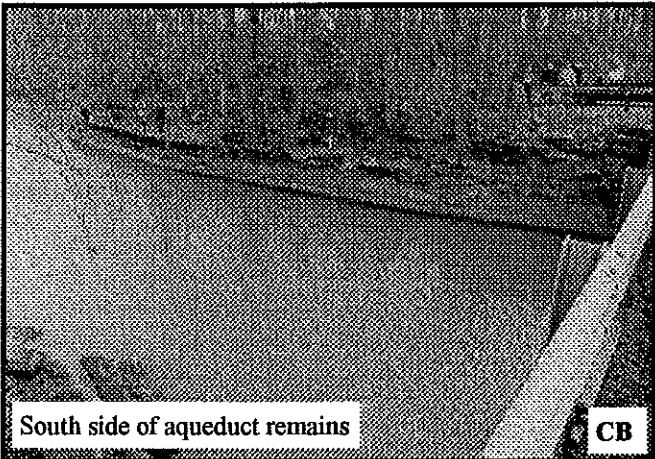
Concrete falling into creek

CB



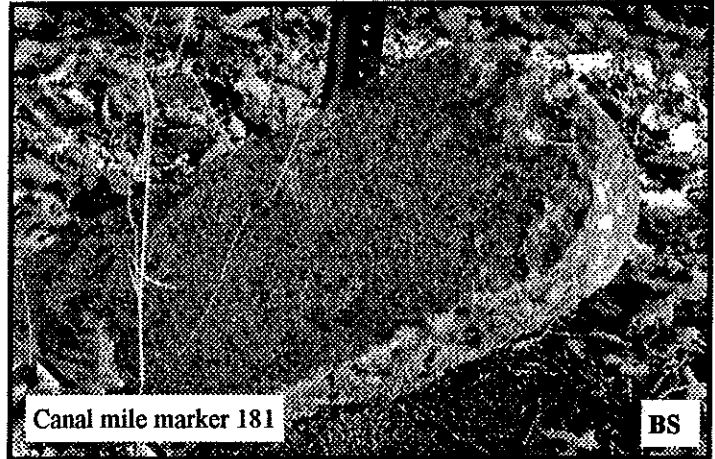
Canal mile marker 181

BS



South side of aqueduct remains

CB



Canal mile marker 181

BS

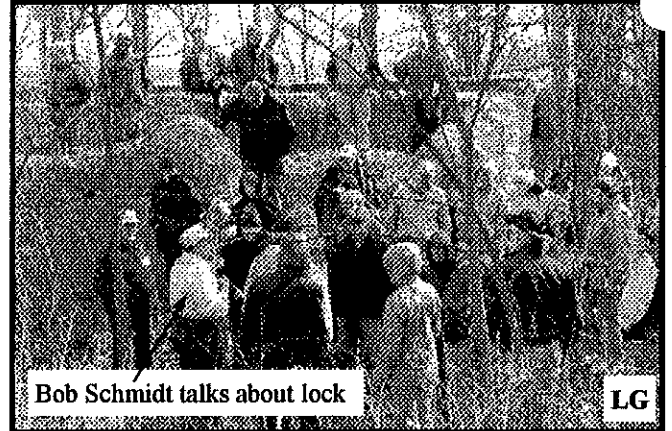
After leaving the aqueduct remains the coaches slowed down as they passed an old Miami and Erie Canal mile marker that was for mile 181. A green sign on a post pointed out the old concrete marker. The coaches then headed for Viall's Lock 23North. There Neal Brady, executive director of MECCA (Miami Erie Canal Corridor Association) did an excellent job explaining how the lock operated.

VIALI'S LOCK 23NORTH



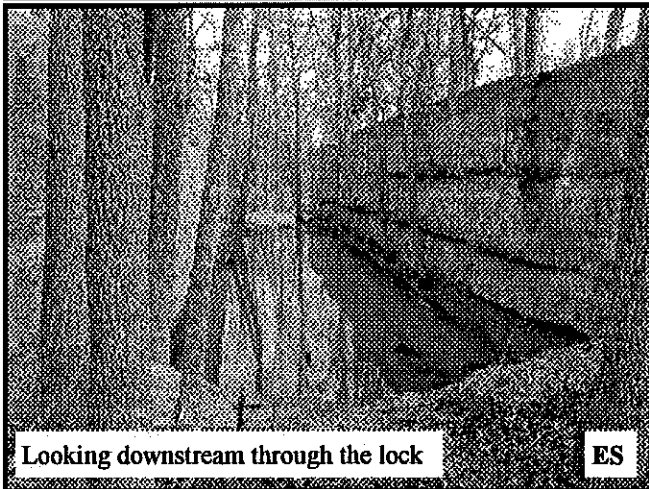
Neal Brady talks about lock

BS



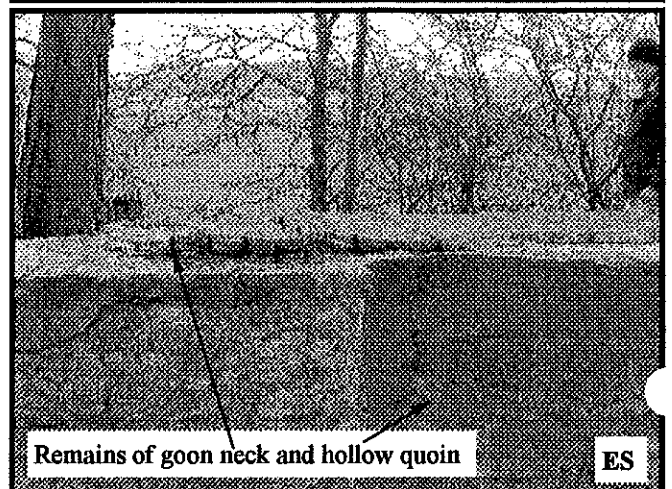
Bob Schmidt talks about lock

LG



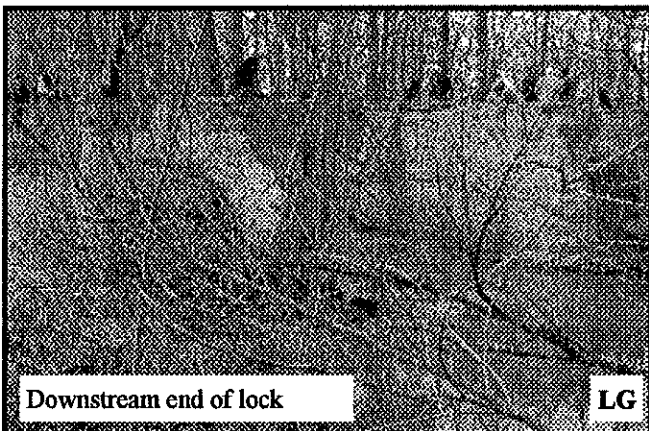
Looking downstream through the lock

ES



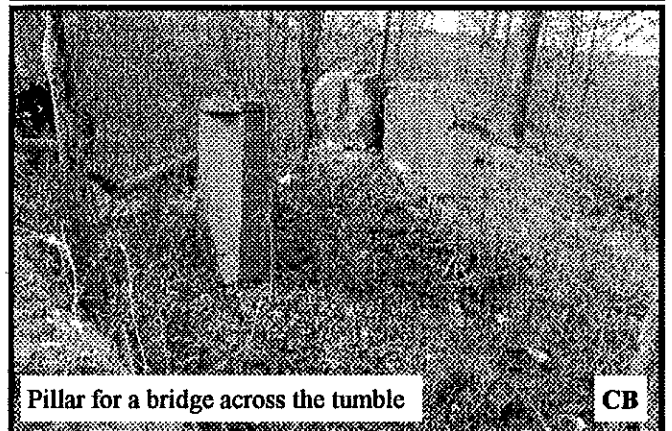
Remains of goon neck and hollow quoin

ES



Downstream end of lock

LG



Pillar for a bridge across the tumble

CB



Lunch at John Paulding Historical Museum

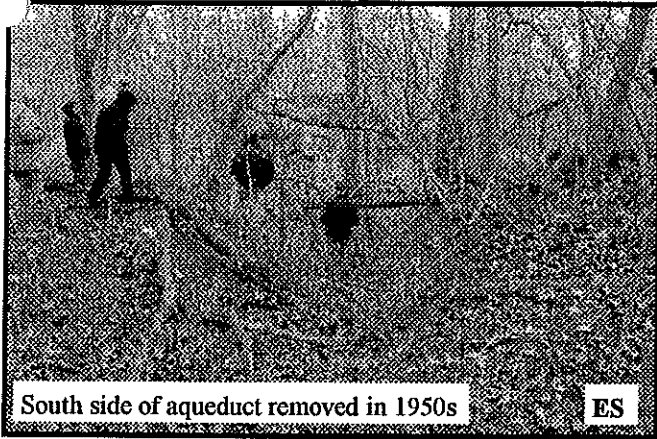
BS



American Canal Society directors

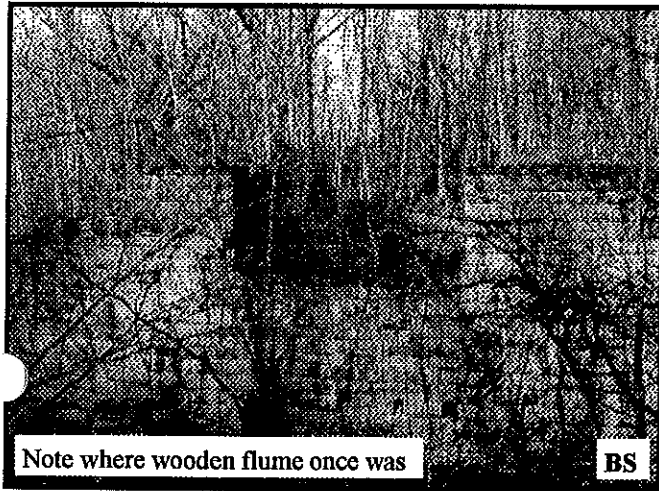
BS

BLUE CREEK AQUEDUCT



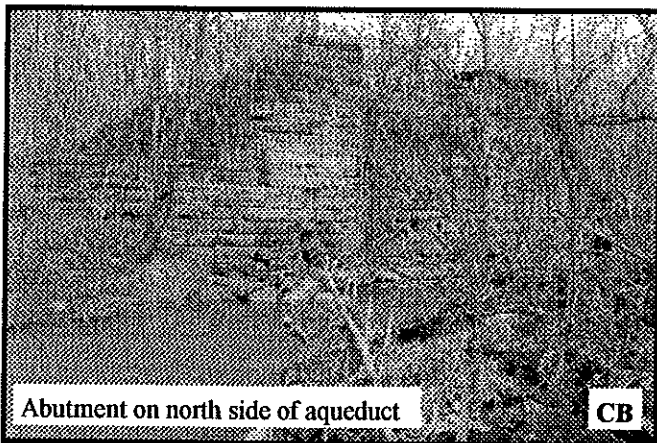
South side of aqueduct removed in 1950s

ES



Note where wooden flume once was

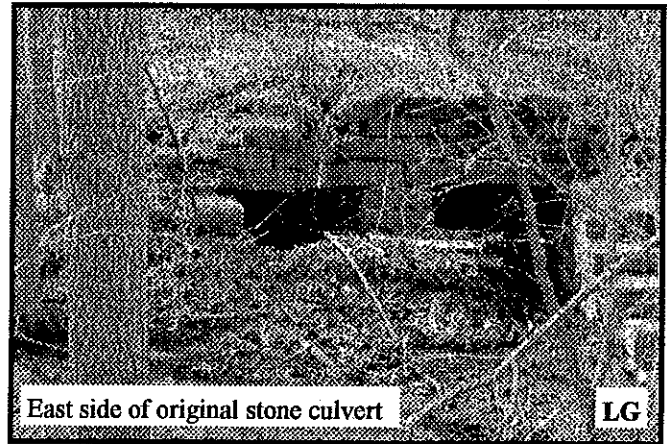
BS



Abutment on north side of aqueduct

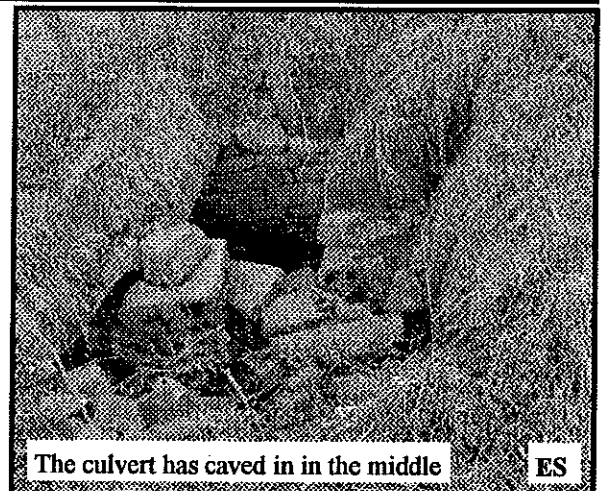
CB

STONE DOUBLE BOX CULVERT



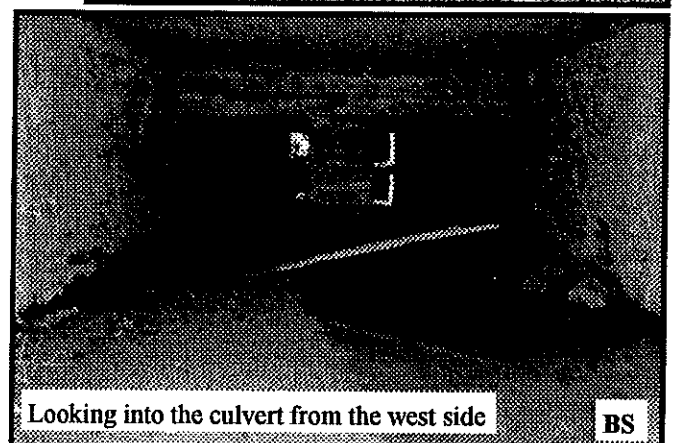
East side of original stone culvert

LG



The culvert has caved in in the middle

ES



Looking into the culvert from the west side

BS

The Miami and Erie Canal marker at Ottoville says:

Construction began July 1825, opening navigation between Cincinnati and Toledo, Ohio in 1845 and encouraging settlement in the Black Swamp.

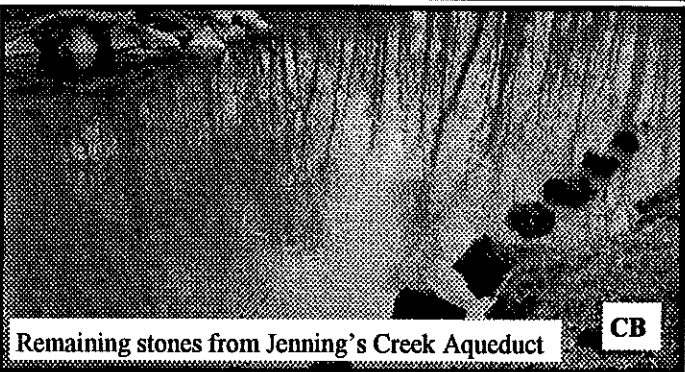
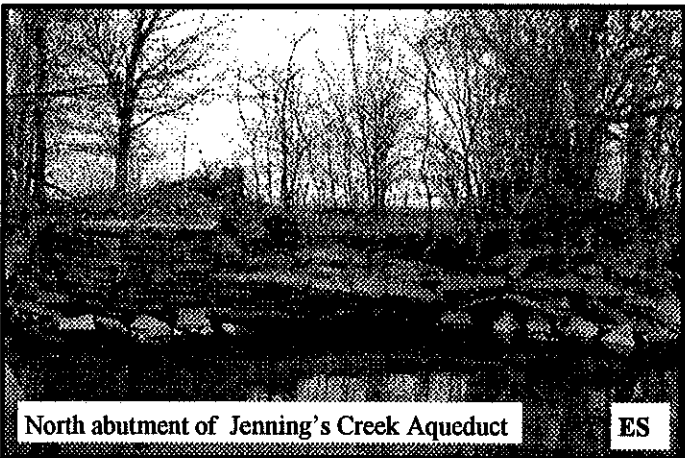
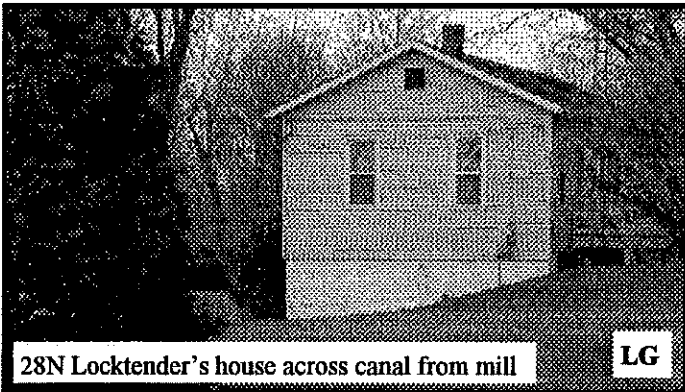
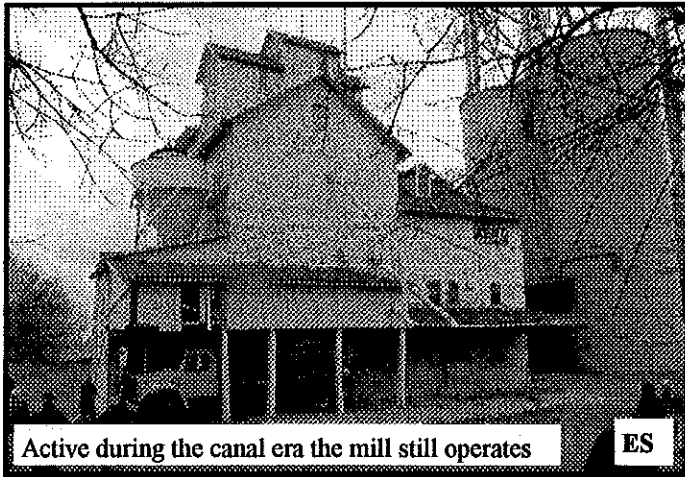
Built in segments, the Canal extended 248.8 miles, joining the Ohio River and Lake Erie. This segment from St. Marys to Junction, Ohio was the last to open.

There were 103 lift locks, five of which were in Monterey Township in Putnam County. This marker stands on the right-of-way in Section Sixteen of the Canal approximately 1,000 feet south of where Lock No. 28 was located.

The first freighter *The Marshal*, carrying furs and pelts, passed through here from Piqua to Toledo on July 4, 1845. The last boat was a pleasure craft named *Marguerita*.

Officially, the Canal ceased operation in 1877, but boats navigated this area until 1912.

ODENWELLER'S MILL 28N LOCK TENDERS HOUSE



JENNINGS CREEK AQUEDUCT LOCKS 24N & 23N

