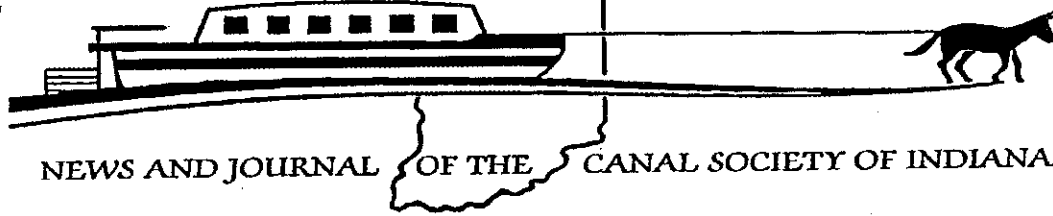


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1982-2012

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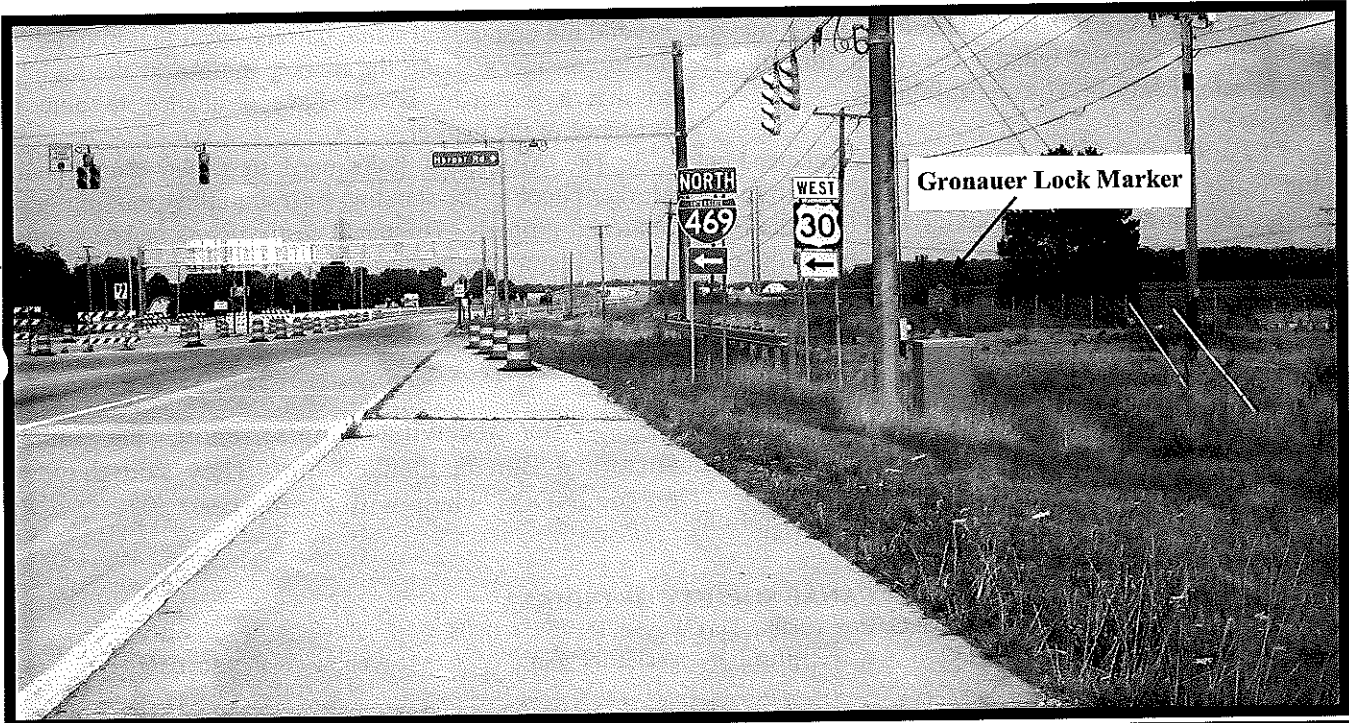


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P.O. BOX 10808 FORT WAYNE, IN 46854

OCTOBER 2012

PEOPLE & PROJECTS



Due to the construction joining U.S. 24 east of the I-469 interchange with the new Fort to Port highway just east of New Haven, Indiana, there is no longer access to the Gronauer Lock marker from Harper Road and it needs to be moved. Photo by Tom Castaldi

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GRONAUER LOCK MARKER NEEDS TO BE MOVED

Tom Castaldi, Allen County Historian and CSI Director, has been contacted by the Indiana Historical Bureau about the location of the Gronauer Lock Marker. It was funded by the Canal Society of Indiana, the New Haven Kiwanis Club and the Indiana Historical Bureau and erected in 2003 approximately at the lock's location after the lock had been removed and U.S. 24 widened for the I-469 interchange .

In 2008 the marker was backed into by a large

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5908 CHASE CREEK CT. FT WAYNE IN. 46804

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THE HOOSIER PACKET - JUNE 2012

vehicle and lay greatly damaged on the grass.. It was missing from its post for quite a while before we learned that INDOT had picked it up and stored it. CSI contacted the Indiana Historical Bureau to see about having it repaired and then approached the Kiwanis Club to fund the project. After repairing it in 2009, it was replaced on its post once again at the same location.

Recently U.S. 24 has been somewhat rerouted and widened beyond the intersection for the Fort to Port project. With all the construction in the area the marker is in a precarious spot. Harper Road, which provided access to the marker, has been closed. It appears the marker needs to be moved for its safety and to be more easily viewed by the public.

Tom was asked to take a close look at the site and report his findings to the Indiana Historical Bureau. He went to the site of July 14. His report follows:

“Last Saturday I traveled out to the Gronauer Lock site and walked around the marker. I took a picture (on cover) and you can see the view looking east from the I-469 ramp. I believe that the marker is safe from ongoing construction, however, it is difficult to see the marker from the highway. Previously it was accessible from Harper Road, however, that road is now re-routed and one has to make a concerted effort to get to the site. I pulled off on the berm of the Fort to Port highway and shot the photo before walking over to the marker.

“Looking at the photo, the highway directly in front

is positioned in and is the same as it has been for the past several years. Off in the distance you can see how the newly constructed Fort to Port highway makes a sweeping curve to meet up with and connect with the existing highway. The stop lights are the ones that control traffic on and off I-469...so that's why the new highway must make the curve to match up with the existing highway. It would appear that the new construction ends where the connection/match up takes place.

“Comments:

1. Currently, the marker appears to be safe from collateral construction damage.

2. The actual lock site is in the depression just beyond the guard rail. The old lock cribs that once supported the lock chamber still may be under the signage that is visible beyond the orange and white barrels. With that in mind, we might consider moving the marker more near the highway so that a passer-by would have a chance to note the existence of the marker.

3. The Allen-head bolts used to fasten the Gronauer Marker panel to the standing post are either missing or not tightened properly. The panel easily pivots on the standing post and is at the mercy of the prevailing winds. If we do nothing else, we should have INDOT stop in and see what they can do to make sure the sign will stay mounted on its post.”

After receiving Tom's report, the Indiana Historical Bureau thanked him. They said they will pursue INDOT's help with the marker.

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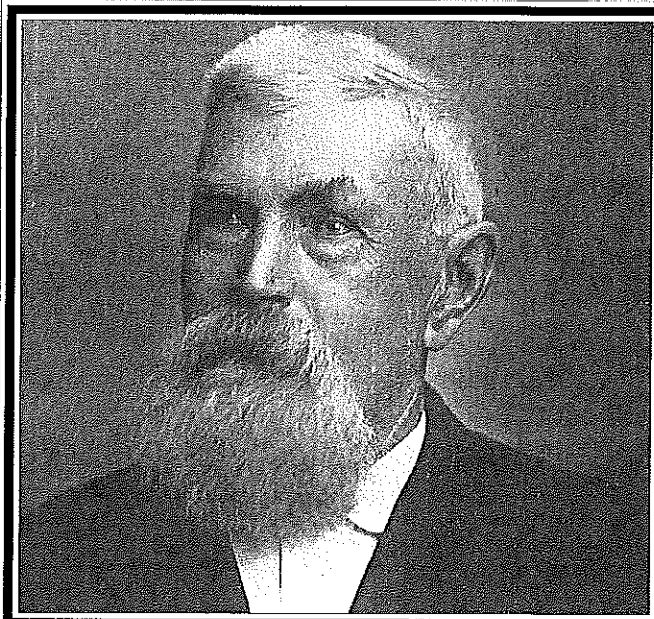
CANAWLERS AT REST

FRANK F. SCHMIDT

b. November 21, 1830

d. November 5, 1910

By Carolyn I. Schmidt



Frank F. Schmidt

Frank F. Schmidt was born to Mr. and Mrs. John Frederick Schmidt in his father's hotel in Bismarck, Prussia, Germany on November 21, 1830. John Frederick Schmidt was a well to do businessman. In connection with his prominent hotel he operated a large brewery and distillery in Germany. The Schmidt's had four children Carl, August, Frank and another whose name we do not know.

Frank was reared and attended school in Bismarck until he was fourteen years old. He had attained a fair education by that time and his father's friend, a German army officer, suggested that Frank should learn the trade of a machinist so that he might secure a position in the army as chief in that department. This idea sounded good so Frank entered a three year apprenticeship program specializing in the edged tools trade. However, the original plan was never carried out.

In the meantime Carl Schmidt, Frank's brother, had sailed to America about 1846. It was either due to Carl's being in America or to the revolutionary uprising in Prussia in 1848 that John Frederick Schmidt decided to take his other two sons, August and Frank, to America. They left Germany on November 4, 1848, and after a fifteen-week-long, terrible voyage they landed in New Orleans in February 1849. From there they went up the Ohio river to Cincinnati, Ohio. August contracted cholera and died in Cincinnati. John was not pleased with the prospects he saw in America and returned to Germany taking Carl back with him. In June 1849 Frank proceeded on to Terre Haute, Indiana and lived there all of his life.

Upon his arrival in Terre Haute Frank was unable to do any work for about two years or so because he, like

his brother August, had contracted cholera in Cincinnati and his health was impaired. After a rather long recovery he found employment on the Wabash & Erie Canal as a boatman and he was called Captain Schmidt throughout his life.

Although his father, John Frederick Schmidt, had purchased a farm for him in Clark county, Illinois, Frank must not have been interested in farming, for in 1851 he began an eighteen year stint working on the railroad for what became the Vandalia Railroad Company. Six years of that time he was their foreman. In later years he had the distinction of being the only man in Terre Haute who was among the employees of the first railroad in town. He helped run the first locomotive, which arrived by canal boat. It was called a "pony" and had two drive wheels.

In 1849 many families including the distinguished Carl Schurz came to America because of the revolutionary uprising in Prussia. On June 10, a few months after the Schmidts arrived, Bertram Nonnenbrunch, who also had been involved in the uprising, came to Cincinnati, Ohio with his family. A miller by trade, he planned to build a mill in Parkersburg, West Virginia, but he also contracted cholera at Cincinnati and died on July 4, 1849. His wife had to change their plan and find a home for their seven children. She purchased Frank's farm south of Marshall, Illinois and moved her family there.

Frank F. Schmidt fell in love with Ida, the Nonnenbrunch's daughter, who had been born on June 10, 1837

near Cologne, on the Rhine River in Prussia, Germany.



Ida M Schmidt

On November 15, 1855 Frank married Ida in Terre Haute, Vigo county, Indiana. They had four children: Rose Louise Schmidt, who later became the wife of William A. Pekar a farmer of Terre Haute; Frances Otello Schmidt, who later became the wife of Henry F. Schmidt, the deputy sheriff of Vigo county; Edgar B. Schmidt, who was the city engineer in Terre Haute; and Edwin F. Schmidt, who died at age five. They reared all their children in Terre Haute in the German Lutheran faith.

In 1870 Frank left the railroad business and became engaged in both the grocery business and the manufacture of stave and cross ties at the same time. He was the head of a crew of men while manufacturing staves. He then was active in various industries. In the Federal Census of 1870

Frank is listed as Frederick Smith, age 39, blacksmith, with real estate valued at \$2,400 and a personal estate valued \$700. His wife Ida is age 33, keeping house, the children are Rosa, Otteelia, and Edgar ages 13, 12 and 1 respectively.

In 1873 Frank F. Schmidt was elected a member of the Terre Haute city council and served for six years/three terms. That same year of 1873, Frank, along with others, established the Terre Haute Mutual Savings Association. The Annual Report of the Auditor of the State of Indiana shows Frank as the president of this association in 1898, 1902, 1905, 1906, 1907 and, according to his obituary, was still president at the time of his death. It became one of the leading institutions of Terre Haute.

The Federal Census of 1880 shows Frank as F. M. Schmidt, age 49, a merchant. Living with him are his wife Ida, son E. B., a domestic, and two boarders.

Frank was somewhat involved with the fire insurance business and then, about 1896, he was a prime mover, along with Joseph Frisz, in instituting the Terre Haute Mutual Fire Insurance Company. He served as its president from the time of its inception. He also dealt in real estate. He and O.L. Brown were among the twelve who organized the first Republican club in Terre Haute and was a Republican for several years, but later he became an independent.

Frank F. Schmidt's Family						
Name	Birth	Place	Death	Place	Marriage	Place
John Frederick Schmidt		Prussia				
? ? Schmidt						
Children (4)						
1. Carl Schmidt		Prussia				
2. August Schmidt		Prussia	1849	Cincinnati, OH		
3. ? Schmidt		Prussia				
4. Frank F. Schmidt	11-21-1830	Bismark Prussia	11-05-1910	Terre Haute, IN	11-15-1855	Terre Haute
Ida Nonnenbrunch Schmidt	6-10-1837	Cologne Prussia	1-16-1909	Terre Haute, IN	11-15-1855	Terre Haute
Children (4)						
A. Rosa Louise Schmidt	8-30-1857	N Terre Haute, IN			4-17-1877	Terre Haute
William A. Pekar	8-27-1848	Bismark, Ger.	1918		4-17-1877	Terre Haute
Children (6)						
1. Otelia Pekar						
2. ? Pekar						
3. Eda Pekar	1879					
4. Carl Pekar	2-??-1881					
5. Frank F. Pekar	1-??-1887				6-??-1921	Terre Haute
Bessie M. Brown					6-??-1921	Terre Haute
6. Louise R. Pekar	3-??-1893					
Earl Stephens						
B. Frances Otello Schmidt	1858				2-06-1878	Vigo County
Henry F. Schmidt					2-06-1878	Vigo County
C. Edgar B. Schmidt	3-12-1869	Terre Haute, IN			6-15-1904	Terre Haute
Emma Kenens					6-15-1904	Terre Haute
D. Edwin F. Schmidt	died at age 5					

Being a prominent factor in the development and progress of Terre Haute, Frank's name was interwoven in its advancement. His many business interests promoted the prosperity of the city. He was a well known, progressive, public-spirited pioneer, who was universally respected and honored for these sterling characteristics.

Ida Nonnenbrunch Schmidt died on January 16, 1909. About two years later Frank F. [Frederick?] Schmidt passed away on November 5, 1910 at 6 p.m. according to the Terre Haute Health Office and his obituary, which appeared in the *Terre Haute Tribune* on November 6, 1910. He was almost 80 years old. At the time of his death he was "the oldest German citizen of Terre Haute in point of continuous residence, having been prominently identified with its business, political and social life since 1849, when the city was a small town, of scarcely 2,300 inhabitants."

Frank F. Schmidt had a private funeral at his residence at 1239 Chestnut street at 10 a.m. on Wednesday

morning. He had a private burial as well. We do not know where he was buried.

Sources:

- Ancestry.com
- Birth, Marriage, Death Records
- Federal Census 1870, 1880, 1900
- Bradsby, H. C. *History of Vigo County, Indiana*. Chicago, IL: S. B. Nelson & Company Publishers, 1891.
- Cronin, William F. *An Account of Vigo County From Its Organization*. Dayton, OH: Dayton Historical Publishing Co., 1922.
- "Death Ends Career of Leading German," *Terre Haute Tribune*. Nov. 6, 1910.
- Oakey, C. C. *Greater Terre Haute and Vigo County Closing the First Century's History of City and County*. Chicago, IL: The Lewis Publishing Company. 1908.

Special thanks to Connie McCammon, CSI member from Terre Haute, IN, for locating Frank's obituary in the *Terre Haute Tribune* and attempting to find his grave.

RACE FOR THE TOWPATH

After the Wabash & Erie Canal was no longer used as a transportation canal, it had other uses such as helping to supply Ft. Wayne with water and having tracks laid upon the towpath for interurbans. The following articles from the *Wabash Pain Dealer* of August 14 and 28, 1902 concerning the towpath being used by the interurban were sent by Pete Jones, CSI member from Wabash, Indiana.

RACE FOR THE TOWPATH

Attorneys for Rival Roads File Condemnation Proceedings. Wabash-Logansport Line Wins Out and May Build North of River — Ft. Wayne-Lafayette the Rival

There was a pretty coup made by the Wabash-Logansport Traction line Wednesday afternoon that is worthy of comment as showing the close fight that is being made for the towpath on which to run interurban cars.

About three o'clock in the afternoon N. G. Hunter, local attorney for the Wabash-Logansport Traction line, filed the suit briefly referred to Wednesday on behalf of his company against the Wabash Valley Traction company, Shirk, Dues, et al.

Along about four o'clock in the afternoon Sherman King, local attorney for the Fort Wayne, Logansport and Lafayette Traction company, appeared at the court house, and to express it mildly, was chagrined to find that a complaint about identical with the one he was to file, was on the docket.

Both companies filed petitions in which they seek to have the towpath from this city to the west county line appropriated to their own individual use.

As mentioned on Wednesday the Fort Wayne, Logansport and Lafayette Traction company was organized this week to build and operate a traction line over the towpath from Fort Wayne to Lafayette. It is supposed to be composed of both the Union Traction company people and the Fort Wayne & Southwestern people.

Tuesday they were shrewd enough to have complaints filed by which they seek to gain control of the towpath from Logansport to Lafayette.

RELICS OF CANAL ERA.

Workmen on River Traction Line Find Many Mule Shoes Along The Old Towpath

The workmen who are grading for the track of the Wabash-Logansport company between Wabash and Logansport are unearthing scores of mule shoes, which have been covered with earth since the abandonment of the old Wabash & Erie canal many years ago. The Traction company acquired the towpath for its line, and it is supposed that the right of way is lined with the shoes cast by the gentle mules that drew canal boats in the long ago, and which were never picked up. They are being preserved as relics.



**DR. BENJAMIN FRANKLIN HUDSON
MRS. B. F. HUDSON
JOHN WYCLIFFE VANLANDINGHAM
AND THEIR WABASH & ERIE CANAL CONNECTIONS**
By Charles Davis

Since 1996 I have been writing stories about Parke county and its Wabash and Erie Canal connections for the Canal Society of Indiana. They have graciously published all of them. They consist of places from Lodi, at the north end of the county, to Numa, the southern terminus, and include people and their connections with the canal. The following story is from one source I have used several times about Montezuma in getting names to use for the people and their connections. It is very informative and is presented here in its entirety as interviewed by newspaper man Maurice Murphy in the *Rockville Tribune* on Tuesday, April 21, 1914:

OLD TIMES IN MONTEZUMA,
HISTORIC NOTES ON THE TOWN THAT WAS
ONCE THE RIVER PORT OF TWO COUNTIES -
REMINISCENCES OF DR. AND MRS. B. F. HUDSON
AND WYCLIFFE VANLANDINGHAM

First a river town, then a river and canal town - such in brief epitome is the history of Montezuma. Civilization always follows waterways, and Montezuma was the third town settled in Parke county. The high bluff on the east bank of the Wabash naturally attracted settlers, and the first sale of lots was in 1823 to Messers. Whitlock and Majors, of Crawfordsville - four years after the settlement of Roseville, and one year before the first sale of lots in Rockville, though Rockville was settled in 1822, and one year before the settlement of Portland Mills, in 1825. The early history of Montezuma is chiefly a history of keen competition in river trade with Attica, Covington, Williamsport and other towns. Later, the Terre Haute and Lafayette turnpike was built, running east of Montezuma, and a great deal of shipping was done by wagon to Lafayette and even to Chicago.

Such were conditions in Montezuma, a river port of about two hundred people when John W. better known as "Wyck" Vanlandingham, came to the town on March 1, 1844 as a boy of eleven years. His father (Thomas) ran the ferry at Montezuma for many years, being succeeded by another son, Septimus Vanlandingham, father of Mrs. Theo. F. Gaebler, of Rockville.

"Yes, I remember when I came to Montezuma," said Uncle 'Wyck.' "Washington street, now the main street of the town, was just a path with a few houses scat-

tered along it. A few other houses were built east of that but most of the town was built along Water street, down by the river. A few stores were built along this street, and the big warehouses of John S. Walters, Morris Hughes, and Benson and Davis (Col. Erastus M. Benson and Hon. John G. Davis). Aaron Wade and Joseph A. Wright had a big slaughtering and packing house on the river bank, but one night it and the land where it stood slid into the river. East of Water street, James Jacobs, who once was county commissioner, had a drug store."

"The Wabash and Erie Canal was being built when I came here, but it was not finished until 1848. Soon after I came they quit work on it, and did not take it up again until 1847, and finished it the next year. I remember the big river traffic. All the hardware, glassware, and the like, for Parke county and parts of Putnam, came to Montezuma by river from New York and Pittsburg. Annapolis (Indiana) was then a very important town, and more goods came to Montezuma for Annapolis than for any other place. Most of the grain was hauled in wagons to Lafayette, but a good deal of it was hauled to Chicago. Often a man would start for Chicago with a wagon load of grain and not get back for two or three weeks."

July 4, 1844, Gen. Tilghman A. Howard left home to assume the duties of minister to Texas, left forever as it later developed. Mr. Vanlandingham remembers well all the incidents of that day. General Howard made a speech to an immense concourse in the grove southeast of Montezuma, in commemoration of the nation's birthday and soon after prepared for departure. The steamer "Alpine" was tied to the locust trees along the river awaiting General Howard, and as he got on board and the boat moved southward, he sent a cheer back over the waters, the last time his eloquent voice was ever heard in the country of his adoption.

With the opening of the Wabash and Erie Canal, a new era opened in the history of Montezuma. A new life was infused into the life of Clinton, Armiesburg and Montezuma while West Union, Howard and Lodi were towns that sprang up along the canal. The river traffic was still heavy, but canal traffic was much heavier. Toledo and Evansville now became the markets for the grain, beef and pork of Parke county. James Johnston, father of John E. Johnston, of Montezuma, was one of the surveyors of the canal, and was superintendent, with headquarters at Lafayette until he ceased doing business in 1873. Mr. Johnston has preserved a large piece of iron from the aqueduct of the canal across Sugar creek. The Wabash and Erie Canal was 459 [468] miles long, said at the time of its construction to be the longest canal in the world. The cost was, as near as can be estimated, \$4,500,000. Most of which fell to the State of Indiana, as 375 miles of canal were in this state.

When the canal was being built, Montezuma was filled with foreigners of almost every nationality.

The most exciting event of those days was a horse-race and its aftermath. A colored man from Tennessee "struck" the town one day, bringing with him a fine horse which he said could beat any horse in that vicinity in a race. Now it happened that a certain Irishman employed on the canal owned a very fleet-footed horse, of which he was duly proud, and a race was arranged on the old track east of Montezuma, now a part of the gravel road. The Irishman's steed was an easy winner, but feeling ran so high over the race, that a fight followed which made a strike riot look like a Sunday-school picnic. Never, from that day to this, has a colored person been allowed to live in Montezuma. However, the same taboo was not existing against the Indian, and Christmas Dazney, the last of his tribe, lived many years on a farm adjoining the town to the east, and died worth a great deal of property in 1848.

The old state-coach, driven by genial Caleb Richards was a familiar sight in those days, and even during the canal days. The road to Rockville then was the "strawberry road" as far as where John Elliott lives, then across the hills emerging into the present Rockville and Montezuma road just east of Wildman's hollow. (Wildman's hollow is where I, Charles Davis, live in 2012.)

The first man to drive a canal boat into Montezuma was James Mushett, who afterward settled there, and whose widow resides there yet.

Dr. and Mrs. Hudson's memories of Montezuma begin with the canal days. Mrs. Hudson's father was J. F. Stacey, who came to Montezuma to superintend the construction of the old I. D. & S. railroad, and who afterward became a prominent lumber and grain merchant there. "When we left New York to come west in 1854," said Mrs. Hudson, "we thought of Indiana as a wilderness and fever abounded. We almost thought that we were going out of the world." They arrived at their new home on a canal boat.

Mrs. Hudson's education had been progressing very satisfactorily in New York but schools were very poor in Montezuma in those days, and after going a year she knew about as much as the teacher, and though a mere girl, she was asked to become assistant teacher, and accepted. Only two churches were in Montezuma at the time, the Methodist church, founded at an early day, and the Presbyterian church, which had just been founded by Rev. John Hawks.

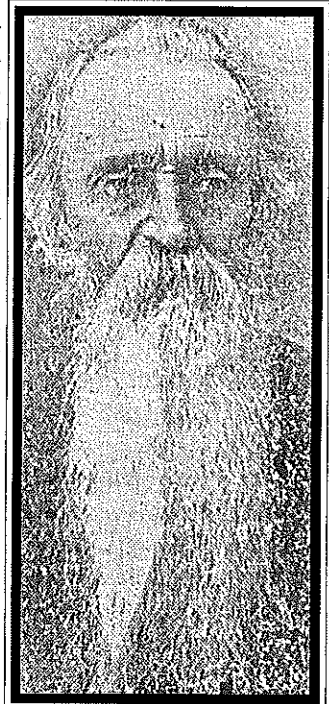
Dr. Hudson, after graduating from the Miami Medical college, then one of the best in the west, almost

immediately settled in Montezuma, in 1857. Though he recently celebrated his 88th birthday, he is still in the active practice of medicine, and until last winter kept up as extensive a country practice as any youthful doctor. He is a skillful doctor and a gentleman of the old school, and no man in Montezuma is held in higher esteem than he. He and Mrs. Hudson were married on December 29, 1858, and have spent all of their long wedded life in Montezuma.

In the practice of his profession, Dr. Hudson traveled on the canal more than the ordinary citizen, and remembers the system used in transportation. Passenger boats were run by two horses in a trot,

while stables were kept along the canal, so that fresh horses could be supplied before the others gave out. Freight boats were pulled by mules at a walk, a very slow means of transportation. Pork-packing was one of the chief industries, and hogs were in great abundance in the halls of the Montezumas. Pork was shipped by canal to Evansville or by flat-boat to New Orleans. With the building of railroads, the canal's business gradually went down, and it ceased to do business in 1873, the year the C. H. & D. railroad was built. Canal travel, and especially canal hauling, was too slow. As Dr. Hudson said, "People like to get their grain or pork into market the next day after they shipped it, and get the next day's prices, so they would not have to take their chances on prices the next week. Besides, when the river and canal were frozen, which meant nearly all winter, no shipping could be done, and this was not to the liking of the farmers and merchants." Mail was carried by canal, but of course it was transferred to the railroad as soon as practicable.

Perhaps Dr. Hudson's most interesting reminiscences were his experiences as a physician in the early days. Montezuma was an ideal place for a young doctor to locate, for sickness abounded. "There were four doctors here besides myself," said Dr. Hudson, "Drs. Bushnell, Tolbert, Cannon and McCurdy, and all of us were busy all the time from July until October. We had chiefly to contend with various forms of summer complaint and chills and fever. In those days a man wasn't a good citizen unless he had chills and fever."



Dr. Benjamin F. Hudson

Whole families would suffer from chills and fever one day, feel well the next and on the third be "down" again. Men used to be seized with a chill while plowing, be in the sun while the chill ran its course, lie in the shade of a tree when the fever seized them, and when it passed, resume plowing. Dr. Hudson frequently came home late at night after being busy all day attending patients with the chills and fever, only to find his wife and daughter afflicted with the same ailment.

"People said it was the canal that caused all the chills and fever, but they continued until long after the canal stopped business in 1873." Dr. Hudson then proceeded to a discussion of the real cause of the form of sickness. "When I first came to Montezuma," he said, "it was a little town with a few scattered houses, except along Water street, which contained most of the stores and warehouses, and had a brick pavement and brick sidewalks. At the north and south ends of the town were ponds surrounded by turtle-brush on which wild ducks swam nearly all spring and summer. Swamps surrounded the town, and many fine tracts of farm land east of town were entirely under water. There was a plum thicket east of town in this swampy land, and good plums it yielded, too. Not till these swamps and ponds were drained did the chills and fever subside."

Dr Hudson's daughter, Miss Ada Hudson, married the late Frank S. Cumberland, funeral director, one of Montezuma's most prosperous citizens. When he first came to Montezuma, his friends told him not to go there, because there was so much sickness in that vicinity, and it surely was an unhealthy place. He merely replied that such a place was "a good place for an undertaker to be." Dr. Hudson was always proud of his son-in-law's success, but he boasts that "Frank Cumberland never got rich off my practice."

Few people, except the older residents of the county, know that Montezuma had at one time a very prosperous fair as "Uncle Wyck" Vanlandingham said, "In the days before the war, we had the biggest fair in Indiana, except the State fair." People came from many counties round, and entered stock and farm products. Many notable races occurred in those early days, and in one of them, "Red Buck," the famous sorrel pacer of the ante-bellum days, made his best time, 2:14 - a time which ranked with that made by "Lady Suffolk," "Goldsmith Maid," "Flora Temple," "Dexter," and other early monarchs of the turf. In those days tracks were only a third of a mile long, and race-horses did not have the opportunities for training that we have today. "Red Buck" was owned by Fred Garner of Russellville, and Shelby C. Puett declares that in all his long and vast experience with and his study of horses, he never saw a pacer the equal of old "Red Buck." "I think he was the greatest pacer ever on a track," say Mr. Puett, "and if he

had the care and training that pacers have today, I believe he could beat any horse now living."

The memorable race in which "Red Buck" made his best time, at the old Montezuma fair, is remembered well by Mr. Vandlandingham. Many horses from far and near were entered, notable some Terre Haute horses of which their owners were proud. "Red Buck's" speed was not so well known then as it was later, and so his easy winning of the race was a severe blow to the others who had horses in the race, especially the Terre Haute people. A man named Yates rode him. For he was never broken to a sulky.

"Before 'Red Buck' had gone very far," says Mr. Vanlandingham, "his tail was floating straight back, and Yates had lost his cap and his hair was standing up behind. So fast did that horse go that he looked like a brown string around the track. By the time he had made the three times around, all the other horses were far behind. Their owners were about the maddest men I ever saw, and even the Terre Haute women were wrought up over the race. That day saw the largest crowd ever at the Montezuma fair, and it is said that on that day alone 5,000 tickets were sold "Red Buck" appeared many other times on the Montezuma track, but he never made such a race as that."

It is not generally known that the Wabash Valley furnished the blue grass for the famous bluegrass region of Kentucky. J. W. Vanlandingham's maternal grandfather, Capt. Hamilton, was stationed at Fort Harrison during the Battle of Tippecanoe, and helped carry blue-grass from the Wabash valley back to Kentucky. The family came to Montezuma from Kentucky, but Thomas Vanlandingham, father of Wycliffe, was a Virginian by birth and a soldier in the War of 1812.

The building of C. H. & D. (then I.D. & W.) railroad through Montezuma in 1873 will never be forgotten by those who lived there in those days. Ordinary houses rented for \$12.00 a month, and then there was a large demand for them. When the road was completed from Tuscola to Montezuma, a large part of Tuscola's people came over to spend the day in Montezuma, and the latter town turned out almost en masse to greet them. "I remember the occasion as a child," says Mrs. Cumberland, Mrs. Hudson's daughter, "but mother didn't go, because she had the measles." A few years later the railroad was built to Bloomingdale and the event was celebrated by a big picnic of Montezuma people at Bloomingdale. A free ride was given to all desiring it from Bloomingdale to Decatur, on coal cars with improvised seats. Later the railroad was built to Guion, and finally to Indianapolis, but for a number of years trains went as far as Guion then backed clear to Montezuma,

where the turn-table was located.

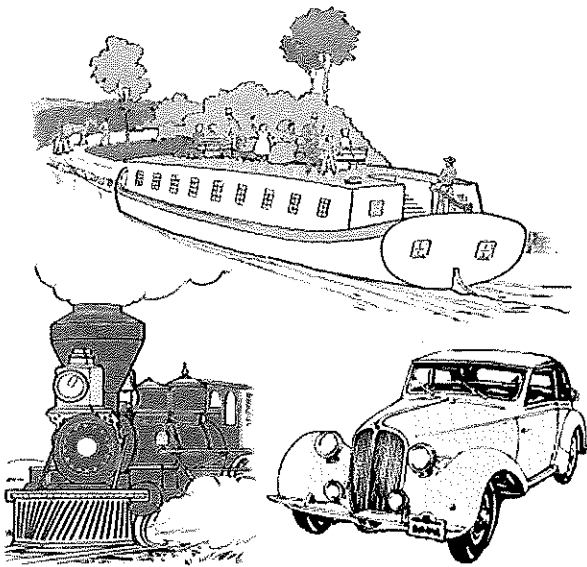
Such are a few of the many circumstances and events which have given the history of Montezuma a decidedly romantic touch. If space permitted, we might give many more, notably of Montezuma's glorious record in the War of the Rebellion. Unlike many river and canal towns, Montezuma has continued its prosperity to the present day. It has a population of about 1500 people, and besides a

number of industries and a great many mercantile establishments, it has one hotel, two banks and *The Enterprise*, a weekly newspaper. The town has a thorough system of graded schools including a commissioned high school, and has six churches, Methodist, Presbyterian, Baptist, Christian, Holiness League, and Catholic. Long may it continue its prosperity, "on the banks of the Wabash, far away."
MAURICE MURPHY

CHILDREN'S ADVENTURE GUIDE JUST OFF THE PRESS

CANALS, ROADS AND RAILS

A Children's Adventure Guide



Bonita is a former teacher, who has come from a family of educators.. Both of her grandmothers and her mother were teachers. She knows it is hard to get local information suitable for grades 1-4. Therefore, she has written the contents of the book according to Fourth Grade standards for Indiana and Ohio.

She remembers hand-made variations of things like this that she was given to both occupy her time on family motor trips and teach her about what she was seeing. The 36-page booklet is designed to keep a child occupied while traveling and to make a trip on the Whitewater Canal Scenic Byway or the Presidential Pathway more interesting and rewarding. The contents include brief historical pieces, coloring pages, criss-cross puzzles, madlibs, mazes, word searches, and much more about transportation by canals, roads and rails in the Whitewater Valley.

Bonita is donating all proceeds from the book to the Whitewater Canal Byway Association. They will be available at the old railroad station building in Gateway Park in Metamora, but Bonita suggests that they be purchased before taking your trip through the Whitewater Valley so that they be used throughout your tour.

To purchase the book early, make your check out to the Whitewater Canal Byway Association and send it to WCBA, PO Box 75, Metamora, IN 47030. One copy is \$6 and lots of 10 or more sell for \$3 each. Please include \$2 shipping/handling for each book. Note the name of the book at the bottom left side of your check and the quantity ordered. Be sure your check has your current address on it.

Bonita Porter, who sits on both boards of the Whitewater Canal Scenic Byway and the Presidential Pathway, has written and published a book entitled *Canals, Roads and Rails, A Children's Adventure Guide*. CSI was asked to proof the canal portion of a copy of the book back in January. Gary Schlueter, in his "Whitewater Valley Guide" notes that "After considerable effort, coordination, cooperation and collaboration the book is finished and published. Bonita picked them up from the printer on Friday [July 20] and immediately sold 11 of them, taking orders for even more.

CSI wishes Bonita great success in the sale of her book and encourages members to purchase one or more for their children or grandchildren to help support Whitewater Canal Scenic Byways. Then take the children for an historical adventure through the beautiful Whitewater Valley. Maybe your trip could be in conjunction with the Thomas the Train weekend in Connersville. For more information on the train ride look up the Whitewater Valley Railroad on the internet.

Happy exploring!

FROM TIMES PAST

Fort Wayne Times & Press

January 25, 1845

STATE FINANCES Report of the Committee of Ways and Means. We are indebted to our Representative, Judge Stophlet, for a copy of the Report of the Committee of Ways and Means, of the House of Representatives, presented on the 7th inst., by Mr. Herod, Chairman of said committee. It is comprised in a pamphlet of 19 pages and is a highly interesting exhibit of the financial condition of the State. We have not room for the report entire, and must be content with a hasty synopsis of its contents.

The report sets out with the declaration that the condition of the Treasury is gloomy in the extreme, not being possessed of the means to meet the demands upon it for the current year. The practices of raising funds to meet the current State expenses by direct loans, or the more insidious one of issuing treasury notes, is very properly deprecated, and the necessity that ever induced a resort to either method is regretted. The injurious effects of these modes of meeting state liabilities, both upon the Treasury itself, and the business and industry of the country, have induced the committee to seek if possible to avoid either in their plan of fiscal operations for the current year. To this end, they have obtained satisfactory information that one third of the revenues will be paid in par funds, which, if realized, will be amply sufficient to defray the ordinary expenses, and keep the machinery of government in motion. If the receipt of par funds should be more than sufficient to meet the current expenses, it is recommended that the overplus be applied to the payment of the bank loan; and a bill for that purpose is submitted with the report. The Committee propose no means for replacing the trust funds, but express the belief that they may be replaced at no distant day, without the necessity of resorting to additional taxation, which they think would be impolitic in the present embarrassed condition of our financial affairs. The six per cent treasury notes of April, 1840, will, in April next, and the succeeding months in which the issues were made, amount to \$8,50 each principal and interest, and they are absorbed but slowly. A suggestion of the Treasurer of State is here advanced, to the effect that a large amount of these notes could be taken up in exchange for other treasury notes bearing one fourth of one per cent, which would be a saving to the State by stopping the accumulation of interest. This operation, the committee say, is too plain to require any example or demonstration; but they do not tell us what inducement there would be on the part of the holders of six per cents to exchange them for one fourth of one per cents, and we confess that we can see none, unless the latter were made receivable for more purposes than the former are, which is not suggested, and which if carried into effect might defeat

the reception of one third of the revenue in par funds previously relied on to defray current expenses. The report argues that this measure would not tend to depreciate the quarter per cents, in greater proportion than the sixes, allowing for the difference of interest, &c. A bill is reported authorizing the Treasurer to make said exchange.

The committee take the Auditor's estimate of \$232,000, as the amount of revenues for 1844, and conclude that the same rate of taxation for 1845 will produce \$240,000. They recommend that the same tax be levied, as was levied last year.

[Please note the following numbers are as printed in the paper, but they do not add or subtract correctly. Its no wonder they had fiscal problems.]

The amount of general revenue received in the Treasury from the 1st of November 1843, to the 31st of October, 1844, inclusive being the end of the fiscal years, was:

	\$ 784,605.64
On account of Internal Imp.	<u>1,059,534.94</u>
Total receipts,	\$1,844,240.58
The amount of general disbursements of the same period was,	\$ 195,056.06
On account of Int. Imp.	<u>1,277,438.08</u>
Total disbursements	1,472,494.14
Total Receipts as above	1,844,240.58
Total expenditures as above	<u>1,472,494.14</u>
Balance in the Treasury 1st of Nov., 1844	\$ 371,746.44
The receipts into the Treasury from the 1st day of November 1844, to the 1st day of January 1845, including the above balance, amounted to	\$ 512,030.01
Exp'es during same period	<u>108,683.92</u>
Balance in the Treasury on the First day of Jan. 1845	404,246.09
To the above add Warrants outstanding 31st Oct. 1844,	97,923.46
Add those issued since,	8,887.82
Add over payment by Mr. Dunn to meet his outstanding receipts,	<u>90,227.32</u>
True am't in the Treasury	591,284.69
So far the state of the Treasury looks very comfortable on paper but let us see what this sum consists of.	
Of cancelled Scrip, 306,102.41	
Scrip reserved for hypothecation	5,000.00
Interest thereon,	<u>1,060.00</u>
	312,162.41
Requisition to State Agent	3,332.97
" to Bazil Brown,	<u>500.00</u>
	3,832.97
W&E C Scrip never paid out,	50,745.00
ea. Paid since 1st Nov.	44,014.00
12 State Bonds and Coupons	13,650.00

THE HOOSIER PACKET - OCTOBER 2012

¼ or, ct, Scrip never paid out,	28,750.00
Lucas White Dog,	89,442.10
Bk. Scrip of Sinking fund Com'rs	27,666.81
13 parcels B. Dog & W. Dog,	25,167.00
Warrants redeem'd since 31st Oct.	964.38
Various payments not audited	10,072.56
Treas. Notes with and without int.	4,613.84
<i>Cash, the whole of</i>	<u>202.62</u>
	591,274.69

The report then exhibits two calculations based upon different data, as to the time at which the entire domestic debt of the State will be cancelled — one calculation fixing that period at the first of January 1849, the other 1853. These estimates being only conjec-

paper cut off here

On account of Wabash and Erie Canal,	\$1,727,000
Internal Improvements (paper),	8,900,000
Bank,	2,413,090
Madison and Indianapolis Rail Road,	456,000
Lawrenceburgh and Indianapolis R. R.	221,000
Surplus Revenue,	294,000
Interest, and to redeem Treasury Notes,	<u>1,100,000</u>
	\$15,111,000

On which no interest is paid, and no provision is now, or can at this time, be made for its payment.

Of his sum, \$100,000 bears six per cent interest; \$10,692,000 five per cent interest and \$36,000 seven per cent interest. The annual interest therefore on the funded debt, (exclusive of what is paid by the Bank) is on \$100,000 at six per cent, \$360,000 at seven per cent, \$10,692,000 at five per cent.	\$6,000
	2,520
	<u>534,000</u>
Total	\$543,120

The following are the estimated ordinary expenditures of the State government for the year 1845:

Indiana Legislature	\$25,000
Executive Officers	4,300
Supreme and Circuit Judges, and Sheriff of Supreme Court,	15,300
Prosecuting Attorneys,	1,850
State Prison (conveying convicts)	1,600
Specific appropriations	5,000
Contingent expenses of Governor,	1,000
Probate Judges	3,500
Pub. Printing & distribu'ng laws,	7,000
Stationery for printing and public offices	2,000
Salaries of Adjutant and Quarter State Library, (including	

Librarian's salary,)	500
Deaf and Dumb Asylum,	<u>700</u>
	\$67,950

Upon the whole the report places the financial affairs of the State in as clear and lucid a light as any document we ever perused. It does not aim to mystify or conceal the true condition of the Treasury, but lays it bare to the bottom. Mr. Herod deserves credit for the manner in which he performed the responsible duty assigned him, and we wish his report could be placed in the hands of every man who would read and understand it.

Fort Wayne Times & Press
January 25, 1845

It is proposed as the most appropriate monument to the memory of De Witt Clinton, that his name be inscribed in large letters on every lock on the Erie canal. This, indeed, would be appropriate, but the party in power will never permit it; they would sooner inscribe thereon the name of Martin Van Buren or Gov. Bouck.

Fort Wayne Times & Press
February 22, 1845

[Francis Comparet]

It is with no ordinary feelings of regret and bereavement, that we today record the decease of our late respected friend and fellow citizen, FRANCES COMPARETT, Esq.; and in this we know that we only sympathize with the feeling's of the whole community, Neither is it an ordinary calamity to such a community as this, where persevering energy is so essential to the development of its latent resources, to be deprived of such a member as Mr. Comparett. One of the earliest settlers, he was identified with all the interest of the place; and no man has done more to promote them, and those of the country around, than he. Possessed of a liberal share of the means of doing good, they were not suffered to rest idly in his hands; and the traveler can hardly go in any direction, within fifty miles of this city, without meeting traces of his industry and energy, in mill and other improvements beneficial to the country. His was emphatically an active life, and if he sometimes ventured beyond what even his extensive means would justify, it was the result of a restless, ever-active indomitable spirit of perseverance, and not from any impulse or motive that could derogate one iota from his character as an honest man. He came here in his young days, poor, as he has often told us; and he has left a fine estate — how inscrutable, and past finding out, are the ways of Providence, that he could not be spared many years yet, to enjoy it. His departure will create a chasm in the business operations of this place, that will not soon be filled. The suddenness of his decease, is not the least portion of this afflicting dispensation. During the whole of last week he was serving on the Grand Jury, then in session in this county — today he is carried to his final resting place in earth, there to await the

sound of the Almighty's trumpet, that shall not only transform the living, but wake the dead.

Mr. Comparett was of French extraction, born, we believe, at Montreal, and was a firm believer in the Catholic faith.

Fort Wayne Times & Press

February 22, 1845

[Francis Comparett]

OBITUARY. DIED. At his residence, in Fort Wayne on the 20th instant, FRANCIS COMPARETT, aged 48, of a severe inflammation of the lungs.

The memory of the deceased will be ever cherished and respected by all who enjoyed his intimate acquaintance.

Hardy pioneer, he was amongst the first settlers of Fort Wayne, and for industry, ability, perseverance, and fortitude under the severest trials and the most unexpected reverses of fortune but few will bear a comparison with him. He was truly charitable. Having the substance of this world he could not see his brother in need and shut his bowels from him. His departure hence, while we hope it is his gain, will nevertheless be severely felt by the Poor, the widow, the fatherless and the community at large. And what shall we say to the deep and ever fresh affliction such a loss will cause to the tenderly devoted wife and family he has left to lament him!! May he rest in peace.

Comparett built the "Chief Richardville" and dam at Rome City



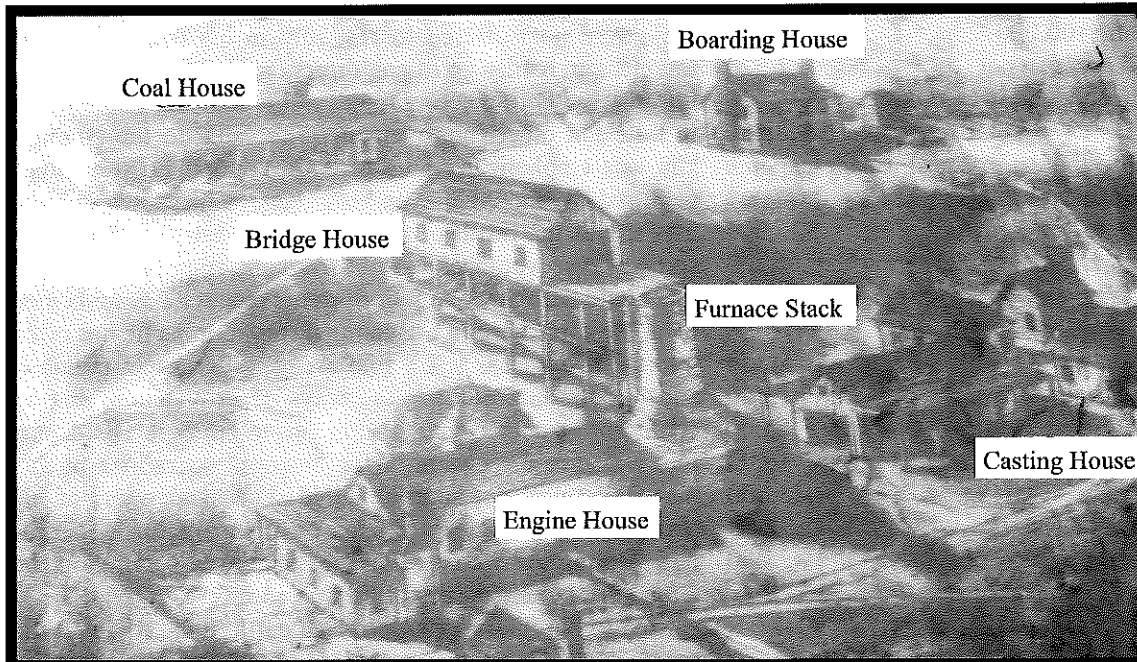
CATHARINE FURNACE

Canawlers have seen iron furnaces on previous canal tours. Perhaps you might like to visit Catharine Furnace on the Chancellorsville battlefield in Virginia, not to be confused with Catherine Furnace in Page county, Virginia. Signage at the site says: The stone stack in front of you is

all that remains of the Catharine Furnace, built in 1837. Closed a decade later, the furnace was reborn to meet the Confederacy's wartime need for iron. Union cavalymen under General George A. Custer destroyed the furnace in 1864, but it was rebuilt and continued to produce iron for the Confederacy until 1865. Catharine Furnace was the last of the nation's several major iron operations to close.

During its years of operation, Catharine Furnace used many buildings and employed dozens of laborers. Workers cut and hauled wood, excavated iron ore and lime, operated the furnace, and hauled the finished iron to market. When not needed for furnace operations, workers cultivated land previously cleared of timber.

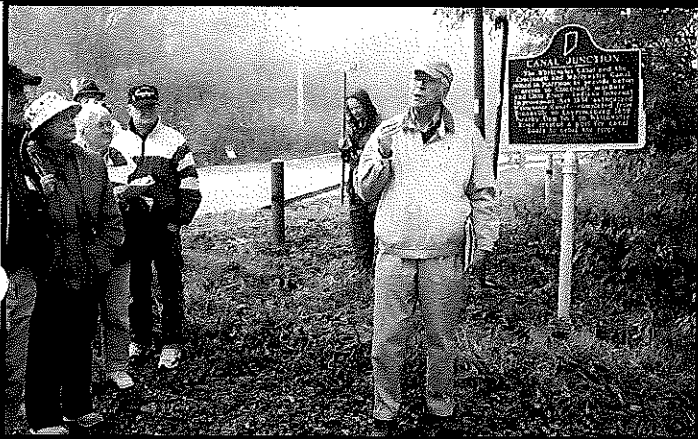
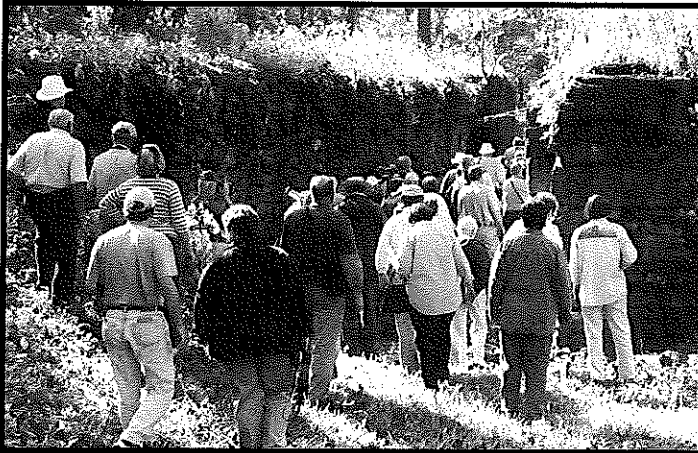
Iron-making requires four elements: iron ore, limestone, charcoal, and a source of power. Fueled by charcoal and fanned by a bellows, the furnace reached temperatures in excess of 2,800 degrees. Deposits of iron ore were dumped down the stack onto the fire. Lime was then added to draw impurities from the molten iron. The super-heated



iron and lime deposits melted and ran out the bottom of the stack. Workers skimmed off the impurities (slag) and channeled the purified iron into sand molds. The solid iron bars that resulted, known as pigs, were then transported to a forge elsewhere, where skilled craftsmen fashioned them into pots, kettles, tools and other useful items.

Photos by Bob Schmidt

CSI THROUGH THE PAST 30 YEARS



2001 "Towpath Tracks" Sept. Whitewater Canal Lynette Kross

2006 "Canal Passages" Oct. Whitewater Canal Bob Schmidt

2010 "Hoosiers On The Move" Apr. Whitewater Canal Bob Schmidt

2001 "Towpath Tracks" Sept. Whitewater Canal Brian Migliore

2006 "Canal Passages" Oct. Whitewater Canal Bob Schmidt

2010 "Hoosiers On The Move" Apr. Whitewater Canal Bob Schmidt

Last issue's answers: 1. (D), 2. (C), 3. (D), 4. (A), 5. (B)

What was the first canal boat to arrive in Brookville: A. Ben Franklin, B. Native, C. Fashion, D. Clara

What was the name of the first canal boat to arrive to Connersville: A. Isaac Meyer, B. Belle of the West, C. Chesapeake, D. Patriot

What was the first canal boat to travel from Lafayette to Toledo? A. Albert S. White, B. Sevastopol, C. Evansville, D. Niagara

Who was the keynote speaker at the Ft. Wayne canal celebration in 1843? A. Thomas Swinney, B. Lewis Cass, C. Joseph Cannon

What was the name of the first canal boat to travel from Toledo to Evansville? A. Evansville, B. Pennsylvania, C. Erie, D. Zephyr

Hydraulic Mill Drive Gear Excavated

Article and photos by Paul Baudendistel

One half-section of a hydraulic powered mill drive gear exposed itself in the middle of the West Fork of the Whitewater River. I suppose because of this summers unusual drought. The age of the gear is thought to be pre-civil war.

A similar gear on the restored mill at Metamora is cast iron and has wooden teeth. That gear dates to 1867 the year the turbine was delivered to that mill site.

This gear however is thought to pre-date the Metamora drive gear, which by the way is still in use, because this relic is made of white oak and the gear ring is cast iron.

Where did it come from? All we can say at this time is that it came from a mill on the West Fork of the Whitewater River at or above Brookville.

Excavation of this 12 foot half-section of gear from the riverbed commenced Sunday July 15 at 1:00 p.m.



William Kelley (left) who bought the object to the attention of the Whitewater Canal Trail Board looks on in wonder. Can it be freed from the riverbed today? It doesn't appear to look that difficult until one starts trenching out the sand, gravel, and rocks. Yes, it's embedded 12 to 14 inches into the riverbed.

Terry Duffy pokes around with a trenching shovel and creates an open ditch around a good portion of the iron gear strap. Martha Mullin cleans a section of the inner arch and announces that her fingers from each side have touched below the timber.



Work begins to be taken more seriously. If its freed from the river bed it will need to be moved. Kelley asked, "Is this a significant artifact?" The answer is YES. Work begins to be taken seriously.



Amazing! Tom Cooney and Wm. Kelley use pry-bars, and we see some movement! Marty and Terry start placing larger and larger rocks under the wooden arch.



Mission accomplished ! 2:45 p.m. It's free from the river bed (undamaged) and waiting to be transported to

shore. This within one day of the notification of its discovery. A day of living briefly with the past, an archaeological excavation in the middle of the river on a summer day, and now the team is ready to preserve this artifact possibly for a future Whitewater Canal Trail Museum at Brookville Basin. It is quite possible that this drive gear or "bull gear" is from the old Champion Flour Mill that stood on the bank separating the canal and river at Canal Lock No. 18, in Brookville, IN. a short distance upstream from Morgan's, a canoe livery. It is about 10 feet in diameter and about 14 inches thick.



Photo from Gail Ginther

In the garage the mill gear was carefully leveled on wooden blocks. Then the wooden surfaces were re-wet and covered with a blue tarp. This should keep the wood from drying out too quickly, splitting and warping.

The portion of the gear that is made from cast iron is covered with sand and gravel that has a concrete type texture. The Whitewater Canal Trail members hope to remove some of this material to better see the gear.

Experts, who were consulted, said that this gear is different from others. Sections of cast iron have been attached to the wood rim and, instead of standard spokes, 90-degree bracing has been used.



After the gear was raised and set on rocks and wood blocks, two long poles were placed beneath it to act like sled runners. On Monday, July 16, Mick Wilz hooked a chain to the poles and pulled it from the river with his truck. On Wednesday Bill Schirmer moved it to the Visitor Center's garage with his rollback tow truck.

CHARLES BUTLER AND THE BUTLER BILL

Recently, and in future issues of *The Hoosier Packet*, newspaper articles about the Butler Bill have and will be published in the "From Times Past" column. We have not published the entire bill before. After it was written changes were made to it. In this issue we publish it in its original form as approved by the governor on January 19, 1846.

Charles Butler, a New York attorney, was selected by Wabash & Erie Canal bondholders to come up with a settlement to avoid default on Indiana's debt due to all internal improvements. Prior to this he had helped settle issues in Michigan. He submitted his bill and even though the governor approved it, there was still dissatisfaction by the bondholders so Butler returned to Indiana for additional amendments. After a long struggle Butler was able to se-

cure passage of a revised bill amending the first one. The final bill was approved on January 27, 1847.

Logan Esarey in *A History of Indiana from Its Exploration to 1850* explains:

"The new bill was founded on the option contained in the thirty-second section of the previous law. Its general effect was to divide the outstanding bonds of the State, except those known as the Bank bonds, into two equal parts. One of these parts, with its accumulated interest, was assumed by the State, and the other was made a debt on the canal for which the State assumed no further responsibility. The canal was deeded to the bondholders and they were forced to accept the compromise."

The result of the compromise legislation was that Indiana escaped from one-half of its internal improvement debt, thus cutting it to \$6,732,880. This reduction enabled Indiana to save herself, but this debt was a heavy burden for years.

1846

THE BUTLER BILL

1846

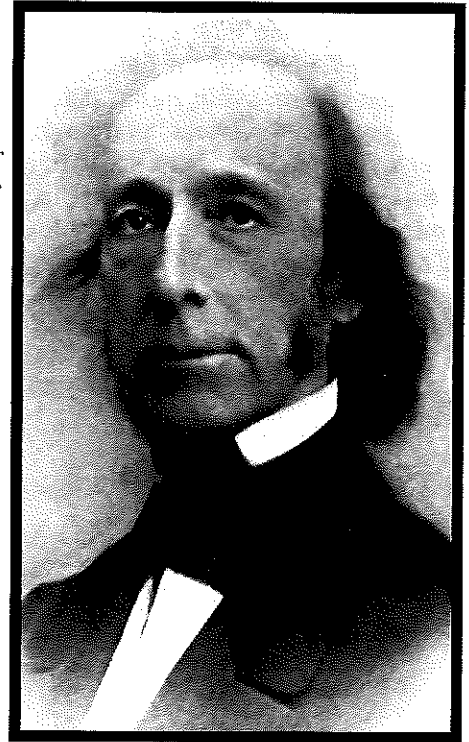
Fort Wayne Times & People's Press
January 31, 1846

AN ACT. *To provide for the Funded Debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville.*

Whereas, Honor and justice alike require that such equitable provisions should be speedily made for the discharge of the pecuniary obligations of the State as shall be just and acceptable to its creditors, honorable to the people of Indiana, and at the same time, within the ability of the State, without further involving the people in a general delay; AND WHEREAS, An arrangement based upon a moderate system of taxation, and the completion of the Wabash and Erie Canal to Evansville, it is believed will secure the objects aforesaid: AND WHEREAS, In order to insure so desirable result, a large portion of our bond holders have manifested a willingness to aid in the completion of said canal, within the ensuing four years, to the Ohio river; AND WHEREAS, This proposition embraces, as a general arrangement, the payment, by taxation, of two and a half per cent on the unprovided public debt of the State, and a reliance, for the remaining two and a half per cent on the lands, tolls, and water rents of said Wabash and Erie canal, (after paying expenses of construction and repair) thereby greatly relieving the people of Indiana from burthensome taxation, and virtually discharging them from any liability for the said remaining interest, and looking alone to said canal, its tolls and other revenue, for half the interest on said entire public debt; AND WHEREAS, There is reason to believe that the plan embraced in the following provision is entirely within the means of the State successfully to accomplish — that it will be acceptable to our creditors — honorable to the people represented by this General Assembly, and will add to

the Wealth, prosperity and advancement of Indiana: —
Therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana,* That whenever the holder of any bond or bonds of this State, (the bonds issued under the original bank charter excepted,) shall choose to surrender the same up to the State, there shall be issued to such holder a new certificate of stock, which stock shall be redeemable at the pleasure of the State after twenty years, and which certificate shall specify and set forth the amount of principal of such bond or bonds so surrendered, and also distinct from the principal, the amount of interest which may appear to be due and accruing on such bond or bonds from 1st January, 1841, to 1st. January, 1847, inclusive, computing the same at the rate of two and one-half per centum per annum, and on which the State will pay interest as follows, that is to say: One the principal specified in such certificate, the State shall and will pay interest at and after the rate of two per centum per annum from the first day of January, 1847, up to and inclusive of the first day of January, 1853, at which period the amount of interest specified in such certificate, and the one half of one per cent, per annum on said principal from the first day of January, 1847, to the first day of January, 1853, shall be added to said principal, and from that time forth the State shall and will pay interest on said principal and interest so added, at and after that rate of two and one half per centum per annum until the same shall be finally redeemed: *Provided, however,* That no bond shall be surrendered as aforesaid, or certificates issued therefore, that has not attached to it the coupons or interest warrants falling due on and after the first day of July, 1847; *And provided further,* That if the revenues of the State, up to the first day of January, 1853, to be derived from a



Charles Butler

Stoddard, Francis Hovey. *The Life and Letters of Charles Butler.* New York, NY: Charles Scribner's Sons, MDCCCIII.

property tax of twenty-five cents on every one hundred dollars of value and a poll tax of seventy-five cents, shall not, by reason of the taxes being paid in six per cent treasury notes, or from other causes, be sufficient, after defraying the current expenses of the government, to pay said rate of interest of two per cent, then and in that case, the State shall only be required to pay, up to said first day of January, 1853, such rate of interest as the par funds in her treasury, derived from the taxation aforesaid, shall enable her to do; which shall be paid and distributed pro rata on the principal specified in such certificate of stock, and the deficit with six per cent interest per annum from the time it became due, the State shall and will make up and pay to the holders of such certificates, on or by

the first day of January 1853.

SEC. 2. Every certificate issued under this act shall be signed in black, and numbered by the treasurer and auditor of State, and shall be under the seal of the State; and at the time of its being delivered, shall be filled up and countersigned by the agent of State; whose duty it shall be to receive the bonds that may be surrendered, and issue the certificates of stock therefore, entering at the same time in suitable books to be provided for that purpose, credits to the respective parties so surrendering bonds, for the principal and the interest specified in their respective certificates.

SEC. 3. Coupons or interest warrants falling due on and after July 1, 1841, and up to and including January 1, 1847, that may have been clipped or separated from the bonds to which they were attached, may also be surrendered, and in place of them a certificate of stock shall be issued, computing the interest and amount in the same manner as if such coupons were still attached; but on the amount of such certificates no interest shall be paid until after January 1, 1843.

SEC. 4. The stock created pursuant to this act shall be transferable only in the city of New York, on books to be provided for that purpose by the State, by the holder or holders thereof; or his, her or their duly constituted attorney and in pursuance of such rules as may be adopted or may be prescribed by law. But no transfer shall, at any time be permitted, except on the surrender and cancelment of the outstanding certificate.

SEC. 5. The interest on the stock hereby created, shall be payable half-yearly, at the city of New York, on the first days of January and July of each year, commencing on the first day of July, 1847. But if the interest for any half-year shall not be demanded before the expiration of thirteen months from the time the same became due, it shall only be demandable afterwards, at the treasury of the State; and for the payment of the interest, and the

redemption of the principal as herein provided the faith of the State is hereby solemnly pledged.

SEC. 6. For the purpose of saving and securing to themselves the remainder of the interest not herein before provided for, and the securing interest not herein before provided for in the bonds surrendered as aforesaid, computing the same at and after the rate of two and one half per centum per annum, it shall be lawful for said bondholders, or any of them, and they shall have the privilege of raising among themselves by a pro rata subscription on the amount of bonds held by them respectively, at any time before the first day of January next, a sufficient sum — not less however, than two million, two hundred and fifty thousand dollars — to complete the Wabash and Erie canal to Evansville; and upon subscribing and promising to pay said amount, or so much thereof as may be needed to Trustees as hereinafter provided, and to be advanced in such sums as shall ensure the completion of said canal to Evansville, and all necessary side cuts, feeders, feeder dams, reservoirs, and all side cuts, which may be hereafter particularly mentioned, within four years from the taking effect of this act; the canal lands and tolls; and revenues of said canal, shall be specifically set apart and conveyed to said trustees, in trust and security, to reimburse to said subscribers their said advances, and to pay the remaining interest on the said bonds, in the manner hereinafter specified.

SEC.7. As soon as said sum shall have been subscribed, it shall be lawful for said subscribers to elect two discrete persons, both of whom shall be citizens of the United States, and one of whom shall be a citizen and resident of this State, as trustees; and on notice thereof accompanied with a copy of the subscription aforesaid, given to the Governor, he shall appoint, if in the recess of the legislature, but if not, the two Houses shall effect by joint ballot a third

discreet person; and these three shall constitute a board to be known by the style and description of the board of trustees of the Wabash and Erie canal, who shall hold their offices for the term of three years from the time of their said election or appointment, and until others are elected or appointed to their places; *Provided, however,* in the case of the trustee on the part of the State, if he shall have been appointed in the recess of the legislature, he shall only hold his office until his successor shall be elected as aforesaid, by the two Houses of the next General Assembly.

SEC. 8. So soon as said trustees shall have been elected or appointed as aforesaid, it shall be the duty of the Governor, in the name and under the seal of the State, to execute and deliver to said trustees, by the corporate name of the board of trustees of the Wabash and Erie canal a deed or patent for the bed of the Wabash and Erie canal, and its extensions, finished from the Ohio State line to Evansville, including its banks, margins, tow-paths, side-cuts, feeders, basins, right of way, locks, dams, water-power, and structures, and all materials provided or collected for its construction, and all the property, right, title and interest of the State in and to the same, with all its appurtenances, and also all the lands and lots (not sold or disposed of,) heretofore given, granted, or donated by the General Government to the State, to aid in the construction of said canal, or any part of it, or which may be hereafter acquired under, or by reason of any existing grant, and all moneys due and to grow due and remaining unpaid on account of any sale or sales heretofore made of any canal lands so donated, and all moneys due on account of any existing leases of any water-power or other privilege on said canal, its side-cuts, feeders, basins, or other appurtenances, said board of trustees to have, hold, possess and enjoy the same as fully and absolutely as the State canal or could not subject nevertheless, to all existing

rights and equities against the State on account of the same, or any part thereof, or liabilities of the State growing out of, or in relation thereto; and the same to be held by said trustees in trust and security for the purposes following, that is to say:

First. The proceeds of said lands, (sold and unsold,) to be applied to the re-payment of the principal sum or sums that may have been advanced for the completion of said canal, its side-cuts and feeders, and to the payment for work, labor and materials, to be done and furnished in and about the further prosecution and construction of said canal.

Second. The balance of the proceeds of said lands, (if any,) and the tolls and revenues of said canal, up to and including the first day of January, 1853, after defraying all needful and proper expenditures for repairs, attendance, and other causes, to be applied as follows, and in the following orders; that is to say—

First. To pay in full the interest, at and after the rate of six per-cent per annum on the sum or sums advanced for the completion of said canal to Evansville, or on so much of said sum or sums as may at any time remain unpaid; and the remainder, (if any,) to be applied to pay the balance of the principal, (if any,) of the sum or sums advanced for the completion of said canal.

Second. To pay in full to the subscribers making said advances or their assignees, interest at and after the rate of two and one half per cent, per annum on the principal of the bonds they may have surrendered as aforesaid; and for the purpose of always knowing by whom any bond or bonds was surrendered, it shall be the duty of the Agent of State at the time of the surrender to him of any bond or bonds as aforesaid, to take a full account of the numbers thereof, and by whom the same were surrendered; which shall be furnished to said board of trustees, whenever the same shall be organized.

Third. To pay in full the interest at the rate of five per cent per annum, on the special stock hereinafter named, (being stock created for that portion of arrearages and accruing interest, charged over against the canal, and for which no provision is made by the State,) and to pay the principal of said stock in full as fast as the same can be done — first paying the interest and principal in full to such holders of said special stock or their assignees as shall have subscribed to the advance of aforesaid.

Fourth. To pay in full to any other holders of any certificate of stock by this act authorized to be issued, interest at and after the rate of two and one half per centum per annum on the amount of the principal thereof.

Fifth. To pay into the treasury of the State any balance which may remain on hand; which balance shall be applied by the State to the redemption and retirement of any of the outstanding stocks created by this act at the pleasure of the State: *Provided,* That if the State at any time hereafter becomes the holder of any of said stock she may at her election deem it to be extinguished or she may regard it as still outstanding, and be entitled to receive and draw upon it whatever of interest the tolls and revenues of said canal may pay upon it. *And provided further,* That if the tolls and revenues of said canal shall be insufficient for all the purposes aforesaid, then they shall be applied pro rata among the respective parties entitled therein. First paying in full those first entitled, and so on *toties quoties.* From and after the first day of January, 1853, an account of the tolls and revenues of and expenditures on that portion of the canal between Lafayette (inclusive) and the Ohio State line shall be kept separate and distinct from a like account of that portion between Lafayette (exclusive) and Evansville; and from and after that period the tolls and revenues derived from the first named portion, after defraying necessary expenses, repairs, and

outlays, shall first be applied to make the full interest of 5 per cent per annum on the certificates of stock that may be issued for the bonds now outstanding and known as the Wabash and Erie canal bonds; and if insufficient for that purpose the same shall be apportioned and paid pro rata on the amount of said certificates, and if more than sufficient, the excess shall be added to the tolls and revenues derived from that portion between Lafayette (exclusive) and Evansville, and the sum thereof shall be paid as herein before in this section is provided. But for the sufficiency of said lands or tolls and revenues of said canal to pay the advances aforesaid, or for the faithful application of the same by said trustees to said purposes, the faith of the State is and shall be in no wise pledged.

SEC. 9. Before the deed of trust herein provided to be given shall be delivered to said trustees, said subscribers to said advance shall pay over to said trustees, ten per centum of the amount of their said subscriptions, and thereafter from time to time, as further sums shall be needed for the prosecution of said canal. They shall on the requisition from said trustees, pay over to them such sum or sums as they may call for, not exceeding, however, at any one time 5 per cent on the entire subscription. And if said subscriber, for the space of ninety days after any such call by said trustees, shall fail to pay the sum or sums so required, they shall forfeit all sums previously required, and also all the priority and preferences which by this act is given them. And if any one or more of such subscribers shall fail to pay as specified in this section, it shall be lawful for any one or more of the other subscribers to said advance, or others, to pay the same, and such a payment shall give the person or persons so paying the like lien on said canal, its lands and revenues, for the amount so at any time paid, as the original subscribers might have if paid by them; and the trustees appointed under the provisions of this act shall

pay to him, her or them, his, her, or their proper share of the avails thereof. And if by reason of the failure of said subscribers to make said advances, said trustees shall not be able to effect the completion of said canal within the period hereinbefore mentioned, then, and in that case, the lands and property hereby granted to said trustees shall revert back to, and become again the property of the State. — And no such failure or any act or omission, or consequence of such failure, act, or omission on the part of the said subscribers to said advance, shall at any time in any manner operate as a pledge of the faith of the State for any sum or sums hereby provided to be paid out of the revenues or lands of said canal; but the execution of the deed as specified in section eight of this act, shall of itself operate as a release of the faith of the State from the payment of any part of such sum, and all other sums and interest except the principal of the stock and the interest of two and one half per cent per annum, as provided in the first section of this act. For the amount of any such call, said Trustees shall give to said subscribers the proper certificate under their corporate seal, and from that time only shall interest be computed on such advance. But for the principal of any such advance, or the interest on the same, the faith of the State is or shall be in no wise pledged.

SECT. 10. The said board of trustees shall be a corporation, and shall have a corporate seal, and conveyances of any of the lands or lots granted to them as aforesaid, shall be in the name of "The board of trustees of the Wabash and Erie canal," and shall be under their corporate seal. Before entering on their duties, they shall take an oath or affirmation faithfully and impartially to discharge the same; and shall each also give bond to the State, with surity to be approved of by the Governor, in the penal sum of \$25,000 for the proper discharge of their duties, and the faithful application of, and accounting for, all moneys which shall come to

their hands by reason of said trust. It shall be the duty of said trustees to take charge of said canal, with all its appurtenances, and canal lands and property, and adopt and put in execution such plans and measures as they shall deem most expedient for the prosecution and completion of said canal, with its necessary side cuts and feeders to Evansville, within the period herein before prescribed; and for this purpose they shall appoint and employ all needful officers and agents; and may require them to give security, and take an oath for the faithful performance of their duties, and either of said trustees shall be empowered to administer such oath. They shall make all contracts for work and labor on said canal, and for the materials to be furnished therefor. They shall call in on said subscription a sum sufficient to insure the completion of said Canal within the period herein specified, and not less than six hundred thousand dollars (including said payment of ten per cent) to be paid within two years, from the time said trusts, takes effect. They shall receive the moneys advanced by subscribers as aforesaid, for the completion of said canal; and shall disburse the same. — They shall attend to the sales of the canal lands embraced in the aforesaid deed of trust, which they may in their discretion (subject to the limitations herein after specified,) sell for ready money or on credit. They shall from time to time establish a tariff of tolls on said canal, receive all the tolls and revenues of said canal, and all the other moneys arising under the trusts in this act created, and shall pay the same out in faithful execution of their said trust, keeping a record of all their doings and proceedings, which shall at all times be open to the inspection of the public authorities of the State. They shall keep a full, just and true account of all moneys by them received for, or by reason of their said trust, and of their disbursements of the same; and shall annually re-report to the Legislature the general condition of said canal and

canal lands, and exhibit a full amount of their receipts and disbursements, and shall do all the acts needful and proper in and about the sale of said canal lands, and the completion of said canal to Evansville, with necessary side cuts and feeders, particularly the side cuts and locks to the Wabash river, on sections 136 or 137, between Coal creek and Terre Haute, and on sections 33 or 34 and 40 as therefore contemplated, and the side cut and basin from station 578 to the bank of Eel River, opposite Point Commerce as surveyed and reported by F. H. Fauntleroy; and in and about the care and preservation of said canal, its side cuts and feeders after the same shall have been finished; and in and about the police, general government and regulation of the same. The trustees shall have power from time to time to make, ordain, and establish such reasonable rules, by-laws, and regulations in relation to the collection

Charles Butler

Stoddard, Francis Hovey. *The Life and Letters of Charles Butler*. New York, NY: Charles Scribner's Sons, MDCCCIII.



of the tolls, transportation on said canal, the conduct of boats and rafts, and the general police of said canal, as are usual, or may be found necessary, and to enforce the observation of the same.

SECT. 11. The State hereby accepts the grant made by the General Government by the act, entitled "an act to grant certain lands to the State of Indiana, the better to enable the said State to extend and complete the Wabash and Erie Canal from Terre Haute to the Ohio River," approved March 3, 1845; and the lands selected by the State under said act, shall be classified under the direction and supervision of the Governor into three classes, taking into view quality and location; and the lands of the first class shall at all times be subject to sale, at a price not exceeding two dollars and fifty cents per acre; the lands of the second class shall at all times be subject to sale, at a price not exceeding one dollar and twenty five cents per acre. *Provided however,* That none of said lands or any other shall be sold at any time at a less price than is provided in the acts of Congress donating the same. Serving and reserving to actual settlers and occupants, at the time of the passage of this act, of any of said lands granted to said trustees, the right to enter and purchase the tract of land, not less than a quarter-quarter section, nor more than a half quarter section, by him actually settled and occupied, and which he shall continue to occupy at the time of said entry, at the price per acre, at which the same has been or may be valued or classified, irrespective of the improvement that may have been made by such settler; which right shall continue for the space of one year from the time when the deed of trust aforesaid shall be delivered to said trustees; and for which such settler shall only be required to pay at the time of entry or purchase, one fifth part of the purchase money in hand, and the residue he shall be required to pay in five equal annual installments, with interest annually in

advance on the whole balance of the purchase money remaining due and unpaid. *Provided, however,* When two or more persons, not entitled to any right of entry, shall apply at the same time to purchase the same tract, it shall be sold to that one of the applicants who shall bid and pay, or secure to be paid, (as the case may be,) the highest price.

SECT. 12. The trust hereby created, shall cease and be determined, whenever the moneys advanced for the interest and the special stock aforesaid shall have been paid and refunded, and the State shall have taken up and retired one half of the stock, issued by virtue of the first section of this act, and shall assume the payment of interest at the rate of five per centum per annum on the balance; which the State reserves the right of doing at its pleasure. Whenever any vacancy shall occur in the board of trustees by deaths, resignation or other cause, such vacancy shall be filled by the General Assembly, or by the subscribers aforesaid, or their assignees, to whom belonged the election of the trustee whose seat shall become vacant, as the case may be.

SECT. 13. The tolls and revenues of said Canal shall be applied to the repairs and expenses thereof, and the extension of the same until after the first day of January, 1847; from which period, and up to and including the first day of January, 1853, said tolls and revenues, after defraying all needful expenditures and outlays for repairs, attendance, and other necessary things appertaining thereto, shall be applied subject to the limitations contained in the eighth section of this act to the payment of the two and a half per cent interest unprovided for by the State, on the principal of the surrendered bonds, from the first day of January, 1847, to the first day of January, 1853; at which time the deficiencies, (if any,) of said tolls and revenues, to discharge said interest shall be added to the unprovided for two and a half per cent on the principal of said bonds

surrendered, from the first day of January, 1841, to the first day of January, 1847, and the sum thereof shall be converted in the special stock herein before referred to — the principal and interest of which, shall be only payable out of the said Canal lands and tolls and revenues of said Canal, as herein before provided; and for which proper certificates of stock shall be issued. But for the redemption of said principal or the payment of said interest, the faith of the State is in no wise pledged.

SECT. 14. It shall be lawful for any other person than a bondholder to subscribe to the advance aforesaid; and such party shall have the right to register with the trustees a brief description of bonds or certificates of stock under such subscription, at any time, within one year from the first day of November next; and further, any bondholder shall have the right within two years from the first day of November next, to register with said trustees a description of his or her bond or certificate of stock, and pay up to said trustees his pro rata share of said advance, together with interest from the time when the original subscription took effect; and which registry and payment shall place such party on the same footing as if he had originally subscribed thereto.

SECT. 15. The first board of trustees organized under this act shall fix the time and place, and by suitable rules and regulations to be entered upon their records, prescribe the mode and manner of subsequently electing trustees on the part of the subscribers aforesaid, and those who may thereafter become subscribers, or their assignees; which rules and regulations shall at all times be subject to be altered or amended by said board.

SECT. 16. The interest and principal to be paid out of said canal lands, and tolls and revenues of said canal by said trustees, shall be payable half yearly, at the city of New York, on the first days of January and July of each year, commencing on the first day of July,

1847.

SECT. 17. The majority of the said board of trustees shall have power and authority to act and decide in all cases; and the action or decision of the majority shall be binding on said board, and be deemed to be the action or decision of said board; excepting however, that no sale or conveyance by said trustees of any of the land to be deeded by them as aforesaid, shall be valid or binding, unless concurred in, and the contract of sale or conveyance be signed by the trustee on the part of the State.

SECT. 18. The State reserves the right of altering or regulating the tariff of tolls, that may at any time be established by said board of trustees, which however shall always be in accordance with the tariff of tolls on similar works.

SECT. 19. All expenses attending the selections of land under the act of Congress aforesaid, all expenses of surveying said canal, remaining unpaid, all expenses of classifying said lands, and all other expenses connected with, or growing out of, the trust hereby created, shall be borne and paid by said trustees out of the proceeds of said lands, or the tolls and revenues of said canal.

SECT. 20. This act shall be a public act, and shall be liberally construed in all courts of justice; and the State shall and will supply by future legislation all such defects, found to exist, as shall enable the trustees aforesaid to carry into full effect the fair and obvious intent of this act; and the Governor is hereby required to give all necessary information to the parties interested, and to do any act or thing which may be necessary to carry this act into effect, and to facilitate any proceeding contemplated by this act.

SECT. 21. The troops of the United States, and their munitions of war, shall at all times be transported on said canal, free of any charge whatever.

SECT. 22. Said trustees shall employ a chief engineer of known and established character for experience

and integrity, who shall be required to execute a bond to the State, to be approved of by the Governor, in the penal sum of ten thousand dollars, for the faithful performance of his duties as engineer; and shall be subject to be removed by the Governor during the vacation of the Legislature or by the General Assembly when in session, for misconduct, in efficiency or neglect of duty. The said engineer before entering on his duties, shall take an oath that he will faithfully and impartially perform the duties of his office, without respect to persons, and that he, either is nor will be, interested directly or indirectly in any job, work, or contract let or to be let on said canal, or connected therewith, during his continuance in office.

SECT. 23. Said Trustees shall have the right to locate and construct such feeders, feeder dams, side-cuts, and reservoirs, as may be necessary to supply said canal with water, and may take such timber, stone, or other materials as may be necessary for the construction of said canal, by making to the proper owners reasonable compensation therefor, on the same terms and in the same manner as the Superintendent of said canal is now authorized by law to do; and the word "canal" wherever used in this act, shall be construed to mean and include all its feeders, feeder dams, side-cuts, and reservoirs.

SECT. 24. Every person who shall willfully and maliciously injure or destroy any lock, culvert or embankment of said canal, or shall willfully or maliciously make any aperture or breach in any embankment of said canal with intent to injure or destroy the same, shall, on conviction, be punished by imprisonment in the State Prison at hard labor not more than five years, or by the fine not exceeding five hundred dollars and imprisonment in the county jail not more than two years; and shall be moreover liable to said trustees for the damages occasioned thereby, which damages when recovered shall be

considered as a part of the revenues of said canal, and applied accordingly.

SECT. 25. The time of final payment on all sales of Wabash and Erie Canal lands, heretofore made shall, upon the request of the holder of any certificate of purchase, be extended for the term of five years from and after the term when the same shall fall due: *Provided however*, that the interest shall be paid annually in advance as now required by law.

SECT. 26. The State may at any time file her bill in Chancery in the Marion or any other Circuit Court in this State, against said trustees, to enjoin them from any violation of said trust, and also to compel them to execute the same.

SECT. 27. Should either of the said trustees, or any officer or agent appointed by them embezzle or fraudulently convert to his own use, or secrete with intent so to convert to his own use, any of the funds, chores in action, securities or effects which may come into his hands or possession under or by virtue of the trusts created by this act, the Trustee, officer or agent so offending shall be deemed to have committed the crime of grand larceny, and upon conviction thereof, shall suffer the punishment prescribed for that offence, in the fifteenth section of article first, of chapter fifty three of the Revised Statues of 1843.

SECT. 28. The capacity of that portion of said canal yet to be finished shall be the same as established and provided in the original and late surveys, and the said trustees shall cause to be constructed and kept in repair on the entire line of said canal suitable bridges over all State and county roads, crossing the same in the same manner as is now required on the line of said canal east of Tippecanoe.

SECT. 29. Said canal finished and to be finished, shall be deemed and taken to be a public highway, and shall be free to all persons whomsoever to pass and re-pass with their own boats or other watercraft, and with their own produce, goods and chattels, wares and

merchandise; such persons conforming to such uniform, rules and regulations, and paying such uniform tolls as may be established and required.

SECT. 30. Said trustees shall establish at least one land office for the sale of said canal lands, at some convenient point in this State, for the transaction of all business connected with said trust.

SECT. 31. It shall be the duty of said trustees to return to the Auditor of State, on or before the first day of November in each year, a list of all lands sold by virtue of the trust.

SECT. 32. It shall be optional with the State at any time hereafter to call in and require a surrender of the outstanding stock issued under the first section of this act by giving to the holders of such stock a new certificate for the one half of the principal thereof to bear interest at and after the rate of five per centum per annum, and which principal and interest shall be payable at the pleasure of the State, and by giving to such holder another certificate for the other half of the principal of such stock to bear a like interest of five per centum per annum, and to be paid and redeemed, and only paid and redeemed out of the canal lands and the tolls and revenues of said canal as aforesaid, as provided in the eight section of this act, and from and after the time that the State shall call in said stock issued under the first section of this act, and shall issue new certificates as aforesaid, the State, its faith and revenues shall be only pledged and responsible for the payment of ½ of said principal and interest at the rate of five per centum per annum there on; for the other half of said principal and interest the holders of said certificates shall look solely and exclusively to said canal lands and the tolls and revenues of said canal as provided in the eight section aforesaid of this act. *Provided, however,* that the State shall have the option of redeeming said canal certificates out of the revenues of said State in the same manner as if this

section were not adopted. And, *provided further,* that the excess of the revenues of said Canal lands and tolls and revenues of said canal, after paying said interest of said five per centum per annum on said canal stock, (if any therebe,) shall be applied to the redemption and absolute retirement of said canal stocks.

SECT. 33. This act shall take effect and be in force as soon as the subscription mentioned in section six shall be made, and ten per centum paid thereon to the Trustees elected, as provided in section seven of this act, and not before. *Provided,* That until there is surrendered and cancelled, bonds of the State, to the amount of one half of all the bonds outstanding, (except bank bonds) it shall not be lawful for the Governor to convey by deed, the Wabash and Erie Canal, lands, tolls, &c, as provided in the 8th section of this act. *Provided, further,* that the acceptance, as provided in the eleventh section of this act, of a grant of land made by the General Government, by their act, to grant certain lands to the State of Indiana, the better to enable said State to extend and complete the Wabash and Erie canal from Terre Haute to the Ohio River, shall not be construed to make it obligatory on the State, at any time hereafter, to complete said canal out of its revenues, derived from taxation.

SEC. 34. That nothing in this act shall be so construed, as to allow the trustees, proposed to be appointed or elected, in this act, to erect any dam, bridge, or any other structure in the construction of the extension of the Wabash and Erie Canal, so as in any manner to impede the navigation of the east fork of White river in its present state, or as it may be hereafter improved by the construction of dams for slack-water navigation, as the right to do has been secured to a company chartered by the present Legislature in an act, entitled, "An act for the improvement of White river."

SEC. 35. The State reserved the right of fixing, by law, the salaries to be

allowed the trustees, mentioned in the seventh section of this act.

JOHN S. SIMONSON,
Speaker of the House of
Representatives.

J. G. READ
President of the Senate.

Approved, January 19, 1846.

JAS. WHITCOMB.
I, Jon H. Thompson, Secretary of State, do hereby certify that the foregoing is a true and complete copy of the original enrollment of an act entitled "An act to provide for the Funded Debt of the State of Indiana and for the completion of the Wabash and Erie Canal to Evansville," now on file in the office. In testimony whereof, I have here set my hand and affixed the seal of the State, at Indianapolis, this 19th day of January, 1846.

J.H. THOMPSON,
Secretary of State.

INDIANA BONDS

Logan Esarey

"Nearly all the Indiana bonds then outstanding had been taken out of the State's hands wrongfully by being sold on credit in the face of a law to the contrary. More than one-third of the bonds had been secured from the State in the first instance by criminal collusion, the agent of the State being at the time a member of the firm of brokers who took the bonds, sold them, and failed to pay the State the proceeds. The State of Michigan was similarly swindled, and promptly repudiated the bonds so obtained. This step was seriously considered in the Indiana legislature during the session of 1845-46 and might have been done but for the opinion of the State agent, Michael G. Bright, who advised the General Assembly against it. The correspondence of the governor for years afterwards contains evidence of the bitterness of the bondholders on this subject."

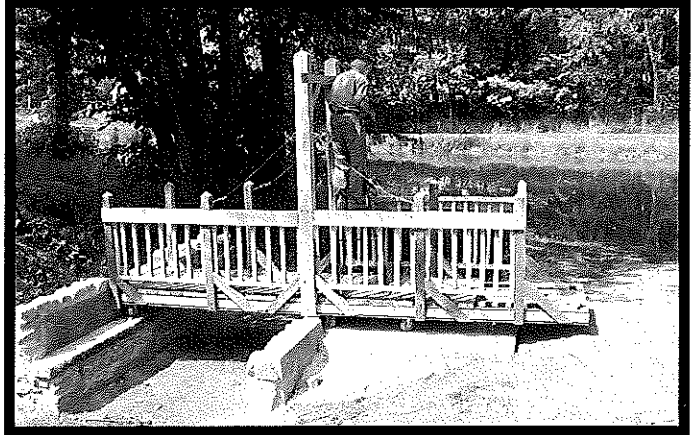
NEWS FROM DELPHI

PIVOT BRIDGE WORK

Article and pictures by Dan McCain



M-W-F Volunteers at Canal Park in Delphi continued their work on the pivot bridge interactive exhibit during the hot days of July 2012.



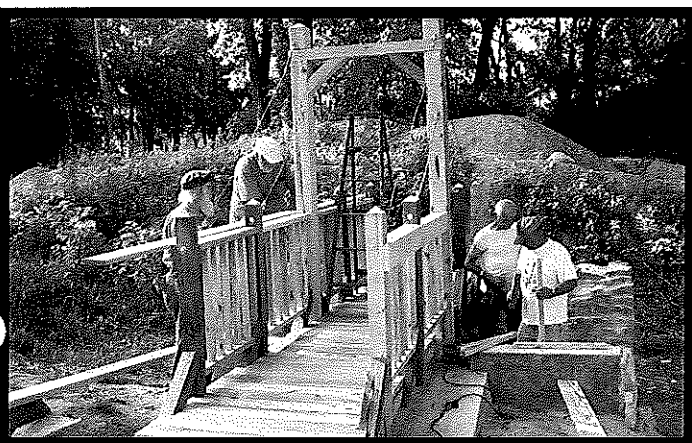
Cabling is used to support the length of the bridge as it spans the area where water will lay after construction is completed.



The metal frame that had been built earlier back at the barn was positioned over the hole (pipe) in the concrete. The pivot point is a downward protruding pipe that allows the frame to pivot. Real stones at the base add to the appeal.

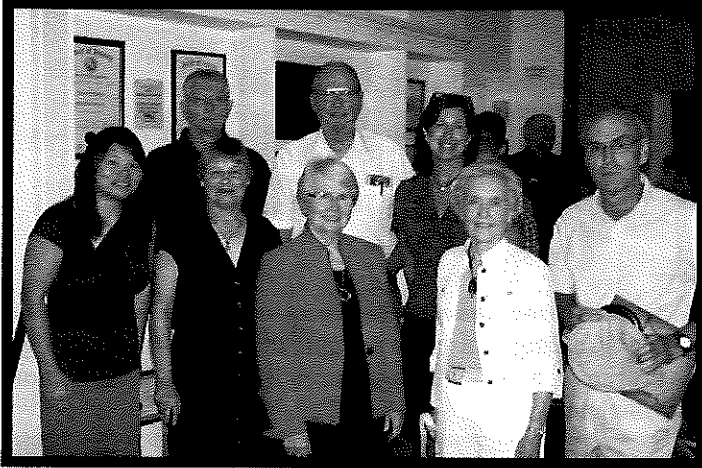


Volunteer Jim Ebrite completes the floor over the "counter balance" zone. This is weight needed to make the bridge move easier when operated by a child.



CCWEC,I RECEIVES GRANT

The Canal Association recently received another grant from Tippecanoe Arts Federation (TAF). We will use the funds to create eight more trail-side interpretive panels. In the picture are TAF and North Central Health Services representatives standing with several Canal board members.



Front row (from left) Tetia Lee, TAF; Mary Crary, Canal; Mary Ellen Nudek, NCHS; Annadell Lamb, Canal; and Terry Lacy, Artist. Back row: Steve Gray and Dan McCain, Canal officers; and Rita Smith, NCHS.

CANAL WATER LOW

Report made by Dan McCain and Tom Castaldi on August 7, 2012

Thank goodness...it looks like we might get rain this week! We've had to empty out most of the ballast tanks on "The Delphi," our canal boat, due to lower water here in the Canal. Back in the mid-1800s, canal boat crews did not have that luxury, as historian Tom Castaldi shares:

What's a Canal to do during a drought? During the summer of 2012 we experienced a sever drought. Persons passing along the Wabash River have commented on unusually shallow water levels. What would have happened to packet and freight boat transportation when droughts came along back in the canal era?

Sterns Fischer, General Superintendent for the Wabash Erie, gave us at least one consequence in his December 15, 1846, report to the Indiana House of Representatives. "Unless the water should be drawn from the canal in midsummer; which is always objectionable, as well on account of causing a cessation of business after it has once commenced, as on account of the prevailing opinion that drawing off the water in July or August would be the cause of much sickness along the line of the canal. The unusually low stage of water in the Wabash river

caused a large quantity of produce to be shipped on the canal which otherwise would have been sent down the river; and in order to enable the canal to compete more successfully with the river, a deduction of ten percent from the established rate of tolls is hereafter to be made on produce shipped at Lafayette, or any point south, earlier in the year than the first of July." Loss of canal water was at the heart of the canal officials' concerns.

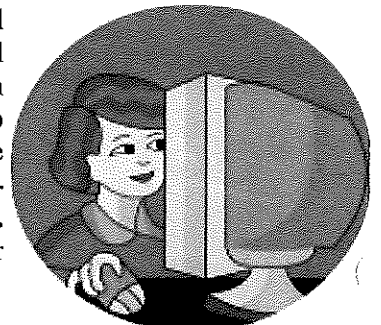
By 1846, the Canal had been constructed through Lafayette, however, it wasn't until the next year before it opened at Attica. Even though the Wabash River might have been at a very low level, there were dams at Huntington, Lagro, Peru and Pittsburg that sent impounded river waters through feeders designed to supply the sufficient waters into the Canal.

"YouTube" HAS CANAL VIDEOS

If you would like to be an armchair canawler, YouTube has several videos you can watch on your computer screen. Some are like being there. One of the most recent ones is "Carroll County" by Savour Indiana that is 3 minutes 49 seconds long with great photography of the buildings, the Canal Interpretive Center and Museum in Canal Park, the boat warehouse, lime kiln, etc. It has great shots of "The Delphi" canal boat in operation. It is a playful video with one visitor so entranced with the museum that he misses the boat ride.

Another by "nativerobin" is 17 minutes and 57 seconds of a lady who calls herself Native Robin walking the trail from Trailhead Park to Founders Point along the remains for the Wabash & Erie Canal during the summer. She plans to go back in the fall because of all the beautiful foliage. She points out the signage along the way; shows how the towpath trail runs between the Wabash River and the canal; stops at canal exhibits; talks about the swinging bridge over Deer Creek, the red and blue bridges over the canal, and the old stone arch road bridges; and tells how water is fed into the canal at Founders Point from the lime quarry.

There are several more videos. Get your bowl of popcorn and sit back in your recliner. Take a trip back into history via the internet and **YouTube-Wabash & Erie Canal**. Don't forget to tell your friends about it.



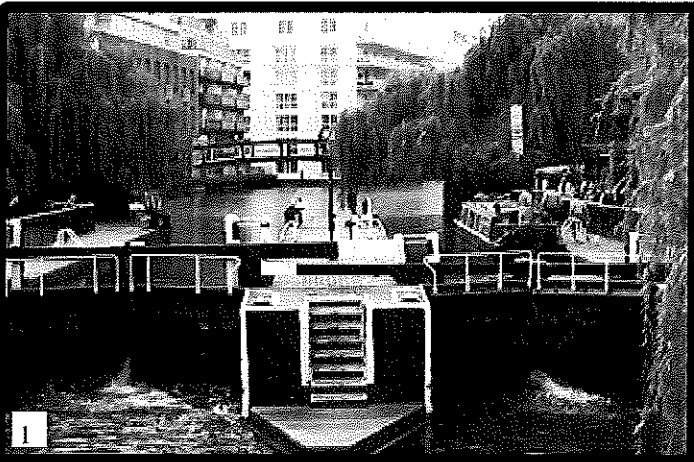
Regent's Canal

Article and photos by Sam Ligget

On the afternoon of June 19, 2012, my wife and I (Jo and Sam Ligget, both Canal Society of Indiana members from Terre Haute) along with Emory and Marilyn Toops spent an enjoyable time along the Regent's Canal. The Toops have lived in Norfolk, England, for several years and are planning a move to Fort Wayne, Indiana, in the future.

The Regent's Canal in London, England, connects the Paddington Arm of the Grand Union Canal with the Docklands of London at Limehouse Basin. The total length of the Regent's Canal is 8 miles 5 furlongs. (A furlong equals 1/8 of a mile.) The canal was completed in 1820 and now has a pedestrian and bicycle path on its former towpath.

We walked the Regent's Canal east from Camden Lock Centre, formerly known as Dingwalls Timber Wharf and Dock, to King's Cross which was earlier named Battlebridge. The name Battlebridge was derived from a battle fought near here about 60 A.D. between the Romans and a native army led by the warrior woman Boudicca. Our total walk along the canal was 2 miles 6 furlongs.



All locks on the Regent's Canal were built as double locks, as shown in picture 1. The two locks were paddle-controlled connected so that one lock was a side pond for the other. Hampstead Road Lock is the only place that still operates as a double lock. At all other double locks on the Regent's Canal, one lock of each double lock was changed in the 1970s to a weir to help prevent flooding. The double locks had allowed them to save time and water.

In the early days of canals in England they used box boats to haul mainly coal. Box boats were made narrow to fit the narrow canals that were dug to haul the coal to market. These box boats developed into what are called

narrowboats. Narrowboats have a width of 7 ft. and a maximum length of 70 ft. They are now slightly smaller because of the condition of the canal locks. The narrowboats on England's canals today are mostly used for leisure and many people use them as homes (picture 2). You can find these narrowboats tied up in basins and along canals and rivers all over England. Many have potted plants on their deck and roof (picture 3). We even saw one that had been totally converted into a floating garden. The interiors appear much like that of a motor home.



Our first stop, Camden Lock Centre, was once stables with hay lofts for canal horses, but now it has a wide assortment of shops and restaurants (picture 4). There is also a canal boat converted to a restaurant. This area around the Camden Locks is alive with shoppers and tourists.

We walked on past the Hampstead Road Lock that is supposed to have a two-story castellated lock cottage. This building has battlements and is now the canal information centre. We did see such a building, but it was off the canal a little ways. Remember this is the only working pair of locks left on the Regent's Canal.



At King's Cross (famous for Platform 9¾ at the train station), we came upon the Battlebridge Basin (picture 6), which was originally called Horsfall Basin. Horsfall was the name of the local owner when the canal was built. One old building on the basin had formerly been used to bottle Guinness, which was shipped there in barrels. Also at Battlebridge Basin is the London Canal Museum.

The London Canal Museum is in a former ice warehouse where ice arrived by boat via the canal before being delivered to customers by horse-drawn ice carts. The museum has a life-size model of an old narrowboat that visitors are free to explore and a very realistic life-size canal horse in his stall. There are many pictures of the Regent's Canal in days gone by as well as ones of the ice warehouse. It was a small museum packed with a lot of interesting information, and there ended our excursion along the Regent's Canal.

At St. Pancras there is a lock cottage, a lock, and a basin (picture 5). The basin has been converted to accommodate pleasure craft. There are electrical hookups for the boaters. Here we watched a man take his narrowboat through the lock and also saw the Channel Tunnel trains pass above the canal.



We did get to see the Limehouse Basin at the Thames River end of the canal on several occasions as the train we rode in London passed over it. The reason for the Regent's Canal was to help accommodate the movement of cargo between the interior of England and foreign ports. The last great shipping era for the Regent's Canal was World War II.

As with the Wabash and Erie Canal, the Regent's Canal when built was way over budget. Another similarity between the two canals is that neither was ever profitable to run. One would think at that rate the English people would have known not to loan money to canal projects in the U.S.! Unlike the Wabash and Erie Canal the railroads never managed to take over any part of the Regent's Canal even though they tried.

Sources:

Regent's Canal signage

London Canal Museum displays and brochure

Fisher, Stuart. *Canals of Britain: A Comprehensive Guide*.

London: Adlard Coles Nautical, 2009.



SPEAKERS BUREAU

August 9, 2012 - Ft. Wayne, IN

"Let's Build A Canal" was the title of the PowerPoint presentation given by Bob and Carolyn Schmidt at Little River Wetlands monthly "Breakfast On The Marsh" meeting for seniors over fifty at Coventry Meadows Senior Community. Those present were told that on March 2, 1827, Congress authorized a land grant to encourage Indiana to build the Wabash & Erie Canal. The idea? To link the navigable water of the Maumee with the

Wabash through a seven-mile portage at Fort Wayne. Work began five years later, and proceeded west as the canal reached Huntington by 1835, Logansport in 1838, and Lafayette in 1841. Work was also performed east toward the Ohio line, but the canal did not open to Toledo until 1843. A second federal land grant enabled the canal to reach Terre Haute by 1849.

There were 30 present including Elsworth Smith, CSI director, and CSI members Jerry and Mary Ann Getty. Those present asked questions following the presentation, were given copies of *The Hoosier Packet* and CSI brochures, and encouraged to join. A light breakfast of bagels, juice and coffee was served.

METAMORA CORN MAZE



Once again this year Whitewater Canal Trail will have its annual corn maze on Highway 52 to the east of Metamora to support their trail project.

1PM - 5PM Every Weekend in October

Price \$5.00 per person; Groups over 10, \$4

Park in Metamora and take the free hayride to the maze

Lots of fun for the kids ~ adults too

Enjoy the history of the Whitewater Canal

And the scenery of the Whitewater River Valley

Described as "one of the best jewels around Metamora, Indiana" is the Whitewater Canal Trail. The official trail head is approximately 1/2 mile from the heart of Metamora along U.S. 52, but by starting at the Grist Mill in town you can get more exercise and learn more history about the canal. From the mill the trail runs along the train tracks until the tracks end about a mile outside of town. From Metamora, the trail stretches 2.6 miles through farmland and tree covered lanes. Along the way there are informational signs that give the hiker a more in-depth lesson of the immediate area.

The Whitewater Canal Trail offers an easy walk or run for either the casual walker or the runner preparing for an advent since there is little incline in the trail and there are resting spots along it. The canopy of trees overhead shade hikers from the hot sun.

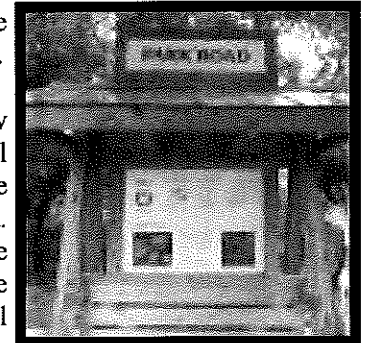
Stop at Gordon's or Millville Lock, look across the highway to the Hearthstone Restaurant, and see where "The Rainman" was filmed. Note that during the winter the "Ben Franklin III" is stored in this lock. Also note that this is where the water ends that is deep enough in the canal to float a boat.

A little further on you will come to Twin Locks #22 and #23. You can easily see Lock #22, but Lock #23 is on posted private property and the trail stops here for time being. Note that these locks are not in as good a condition as the lock in Metamora or Gordon's Lock.

Pickup the trail again at the Yellow Bank Trailhead. There is a short trail and some wooden steps to reach Yellow Bank Lock. Once there an informative kiosk gives you some history and you can climb some stone steps to reach the lock's overlook. Just beyond it is where a double arched aqueduct once crossed Yellow Bank Creek.



From the Yellow Bank Trailhead the trail extends until private property again is reached. When the sections of private property are released to the trail group, the trail will span 8 miles from Metamora through Brookville and end at Tecumseh Landing on the Whitewater River adjacent the old Brookville canal basin.



The section of the Whitewater Canal at Metamora was placed on the National Registry of Historic Places in 1973. It's a great place to learn history, get exercise, and spend time with your family.

Help support the Whitewater Canal Trail project by going through the corn maze. Will you be able to complete the maze by yourself or will you need help? Adults have as much fun as the kids trying to find their way through the maze and taking the hayride to it.

LAFAYETTE, ONCE A CANAL TOWN

Indiana was admitted to the union in 1816, and soon became the home for a growing stream of settlers. One of these early settlers was William Digby, a young man just starting in life as a river man. He knew that what was to become Lafayette, Indiana was about as far upriver as the new steamboats were going to be able to travel. On Christmas Eve 1824 he went to the land sale at Crawfordsville, Indiana and bought 84.23 acres of land along the Wabash River to establish a town. He platted it in May of 1825. He laid out 140 lots, and on May 25, 1825 named this new town "Lafayette" after the Marquis de Lafayette, the French hero of the Revolutionary War.

Because the Wabash River was navigable as far as Lafayette, it became an important supply and shipping center for the new settlers moving into the area. In 1826, Tippecanoe County was formed with Lafayette as its county seat. The river provided transportation to the south in those early years, with the city wharf just a block from the Courthouse Square.

The Wabash and Erie Canal, completed in 1843, linked the Wabash River at Lafayette with Lake Erie at Toledo, Ohio opening a route to the northeast and higher prices for Indiana's goods. The canal was always dependent on good weather and an adequate water supply. It was of no use during the winter, periods of flood, or drought.

The first railroad arrived in Lafayette in 1853 and gradually took over the canal traffic. By the 1870s the canal was considered a health hazard and public nuisance. By then five railroads carried passengers and cargo directly to Chicago, St. Louis, Louisville, Indianapolis, and Toledo. Lafayette had become a manufacturing, merchandising, and transportation center.

In August of 1859, Lafayette was the site for the first official airmail flight by the United States Postal Service. Professor John Wise and his balloon, the Jupiter, took off with a mail pouch including 123 letters and 23 circulars. Although not its destination, the flight ended near Crawfordsville some 5 or 6 hours later due to the wind, but it was still officially recognized.

Lafayette continued to grow. In 1869, the first land grant college in Indiana was built just west of Lafayette and opened September 16, 1874, as Purdue University, a small agricultural college. Purdue has since become one of the largest and most respected schools in the world. The school played an important part in the development of the Greater Lafayette area. Today Lafayette is a diversified community.

WABASH & ERIE IN LOGANSPORT

The Wabash and Erie Canal reached Logansport in the summer of 1838. Present day Erie Street is built on the old canal. At the end of Canal Street (present day Fifth Street) an aqueduct was built across the Eel River. In the fall of 1838 water was let into the canal and it went as far west as Berkley Street. It was not until 1840 that workers were able to extend the canal to pass over the Eel River.

By providing settlers and businesses with a reliable and inexpensive way to move people and goods, the Wabash and Erie Canal was a huge boon to the county and gave Logansport the prestige of a water front town. It greatly increased the population and commerce of the town.

Canal boats, known as "packets," carried both people and goods in and out of town. They had a limited number of state rooms and provided meals for their wealthier passengers, but ordinary folks were dependent on stopping in towns along the canal for their meals while en route to Lake Erie.

Canal boats had ropes securely fastened to the side of their bows and were pulled or "towed" by strong mules. The old tow paths were used by mules for over thirty years. Some of these well worn trails can still be made out today between the canal and the river.

When a packet boat tied up in Logansport it was a source of excitement for the whole town. It was met by the post master and others, who came to get all of the latest mail and gossip from the east.

Many early businesses were associated with the canal. The Obenchain-Boyer flour mill stood on Seventh Street where the Presbyterian church is now located. Just to its west was the Pollard -Wilson Mercantile. On the west side of downtown was a huge warehouse that was built to store freight coming on and off the canal boats. The first large merchandise store run by pioneer Thomas Pierce stood at Canal (Fifth) and Broadway.

Many men who built the canal settled in Logansport with their families. Other families from Fort Wayne and Lagro also came via the canal to settle there as new commerce opportunities opened up.

A malarial outbreak occurred during the building of the canal and a great number of canal workers lost their lives. Most of the victims were buried in the east side of the old Ninth Street Cemetery.

The canal was abandoned in 1875. Little remains.