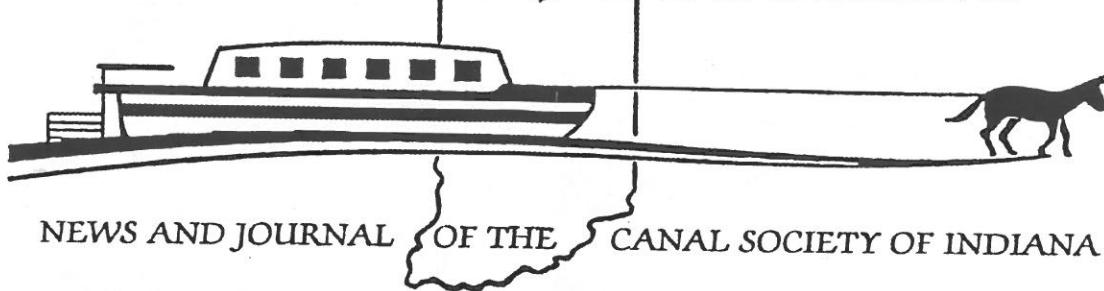


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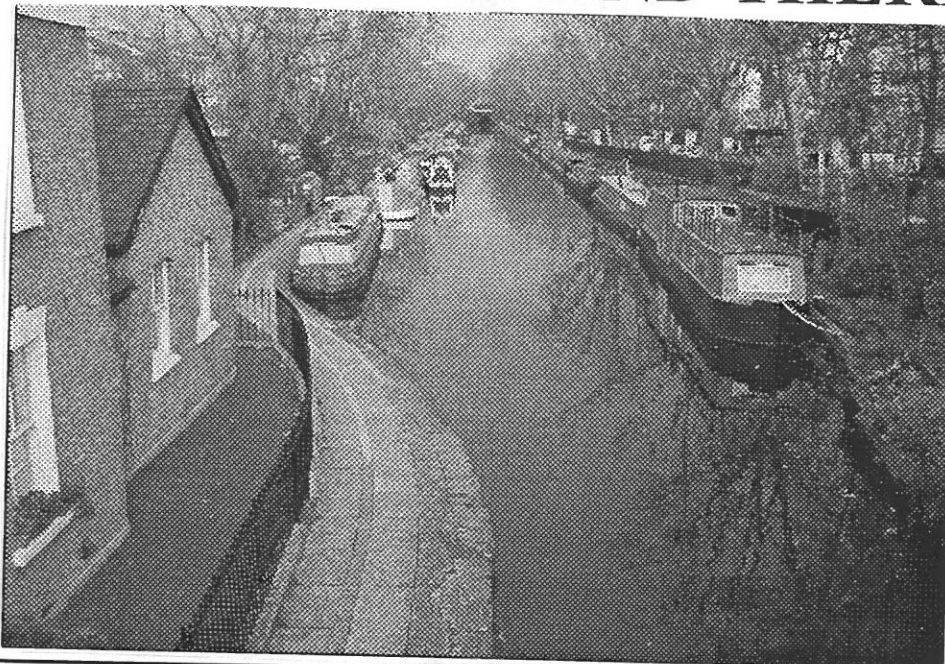


VOL. 2 NO. 3

P.O. BOX 40087 FORT WAYNE, IN 46804

MARCH 2003

CANALS - HERE AND THERE



The Regent's Canal passes through this residential district. Looking downstream from Warwick Avenue, you can see the canal entering the tunnel at the Edgeware Road. The tunnel allows canal boats to pass through the Maida Hill without needing locks. Photo by Chuck Huppert.

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Regent's Canal and the Grand Union

By Charles (Chuck) Huppert

Last November (Nov. 19-26, 2002) my wife Lynda and I made a short trip to England. Primarily we stayed in London and while there ventured to see a portion of the Regent's Canal. Built between 1812 and 1820 when it opened, the Regent's Canal was to make a connection between the Docks along the estuary of the River Thames at Limehouse (east of London proper) and the Paddington Canal. At the time the Paddington Canal was connected to a series of canals which went northward into the English Midlands.

The afternoon we made our two and a half mile trek along the Regent's Canal was rather balmy. London

EDITOR: CAROLYN SCHMIDT

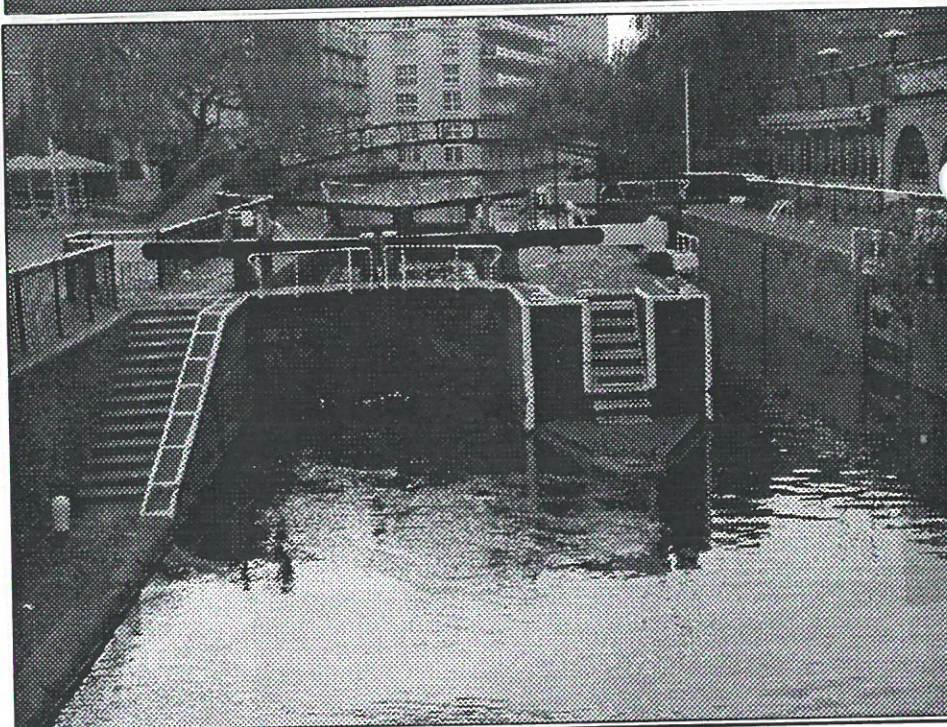
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had been experiencing Fall rains daily, but we were spared them for our hike along the old towpath. After taking the tube to the Camden Town underground station on the Northern Line, we found ourselves in a rather bohemian area along Camden High Street where all sorts of funky shops were located. After acquiring our bearings – one should never venture around London without a London A-Z – we began to hear our stomachs talking and stopped at a small pub for a light lunch and a pint of lager. Up a block or two we could see a railway overpass which had painted on it “Camden Lock.” Just before we reached the overpass was the canal with its old lock. It had once been a double lock so it could pass traffic going each way simultaneously; but it appeared that one lock was no longer functioning. We started our trek upstream, which at that point was to the southwest.

Along the towpath was a public mooring area. Several narrow boats were moored and I was particularly taken by one which had smoke exiting its chimney. Along the top of the roof was a fairly good quantity of firewood. The door to the cabin was open so obviously there were residents around. I stepped back to take a picture and I then noticed a small one or two year old boy just inside the cabin door peering out at me and watching with great interest.

Lynda and I continued our walk along the canal, which was recessed by a dozen feet or so from the urban jungle that surrounded it above. While the sounds of the city were certainly prevalent, they were heard in muffled tones. So while one concentrates on the interesting aspects of the canal, there is a soft city whir in the background. We walked under several overpasses, some being roadways and others rail lines. It was not long before we came to a right angled turn in the canal large enough to form a basin. At the outside of the turn in the basin area



Top: The railroad overpass on the main shopping street in Camden Town in north central London indicates the location of the Camden Lock. Photos by Chuck Huppert
 Bottom: The Camden Lock was once a double lock to pass traffic in both directions.

was a red building sporting Chinese exterior and roof lines. We thought it was probably a Chinese restaurant, but we were not sure.

This allowed us to pinpoint our location on the map and see how we were progressing. We passed an aviary and also observed a few large animals who were not interested in us in the least. As soon as we passed the Zoo area we came upon the most striking row of villas one could

Continuing our walk we passed the London Zoo which backed up to the Canal from Regent's Park.

imagine. They were of recent construction and were huge with lawns that swept down to the canal on the berm side. In the near distance we could see the spire of a Muslim mosque, which I later identified as the London Central Mosque.

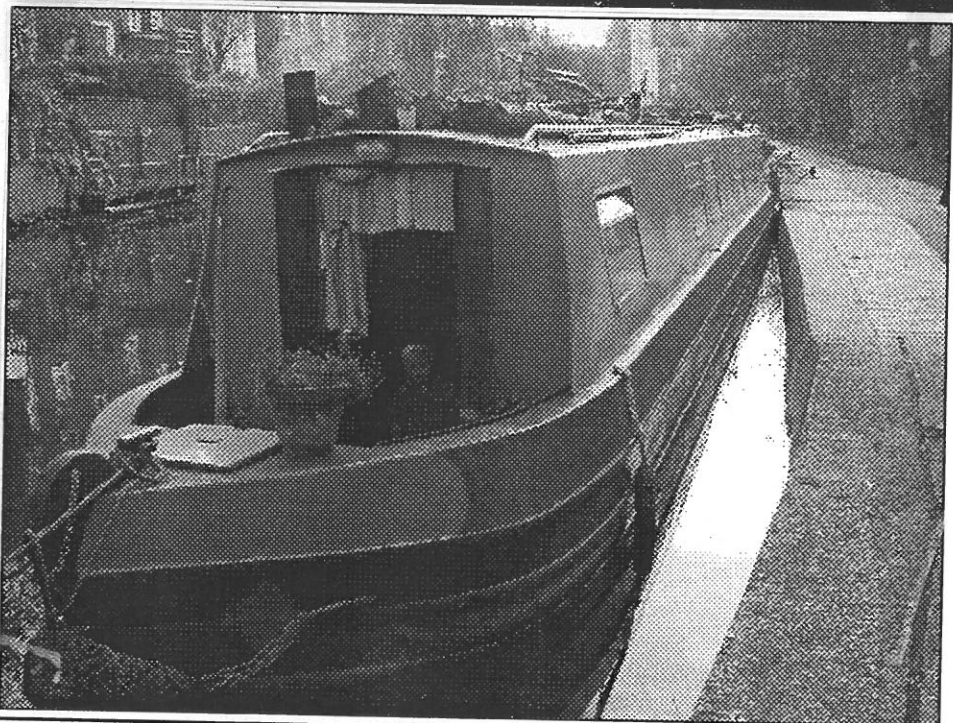
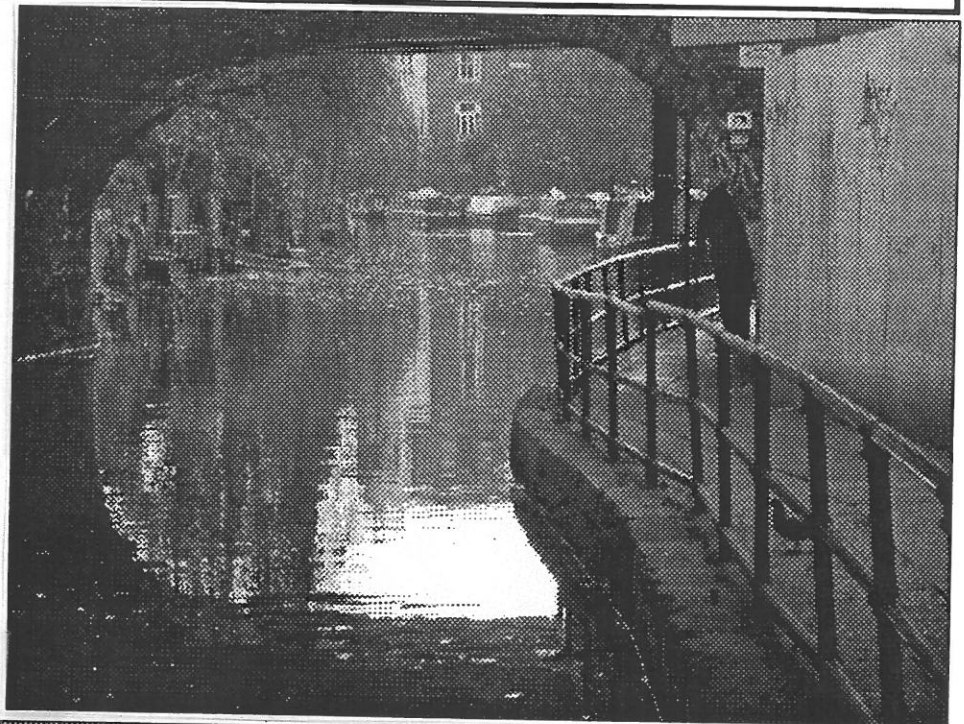
Along the next stretch of canal we found rented moorings where residential vessels were more permanently docked. It was not a particularly pretty area of canal but was close to amenities. Not far up the Canal and around the bend there was a big hole in the side of a hill into which the canal disappeared. It was soon discovered that this was the Maida Tunnel, 272 yards long. What was interesting about it was that, like our local Cleves Tunnel, it had no towpath. This meant that before the advent of motorized boats, propulsion through the tunnel was accomplished by canal boat workers. The horses or mules had to be taken up the hill and across to the other end while workers hid down on the top of the boat and, placing their feet on the sides or top of the tunnel walls, pushed the boats through the tunnel. The speed of the water in the Regent's Canal seemed less than the rate for which our Indiana canals were designed. Therefore the amount of effort to go upstream was not much greater than that which was necessary to carry the boat downstream.

Lynda and I climbed the steps to the top of the hill, eighty to one hundred feet. There we walked for the two blocks or so along Aberdeen Place to the upper end of the tunnel on the western side of the Edgware Road. Sitting directly on the top of the western portal of the tunnel is Café Laville where one can sit, eat and enjoy the view up the Canal toward Warwick Avenue and the Browning Basin at Little Venice. We resumed walking the towpath parallel to the Blomfield Road. Shortly the towpath became private for the use of those who had moored their narrow boats along the left bank of the Canal. We, instead, had to

of the Canal. We, instead, had to walk along a narrow walkway along the Blomfield Road dodging the great Plane trees, which narrowed the path to single file.

I walked to the center of the downstream side of the bridge where there is a wonderful view back toward Edgware Road and the portal of the Maida Tunnel. Colorful in the Canal were the narrow boats, and along the sides were the villas and

After reaching Warwick Road,

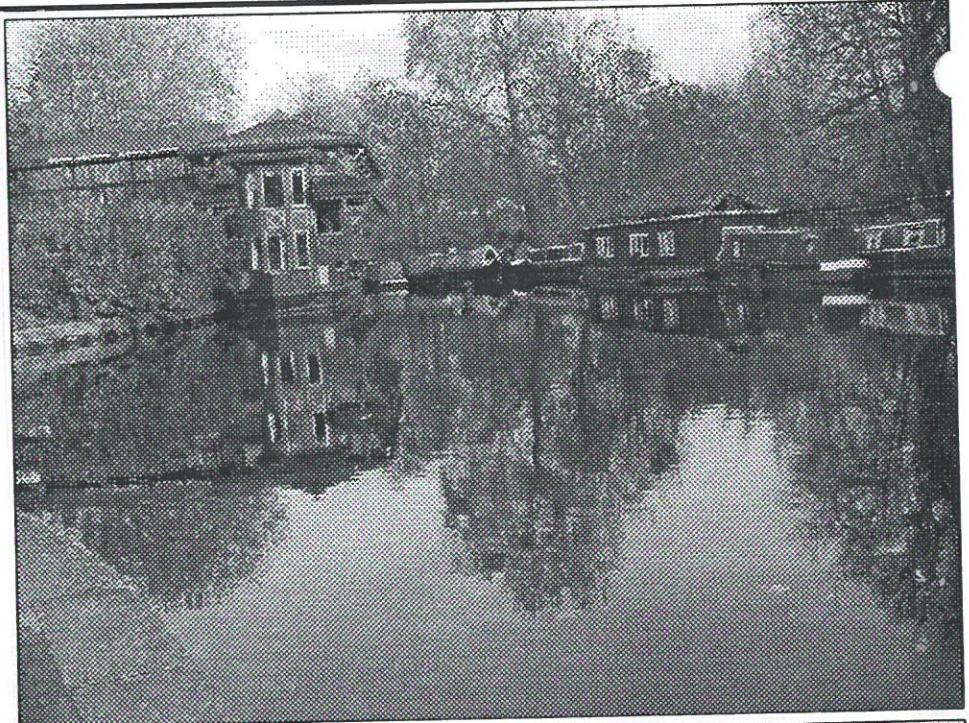


Top: The Regent's Canal tow path is shown here passing beneath a road bridge.
 Bottom: This narrow boat is moored on the Regent's Canal. Note the smoke coming from the boat's smokestack, the firewood on the top of the boat and the child peering through the doorway.
 Photos by Chuck Huppert

the Catholic Apostolic Church on the right bank along Maida Avenue, the street paralleling the Canal across from Blomfield Road.

On the opposite side of the bridge looking upstream is Little Venice and Browning's Pool. This large triangular basin contains a beautiful island, and the whole scene made the walk worth every step. The large villas along the southern shore of the basin are impressive. Robert Browning resided in Warwick Crescent beginning in 1862, shortly after his wife Elizabeth's death. He did not intend to stay long, but because of its convenience he remained here for twenty-five years. But this is not biography.

While England was late in catching European "canal fever," it came in the latter part of the 18th century. Acts of Parliament in the 1790's caused the commencement of the huge midland canal projects as the Midlands began to develop industrially. Thirty-six canals were authorized by these mammoth improvement bills. The markets were in London, and exports were largely through the docks on the Thames east of London. Connecting the Midlands with the London area was by way of the Grand Junction Canal which ran from Birmingham to the Thames at Brentford. Brentford is on the left bank of the Thames across from Kew in today's western London. In order to access the busy metropolitan area the Paddington Canal or Arm was opened in 1801. It ran from the north-south Grand Junction Canal eastward to the Paddington Basin, which is now located to the northeast of the Paddington Railway Station. On its pathway was the Broadwater which later became the triangular Browning's Pool at Little Venice. The Pool was formed with its central island when the Regent's Canal was constructed. However, plans for the Regent's Canal were not unanimously accepted. Merchants in the Paddington area were fearful that barges



Top: A Chinese restaurant sits beside this basin, which is located at a right angle turn in the Regent's Canal.

Bottom: This villa, one of which line a portion of the Regent's Canal, is in sight of the London Central Mosque's spire.

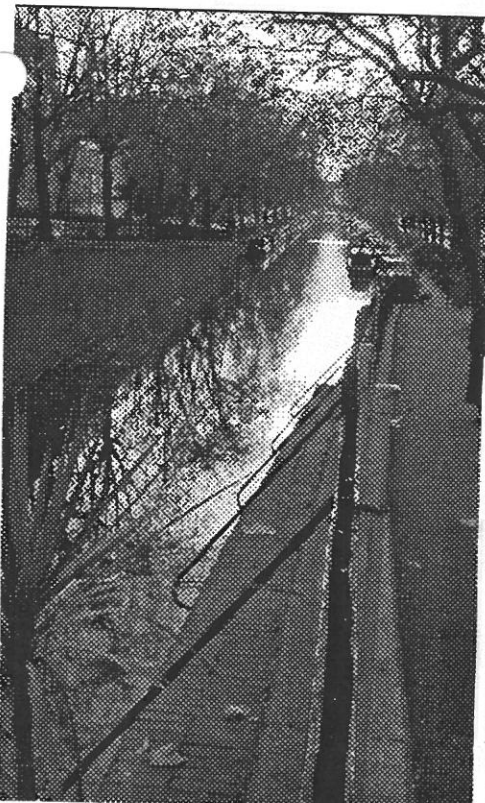
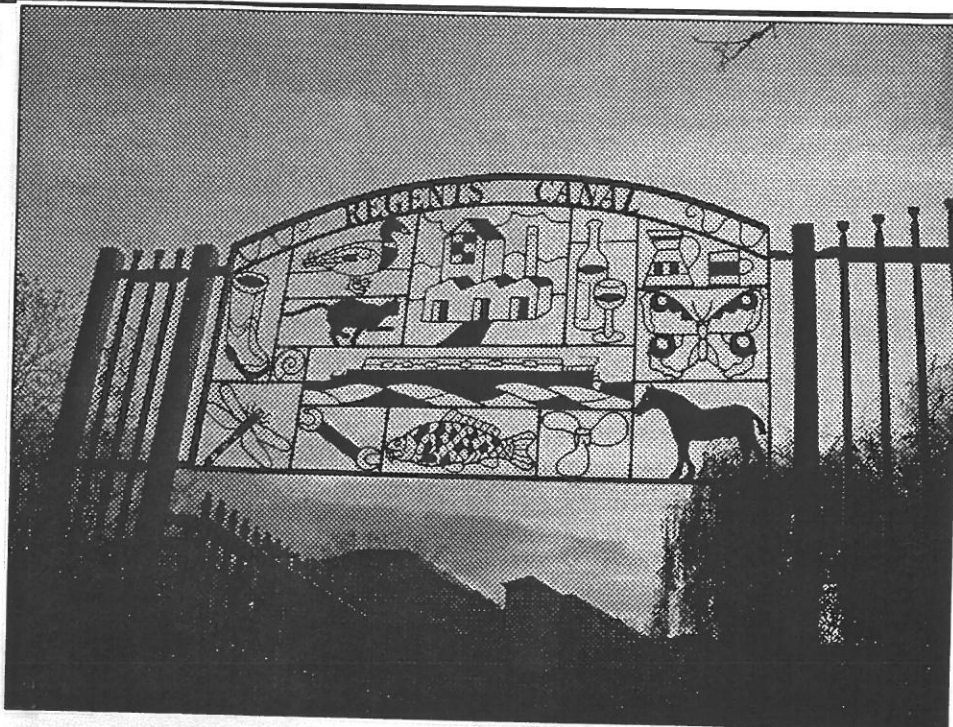
Photos by Chuck Huppert

from the Midlands would bypass them and continue through the new canal to the London Docks. Another concern was that the proposed tunnel through Maida Hill would undermine the parish and cause the springs to dry up. These fears were not unfounded, and not unlike the Cincinnati and Whitewater branch's threat to the Whitewater Canal in Indiana, the Regent's Canal did siphon traffic to out-of-area ports.

As in the United States, the

canal system in England as a means of transportation was displaced by the railroads. However the British, not eager to destroy what had taken so long to build, continued to operate and maintain them. In 1917 the canals were taken under governmental control, which allocated the resources necessary to arrest the decline of traffic. After the 1921 return of control to the former owners, an official inquiry recommended amalgamation under a public trust. Accordingly the Grand Union Canal between London and the Midlands was formed by eight canal companies. These included the Regent's Canal, the Paddington and the old Grand Junction in the south.

Today the Regent's canal provides a respite from busy London life of which this writer and his wife took advantage on a rainy fall afternoon.



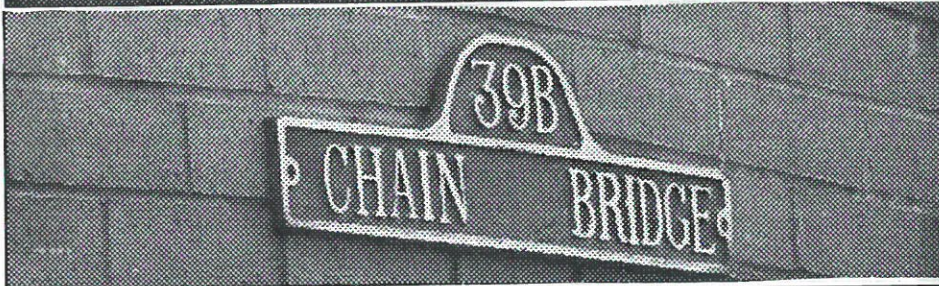
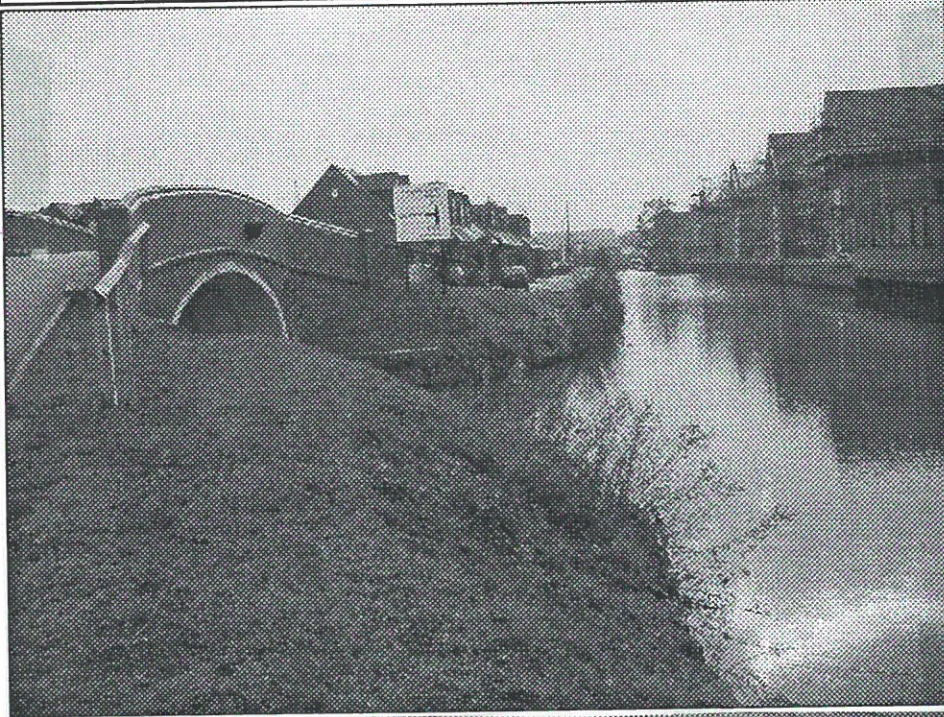
Top: This interesting wrought iron sign is above a gate which goes across the tow path of the Regent's Canal.
Bottom: This is Little Venice where we ended our 2½ mile walk. There is a large basin here surrounded by residences. Out of the basin is the remainder of the Paddington Canal, which leads into a commercial district near Paddington Railroad Station.
Left: This view upstream on the Regent's Canal shows the residential boats in a residential community. I stood at the Edgware Road where the canal enters a tunnel, which passes through Maida Hill, when I took the picture. The tunnel has no tow path. If boats are going downstream, they can float. If going upstream the workers on the boats had to lay on their backs on top of the boat and shove off the walls of the tunnel to get the boat through.

Photos by Chuck Huppert



Top: This is the Grand Union Canal in Loughborough, Leicestershire, England. Note the road bridge over the canal. A sign over the bridge reads 39B Chain Bridge.
Bottom: Men were fishing in the Loughborough portion of the Grand Union Canal. The canal is heading towards Leicester City.

Photos by Chuck Huppert



FREE BOOK

This year CSI (Canal Society of Indiana) offered Tom Castaldi's revised book **Wabash and Erie Canal Notebook I: Allen and Huntington Counties** as a premium to all membership renewals that were returned by December 23, 2002. It is included in this mailing to you.

Your CSI board wishes to get more information about Indiana's canals into libraries. They suggest that, after you have read the book, you give it to your local school or library if you do not wish to keep it for your own library. Included in this mailing is a donation form for you to give to the entity receiving your gift of the book. Perhaps you have other canal information that you can present along with it. You might also offer to give a program about canals to a church, 4-H, school, scout, or other educational group or you might offer to lead a field trip to canal remnants near you.

Getting the youth of today interested in canals can lead to their preservation in the future. We save what is important to us.

Those who did not remit their dues in time may order the book from CSI headquarters for \$14 plus \$3 shipping/ handling.

We thank Tom for giving us the opportunity to purchase the book at cost to give to you.

CANAWLERS AT REST

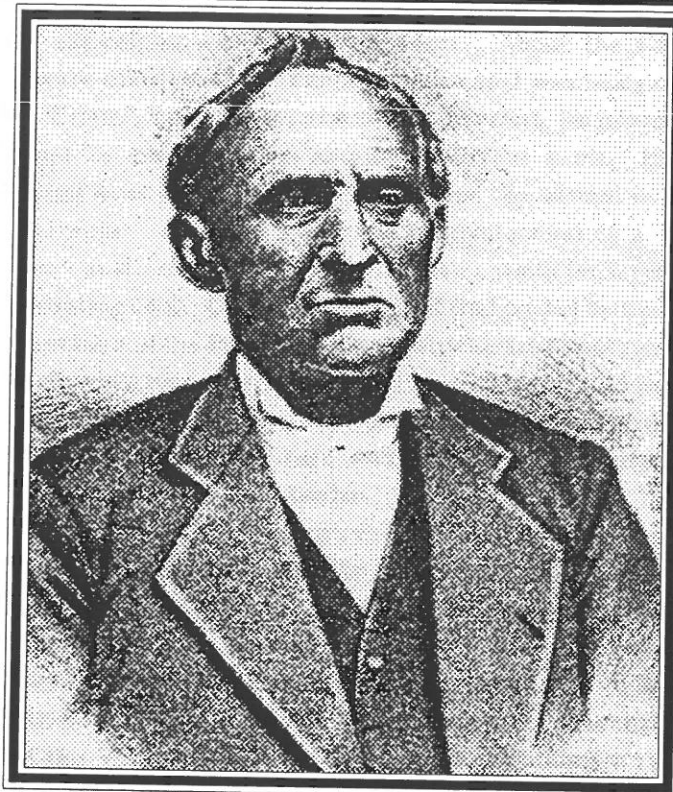
WILLIAM W. HANEY

b. December 25, 1809

d. April 20, 1889

By Carolyn I. Schmidt

Picture from Biographical and Genealogical
History of Cass, Miami, Howard and Tipton
Counties, Indiana



Many men were notable for their work on or contributions to canals, but there were few whose careers centered around canals as William W. Haney. He planned, led and supervised others to complete northern Indiana's chief artery of commerce in the 1830-40s.

Born to Joseph and Mary (Weaver) Haney in Bucks county, Pennsylvania in 1809, William grew up in a home with small means and had only a rudimentary education provided by primitive local schools. This lack of education did not stop him. He had a keen mind and a good memory which served him well. As a boy on the family farm he was trained to be practical and his labors made him strong. Upon leaving the farm he worked in a hotel and then he was a clerk in a store. Through working with people he learned to be a good judge of character and quickly discovered how not to have anyone take advantage of him.

In 1826, at the age of seventeen, William joined an engineering corps that was constructing the Delaware division of the Pennsylvania canal. He worked on the section between Easton and Bristol for a year. This was followed by boating coal along the river for a short season. He then worked for a year in R. Latimore's hotel in Easton as a bar tender and a stage

agent. As his abilities grew, he was next made a division superintendent on the Pennsylvania canal for a year and then returned to boating coal. Once again for two years he supervised a branch of the Pennsylvania canal before taking over a contract to construct the Delaware and Raritan canal feeder that was originally let to Moore & Brown. The feeder, which was located on the New Jersey side of the Delaware river, took a year to build. When it was completed he became the superintendent of the feeder for a year.

Having accumulated a great knowledge of canal building and superintendence William decided to move westward. He began his journey on March 17, 1835. He traveled by steamboat, flatboat and pirogue to Indiana. He arrived at Peru, then a frontier village in an unbroken wilderness on the Wabash river near the mouth of the Mississinewa river, on July 4, 1835. There he found great activity for building the Wabash & Erie Canal. He took charge of a work force of men and began construction on the canal. Their job was to open a stone quarry below Peru. They provided John Cooper, the contractor, the limestone necessary for building the Peru dam across the Wabash river to feed the Wabash & Erie Canal. In the fall of the year Haney took another contract to construct a section of the canal at Lewisburg. He finished it the following year.

In those days transportation was almost entirely by water until the development of railroad technology. The beneficial effect of the canals Haney helped construct cannot be over estimated. They opened up eastern markets to the pioneers who grew crops in the western wilderness.

Haney married Louisiana Fidler (b. 9-17-1819, d. 2-16-1906) about one and a half years later on December 13, 1836. They had two children - a son William E. Haney born on December 28, 1837 and a daughter Maria Emma born December 31, 1845. Maria died before either of her parents.

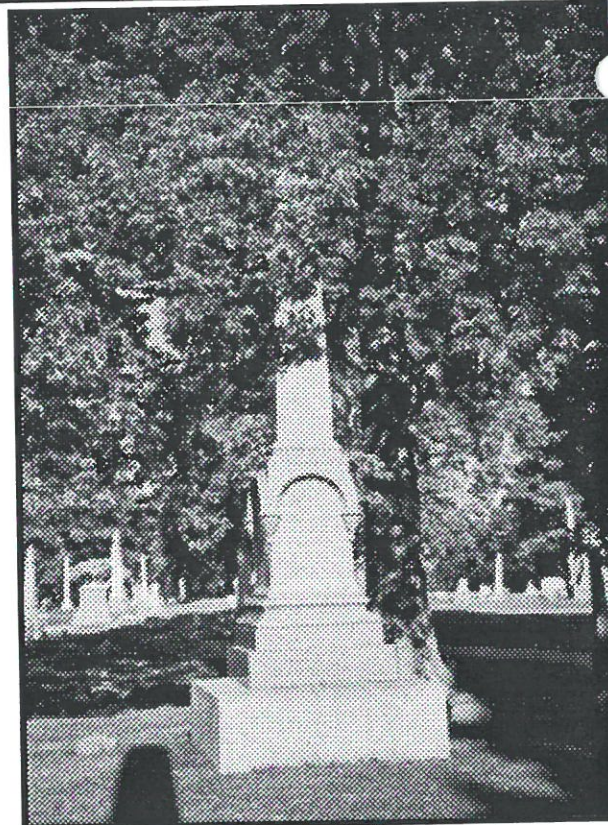
Haney formed a partnership with Alexander Wilson and established a merchandising business in Lewisburg. He also developed a large trade with the Native Americans until their removal in 1846. After three years, Haney was able to buy out Wilson's interest in the store. Haney conducted business in Lewisburg until the summer of 1851. He sold real estate, canal script and other securities.

Haney then moved to Logansport, IN on July 15, 1851. There he established a general store but, after a short period of time, he sold out all of his stock. His interests were in selling real estate and private banking, which he continued until his death. He was the president of a branch of the Bank of Indiana at Logansport.

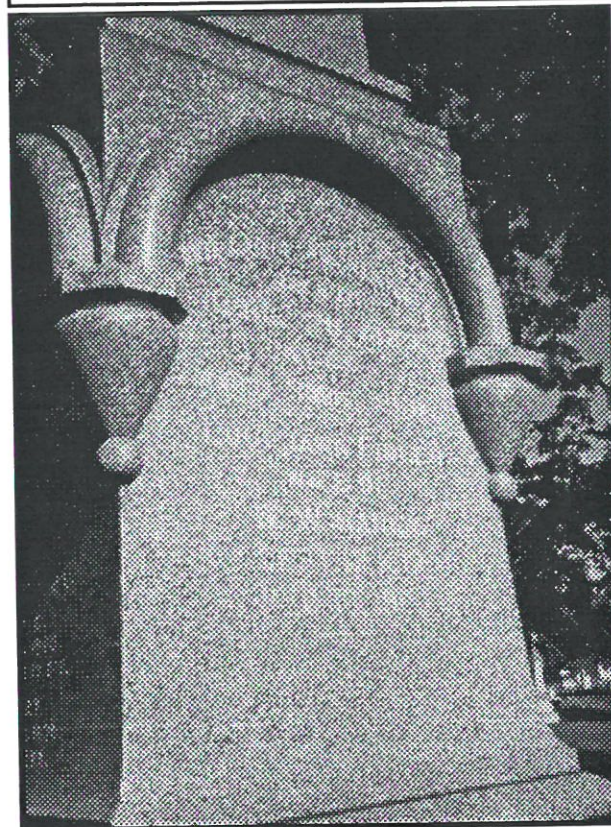
Over the years Haney acquired a great knowledge of the law. He was admitted to the bar shortly after locating in Logansport. Although he never had a case in court, he conducted an office practice. He was known for his honor, strict integrity, rigid business procedures, and genial personality.

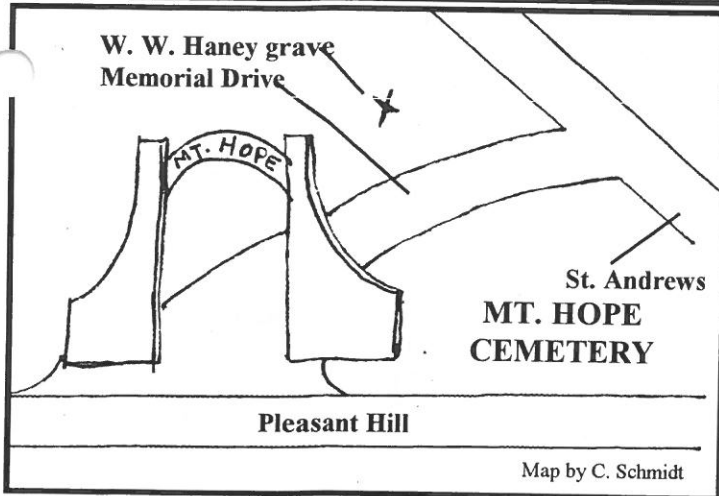
Haney was a member of the Broadway Methodist Episcopal church in Logansport. He liberally supported the church. He was a true friend to the poor and needy.

At the time of his death in Logansport on April 20, 1889, Haney was 80 years old and one of the state's richest men. The estimated value of his estate was between a half million to 600,000 thousand dollars.



Above: A pinkish red stone marks the grave site of William W. and Louisiana Haney at Mt. Hope.
 Below: This side of the stone reads: William W. Haney, Died Apr 20, 1889. Louisiana Fidler wife of W. W. Haney, Sept. 17, 1819, Feb. 16, 1906.
 Photos by Bob Schmidt





to get angry or excited, much less, vindictive or sullen. No one knew better of good and ill of life and humanity. Mr. Haney did not pretend to be anything else than a business man, and never sought office or promotion of any kind. He did not set up to be a charitable man any more than a talented man; and yet his kindly voice, friendly ways, and unquestionable honesty gave him a happy and honored old age and made him a general favorite with all classes."

Haney was buried in Logansport's Mt. Hope cemetery following a service at the Broadway M. E. Church led by ministers Dr. Ford and Dr. Bush. A pinkish red granite stone marks the site of his grave atop a hill on Memorial Drive. To reach the site enter Mt. Hope Cemetery off of Pleasant Hill road, pass through the arches onto Memorial Drive. His stone is on the hill to your left before you get to St. Andrews Drive.

Sources:

Biographical and Genealogical History of Cass, Miami, Howard and Tipton Counties, Indiana. Vol. 1. Chicago / The Lewis Publishing Company. 1898.

Burial Record Abstracts 1882-1900: Kroeger Funeral Home. Logansport, Cass County Indiana / Cass County Genealogical Society. 1986. Powell, Dr. Jehu Z. **History of**

Powell, Dr. Jehu Z. editor. **History of Cass County Indiana. Vol. 1.** Chicago and New York / The Lewis Publishing Company. 1912.

Helm, Thomas B. editor. **History of Cass County, Indiana.** Chicago / Brant & Fuller. 1886.

An address was given by Judge D. P. Baldwin upon Haney's death in which he said, "The late Mr. Haney was a remarkable man in many respects. This is proven by the grand fortune he accumulated in this little city (Logansport) where money is scarce and riches the exception. I do not hesitate to say that Mr. Haney had the best financial brain of any man that, at least in my time, ever lived in Logansport. At seventy-nine years, and until his last sickness his mind was as clear and quick as that of any man in mid-life. Mr. Haney's honesty was very remarkable. No scandal was ever connected with his great fortune. His word was sacred; he took no undue advantages; he was a remarkably friendly man; he was as kind and sociable with a tramp as with a millionaire. He did not know what pride was any more than he knew what deceit and double-dealing were. He was always clean-mouthed. No one ever heard him retailing scandal or speaking unkindly. Mr. Haney's great wealth brought upon him, as wealth or exceptional success always does, a great weight of envy or raillery, but he took it good humoredly. No one ever knew him

**2003 Contributions to CSI
(continued from last month)**

\$30 Contributor

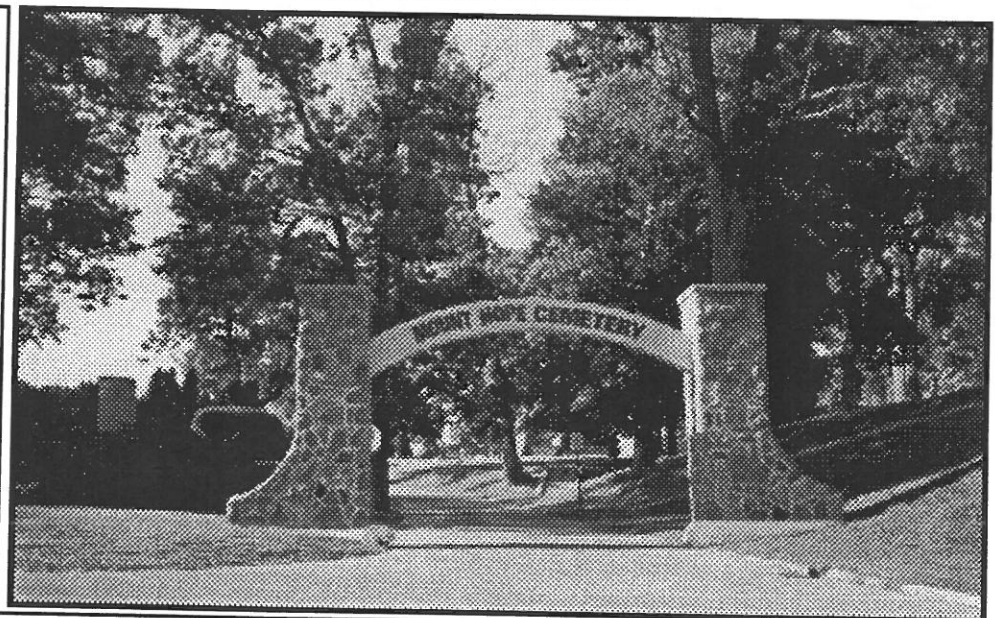
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Bauer, Carl & Barbara
Fisher, Matthew
Kudner, Richard & Martha
Spade, Fred

\$50 Patron

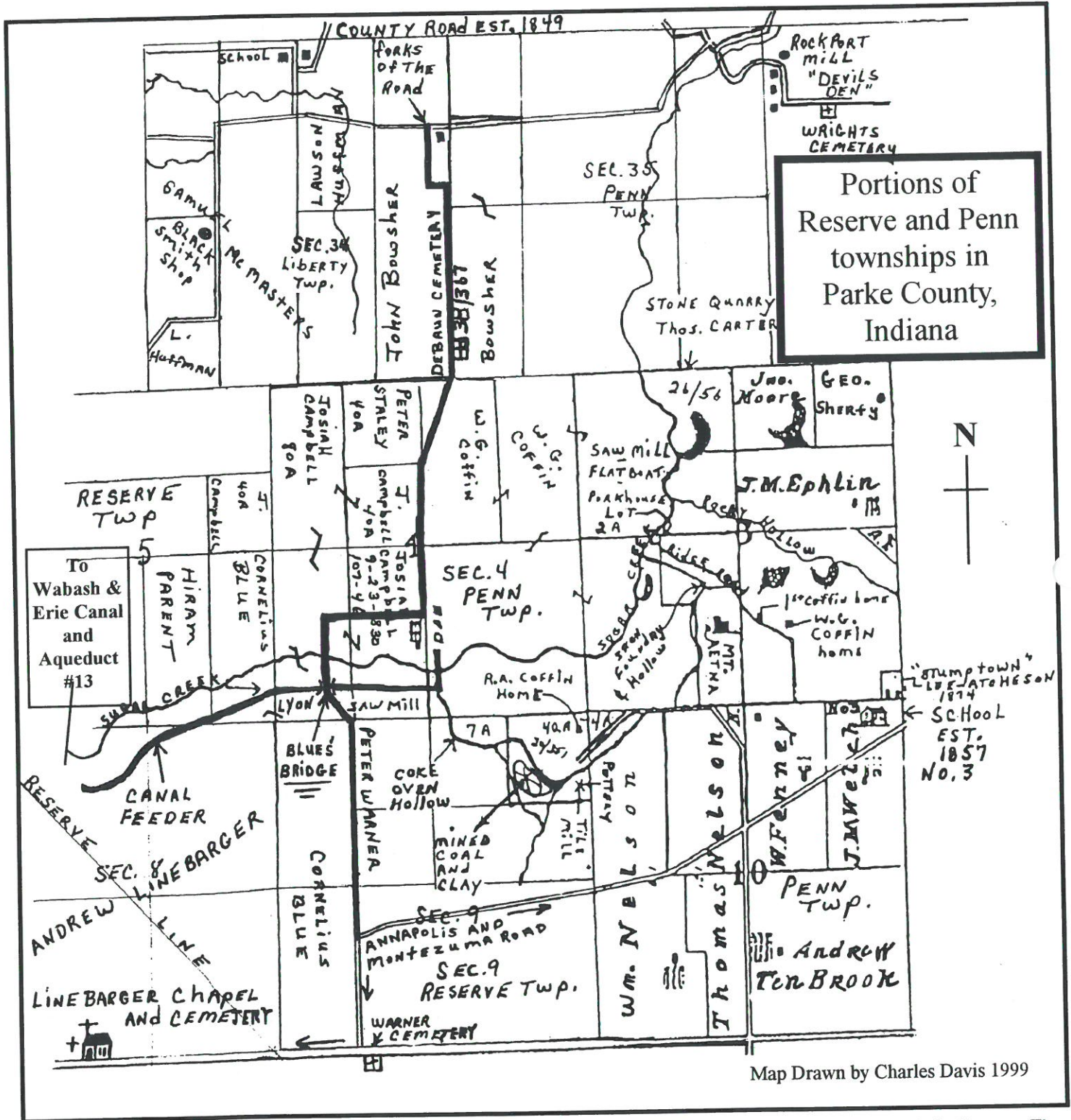
Ellis, Ernest & Helen
Schmitt, Stanley

\$100 Frog Prince

Gruber, Ed & Cleone



BLUE'S BRIDGE



Blue's Bridge and Its Wabash & Erie Canal Connections

By Charles Davis

In the months of research and

field work I spent on the Sugar Creek Foundry article (Indiana Canals Vol. 10 No. 4 Fall 1999) I often wondered how the people traveled to the canal feeder on the south side of it. This is very rugged country with its

numerous hills and hollows. The 1874 plat map only shows the road going to the feeder dam on the north side. This was the main shipping point for the towns of Annapolis and Bloomingdale, IN. The puzzle came

together when I was studying the Commissioners Record December Session 1849 Vol. 3 1844-1850, page 449. Actually two questions were answered on this page. The first entry below shows the authorization for a bridge at West Union where the present West Union bridge is located.



"Ordered that Robert Manwarren (Manwarring) be and he is hereby authorized to collect the subscriptions made for the building and completion of the Sugar Creek bridge at Manwarren's Mill (see Canal Society of Indiana Newsletter August 1997 p. 19) and further that he be authorized where it shall be necessary to bring suit in the name of the board of Commissioners to collect the same and make his report to this board when required and as soon as collections are made."

The present day West Union Bridge built in 1876 by J.J. Daniels may be supported by stone from the north side stone abutment of Aqueduct #13 of the Wabash & Erie Canal. The bridge is of Burr arch construction and is a double span of 315'. It is the longest bridge in Parke County and crosses Sugar Creek.

Photo by Bob Schmidt

County, as bad as the one they had in 1858. The Harrison Bridge was lifted from its abutments and was swept away down Sugar creek. It ended up one-half mile further down in the bed of the creek from its original location according to an 1875 Rockville Republican article. The historical writers of our covered bridges were unaware of this fact. They state, "The Harrison Bridge may have still been standing while the West Union Bridge was constructed."

In 1876 J. J. Daniels expanded the abutments and rebuilt the Harrison bridge and thus the West Union Covered Bridge was born. More about the West Union Bridge can be found in the Armiesburg story in Indiana Canals Vol. 11 No. 4 Autumn 2000, pg. 32-33. Strong evidence suggests that the north side stone abutment of Aqueduct #13 of the Wabash & Erie Canal was used in the West Union Covered Bridge. A study of the differences in the way the stone was cut on this bridge's abutments also supports this theory.

The second entry on page 499 for county road and Blues Bridge over the feeder canal at the feeder dam is as follows:

"Others for a county road and proof of notice having been made, Ordered that Daniel B. Shup, Samuel Kelly, Thomas K. Harvey be and they are hereby appointed viewers in this behalf and that they

proved often having been duly sworn to view a route for a public road. Commencing at the forks of the road at John Bowsher on the 3 1/2 of the NE 1/4 of Sec 34 T 17 R 8 W thence south following the county road leading to the Foundry on Sugar Creek until it strikes the correction line between T 16 and T 17 in the SW 1/4 of the SW 1/4 of Sec. 35 T 17 N R 8 W owned by John Bowsher thence in a southwesterly direction until it strikes the line between the E 1/2 of the NE 1/4 of Sec. 4 T 16 N R 8 owned by Elihue Coffin, William G. Coffin, agent and the SE 1/4 of the NW 1/4 Sec. 4 T 16 NR8W owned by Peter Staley and occupied by Alexander Bucklus thence south following the line until it strikes the lane leading east from Josiah Campbells thence west following the lane to Sugar Creek on the E 1/2 of SW 1/4 of Sec. 4 T 16 N of R8 owned by Cornelius Blue thence south to Blues Bridge across the canal feeder thence in an easterly direction following the way that is now traveled until it crosses the line between the W 1/2 of NW 1/4 of Sec. 9 T 16 NR 8W owned by Peter Warner. Thence south until it strikes the south west corner of the above. Thence south following the way that is now traveled until it intersects the county road leading from Annapolis to Montezuma on the W 1/2 of SW 1/4 of Sec. 9 T 16 NR 8 W owned by Peter Warner and if they shall be of opinion that said road will be of Public utility then proceed to mark

This was the first of three bridges built at this location. It was called Star Mills Bridge named after the mill situated there owned by Robert Manwarring. The road through there was called the "Indiana State Highway" or the "Terre Haute and Lafayette Road" as was the same route through Armiesburg. Histories of our county's covered bridges don't include this first bridge that was built over Sugar Creek at Manwarring's Mill. I believe it was an open type of bridge for the closed type didn't appear in Parke County until 1854 at Armiesburg.

According to our history, the first (actually the second) bridge built at this location was erected by J. J. Daniels in 1861 and called the Star Mills Bridge. It was destroyed by a flood in 1866 and was replaced by the Harrison Bridge in 1866. The new bridge was named in honor of Gen. Wm. Henry Harrison like its "sister" Jackson Bridge (Rockport) that was named for President Andrew Jackson.

In 1875 a flood hit Parke

and locate the same not passing through my persons in closure of more than one year standing without the owners consent unless a suitable way cannot otherwise be had, noting the courses and distance and with their report under their hands at the next session of this board."

Thus we see that Blue's Bridge was named after Cornelius Blue, the man who owned the land on which the bridge was built. I have been unable to find anything about Mr. Blue in our history books. My guess is that the Blue's Bridge was washed away by the 1866 flood and that is why it isn't on the 1874 plat map.

I decided to do a little investigation into who the people were who collected for the bridge and who located the route of the road.

Daniel B. Shup (b. d. 9-24-1853)

Shup was a local farmer owning the NE 4 of Sec. 6 in Reserve township later to be owned by Thomas Causey. Mr. Shup deeded to the township 1/2 acre of the E 1/2 of the NE 4 of Sec. 6 to be used as a burying ground on April 21, 1837 according to Deed Record 4/283. This cemetery is mentioned as a public burying ground in Deed Records 25/279, 19/14, and 15/494. He died at the age of 79 years, 11 months, and 16 days. He is buried in the burying ground called the Causey Cemetery.

Causey Cemetery

The earliest burial recorded in the Causey Cemetery is that of Enoch Ewbank (d. November 2, 1816), the latest is 1895. This is a true pioneer cemetery. It is located approximately 3/4 of a mile north and east of the West Union (Star Mills) bridge on road 540 W.

Thomas K. Harvey

Harvey came to Liberty township, Parke County from Wayne County, IN in 1826 and settled on

Section 32, approximately 2 miles west of the "forks of the road" to the canal feeder. As a young man he lived with his father one mile northwest of the canal town of Howard. On June 6, 1838, Harvey deeded 3/4 of an acre at the NW corner of the E 1/2 of the NE 1/4 of Sec. 32, Twp. 17 N R 8 W to the inhabitants of school district number three to erect a school house and also for the use of a burying ground according to Deed Record 4/424. Today this is called the Harvey Cemetery on 525 W.

County Road

Just a few rods north on the west side of the road was David Shup's blacksmith shop c. 1850, the year which this county road was built. The road went north then west, the Commissioners Record 1844-1850, Vol. 3, page 526 says: "to the Berm bank of the canal thence along said bank N34, W 32, N46, W 30 p intersecting the old state road about 6 or 8 rods from where it crosses the canal whole distance of said road one mile and 240 poles and etc., Mar. 5, 1850."

Feeder Dam

The feeder Dam was a favorite place for the locals to fish. "Two cat fish were caught at the Feeder dam last Friday night by a gentleman living near there, that weighed ninety pounds" reported the Rockville Tribune on August 28, 1879.

Timothy O'Kelly

Samuel O'Kelly's great grandfather, Timothy O'Kelly was a wool comber in the west of Ireland in the mid 1700's and tradition says that he brought to America an Irish "shoeboot" full of gold. The family were Friends by faith and left Ireland in pursuit of civil and religious liberty. They were scarcely established among the Huguenots of Carolina before the approaching revolution was manifest. While still in possession of considerable gold the Tories came upon Timothy O'Kelly. Though by his religion he was non-

combatant. He was an ardent Whig, and the Tories beat him cruelly. On his refusal to point out his treasure, they put out his eyes. This compelled him to give up his money.

John O'Kelly

Timothy O'Kelly's son John married young and was the father of seven children. He owned slaves. While sitting in a field to rest, John sent a black servant to a nearby spring for a cup of water. When it was brought, he drank it and in a few minutes he died in agony. Nothing was proven, but it was believed the water was poisoned. In John's will it was said that the slaves be freed upon his death. This slave was sold into bondage when John died while the others were freed.

Moses O'Kelly (b. 1773, d. 1860).

John O'Kelly's son Moses was born in 1773, married in 1800 and Samuel was his first born. Moses died at the age of 87 and is buried in the Bloomingdale Cemetery.

Samuel O'Kelly (b. 9-24-1801, d. 7-18-1888)

Samuel Kelly was born in Newberry District, South Carolina. In Miami county Samuel married Mary Coates, 1824. His thoughts were of settling in the Wabash Valley. His first stop was old Strawtown, thence to Thorntown and thence to the Wea plain. His father-in-law, William Coates, accompanied him. They learned from traveling Friends that there was a settlement in Parke County and arrived in the late autumn of 1825 reaching the house of Payton Wilson, which stood on the site of James E. Morris' farm. This was one mile east of Coloma. Samuel finally settled on 80 acres in Sec. 26 Penn township. Returning to Ohio to pick up his wife and belongings, he and his wife made the trip in a two horse wagon, reaching their home on February 27, 1826 with snow four inches deep. They stretched a bed cover on sticks and slept with their bodies under it and their feet to the fire, so passed their first night on

their land. *Now folks wasn't this the good old days?* and took it to Armiesburg.

Here is a good quote that applies to this subject. "The young generation now complains of hard times. Let them think what their ancestors had to go through with and complain no more." Signed a Pioneer, date, Feb. 6, 1895, from the Rockville Republican.

Before night the next day Samuel had boards enough to cover a rude tent; and within a week he had up a cabin of plain logs, dimensions of 18 x 18 feet. It was finished off in two weeks. That spring he cleared five acres, planted it in corn and raised nearly enough to supply his needs. The O'Kelly's had good neighbors, but the prospect for their farm was not very encouraging. The low lands were wet and heavy rains continued all the spring of 1826. That year a large steamboat from Cincinnati called the "American" came up the Wabash, ran up Sugar Creek on the backwater, passed over John Beard's Mill dam and tied up at the still house where it discharged goods and took on whiskey. There was a mill, store, distillery, and two dwellings at Beards (afterwards Manwarring's). Indians were still about, mostly Miami, Shawnee and Delaware and they occasionally stole small articles. One party stole McVay's grindstone

Samuel Kelly had no vote in 1826 when there was considerable strife over the election of a Congressman. William T. Noel was elected Sheriff and chose Mr. Kelly as a juror on one of his first juries. There was but one lawyer obtainable, McKinney of Montezuma. Thomas H. Blackburn was charged with forgery. He held the note of one Clark, in which figures \$5.00 had been erased and \$10.00 substituted. This was evident on the note and Clark swore \$5.00 was the agreement; but the jury took the liberty of disbelieving him and cleared Blackburn.

In 1828 Samuel Kelly was prostrated with typhoid fever and lost his vote - the only time since he came of age. In 1833 he remembered the "fall of stars" and the fright it caused among the Friends. This was a meteor shower." Samuel is buried in the Bloomingdale Cemetery. **The Rockville Tribune**, February 19, 1880, "The Pioneers, Number VII.

Bowsher School

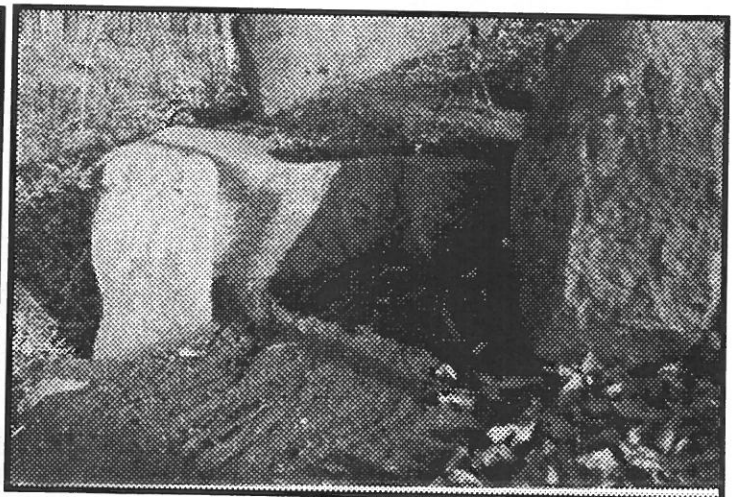
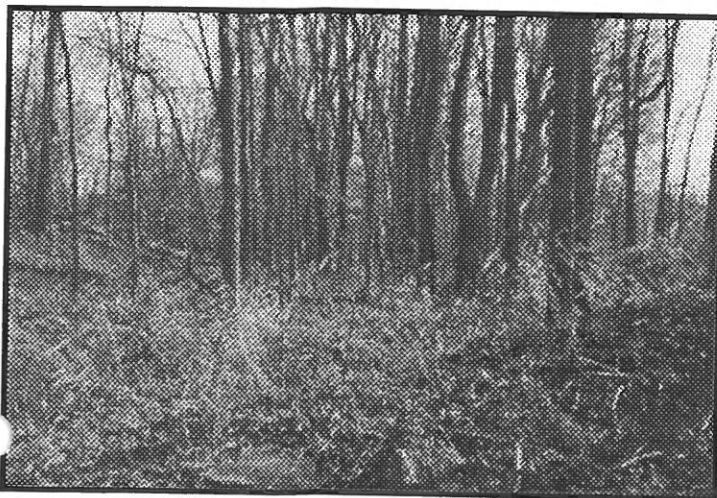
About a half a mile northeast of the forks of the road was Bowsher school This school stood in the NE corner of the NE 1/2 of the NW 1/4 of Sec. 34 Liberty township. John Bowsher deeded the school lot to the

township trustees on May 5, 1866 according to Deed Record 25/103. The school lot was sold off on April 25, 1910, Deed Record 82/13. The deed says the school burned years ago. According to the news of Liberty township of September 11, 1901, "the school burned down near DeBaun's last winter."

DeBaun Cemetery

In the southwest quarter of Sec. 35 of Penn township along the feeder dam road is the DeBaun Cemetery. The earliest burial is Elizabeth Bowsher, daughter of John and Sarah Bowsher. Pioneer Jacob Bowsher is also buried there. He died February 21, 1842, aged 79 years, 3 months, and 21 days. The last burial was Samuel DeBaun (b. 1827 d. 1914). This SW4 of the SW4 of Sec. 35, 40 acres was bought by John Bowsher on November 2, 1832 according to Land Entry Deed Record. When John died his land was sold to Samuel DeBaun on March 11, 1872 except for one acre occupied as a graveyard, Deed Record 38/567. On March 2, 1912 DeBaun sold it except for the graveyard to James Lee, Deed Record 83/58.

Blue's Bridge, long ago forgotten, can be recorded in the history of Parke County, IN and its Wabash and Erie Canal Connections.



Left: Remnants of the south side of Wabash & Erie Canal Aqueduct #13 across Sugar Creek at West Union, IN. with canal prism.
Right: This hand cut notch in the sandstone supported a wooden beam of the aqueduct.

Photos by Charles Davis

NATHANIEL FITCH

There is an old story about the marriage of a Wabash & Erie Canal worker named Nathaniel Fitch. In 1834 Fitch walked into a tavern in Auburn, IN seeking a wife. He asked those present if they knew of someone to marry him. One of the tavern's employees went to the kitchen and returned with a girl named Sarah DeLong, who was from Germany and couldn't speak any English. Fitch said, "She'll do." They were the first couple to be married in the township. They eventually had 15 children.

When Sue Simerman, CSI board member from Ossian, IN, read the above blurb in the October 2002 *The Hoosier Packet*, she recognized the name Fitch and knew she had read about the family. After finding three articles concerning the Fitch family in the *Fort Wayne Journal-Gazette* entitled "Fitch Reunion Convenes For Final Hurrah," "160-acre Tract Sheds Light On Local Heritage," and "Huntertown Festival," she looked at a history of Allen County, Indiana. Under Perry Township, Sue found the following with the added bonus of information on George B. Gloyd, another person connected to the W & E canal.

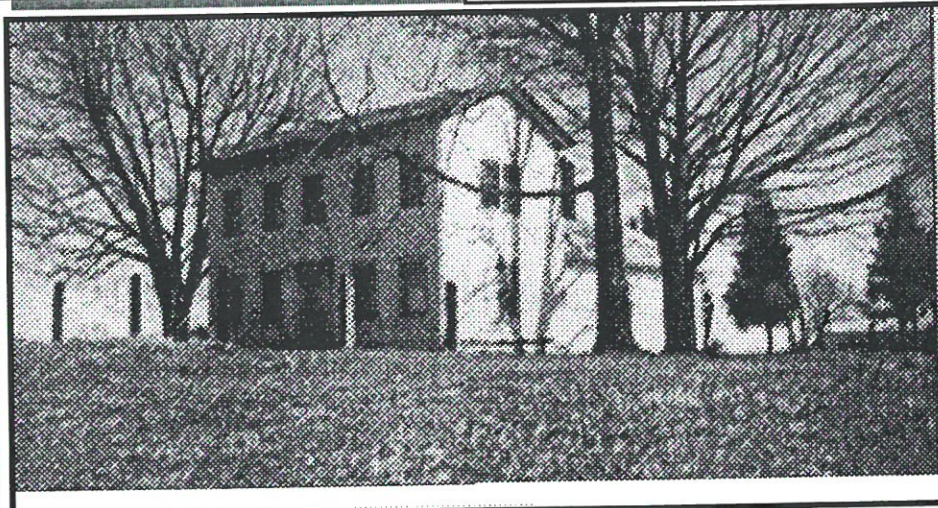
"Nathaniel Fitch was another who came empty-handed to the wilderness. Shrewd and intelligent, he had learned for himself numerous trades, being blacksmith, gunsmith, locksmith, with which he speedily made himself indispensable. Starting from Pennsylvania with but fifteen cents in his pocket he was obliged to walk, and earn his board en route. His life had already been full of adventure. Before he came to Indiana he had been shot in the leg during a wolf hunt; and again, while crossing Lake Erie on a side-wheel steamer, their ship was caught in a gale, and one shaft disable. In this predicament, in which ruin seemed inevitable, they were saved by the stratagem of breaking the other shaft. Not only the wild beast inhabited the forests at the time when Nathaniel set up his forge, but Indians were still very numerous, and thought subdued were by no means fully

civilized. On one occasion he was obliged to ask an Indian, who had a gun to mend, to wait, whereat the Indian became enraged and sprang at him with knife drawn. Mr. Fitch was sharpening a shovel at the moment, and an old story quaintly states that the Indian would probably have been hurt with the shovel had not the chief, Chopine, intervened. Among other notable things recorded to Mr. Fitch's credit is his work for the canal, for which he made all the iron used in the locks from Fort Wayne to the Wabash river. He was married, 1840, to Sarah, the daughter of George and Elizabeth DeLong. Fifteen children came to them, thirteen of whom outlived their parents, who reared them in comfort while amassing a large property. Twenty-three hundred acres, all told, belong to the Fitches by the time they reached the evening of life. Perry Fitch, the eldest son, married Sarah E., daughter of George and Magdalena Gloyd, and reared to maturity eight of their twelve children. Mr. Fitch was twelve years justice of the peace. Matthias Fitch, Nathaniel's second son, married Frances, daughter of James and Rebecca Vandolah. They also have been very prominent, and their six children who survived to adult age have proved worthy sons and daughters. Another son of Nathaniel Fitch, Amos, married the daughter of William T. and Jane Hunter, Miss Nancy E., their family consisting of one son and one daughter, while David, the youngest of the sons, married Miss Emma B. Stirlen and lived on the homestead farm with his aged mother."

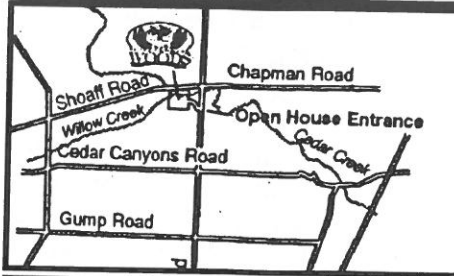
"George B. Gloyd became a conspicuous figure very soon after his arrival in 1832, being a man of much executive ability and consequently in demand in the construction of the public works of his time. His first engagement was as superintendent of part of the construction work on the Wabash and Erie canal. He was married in 1835 to Miss Madeline Mittler, of Ohio. Subsequently he undertook various contracts in railroad building, and at the time of his death was engaged in this work on the Saginaw railroad (now the L.W. & M.S.). Mr Gloyd was successful from every viewpoint, and his family of eight are now worthy representative of the name in their native township. Jerome D. Gloyd, married in 1875 to Fidelia, daughter of Nathaniel and Sarah Fitch, has four children."

From the newspaper articles Sue also learned that the descendants of Nathaniel and Sarah DeLong Fitch have been having family reunions since 1884. The first reunion was held at the Fitch homestead on Coldwater Road in Ft. Wayne, IN. These reunions were annual events from 1902-1986. This was the 88th reunion and perhaps the last since little more than 100 family members were able to attend. Contact has been lost when some family members moved and didn't leave their addresses. Other members

NATHANIEL FITCH HOMESTEAD
Courtesy of ACRES



are interested in keeping up with the family genealogy. At least they are assured that a portion of the family land is in safe hands and they can return at will. ACRES, a preservation group in Ft. Wayne, purchased 80 acres from Mary Ellen Arnold, a great niece of Nathaniel Fitch, as the Bicentennial Woods. The Arnolds wanted this last piece of virgin timber in Allen County to remain in its natural state. A portion of the Fitch home, built in 1854-55 sits on ACRES' property.



**BICENTENNIAL WOODS
NATHANIEL FITCH HOMESTEAD**

with her family in Dayton, OH ran off to Pennsylvania. There she learned her neighbors were moving west and hitched a ride on their wagon to DeKalb County to live with her sister Christina. Sarah first saw Nathaniel when he was out chasing his oxen, which had strayed. According to the family history, which differs slightly from the tavern story, he was soon at the Fairs' door wondering if any single woman lived there who would marry him. Christiana introduced him to Sarah, who said, "Well, I'll take him."

Sarah and Nathaniel first lived in a log house near Huntertown. They moved to the larger frame house (1854-55) that sat in the middle of the 160 acres.

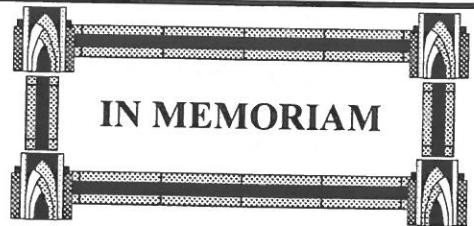
A festival and auction was held in Huntertown, IN in recent years that showed off the standing homesteads of local pioneers via a trolley ride. Among them was the home of Nathaniel Fitch on Coldwater Road. The first hewn log house in the area was built in 1834. There was a play given entitled "The Nathaniel Fitch Family" written by Jenny McComb.

Nathaniel Fitch originally paid \$200 for 160 acres described as the west half of the northeast quarter of section nine in township 32 north of Range 12 East. He purchased the land from Wesley and Sophia Park on Jan. 15, 1838. He eventually amassed over 2,300 acres, which were in Allen and a portion of DeKalb counties. Nathaniel gave the original homestead to his son David, a veterinarian, who in turn sold half the property to his brother, Harvey, in 1893. David's 80 acres were later purchased by his niece and her husband, Frederick & Bessie Kell, who's daughter Mary Ellen Arnold later owned it before selling to ACRES.

Bicentennial Woods held an open-house where visitors could see northern Allen County much like it was when Nathaniel arrived. They learned that Nathaniel Fitch Jr. and Sarah Elizabeth DeLong were married on June 3, 1840, theirs being the first wedding in this part of the county. They reared 13 of their 15 children to adulthood and have more than 950 living descendants.

Nathaniel moved his blacksmith shop as the Wabash and Erie Canal moved. He made all the ironwork for the canal locks between Wabash river and Ft. Wayne. He lived in a log hut near Christina Fair, the sister of Sarah DeLong. Sarah was to become his wife.

Sarah, after having a fight



IN MEMORIAM



TEMPLE L. HOAGLAND
(February 3, 1918 - April 24, 2002)

Temple Lucille Hoagland, CSI member from Muncie, IN and wife of Allen (Hap) Hoagland, passed away at the age of 84. She and Hap were married 66½ years.

Temple always enjoyed CSI tours. She is pictured here with Hap at the Peru Depot on the "Passage Thru Peru" tour. She loved to crochet and many CSI members were lucky recipients of her colorful pot holders.

Temple and Hap were married Sept. 14, 1935. They had three daughters - Lixlee, wife of Franklin "Buck" Schroyer; Donna Rae, wife of James Leas; Margie Allyn, wife of Steven Tucker; and two sons, Dwight David Hoagland; and Gary Van Hoagland. They survive her along with her sister Genevieve Bartholomew, 15 grandchildren and 12 great-grandchildren.

Temple was a homemaker and member of Corinth United Methodist Church in Muncie. Funeral services were conducted in Unity Presbyterian Church with burial in the Unity Cemetery in Lackawannock Township where she was born.

Hap has moved to New Wilmington, PA to be closer to three of their children. CSI extends our sympathy to him and their family.

WELCOME NEW MEMBERS

CSI welcomes aboard the following members who have joined at the membership level unless otherwise noted.

Karl & Catherine Dietsch- Ft. Wayne
Scott Evenbeck - Indianapolis

NEWS FROM DELPHI

THANK YOU SENT TO CSI

The following thank you letter has been received at CSI headquarters from the Carroll County Wabash & Erie Canal, Inc.

*Carroll County
Wabash & Erie Canal, Inc*

December 29, 2002

Dear Friends,

Dan (McCain) has shared the wonderful news of the gift of \$8,000 from the Canal Society of Indiana! Thank you so very much for continuing your generous support of Wabash & Erie Canal, Inc.

With your previous gifts and anticipated pledges for 2003 and 2004, you will receive much deserved recognition in the Canal Conference and Interpretive Center.

Of course, the participation of your members in our activities also is a definite asset. Please let your board and other members know how much we appreciate their help and support. We look forward to having many of you visit in Carroll County during your spring tour.

Best wishes for a happy and successful new year.

*Sincerely,
Annadell Lamb*

PROGRESS REPORT FROM DELPHI

By Dan McCain

As the building contractor for the Canal Conference & Interpretive Center continues construction at the mid-point of completion, outside facades are beginning to look like Delphi in the 1850s.

Brick work barely was finished before cold snowy weather set in sending the contractor's men inside to work where it is heated. The parking lot and drive nearest the building did not get the base coat paved before this cooler weather. They will now wait for warmer spring days.

Windows are all in and doors will come soon. The looks of these openings are true to the old photography that showed typical buildings in and near the downtown square in Delphi. Of special interest is the balcony in front of the left corner building originally called the Buford House. When standing on the balcony after it is completed, one will overlook the future site of a landing where someday a canal boat will dock.

The Canal Association needs a donor to "adopt" this delightful building facade just as the Wm. H. Bradshaw Insurance firm adopted a store front next to the center of the main entrance (tallest) facade. The original Bradshaw shop resided in the Bolles Building that is featured in the center. Many other galleries, conference rooms, the lobby and outside "fronts" are available for naming.

Of special interest is the right building facade created to look like the George Pigman Building which was at the corner of Main and Washington Streets in Delphi where the Flower Shop is now located. The roof line of this Federal style brick building is majestic. Inside will be the canal museum and several "1850s businesses" like the General Store, Millinery Shop, Tailor Shop and Hardware Store. They are next to the exciting gallery that highlights "Life in a Canal Town"

Carpentry and metal work progress goes on with construction of the exhibits and displays now inside the new building. A Delco retiree, Harry Williams from near Kokomo, came to Canal Park on December 9th and has taken up

The facade of the Buford House nears completion on one end of the Canal Conference and Interpretive Center being built in Delphi, IN. Photo by Dan McCain

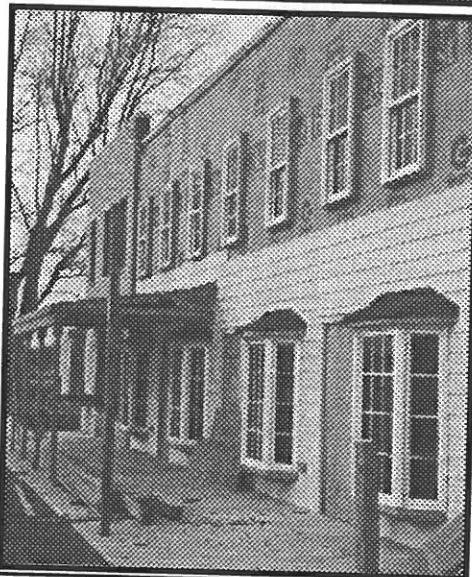




residency with other crafty volunteers who usually work on M-W-F mornings. All these fellows have fun and their progress is showing. Harry worked on the hardwood plank face of the full-scale canal lock gate display. The metal wicket (sometimes called a sluice) gate has delighted all who have worked installing it. The Forks of the Wabash, Inc. near Huntington gave this 1845 original cast iron gate to the Canal Association in November. It will provide an authentic experience when visitors interact with this display after the Center opens next summer. When completed the lock gate will set upright nine feet tall and nine feet wide. It will be held to the gallery wall by the original quoin (massive wooden hinge) donated earlier by the Forks.

Next to the lock display will be an operating canal lock model using "real water" that was recently funded by a \$25,000 donation from the John Peterson Family. That display will have to be contracted out because of the intricate detail of its miniature lock gates. Kids will love operating this interactive display and all the other exhibits that were conceived by LifeSpace Design from Fort Wayne.

This operable model as well



Above: The Canal Conference & Interpretive Center will look like early Delphi. Bottom Left. Windows were installed and siding was placed on the Center after the top picture was taken. Bottom Right: Harry Williams joins planking to the exterior of the replica lock gate being constructed for the exhibit inside the museum. The wicket was installed in the lower portion of the gate.

Photos by Dan McCain

as the next-door gallery exhibit--the Canal Boat Cabin will become popular displays. The 13 by 16 foot life-size cabin will look and feel like a real boat because of the hidden rubber air cushions under the frame to make it feel like being on the water.

Announcement of the Canal Boat Cabin's sponsorship through a \$25,000 donation by Thomas and Peg Mayhill from Knightstown was

made the same day as our recent Christmas "open house".

Potential volunteer craftsman for wood carpentry, painting, homemade period clothing, etc. should contact the volunteer coordinator at 765-564-6297 if interested in creating some of the many items going into this new "old looking" Canal Interpretive Center in Delphi.

IN THE NEWS

December 22, 2003 - Delphi, IN

The Lafayette Journal and Courier article "Lucky Day: Canal Park Fund-raisers Receive Two Gifts On Friday The 13th," said that this was a "Lucky" day for the new Canal Conference and Interpretive Center being built in Canal Park in Delphi. Two families announced the donation of \$25,000 each to name exhibits in the museum.

Tom and Peg Mayhill of Knightstown are funding a full-scale canal boat cabin to be named the "Dora Mayhill" for his mother, who wrote books and wrote for the family's local newspaper. One of her books is *Old Wabash & Erie Canal in Carroll County and Pre-Canal History*

of the Wabash River. The interactive canal model is being funded by the John Peterson family. It will recirculate water and allow visitors to operate a lock, an aqueduct, mill race, etc.

Volunteers from the Carroll County Wabash & Erie Canal, Inc. are constructing most of the exhibits except for those requiring intricate operational pieces. To help fund the exhibits the group has designated various priced donations according to size or cost of the exhibit and will place names on plates for those contributing. Even the different facades on the exterior of the center are included in the pledging. The Wm. H. Bradshaw Insurance firm has underwritten the facade representing his great-grandfather's Wm. H. Bradshaw Jewelry Store, est. 1853.

The museum is in need of canal era furnishings, tools (such as carpentry or blacksmith shop),

unique special collections, etc. to be donated. Contact (765) 564-6297

Dan McCain, president of the Delphi group, was pictured by the canal. Also shown were drawings of the exhibits that were funded. Dan McCain, CSI board member, Delphi, IN

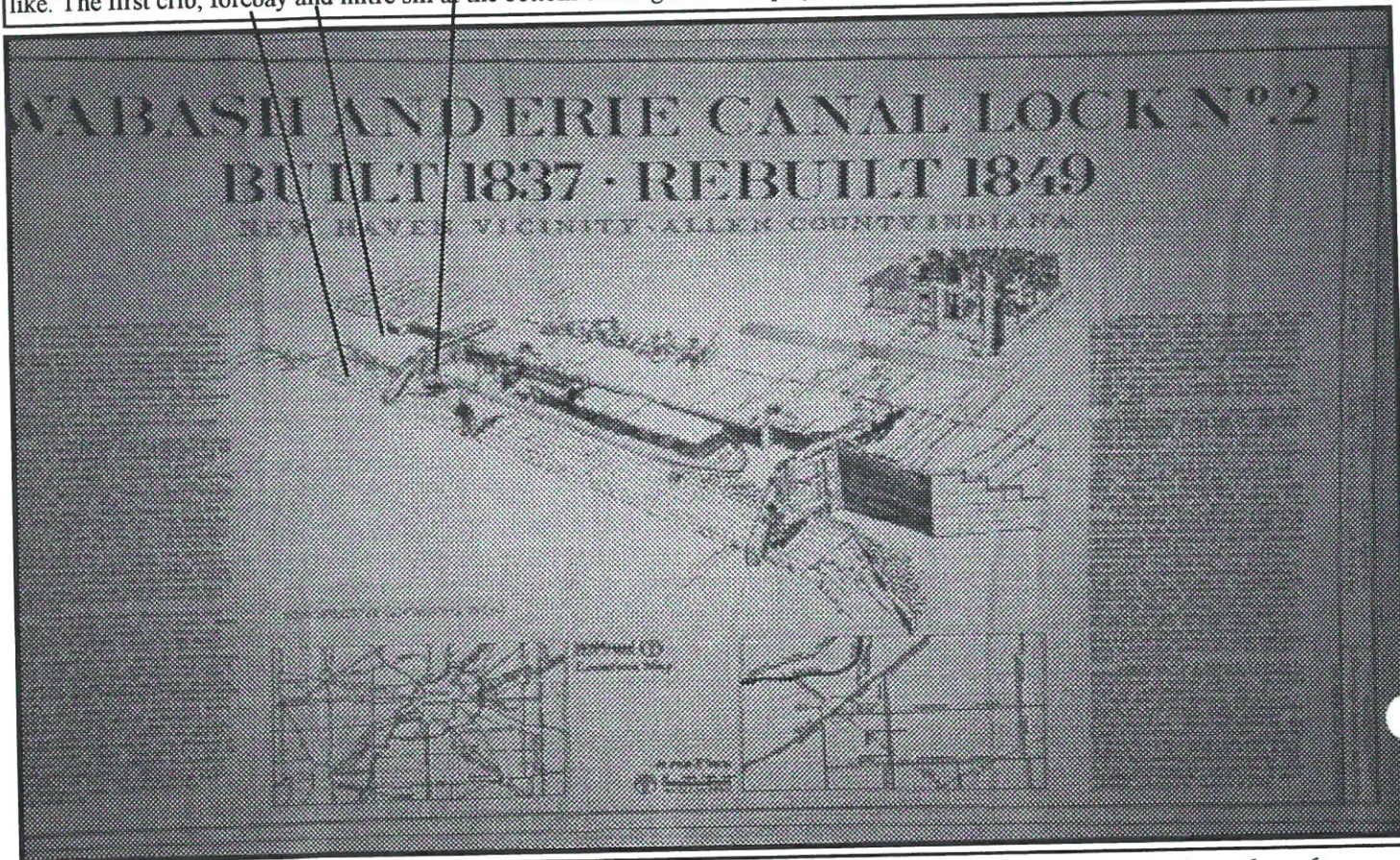
December 25, 2003 - Delphi, IN

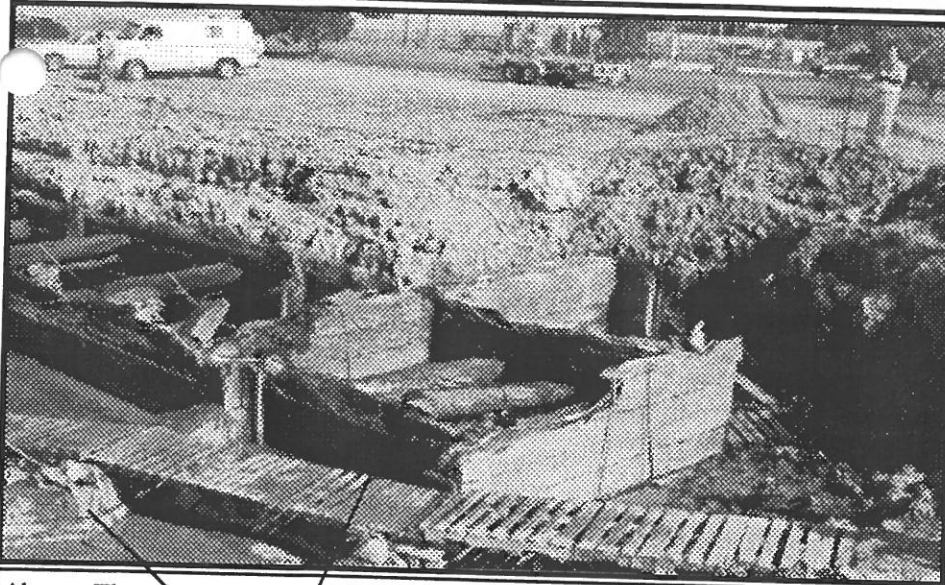
The Carroll County Comet article entitled "Canal Boat To Be The 'Dora Mayhill'" gave the same information as that in the Lafayette Journal and Courier of December 22. It asked for donations for the outside facades from families with connections to canal era businesses. Dan McCain, CSI board member, Delphi, IN

December 26, 2003 - Ft. Wayne, IN

The Fort Wayne News-Sentinel article "Historians Scramble To Save Canal Lock's Timbers" said that Ft. Wayne historians are looking

This poster of the Gronauer Lock was displayed at a special exhibit in Conner Prairie in 1996. It shows what a timber lock looked like. The first crib, forebay and mitre sill at the bottom of the gate are displayed in the Indiana State Museum. Photo- Bob Schmidt

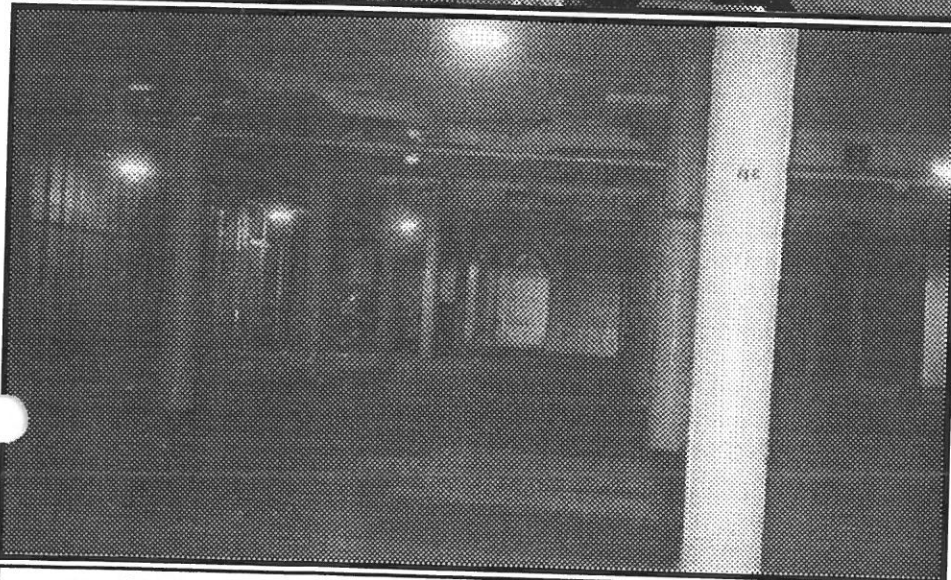
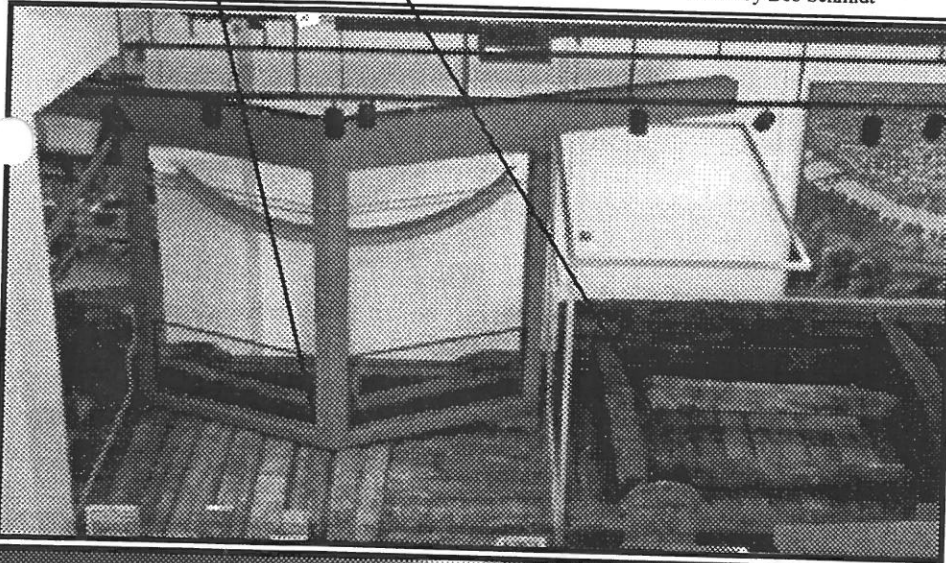




Above: The mitre sill and first crib of the Gronauer Lock are displayed in the Indiana State Museum. Only the lower one third of the lock was intact. Photo 1991 Allen Vincent

Center: The lock display in the Indiana State Museum. Photo by Dan McCain

Below: This portion of a warehouse in Indianapolis now houses the extra lock timbers. The lease on this space expires Feb. 1. Photo by Bob Schmidt



for donors to provide a flatbed truck to haul the treated Gronauer Lock timbers back to Allen County from Indianapolis. The article then gave the information found in the AP news release reported in papers throughout the state. (see Dec. 27 below) It also said that a New Haven heritage group would like to display a small portion of the lock in New Haven perhaps in a tourist welcome center that could be built on U. S. 24 near the lock site. Federal funding would be needed to build such a center. The timbers might need to be stored for 5 years until it was built.

The article included a picture of the unearthed Gronauer Lock in 1991 from the newspaper's file photos and a picture of the Gronauer Lock exhibit at the new Indiana State Museum.

Bob Schmidt, CSI president, Ft. Wayne, IN

December 27, 2003 - Ft. Wayne, IN

An article about the treated timbers from the Gronauer Lock in storage in an Indianapolis warehouse appeared in many papers throughout Indiana under slightly different titles. Articles received by CSI headquarters were entitled "Historians Again Hope To Save Pieces Of 1800s Canal Lock" in the *Lafayette Journal & Courier*, "Historians Hope To Again Save Pieces Of 1800s Lock" in the *Logansport Pharos-Tribune* and "Historian Hope To Save Canal Pieces" in the *South Bend Tribune*.

The articles contained some or all of the following: About Half of the remaining timbers of the Gronauer Lock on the Wabash & Erie Canal unearthed in 1991 during the construction of the U. S. 24 interchange with Interstate 469 near New Haven were treated for use in the new Indiana State Museum (ISM). The museum eventually displayed a small portion of the lock (the forebay, mitre sill, and first crib of the structure), which was 155 feet long and 40 feet wide (including the cribs) or about the size of an Olympic

swimming pool. This left over 40 treated timbers unused. They are 12-14 inches square, 20-30 feet long, and the largest weighs 1,620 pounds.

The ISM hopes other groups might find a use for the timbers since it wants to vacate its leased space by February 1. Contacts were made with the Allen County / Fort Wayne Historical Society and the Wabash and Erie Canal Conference and Interpretive Center being built in Delphi. The latter might be interested in some of the smaller pieces. The Wabash County Historical Museum, which is currently undergoing a \$2.5 million building project, is also a possibility.

The 468 mile long Wabash & Erie Canal played an important part in developing the state in the 19th century. The 165-year-old lock is one of the most complete of the 73 wooden locks built on the canal.

Donn Werling, executive director of The History Center (Ft. Wayne/Allen Co. Hist. Soc. Museum) said that "Heritage is ours to enjoy and pass on. The board has recommended we do whatever we can to retrieve these things. If we don't spend the money, we can't pass it on."

Annetta Baker, CSI member, Winamac
John Baker, Winamac
Dan McCain, CSI board member, Delphi

January 10, 2003 - Southern, IN

The Ft. Wayne News-Sentinel article "Governor Favors Shortest I-69 Route" said that Governor Frank O'Bannon has chosen one of five proposed routes for the interstate crossing southern Indiana. The plan now goes before Federal Highway Administration. There may be lawsuits from environmentalists.

The route south of Indianapolis follows Indiana 37 past Martinsville and Bloomington, then turns southwest to near Washington and follows Indiana 57 to Interstate

64 north of Evansville. The governor likes this route because it is the shortest and is near Crane Naval Surface Warfare Center, which employees 4,000 workers.

The environmentalists say it will destroy or harm sensitive cave ecosystems that have endangered species such as the Indiana bat. Road salt, motor oil and antifreeze will seep from the highway into the porous limestone soil and taint the groundwater that residents drink.

CSI questions what will become of the Wabash & Erie Canal bed that is adjacent to Indiana 57 for long distances? We await more closely detailed plans of the proposed route.

It will require several years to purchased the needed right-of-way once the plan is approved. Then it will take from 8 to 14 years to complete.

Bob Schmidt, CSI president, Ft. Wayne, IN

"CROSSING WATERS"

It's time to register for the CSI spring tour and annual meeting to be headquartered in Monticello, IN. Remember to make your hotel reservation as well.

"Crossing Waters" is an appropriate title for this tour since we will see various ways the Wabash & Erie Canal and railroads crossed streams and rivers and how streets and roads crossed the canal. Culverts, an aqueduct's remains, a slackwater crossing, lock remains, and other canal related structures offer a glimpse into the past.

FAMOUS LAST WORDS

January 31, 1829

President Andrew Jackson:

The canal system of this country is being threatened by the spread of a new form of transportation known as "railroads." The federal government must preserve the canals for the following reasons:

One: If canal boats are supplanted by "railroads," serious unemployment will result. Captains, cooks, drivers, hostlers, repairmen and lock tenders will be left without means of livelihood, not to mention the numerous farmers now employed in growing hay for the horses.

Two: Boat builders would suffer and towline, whip and harness makers would be left destitute.

Three: Canal boats are absolutely essential to the defense of the United States. In the event of the expected trouble with England, the Erie Canal would be the only means by which we could ever move the supplies so vital to waging modern war.

As you may well know, Mr. President, "railroad" carriages are pulled at the enormous speed of fifteen miles per hour by "engines" which, in addition to endangering life and limb of passengers, roar and snort their way through the countryside, setting fire to crops, scaring the livestock and frightening women and children. The Almighty certainly never intended that people should travel at such breakneck speed.

Martin Van Buren
Governor of New York

Jim Ellis