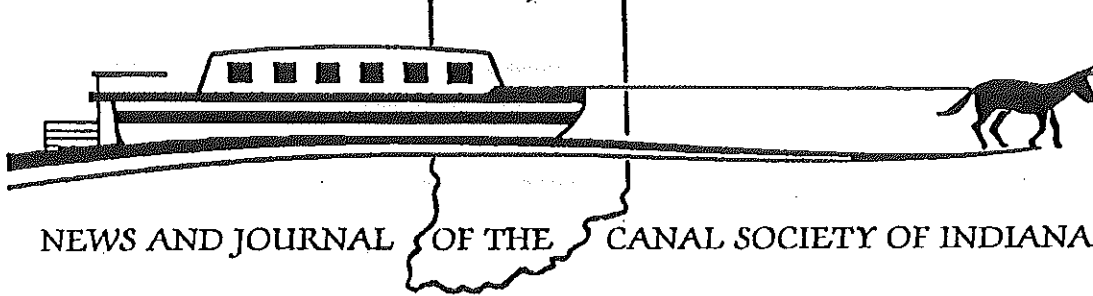


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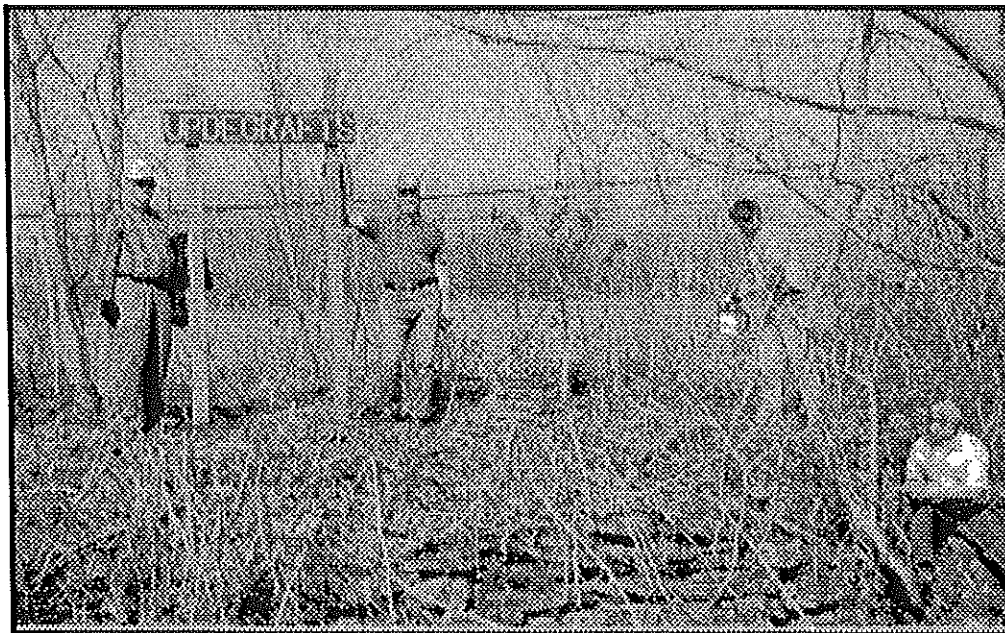


VOL. 3 NO. 7

P.O. BOX 40087 FORT WAYNE, IN 46804

JULY 2004

SIGNS MARK THE LOCKS



The Whitewater Valley Railroad crew of (l to r) Ron Haywood, Estill Day, Tom Burke and John Hillman erected eight signs made by Doug Evans at locks on the Whitewater Canal made possible by donations from the Canal Society of Indiana. Photo courtesy of John Hillman

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CANAL LOCKS MARKED

During the Canal Society of Indiana's (CSI) tour of the Whitewater Canal on September 21-23, 2001, on board a "Whitewater Valley Railroad: The Canal Route" train, members noticed the poor condition of the lock markers. At that time a tip was collected and several hundred dollars were given to the railroad for signage. A few months later at the CSI board of directors meeting in November, the society authorized donating an additional \$250 to the Whitewater Valley Railroad to fund new signage.

John Hillman, president of the railroad and CSI member from West Harrison, Indiana, received the check and thanked CSI. He asked for suggestions as to what



May 14 - Albany, NY

An article entitled "N.Y. Cancels Erie Canal Building Contract" said that a letter was sent to developer Richard Hutchens from the New York state Canal Corporation saying that since he had involved a third party and failed to meet some of the contract deadlines, his 2001 contract to build luxury homes along the Erie Canal was canceled. Shortly after the contract was signed some politicians complained about the deal Hutchens had received. They said that Governor George Pataki's administration had falsely claimed no other developers were interested in the contract and that the contract appeared to have been specially "tailored" for Hutchens with his bid being too low.

New York wished to revitalize its upstate area through development of up to 9% of state-owned land along the entire 524-mile Erie Canal system. For \$30,000 Hutchens had won the right to purchase the land. He proposed an upscale \$95 million development in Cicero, a Syracuse suburb, but no buildings were ever built.

The Canal Corporation plans to take new bids for the contract this summer. There will be a new bidding procedure and new specifications.

Currently the state attorney general and the New York legislature are investigating Hutchens' deal. Hutchens' lawyer has claimed the contract was canceled because of political machinery.



CSI welcomes aboard:
Dixie & Barton Richardson - Indianapolis
Bonnie Willy - Muncie, IN

The crew recently erected the sign for Simonton's lock on the Whitewater Canal.
Photo from John Hillman

style of sign to erect. Headquarters suggested they be made of dark wood with the names of the locks routed out and painted yellow. Names of woodcrafters, who might do the work, were also sought. Headquarters directed them to Delphi where many signs had been made for Canal Park. The Whitewater Valley Railroad eventually found Doug Evans to do the work. Unfortunately he became ill and the project was delayed. After his recovery, he made the eight signs, which everyone has been eagerly awaiting.

Before the markers were installed, the train crew cleaned out the brush and trees from each site to make the signs more visible from the train. The signs were erected on April 8, 2004 at the remains of eight of the locks on the Whitewater Canal. The results are great!

Facility." It said that on May 8, 2004 the Community Education Coalition held an art exhibit at the Connersville Country Club that featured several pieces by the late LouAnn Coleman along with the work of numerous area artists including pottery, paintings and sculptures. The theme of the event was "Tending the Rose." While viewing the art, the 200 attendees sipped wine and ate hors d'oeuvres while listening to jazz and watching a magician. Later, during the auction, a painting by the late Robert Joy, who taught art at Connersville High School, sold for \$1,000. More than \$15,000 was raised for renovation of the former Roots Pattern Shop, which will house a studio as an art portion of the Community Education Coalition.

Ed. note: Water from the Whitewater Canal was once used to run the machinery in this building. They plan to retain the four brick arches of the canal race channels where the water entered the building to provide power. When the \$5.565 million renovation project is finished, the building will house the Fayette County Arts & Science Center. An article about this facility appeared in the October 2003 issue of The Hoosier Packet.



May 10 - Connersville, IN

The Connersville News Examiner ran an article entitled "More Than \$15,000 Raised For CEC"

OHIO FALLS CANAL INDIANA'S FIRST ATTEMPTED CANAL

The Ohio river was an important trade route for early Americans. However, passage through the rapids or falls in the river near present day Jeffersonville, IN and Louisville, KY was dangerous for those navigating the river, often resulting in loss of boats, cargo, and sometimes lives. These cascading rapids, which drop 26 feet in a 2½ mile stretch of the river, were created over time. About 375 million years ago plants and animals fell to the floor of a shallow tropical sea and eventually became fossilized. At that time what would become Indiana and Kentucky was located about twenty degrees south of the equator. As the earth's continents shifted, this part of its surface was moved to its current location. The climate changed and several glaciers stretching from Canada into Indiana came down and retreated. Their meltwater carved out the Ohio River Valley and exposed these beds, which form the "Falls of the Ohio" and are one of the world's largest exposed Devonian fossil beds.

By the time the Indiana Territory was formed in 1800, settlement had already begun along the larger rivers. Settlements often were established at natural stopping places such as the falls. Native Americans built their villages where they had drinking water, transportation and plenty of fish, game and materials for clothing, shelter and tools.

In 1778 the first permanent English-speaking settlement in the Northwest Territory was established by George Rogers Clark on Corn Island at the falls. In 1803 William Clark, the younger brother of George Rogers Clark, and Meriwether Lewis set out from there on their mission to explore the territory of the Louisiana Purchase.

In 1805, eleven years before Indiana became a state in 1816, a three mile canal was proposed around the rapids or falls of the Ohio river near Jeffersonville, IN. This canal was to be called the Ohio Falls Canal. Three ventures at building the canal on the Indiana side of the falls were attempted (1805, 1817-19, and 1824-25), but all failed. The first Indiana lottery was held to raise the needed capital for the second of the ventures. The Library of Congress has an 1818 lottery ticket for the Jeffersonville Ohio Canal Lottery. Finally in 1826 Congress helped Kentucky fund its Louisville & Portland Canal, which remains in use today.

Information about the Ohio Falls Canal is difficult to find. The Filson Historical Society in Louisville, Kentucky, owns a copy of a map and a report made by

the managers of the Ohio Canal Company in 1805. It is presented online under "First American West: The Ohio River Valley, 1750-1820" and may be used without fee unless it is used in a commercial publication. The report shows how much research was made in determining the location of this canal and the various arguments as to where it should be built. Even though it seemed to be a political contest between Indiana and Kentucky as to which state would build it and receive the most benefits, there was no doubt that such a canal was needed.

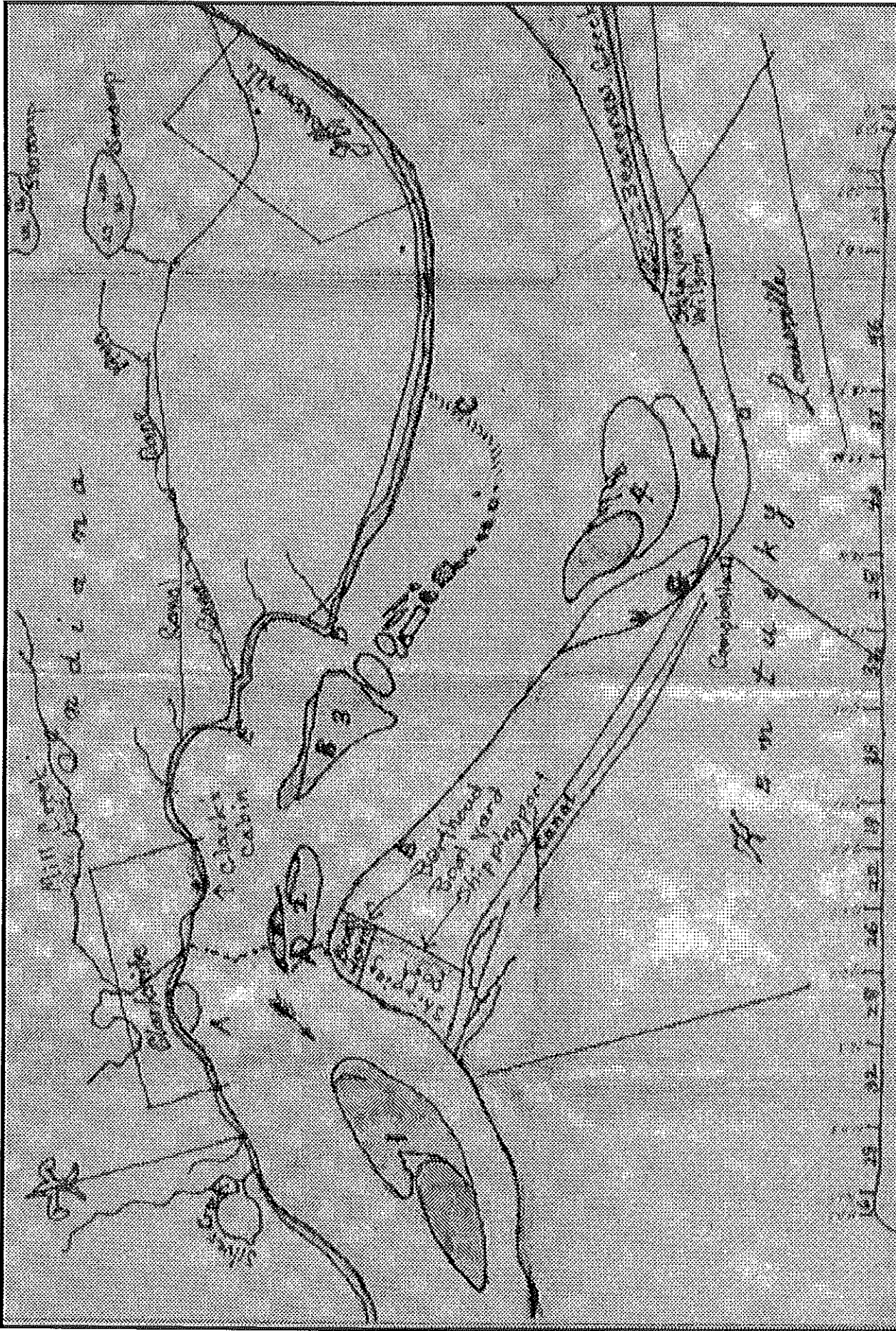
PROCEEDING OF THE MANAGERS OF THE OHIO CANAL COMPANY, AT LOUISVILLE, ON WEDNESDAY, THE 11th DAY OF SEPTEMBER, 1805 LEXINGTON: PRINTED BY DANIEL BRADFORD, ON MAIN STREET. 1805

PROCEEDINGS, &C.

THE Managers appointed by an Act of the Legislature of Kentucky, entitled "An Act to incorporate the Ohio Canal Company," having discovered, that from want of information, both with regard to the utility, as well as practicability of opening a Canal for the purpose of navigating the Falls of the Ohio river; and from various impressions, in consequence of an association for opening a Canal on the North side of said river, under an act of incorporation by the Indiana Territory, the citizens of Kentucky have discovered an indifference to taking shares: to remedy which, a number of the Managers convened at Louisville, on Monday the 9th inst. and proceeded to examine the ground on both sides of the river, through which it is probable the contemplated Canals will pass. To assist them in their examinations, they made use of the annexed draught and notes, made out by Mr. Brooks, from actual survey, and as far as the said draught and notes respect the situation of the ground on each side of the river, as well as the different currents, rocks and shoals in the Falls, the Managers feel confident they are correct, and may be relied on.

Managers.

THOMAS PRATHER,
GEO. WILSON,
JAS. HUNTER,
ALEXR. PARKER,
JOHN BRADFORD,
JAMES CRAWFORD,
NICHOLAS CLARK,
ADAM STEELE,
WINGFIELD BULLOCK.



This map for the Falls of the Ohio Canal was made by surveyor Jared Brooks of Louisville for the Ohio Canal Company and presented on July 4, 1805. Your editor has penned over the objects and letters so they would be easier to see. Courtesy of Louisville Filson Historical Society

Louisville, Sept. 11TH, 1805

WE the Subscribers, Pilots of the Rapids of the Ohio, do hereby certify, that Mr. J. Brooks, while making his survey on the said Rapids, and his plot thereof, did frequently call on us for our opinions, and information, particularly when he was about to finish the same.--And that it is our opinions, that the chart made out by said Brooks, of the said Rapids, is correct, as to the water, currents, counter-currents, islands and bars.-- Given under our hands in Louisville, this 3d day of August, 1805.

James Patton,
John Nelson,
Asahel Linn.

Witness present,
Geo. Wilson
J. Berthoud,
Wm. F. Simrall.

TO THE MANAGERS OF THE OHIO CANAL COMPANY,

GENTLEMEN:

HAVING from actual observation, survey and measurement, agreeable to your request, completed a draught of that part of the Ohio river which includes the Rapids, and of the country on each side, so as to include the routes contemplated for canal navigation; I take the liberty of presenting it for your information; which will enable you to conclude on the pre-eminence of one route over others that have been contemplated.

The vast importance of a canal at that place, to a great part of the world, and the certain profits it would afford to the proprietors from the moment of its completion, are too well known to require comment at this time.

I shall therefore only describe the nature of the ground, and the facts as they actually exist, connected with the undertaking so far, as the state of the water has yet enabled me to do. The draught represents a middle stage of water in the Ohio.

Attached to the draught, is a section of the ground on the line of the Kentucky canal; except, that instead of beginning at G, it begins at H, and joins at the bend nearest them; which makes the distance on the profile 176 yards less, than that from G on the draught.

The numbers on the perpendicular posts, tell the height in feet, inches and quarters, of the surface, from the level drawn below. The numbers on the surface, tell the distance in perches, from post to post--the dotted line is the face of the rock--and the break from the level near the end of the section, shows what part of four six-feet locks will be formed in the rock. Three locks may be sufficient in ground like that--the fall is upwards of twenty-four feet.

Scale of the section--Length, 30 perches one inch--height, 50 feet 1 inch

Scale of the chart--66 2/3 perches 1 inch

1. Is Sandy Island--2. Rock Island--3. Goose Island--4. Corn Island. The lines on which *canal* is written, are routes contemplated.

Between the dotted line crossing the Ohio obliquely above Corn Island, and that crossing below Rock Island, are included the whole of what are termed the Rapids of Ohio.

Sandy Island properly so called, lies upon a bed of rock, which extends to both shores of the main. The Northern course is passable for boats only in time of high water; at low water, it is traversed dry shod. The Southern course is the main channel, above which, to Rock Harbor, A, is excellent mooring ground, and there is a sufficiency of water in the harbor for vessels of any burthen, and safety at all seasons.

The great shoal of rock North, and the narrow channel South of Sandy Island, account in a great measure, for the unequal rife of water above and below the Falls; which is in sudden swells, at least three feet below, to one above; so that in highest water, they show an even surface.

The course between Rock Island and Kentucky main, is called the Kentucky chute, which is left in Rock Harbor, and is passable for boats only in time of high water.

The course between Rock and Goose Islands, is called the middle chute, and is the most safe and easy passage in water above the middle stage.

The course North of Goose Island, is called the Indian chute, which is the main channel.

On the South side of Goose Island, more than half of the whole fall is below a line from B on the main, to B on the island: above which line, the water would be nearly plane with the surface above the Rapids, was it not for the great waste through the breaks of Goose Island, thro' which it falls from one, to twelve feet into the Indian chute. That part of the river South of Goose Island, lies upon a bed of rock far higher than the Indian chute, and is less rapid, until it passes the line from B to B.

The draught of the Falls reaches to the dotted line above, from whence the velocity of the current increases to the great break of the Indian chute at C; from thence to D, the current rates ten miles and 1066 yards an hour--from D to opposite the point E, thirteen and a half miles an hour; thence to the lower end of Rock Island, nine miles and 990 yards an hour--in all, 3366 yards in ten minutes and 35 seconds, equal to ten miles and 1482 yards an hour. From Rock Island to Shipping-port, oars must be well plied to gain the channel South of Sandy Island.

The course South of Corn Island is passable only in time of high water, which falling to a middle stage, recedes to a very small stream close under the island, and low water leaves a dry bed of rock as far as the basin at F, in front of Louisville, and a shoal of dry rock

which bounds the basin on the North side, to opposite Beargrass point--This shoal, and the reef of Goose Island, between which is shallow water, break the draught of the Indian chute, and protect a safe and easy approach to Beargrass Harbor at all seasons.

This harbor is of the utmost importance to the navigators of the Ohio, being one of the best on the Western waters, and at the most critical place; no other harbor offers for several miles above the Rapids; the natural force of the current throws the descending craft towards Beargrass, in like manner as it drifts towards all outward bends of the shore--here the current seems diligent to catch and waft the unwary navigator into safety and from inevitable destruction, in the Indian chute.

This harbor is safe and commodious for vessels of any burthen under five hundred tons, at all season, secure from the danger of drifting into the Falls from loss of cable, mooring, neglect, or misjudgment.--Mr. James Berthoud's ship, of near 400 tons, and many small crafts, found a secure birth there last winter, during the great wreck of boats, and loss of property on the Ohio.

The surface of the basin, or Beargrass Harbor, as far as F, and that of the Ohio above the Falls, are plane--at F there is more than twelve feet at lowest water, which depth extends to Beargrass, and out into the Ohio,

A canal to avoid the whole Falls, and answer every other desired purpose, may be supplied with water from F, in such quantity, as may be chosen, either by entering the land there, or improving the river to C, or even to H; which may be done without the loss of head water.

The length of a canal from F, will be 588 perches; from G, 468 perches.

From F 400 yards, the shore is of modern ground, lying upon a flat surface of rock; 260 yards farther to G, the ground is like that hereafter described.

A canal entering the land at G, will be 19 feet deep, upon a level that will be three feet below the surface of water at F,--that is as near as can be ascertained at the present state of the water.

From G forwards, on the route 176 yards, the height of land is 29 feet,--this is the highest ground; and its slope meeting that of Louisville eminence, forms a beautiful valley, which continues with wonderful uniformity, to the lower landing. The average depth of the canal will be less than 20 feet six inches.

The flat rocks that fill the space between Corn Island and the main, at the head of the canal, and all Corn Island shoal, are so regularly broken, that they resemble large flags, artificially laid, and may be wrought in any quantity without blowing.

This surface of flat rocks extends through the ground at a proper and convenient depth, under the whole course of the canal, seemingly intended for its floor, provision for walling, and the perfection of the locks to all intents and purposes.

The ground of the whole route, is of exceeding strong clay, dark colored, somewhat of a copper hue, to within two feet of the rock generally; thence a blue clay to the rock, except in some places, a small quantity of light gray sand appears within a few inches of the face of the rock, in thin strata, with blue clay.

The average height of the rock, above the floor of the canal, agreeable to the level before mentioned, is between 36 and 40 inches, on the course from G 1901 yards, where it falls a little below the floor for 473 yards, which being 200 yards from the foot, is near the place of the uppermost lock, which is more than 6 feet break, will meet the rock in which all the lower locks must be formed; from whence the rock descends immediately to the bed of the main channel of the Ohio.

Not a water course, ravine or rain-branch, falls into the valley on either side, to interrupt its uniformity, or annoy the facility of completing the work, or to injure the banks when completed. A great part of the ground is now under high cultivation, and is delightful to view.

It has been idly reported by some, who are unfriendly to the interests of the Ohio Canal Company, that the ground on the side of Kentucky is too low--was that even the case, agreeable to the section, there is higher ground immediately on each side of it, and any height may be chosen to that of fifty feet, without varying materially the course or distance. At the foot of the canal, the bank of the river is upwards of forty feet high from low water, and immediately on each side much higher--That part of Shippingport towards the canal, is fifty feet high. The bank is uniformly of strong clay, lying upon a high rock, which forms a bold and permanent shore, and which is washed by the main channel of the Ohio; so that boats and vessels may lay alongside, and unlade into the mills, warehouses and manufactories when established, and receive lading, therefrom, with the greatest imaginable convenience.

It cannot be denied, that approach to the head of a canal on the South side, will be more safe and easy, than on the North side--that the length and depth will be less, by more than one third--that the approach to the foot will be more easy, by the difference of ascending a considerable distance, and crossing the Ohio in a rapid current--and that it will answer every desired purpose when completed, more effectually, than a canal on the North side can possibly be made to do.

In fact nature has arranged the ground so perfectly appropriate, for the grand purpose of a canal on the South side, that considering the facility with which it may be effected, and the immense advantage to the whole western country, of the water works that may be thereto applied, it may be acknowledged, that she had made ample amends, for the trouble caused by the obstructions thrown in the way of navigation at the Rapids.

Should any be disposed to doubt the accuracy of so favorable a description of this ground, the shafts are

secured, and left open for the inspection of those who may please to examine, during which time the face of the ground will show itself.

Previously to my applying instruments, to ascertain precisely the position of this ground, I traversed and examined it thorough on both sides of the Ohio, and used every endeavor to discover some ground for reports in favor of the north side, but the great length and forbidding aspect of the country, thro which a canal should necessarily be carried, and the danger and difficulty of approach with boats, to the places where the head and foot of a canal should be, fully evinced to me of the utter impracticability of effecting it, until many years had elapsed, and brought into existence far more, and greater encouragement for public and private enterprise, than are at present connected with that point: even admitting there to be no other more practicable route for a canal.

Therefore, with few remarks upon that side, I should have dropped a description of it, in confidence that whoever might view the best ground on both sides ever so cursorily, would be of my opinion, as to the pre-eminence of the opposite side asserted.

In consequence of which, I consider it proper, and even my duty, to give a more particular description of that side, than otherwise would have been necessary; that the public so materially interested as they are in this case, may be enabled to conclude where to bestow their interests and patronage, uninfluenced by the malversation of an individual.

A pamphlet on this subject has recently appeared, which sufficiently exposes the scheme out of which it grew, and the lameness of the projector--of which here follows a copy.

B.

"COMMUNICATION from General Benjamin Hovey to his Associates, relative to opening a Canal Navigation near the Rapids of Ohio River; with sundry documents therein referred to, marked from No. 1 to 7.

"AT a meeting of sundry associates of the company proposed for operating a canal navigation near the rapids of the Ohio river, at Stelle's tavern in the City of Washington, January 28th, 1803.

"The following communication from general Benjamin Hovey, was read:

"Gentlemen,

"WHEN I first viewed the rapids of the Ohio, it was my object to open a canal on the side of Louisville, but on examination, I discovered such advantages on the opposite side, that I at once decided in favor of it.

"In the course of my inquiries, I procured the

certificates from Messrs. Floyd and Gwathney, and the surveyor general of the state of Ohio and the Indiana territory, marked No. 1 and 2, and herein enclosed, which will speak for themselves.

"On my way home I obtained the opinions of the secretary of the treasury on this subject, which you will find in No. 3; and on my arrival here, I held the correspondence which is covered by No. 4, subsequent to which, I petitioned congress agreeable to the copy No. 5, and latter No. 6, on which a committee of the senate has been pleased to report conformably to the transcript No. 7.

"In this state of our business, permit me to submit to your consideration the expedience of a general meeting, with a view to organize a plan for the future regulation and government of the society, and the promotion of its interests.

"I am, respectfully Gentleman

"Your obedient servant,

"BENJAMIN HOVEY.

"Whereupon,

"It was proposed to appoint a chairman and secretary for the more regular and convenient management of the business of this meeting, and accordingly,

"General John Patterson was appointed chairman, James Glover esq. secretary.

"The board being then formed on the motion of general Hovey, it was

"Resolved, that general Hovey be requested to give his personal attentions and support to this petition.

"Resolved, that it is expedient to commence working on the canal as speedily as possible.

"Resolved, that all expenses incurred in the prosecution of this work, be defrayed by the associates in fair and equal proportion.

"Resolved, that until the act of incorporation shall be obtained, Benjamin Hovey, Daniel Hudson, Josiah Stephens, William Craghan, and Davis Floyd, constitute a board of directors to superintend the proposed works.

"Resolved, that Samuel Gwathney be appointed treasurer, pro tem to receive, disburse and account, under the orders of the board of directors, for all the monies which may be expended.

"Resolved, that the secretary communicate these proceedings to the absent associates and to such gentlemen as he may think proper.

"Which resolutions being severally adopted, the meeting adjourned (? nine).

"Attest, JAMES GLOVER, Sec

No. 1.

"WE the subscribers, having lived several years at the falls of the Ohio, and viewed with attention the

vast importance of a canal at this place, not only for the passage of boats, but for all kind of waterworks; and having viewed with attention the many projects of foreigners as well as citizens, do give it as our opinion, that the project proposed by general Benjamin Hovey, is in our opinion, by far superior to any that we have heard heretofore proposed: under these impressions we have exerted ourselves to the utmost, to procure for him and his associates the *fee* of the soil,* necessary for carrying his proposed project into execution. We do not, therefore, hesitate to say, that if he gives us reasonable testimony, between this and the first day of June one thousand eight hundred and five, that this great and important object will be, by him and his associates, commenced and progressing, as fast as reason and economy shall dictate, we will do every thing within our powers to aid his plan, and that between this time, and the said 1st day of June, 1805, we will not assist any other man, relative to this object.

"DAVID FLOYD,

"SAMUEL GWATHNEY.

"Jeffersonville, 15th September, 1804.

*Which has been done by subsequent contracts ready for your examination.

No. 2.

"LOUISVILLE, Oct. 1, 1804.

"As the removal of the obstacles to the navigation of the Ohio, would be one of the most valuable improvements, which could be effected in the United States, being at the falls I was naturally led to the consideration of this subject.

"The place pointed out by general Hovey, appears to me to possess advantages above any other which I have examined, either for canal navigation, or private enterprise in erecting mills of every kind; two natural ravines nearly meeting each other in contrary directions from shore and below the falls. I have no doubt that a canal for these important purposes would be practicable, as there is no appearance of rocks at the greatest depth of the ravines, and if rocks be found they cannot be much above the lowest water. From the consideration of the great number of boats and other craft constantly passing on the Ohio, and the immense quantity of them which must in future pass by this place (at present not without great difficulty and danger for more than three fourths of the year) I am of opinion that the opening of the navigation at this place, would be of the greatest advantage to the individuals concerned as well as the public.

"JARED MANSFIELD.

No. 3,

"WASHINGTON, 27th Nov. 1804.

"SIR,

"IN answer to your letter of this day I beg leave to observe, that having never been down the Ohio as far as the falls, I cannot form any opinion of the practicability, expense or incidental advantages of cutting a canal at that place. But I have no hesitation in saying, that the proposed work, if effected, will be of great public utility; and such is the immense amount of produce which necessarily must be taken to market that way, that, unless the obstacles to the undertaking shall be found much greater than is apprehended, there is, in my opinion, every reason to believe that the tolls on vessels and boats passing through the intended canal will afford adequate profits to its proprietors.

"I have the honor to be, with consideration,

"Sir, you obedient servant,

"ALBERT GALLATIN.

"GENERAL HOVEY.

No. 4.

"WASHINGTON, January 11th, 1805.

"SIR,

"I have received your letter of yesterday covering a memorandum from Jared Mansfield, esq. surveyor general of the state of Ohio and the Indiana territory, on the subject of a canal to avoid the rapids of the Ohio river, and I am happy to find this most necessary and long expected _craticion has attracted the enterprise of New England.

"I take pleasure in offering you my opinion on a question which has frequently occupied my attention, during nine years of active life in Kentucky, pending which period I had occasion to pass hundreds of boats over these rapids, subject to heavy losses of property, from the difficulties and uncertainty of the navigation.

"A canal with suitable locks being once opened at a moderate toll, I take it for granted no vessel will pass through the rapids; and those inundations which swell the river to an even surface, over the declivity they occupy, occur but seldom and then continue for a short time only; we may therefore safely calculate that four vessels out of five will pass by the canal.

"To speak freely of the ultimate advantages of such an establishment to the proprietors, unshackled by legal or political restraints, might expose one to suspicions of enthusiasm, since these advantages must keep pace with the population and improvements of the country above, watered by the Ohio and its countless tributaries, and who will undertake to number them, or to measure their extent? for if we compare the present settlements with the unimproved territory, we shall find them barely in embryo. The following single fact may

perhaps furnish you data on which to farm some satisfactory calculation. The first boat, charged with the produce of Kentucky, which descended the Mississippi to New Orleans, was owned and navigated by myself, and commenced her voyage in the month of May, 1787: compare the exports of that year with those of the last four, and you will discover an increase progressing with an almost incredible rapidity.

"But your profits will not be confined to this source; our improvidence with respect to our forests, and the destructive waste of timber, even in our oldest settlements, (the effects of habits which appear invincible) will at an early period discourage ship building on the Ohio, and finally will put an end not only to this mode of transport, but to that of flats or chalons which descent the stream never to return.

"How then will the products of the country be carried to market? Necessarily, as in other countries, by boats constructed for the purpose of plying between intermediate depots, and it is destined that the people of the Ohio are to be furnished by this chain of connection, with every weighty, brittle and bulky article of importation. This position may seem at first questionable, but the practicability of the communication has been ascertained by means early as the year 1789, by the ascent of a boat of fifteen tons burthen from the city of New Orleans to Frankfort on Kentucky river, and repeated voyages have been since made by others.

"The existing impediments are sufficient to frighten cursory observers, and to condemn the idea of a familiar, convenient and profitable communication from New Orleans to Louisville by water. A voyage of two thousand miles, with the same boat and crew, against a heavy current, appears sufficient to exhaust the strongest physical force, and to appall the most ardent enterprise; delays and extra-ordinary expenses are inseparable, and the necessity of taking on board your provisions for the voyage at New Orleans, diminishes your freight sensibly and reduces your profits. But when our expanding settlements have peopled the banks of the Mississippi to furnish refreshments to our barge men; when intermediate depots are established at suitable distances, and boats and crews are employed to ply between them, the obstacles which at present dismay strangers and travelers will vanish like the mists of morning, and the intercourse will become regular, prompt and expeditious.

"I am fully convinced, that the west bank of the Ohio is more favorable to the opening of a canal, to avoid the rapids, than the east bank; I speak from personal observation, and ground my opinions on the following facts, viz.

"1st. The distance will be shortened one third.

"2nd. The approximation of two deep ravines, the one discharging its waters into the Ohio, above the head of the rapids, and the other below the steepest fall, will aid the operation powerfully, and must save great

labor and expense.

"3d. The approach to the head of a canal on the west side will be found more easy and safe than on the opposite bank, from the depth of the water and the placidity of the current.

"4th. A capacious basin, in which we find slack water, will receive the descending vessels at the foot of the canal and form a deep and secure harbor at all seasons, and

"5thly. The canal will furnish a constant and inexhaustible supply of water for machinery of every species; the ground is favorable to the erection of mills, furnaces or forges on a most extensive scale, and iron ore is to be found in its vicinity in vast abundance; nor will the pre-eminence of this spot, in point of locality and fitness for the grand emporium of internal commerce, be controverted; its position at the head of easy navigation, and its central relation to the most extensive, luxuriant and productive tract within the national limits, or perhaps in the universe, will, at the first glance, decide, that commercial enterprise is to find its way to this point from the ocean, and that here the primary exchange of products for imports is to take place.

"Should these crude ideas stimulate your exertions or promote your views in the smallest degree, my end will be answered, as I take a strong interest in whatever has a tendency to demonstrate nation spirit and personal enterprise, or to combine public utility with individual accommodation.

"With respect, I am,

"Sir, your obedient servant,

"JAMES WILKINSON.

"GENERAL BENJAMIN HOVEY.

No. 5

** To the honorable the Congress of the United States, the memorial of the subscriber on his own behalf and that of his associates,*

"HUMBLY SHEWETH,

"THAT your memorialist has formed an association for the laudable but laborious and expensive work of opening a passage from the head to the foot of the rapids of the Ohio river, by a canal and locks on the west side of said river, whereby the exports and imports of the most opulent, populous and thriving trans-montane settlements of the United States, may be facilitated and secured at all seasons of the year.

"That an undertaking of such magnitude, at a point so remote, where labor produces the highest prize, will expose your memorialist to extraordinary and unusual expences, which in the outset may baffle all correct calculation.

"That the work contemplated, in which your memorialist and his associates are about to hazard their fortunes, when substantially completed, will increase the value not only of the lands immediately adjacent, but the whole extensive region, watered by the Ohio river and its innumerable tributary streams.

"That by this operation of your memorialist the demands for the public lands will be accelerated, population will be invited, and the national revenues will be increased.

"That your memorialist being convinced, that the enterprize in which he has embarked, must sensibly enhance the value of the national domains, is emboldened to approach your honorable body, in the ground of reciprocity, and to solicit from the government of the United States, such protection as may give effect to the undertaking, and secure the great objects to which it is directed.

"He therefore prays the co-operation of your honoralbe body, for securing to him and his associates, after they shall have completed the canal, on which they are about to commence working, a grant of twenty-five thousand acres of land, within the Indiana territory, or a pre-emption to one hundred thousand acres within the said territory, or otherwise that you may be pleased to aid and assist him and his associates, in such manner and to such extent, as may give encouragement to the views herein submitted to your consideration.

"And your memorialist as in duty bound will ever pray.

"BENJAMIN HOVEY,
"For himslef and his associates.

"Washington, January 17th, 1804.

No. 6

WASHINGTON, January 19th, 1805.

"GENTLEMEN,

"THERE are some words in the petition of the subscriber, in behalf of himself and his associates, which has been referred to your consideration by the senate of the United States, which are capable of misconstruction.

"The petition asks for a pre-emption, without location, limits or condition, which would subject the petitioners to the usual terms of payment, and to take the whole tract in a body; which will defeat what congress must intend, if they see fit to grant relief by the location.

"Such an unqualified grant would destroy the views of the petitioners; because individuals are selling lands in that country, of equal goodness, for a lower price than the rate established by the acts of congress on that subject.

"If, therefore, congress intends to give us aid by pre-emption only it is respectfully submitted whether it

ought not to be by enabling us to divide our right into several parts, and that before all the best of the lands are sold, with the remittance of part of either principal or interest, and on longer than usual credit, because it is to be expected, that by the time our canal is done our funds will be exhausted, and if even then we were obliged to sell those lands for cash, or on a short credit, it will still defeat the object,

"The earliest opportunity, therefore, gentlemen, which your convenience will permit us to prove to you the natural advantages that the north side posses over the other side of the river, as it respects the utility of the canal, as well as the benefits that may accrue to the United States by the building of vessels fit for sea, above the falls of the said river, and other matters relating thereto, which are too tedious to detail in a petition, will be acknowledged by,

"Gentlemen,

"Your most obedient and very humble servant,
"BENJAMIN HOVEY,

"In behalf of himself and his associates.

"The honorable Jonathan Dayton.

No. 7.

"IN SENATE OF THE UNITED STATES,
"January 28th, 1805.

"GENERAL DAYTON, from the committee* to whom was referred the memorial of Benjamin Hovey, in behalf of himself and his associates, reported, that it appears from the representation of the said memorialists, that they have formed an association for commencing, and so far as in their power, for completing a work of no less magnitude than that of opening a passage for vessels of burthen, from the head to the foot of the rapids of the Ohio river, by a canal and locks on the west side thereof; and their prayer is, that congress would be pleased to afford them such aid and encouragement as may be deemed commensurate to the undertaking, either by a donation of twenty-five thousand acres of land, or the privilege of a right of pre-emption to one hundred thousand acres, to be located in four several tracts within the Indiana territory, at the same prices for which the other lands of the United States are sold, but upon more liberal terms of credit, & without demand of interest. Your committee, all of whom have personally visited and paid some attention formerly to this difficult and dangerous part of the navigation of the Ohio, impressed with a belief of the practicability of the undertaking, of its vast benefit and importance to our whole country, especially to that part of it which is connected with the western waters, and that it must necessarily enhance the value and greatly increase the sales of the public lands, feel no hesitation in recommending a compliance with the request of the

memorialists, by either making to them a gratuitous donation, or granting a right of pre-emption on the terms (I to the extent prayed for. As, however, these associates, although believed to be highly respectable in point of numbers, character and property, have not yet been regularly organized and incorporated, your committee forbear to offer any specific proposition upon the subject as the foundation of an act of the legislature, believing that such a measure would be premature and improper, until those necessary preliminary steps have been taken

"Attest,

"SAMUEL A. OTIS, Secretary

"*Committee--General Dayton, Senator from New Jersey; Mr. John Smith, do. Ohio; Mr. Brown, do. Kentucky

Editor's note: Here ends the pamphlet that was being circulated by those favoring a canal on the Indiana side of the Falls of the Ohio. The surveyor Jared Brooks continues with his presentation of his survey and map.

General Hovey says, "when I first viewed the Rapids of the Ohio, it was my object to open a canal on the side of Louisville; but on examination, I discovered such advantages on the opposite side, that I at once decided in favor of it." As nature has not given a single (vantage to the opposite, over the side of Louisville, 'tis presumed, that those advantages which he discovered so suddenly will as suddenly disappear, upon the refusal of Government to grant his petition.

In document No. 2. of the pamphlet, it is mentioned, "the place pointed out by General Hovey, appears to me to possess advantages above any other which I have examined." It is presumed therefore, that he had not examined the side of Kentucky.

In document No. 4, it is observed, "the West bank of the Ohio is more favorable to the opening of a canal, to avoid the Rapids, than the East bank." -- Further, "the approximation of two deep ravines, the one discharging its waters into the Ohio, above the head of the Rapids, and the other below the *steepest fall*, will aid the operation powerfully, and must save great labor and expense." One of those ravines here mentioned, can be no other than Cane Run; and not the ravine remarked in document No. 2, which avoids the whole Falls.

To talk of avoiding the Falls by a canal on the route of Cane Run, is as inconsistent, as to talk of saving a boatman's life, by drowning him below the steepest fall.

It is also asserted, that on the West bank "the distance will be shortened by one third."

(From a statement so lame and inaccurate, and one bad shifts made use of to comprise something in the pamphlet of communication, recommendatory of the West side, as the petitioner improperly calls it; it may be

concluded, that neither the petitioner, nor his associates, had ever properly examined the ground on either side of the river, or determined on any route for a canal. This also is evident from document No. 6. where it is observed, "the earliest opportunity, therefore, Gentlemen, which your convenience will permit us to prove to you the natural advantages that the North side possesses over the other side of the river, as respects the utility of the canal," &c.

Those incorrect statements being backed by reports industriously circulated, might induce a person who had not seen the ground, to believe, that nature has already completed half the work, at least, on the North side--may be she has--I cannot assert the contrary, not knowing where she began; but I well know where she ended, as if sick of the job, and can safely asset, that she had left a very handsome configuration for the amusement of those, who may undertake to do the rest.

Those boasted ravines, by which the Falls can be avoided, can be no other than Mill Creek, and a short ravine above Jeffersonville--The approximation of those ravines is denied; their heads cannot be brought to a given point, without cutting nearly a mile through a high land of ridges and swamps.

The upper ravine is not more than seven hundred and twenty yards in length, and is unentitled to the term ravine, more than half that length, near its mouth, the looseness of the ground has suffered it to wash deep--this being only a rain-branch, is dry, except in wet seasons.

Mill Creek, after leaving an extensive, high, swampy wilderness, meanders through a broken country, in a circuitous route, and falls into the Ohio at the foot of the Rapids. Some distance back from the mouth of Mill Creek, the bank is about 50 feet high; but near its mouth, the ground is low, and is washed through as low as the bed of the river; and immediately off the creek's mouth, are large sand bars, which vary their forms in every fresh; one fills the whole of that bend in the shore below.

A canal on the North side, must necessarily commence as high as the ravine immediately above Jeffersonville, to avoid in some measure, the dangerous draught of the Indian chute; and the grand purpose of a canal cannot be effected, unless it avoids the whole Falls--therefore, it should not enter the Ohio above Mill Creek, which is a part of the most eligible route for a canal on the North side, although the distance by availing of the advantage of the lowest ground, cannot fall short of three and a half miles.

A route down Cane Run, into the basin between D and E, has been proposed. The rate of the current past that place, is thirteen and a half miles an hour, ("slack water,") below it is the most tremendous and dangerous cataract of the whole Rapids, and such a canal would escape but little more than half the Falls.

A route branching from that of Cane Run,

through a high land of at least 60 feet to the basin below, E, has been contemplated. That route would escape the great cataract, but not the Rapids by half a mile. A part of this basin is an eddy at certain stages of the water, past which, the current is greater than nine and a half miles an hour; which shoots against those cliffs, which bind the whole of that projecting shore of the East end of Clarksville: except in the time of low water, when a reef projecting from beneath those cliffs, obstructs the passage of a very narrow channel, close under the North of Rock Island.

I leave it to those, who may please to consider the difficulty of ascending past that range of battered cliffs, and gaining the foot of a canal in that basin; and whether a laden boat, such as are used to descend the Ohio, can be taken from that basin, and escape those cliffs; the current allowing less than two minutes of time--Further, all ascending boats must cross from Shippingport channel, which will be no small task, if not at certain stages of water, utterly impossible.

From far above the ravine, near Jeffersonville, to opposite the bend of the front of that town, is one high bank of loose ground, which is washed by the Ohio, as steep as it will stand. From that bend to near point D, are a first and second banks of most delightful form and situation--At D, the high land closes upon the river with a steep bank, which recedes not materially, until near Silver Creek.

A long stretch of the shore above C, and somewhat below, is a high ledge of rock.

From D to Cane Run, the shore is formed of irregular piles of rock, of abrupt descent into deep water--From Cane Run to I, is a rock beach, high over which, the rock shoots from the bank in various forms--From I to that prominence of the East end of Clarksville, the bank recedes a little, and leaves a low, uneven ground.

The whole of that prominence is supported by a high shelving rock, upwards of 300 yards in length, by which the whole force of the Rapids is rebutted.

C.

From Mill Creek to Silver Creek, the bank is washed like that of Jeffersonville.

Should the rock continue its surface through the ground of the contemplated canal, at the height it flows from the bank; and that it does, I see no reason to doubt; the bulk to be excavated in forming a canal, would be immense.

Rock is essentially necessary at the head and foot of a canal; if not naturally there, it must be put there; but there, a loose sand and gravel lies a few feet below the surface, and continues to the depth of forty feet; and may be much farther; agreeable to the well marked on the map. That well when thirty-five feet deep, went dry in time of low water in the Ohio; it was then

sunk to forty feet, and received two feet water; consequently, that well may be supposed to be supplied from the Ohio, through the loose gravel--as the well is not by far, in the highest ground, the average depth of a canal from that place, whatever route, cannot fall for short of forty feet, although some of the ground is low.

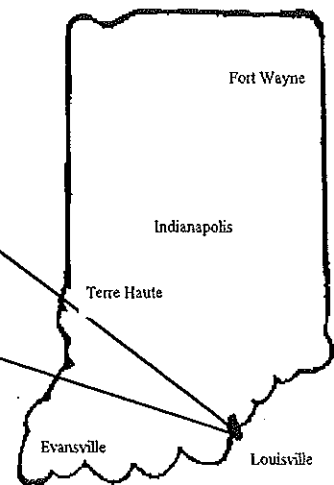
The bank between the point at D and Mill Creek, is broken with many chasms, through which the ravines discharge their waters.--Those ravines and their numerous branches, wind among the high ridges, and render the face of the country back from the river, very broken: a canal must necessarily intersect those ravines,--and I leave it to others to consider the difficulty of dispersing the immense bodies of water collected by them from so wide a country as they possess. Those torrents would assail the works irregularly, not only in wet seasons, but in every shower of rain, and bring down with them all the filth and rubbish of the wilderness that falls in their way.

The difficulty of forming, keeping open and in order, a suitable harbor, at the head of the canal, in that bold sandy shore above Jeffersonville, would be very great. During a considerable part of the cold seasons, a sheet of ice adheres to the shore of the river, and renders it inaccessible for boats. This being the case, and the boat not being able to enter the narrow passage designed for her, should it be even possible to keep one open; there could be hardly a possibility of her escaping the draught of the Indian chute, and gaining Beargrass Harbor--and such as do make Beargrass by prudently not venturing too near the Indiana shore at this critical place, cannot afterwards be benefited by a canal on the North side.

In fact, so many powerful obstacles, to the undertaking to complete a canal navigation on the North side, present themselves to the mind in rapid succession, that they appear insurmountable, and baffle all correct calculations of the expense of money, and time necessary to the undertaking---therefore, to the pre-eminence of the side of Kentucky, all competition must yield, however might may be the struggle of speculation.

JARED BROOKS
LOUISVILLE,
4th July, 1805.

**FALLS
OF THE
OHIO**



CANAWLERS AT REST

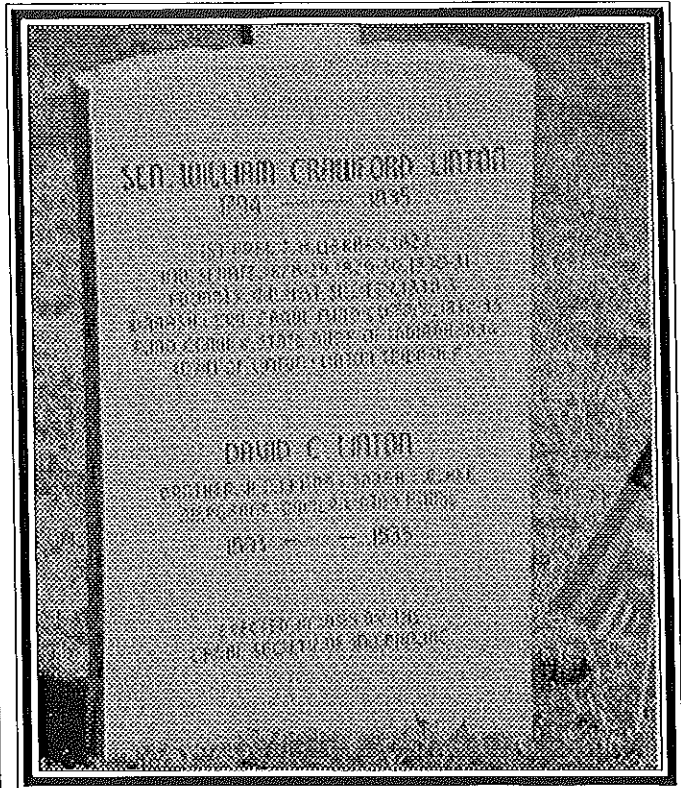
WILLIAM CRAWFORD LINTON

b. 1794

d. January 31, 1835

By Robert F. Schmidt

Photos from CSI photo collection



Today it is hard for us to imagine the excitement the early plans for the Wabash & Erie Canal generated during the late 1820's in the Hoosier state. Immediately after being made a Canal Commissioner in 1828, Sam. Hanna rode off to Detroit and then on to New York to acquire the necessary surveying instruments, which were unavailable in Indiana. As various milestones were reached in the plans or construction of the canal, hundreds, even thousands, gathered around bonfires, firing cannons and guns into the air. Indiana at last had joined the eastern states in building its own canal. William Crawford Linton, an enthusiastic Terre Haute merchant supported canals long before the Wabash & Erie came near this city on the Wabash.

William Crawford Linton was born in Lancaster County, Pennsylvania in 1795 and moved to Terre Haute in 1818. By 1820 he was operating a general store there in a white-frame building on the east side of the Courthouse Square. This business was later moved to 25 North 5th Street. As a store keeper, he was known for his strict commercial honesty. A story regarding Linton was told that reflected upon his clerks and some of the villagers. "At a time Mr. Linton was absent in the east purchasing goods. In due time with other merchandise, a large cask was received, and being opened was found to contain salted codfish. The clerks and the villagers in the store at the time, from the rank of a boy, pronounced the fish spoiled, and a drayman was summoned to haul the cast out on the prairie and empty it. The wise Paddy, knowing the rich delicacy of the codfish did not lie specially in its odor, notified some of

his friends of the dump on the prairie, and they eagerly shared the prize among themselves."

Public records show that at the August meeting of the Circuit court in 1821, he was one of the board of commissioners, having been recently elected. Soon he built a brick residence on the southeast corner of Third & Ohio streets. It had a larder, bathroom, milk room, and smokehouse. He ran the local post office for a few years.

Around 1828 he purchased land several miles south of town in Honey Creek Township for what became known as "Spring Hill Farm." This land eventually became a community landmark after having been improved further by its successive owners, William J. Ball, Resident Engineer of a the Wabash & Erie Canal, and, then, Colonel Richard W. Thompson, Secretary of the Navy under President Rutherford Hayes.

Local magistrate John Britton once remarked that William Linton "was a small, spare man, and, when not busy would walk back and forth behind his counter very rapidly, with his arms swinging as if in fierce debate with some unseen person. He was a very nervous man, and not without courage." Other descriptions say that he was fidgety, frail, yellow-complexioned and lacked the genteel personality of his brother-in-law Thomas H. Blake. But through his accomplishments it is seen that he was also an energetic, achievement oriented man, who became affluent. His assets were his impeccable integrity, his tenacity, his intestinal fortitude and his leadership.

In December 1820 Linton married Ann Aspinwall. They had four children. Their son, Freeman Hubbard Linton, died in 1841 at the age of 11 after falling from a horse. In 1821 he served as a co-personal representative for Eliza, the widow of Dr. Eleazer Aspinwall, his father-in-law, and meticulously settled the estate. Linton's fastidious bookkeeping over three years is enlightening. After the death of his first wife Ann, he married Elizabeth Perkins in 1827.

In 1822 he was one of three Vigo county commissioners named to supervise construction of the first Vigo County Court House. He was a founder of the Terre Haute library and in 1824 became its president serving in this office for more than a decade.

Linton's first business partner was his brother, David, who built Terre Haute's first two-story brick mansion in the downtown area. David Linton originally erected his home on the southwest corner of Second and Wabash, but it was moved several times before it was demolished to make way for the Terre Haute Savings Bank parking lot in the 1950's.

In 1827, William Linton brought a carriage to Terre Haute that is believed to be the second carriage to be used there. He decided to run for the Indiana Senate and was promptly elected representing Vigo, Clay, and Sullivan counties. There he crusaded for the National Road, the navigability of the Wabash River, the State Bank of Indiana, libraries for every county, and the Wabash and Erie Canal. He served three consecutive terms 1828-1829, 1829-1830 and 1830-1831 in the state Senate.

Linton was a Whig and a Presbyterian. On May 17, 1828 the Presbyterian Church was organized in Terre Haute and had ten members: Samuel & Margaret Young, Samuel & Mary Ewing, John and Margaret McCulloch, James & Jane Beard, Phoebe Monfort, Mr. O. Dibble. Samuel Young and James Beard were chosen and ordained as elders. William Linton, John Britton and Captain James Wasson were elected trustees.

In 1830-1831 Linton was a founder of the Indiana Historical Society. In 1831 his ethical tenets led to his defeat in the Indiana Senate race. Although the Senate Education Committee, on which Linton served, decided to make an issue of Governor James B. Ray's failing to return the Louisiana Code to the State Library, only Linton was fearless and foolhardy enough to publicly confront the governor. This has been punned as "The Case of the Overdue Book." It set back Linton's budding political career. In 1833 he ran for the U.S. Congress but was defeated. Linton did not let this terminate his public service. In January 23, 1832, when

asked by Governor Noah Noble to be one of three Canal Fund Commissioners to handle financial affairs, he accepted. The other commissioners were: Nicholas McCarty of Marion County and Jeremiah Sullivan of Jefferson County. He served until his death in 1835.

On February 22, 1832 ground was broken in Fort Wayne for the Wabash & Erie Canal. The original plan was to terminate the canal at the Tippecanoe River near Lafayette. But soon after the work began, a movement was initiated to extend the canal to Lafayette and then on to Terre Haute.

Linton did anything necessary to help promote the canal. He traveled to New York at least six times if not more to negotiate loans to deliver funds or notes. He walked whenever a horse, stage, steamboat, or canal boat was unavailable. He often made these trips alone. He feared he would be robbed and did not sleep. Sometimes he hired an armed guard to accompany him. He used his own funds to pay the guard.

The Indiana General Assembly in its 1831-32 session authorized placing 32 miles of the Wabash & Erie Canal under contract. By August 1832 the Canal Fund Commissioners had borrowed the first money for canal use from J.D. Beers & Company of New York. The commissioners agreed to pay usurious interest rates of 13.25% for \$100,000. When the fund commissioners reported in 1833 both the house and senate journals show total expenditures of \$75,529.25½ and a balance of \$102,288.57¾. Total receipts were \$176,817.82½, which were derived from the sale of canal lands, the \$100,000 loan, and interest. The work during the season was said to have progressed with "spirit and activity, and was executed in a manner that does credit to the commissioners, engineers and contractors." Also as a Canal Fund Commissioner, Linton replied to a letter addressed the Commissioners while he was in New York, on the subject of a loan for the bridge at the Falls of the Ohio river. He referred it to the committee of canals and internal improvements. They considered it inexpedient to legislate on the subject and asked to be discharged.

Linton appreciated his appointment by Governor Noah Noble and, on September 21, 1833, wrote to him in behalf of Mr. Samuel Barnes Gookins recommending that he be appointed a Notary Public. Gookins received the appointment on September 27, 1833. Gookins, who was an apprentice to the editor of the *Western Register*, later studied law and practiced in the firm of Kinney, Wright and Gookins. He later was a member of the Indiana State House of Representatives (1851-52) and was a judge of the Indiana Supreme Court for three years (1854-57). This shows Linton's ability to choose men of good character. In 1834 Linton was also named a Fund Commissioner for the State Bank of Indiana. He served

until 1835.

En route to New York on January 31, 1835, at the age of 41, he died of a massive heart attack in Philadelphia. Within his 14 years in Indiana, he had accomplished more than most men accomplish in a lifetime. Governor Noah Noble quickly submitted the name of Samuel Hanna for consent of the Senate to replace Linton as canal fund commissioner. Samuel Hanna, of Fort Wayne, Allen County, Indiana, was another canal enthusiast as mentioned earlier.

Although the Linton's were successful, they died young. William's sister Sarah Linton Blake, wife of Thomas Holdsworth Blake, died in 1831 and his brother, David Linton, also died in 1835.

On June 18, 1837, Linton's widow, the former Eliza Perkins, wed Lucius H. Scott. Linton previously had been in partnership with Scott for a short time in a store at Third and Ohio streets in Terre Haute known as "Scott's Corner." That same year, Scott, along with the two Law brothers of Vincennes and James B. McCall of Terre Haute, platted the town of Lamasco on Evansville's west side deriving its name from the first letters in their last names: Law McCall Scott

Perhaps the greatest honor to be bestowed on Linton was that of having the town of New Jerusalem, Indiana changed to Linton, Indiana, on November 19, 1835, the year of his death. Although this town in Greene county was not located on the W & E canal route, the route for the purposed Central Canal, was surveyed to go from Worthington through Newberry, all of which is in this county. This name change occurred prior to the approval of the Mammoth Internal Improvements bill in January 27, 1836. The renaming of New Jerusalem to Linton only reinforces the display of canal exuberance at the time.

In Vigo county a township, a square and a street were named in his honor. Today Linton Square no longer exists and Linton Street has been renamed Sycamore.

The only other Indiana town named for a Hoosier canal personality that comes to mind is Hoagland, platted 1872, named for Pliny Hoagland 1810 -1884. Clinton, Indiana, and Clinton county, Indiana are named for Governor DeWitt Clinton, a national canal figure.

In 1994 Michael McCormick, an attorney and historian from Terre Haute, Indiana, contacted the Canal Society of Indiana asking for its help in placing grave markers for William Crawford Linton and Thomas Holdsworth Blake. On Saturday, July 29, 1995, a grave marker dedication ceremony was held at Woodlawn Cemetery in Terre Haute. Several CSI members came in



CSI members attended the grave marker unveiling for William Crawford Linton at Terre Haute's Woodlawn Cemetery in 1995.

turn-of-the-century clothing. I, Robert Schmidt, as president of CSI, recognized the achievements of two of the Wabash Valley's most significant founders: William Linton and Thomas Blake. Both men were area and state trailblazers during their life-times. Sally Russell played "Taps" on the trumpet as the crowd paused to honor the deceased. Mike McCormick received a certificate of honorarium for his efforts in setting up the events from Terre Haute Mayor Pete Chalos. Officials representing the city of Linton, Indiana, were Mayor Jimmie K. Wright and Clerk-Treasurer Ron Sparks.

Michael McCormick in his book *Terre Haute Through The Canal Era* says:

"No monument is big enough to recognize Linton's magnanimous feats for causes necessary to advance his state. He cared not for publicity. He was unafraid to step on toes. His brutal frankness nearly cost him his life on more than one occasion. His work ethic doomed him."



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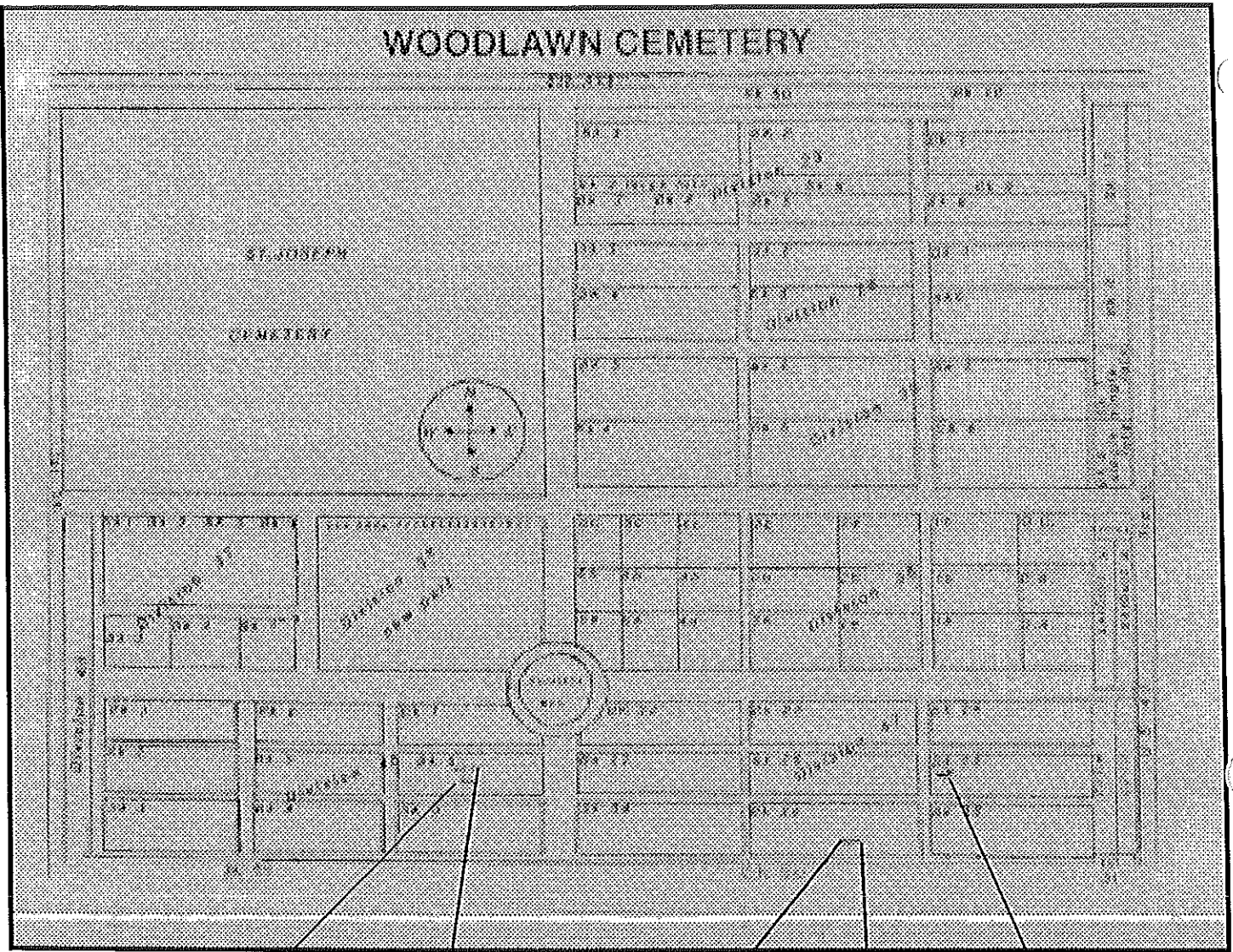
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WOODLAWN CEMETERY



WOODLAWN CEMETERY, U.S. 41 (3RD STREET), TERRE HAUTE, INDIANA
CANAWLERS

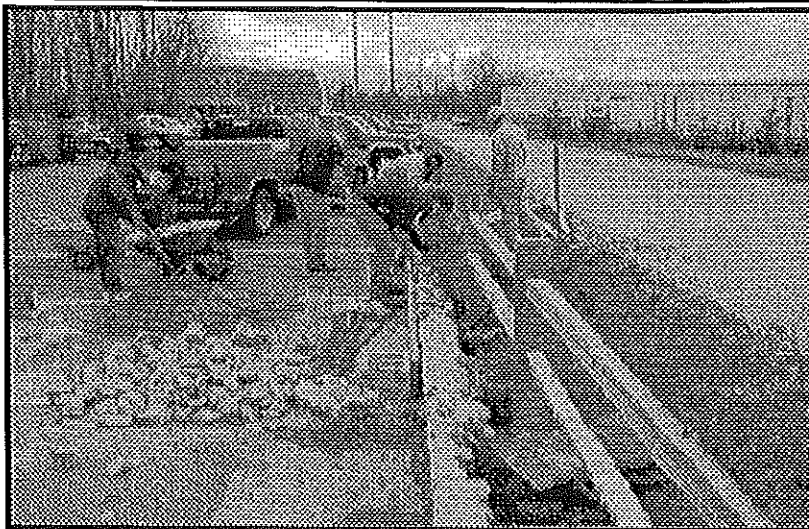
William J. Ball
Div. 48 Lot 22 Bk 8

Edward A. Hannegan
Div. 48 Lot 18 Bk 8

William C. Linton
Div. 47 Lot 23 Bk 35

Thomas H. Blake
Div. 47 Lot 23 Bk 35

Thomas Dowling
Div. 47 Lot 5 Bk 25



NEW FENCE FOR PARK ENTRANCE

Delphi volunteerism is seen again in an Eagle Scout project at Canal Park. To complete the requirements to receive an Eagle badge, a scout must lead his troop in a project that will benefit the community. He has to organize the project, find a way to finance the materials required to complete it, and oversee the other boys in his troop as they work on it. Recently, as such a project, a new fence was added near the entrance to Canal Park by a local scout troop. The Canal Interpretive Center & Museum is seen at the back left of the picture.

Photo by Dan McCain

NEWS FROM DELPHI

SPRING WILDFLOWERS TRAIL WALK
By Dan McCain

On Wednesday evening May 5, 2004, the public was invited to enjoy an evening walk on the scenic farm of Terry and Fran Lacy located north of Rockfield in northern Carroll County along Lower Rock Creek. This moderately difficult walk followed a woods trail and involved some up and down hill hiking. Participants were told to wear durable clothes and shoes for this 1½ hour narrated nature walk.

The route skirted the escarpment of the Wabash Valley, wound up a long hill, crossed a high ridge, and then dropped into a winding ravine with a small intermittent stream. The ravine opened onto Rock Creek, and the trail continued along lush bottomland back to the original starting point near the Lacy's spring fed pond. The walk focused on wildflowers, native plants, and tree species.

This was another in a series of narrated trail walks provided by Delphi Historic Trails. A list of other walks was published in an earlier "Hoosier Packet." Check the Wabash & Erie Canal Hotline 765-564-6572 for weather cancellations or information about upcoming walks and events.

EARTH DAY 2004

Kids, adults and sponsors all worked on the recent project W.E.E.D. (Wabash & Erie Earth Day) in Delphi. 73 people participated in stream bank and trail restoration work that featured bridge building and tree seedling planting along several sections of trails that had

SCHEDULE OF CRAFTERS

at the
Livery Stable/Craft Room
Canal Interpretive Center
Canal Park
1030 North Washington Street,
Delphi, Indiana

- May 15th Carol Trapp & Team, Spinning/Weaving
- May 22nd Frank Rouse, Broom-binding
- June 5th-6th Susan Ransom, Pottery
- June 12th Ed Mosher, Flint-knapping
- June 13th -Terry Lacy, Paper-making
- July 3rd-4th-BIG CANAL DAYS FESTIVAL!

The LIVERY STABLE is one of the dozen Canal Interpretive Center's galleries. More crafters are being added to the list. Each new craft brought to the Canal Interpretive Center will feature something of the 1850s period when the canal in Delphi was strong and thriving.

been adversely affected by last year's early summer drought and then the severe July flooding.

Nearly 400 trees were planted along Robbins Trail, Campbell Ridge Trail and Underhill Towpath Trail by Scouts, 4-Hers and the willing hands of many adults. Other jobs included preliminary restoration work on the Riley Park Suspension Bridge, cleaning flower beds, and cleanup at Canal Park on North Washington Street. Some volunteers got to see the finish of canal dredging along the midsection of the historic Wabash & Erie Canal between Canal Park and highway 421/39.

After departing from Trailhead Park to work during the morning hours, the hungry crew came back to Trailhead for lunch by

Delphi's Psi Iota Xi Sorority. Several times each year at spring, summer and fall workdays the volunteers are treated to a "free" lunch. That has proven to bring more willing workers to these events and the sorority ladies love to feed the crew.

MAY BRINGS FLOWERS AND FUN TO CANAL PARK
By Dan McCain

May was the time for volunteers to beautify Delphi's Historic Trails and Canal Park. Third Saturdays of most months are traditional canal and trails workdays but in May, starting at 9 a.m. on the 15th, it was a day of fun. There were flower planting activities and fun things for kids, parents and others to do in Canal Park.

At 11 o'clock kids and the young at heart had a chance to relive the old traditional celebrations of spring. Jeannie Logan, Canal Festival Director, provided a May Pole, once a popular spring activity. She enlightened the crowd on the art of weaving the pole with people toting streamers while telling how these popular canal era traditions began.

"Call them fun days if you like, but these volunteer workdays become a way for the community to show their love for these outdoor facilities while they beautify them," said Pat Draper, Flower Coordinator for the Park. "Accessing the trails provides physical exercise and brings out the spirit of friendliness found by the users of our 7 mile trail system."

Another favorite along the trails is the assortment of native wildflowers. Lois Mears specializes in locating some of these plants on her farm and transplanting them to the appropriate trail areas. She says, "The sunny, shady, wet and dry plant environments along the trails provide a wide array of locations for these native species."

The Canal Association had

some flowers for volunteers to plant but asked those who had perennials in beds that needed thinning or those of just wanted to go out and buy a flat of annuals to bring them and pick out a spot. They were told to avoid areas that may flood or where foot traffic would be excessive.

At 1 o'clock there was a narrated one hour walk along the canal leaving from the Canal Park's Interpretive Center. The walk was nearly level and fairly easy for everyone to take. It went north to the old Camden Iron Bridge that crosses the historic waterway and then back to Canal Park.

If you use the trails and love the setting of some special place-consider adopting it for the season. If you pick a spot somewhere along the 7 miles of Delphi Trials, let us know and we will mark it with a "Trail Treasurers" sign. Or if you just want to help others and spread color in Canal Park's open spaces, come out and try your hand at planting during one of our work days.

CANAL GATE EXHIBIT IMPROVED
By Dan McCain

When the new Wabash & Erie Canal Interpretive Center Museum opened in Delphi, Indiana, it had only one full scale canal gate (one half of the two gates that fit tightly against the mitre sill to close one end of a lock). Recently a partial gate was built across from the first one. This has improved the exhibit of a full working canal lock gate. The exhibit will help visitors understand the construction of a lock and its importance in making travel on a canal possible.

The original portion of the lock exhibit was installed in the gallery exhibit a year ago. The first gate could not display the full length of the upper beam, called a balance beam, since the gallery wall was in the way. This useful member atop lock gates was a massive wooden

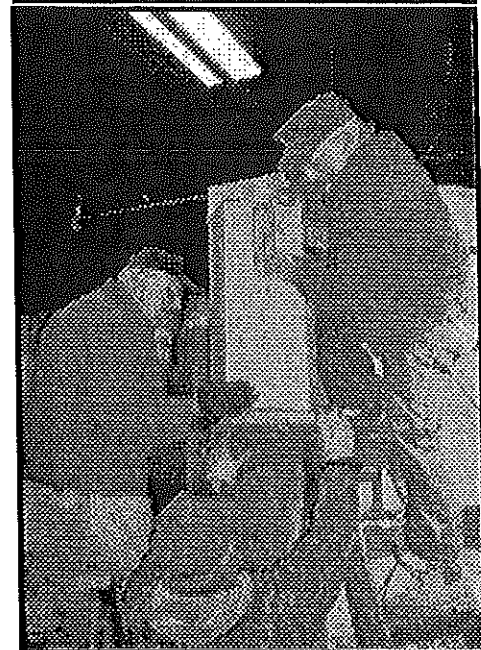
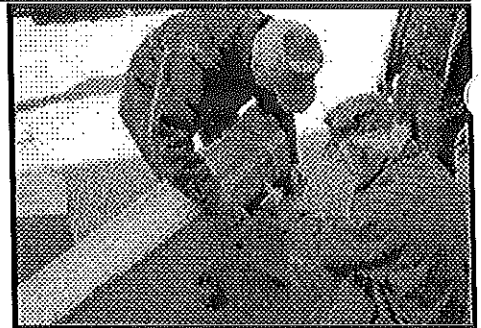
lever used to pivot the gate open or closed by the lock-keeper working at the towpath level. Often the gates were opened by several men just pushing against the angled beam or one strong man placing his back against it and pushing with his legs.

The additional work on this display began early in May when a team of volunteers cut lumber from a large dead elm tree on the Ed Grubber farm. Two 16-foot logs were turned into timbers and planks by sawyer Rollin Graybill to make the parts for the second gate. Other volunteers cut mortise joints and sized the timbers to fit the 1850s hand-hewn "quoin" hinge that was donated two years ago by the Forks of the Wabash History Center near Huntington.

Volunteers working on the exhibit included Dick Walters, Roy Patrick, Bill Draper, Ron Dust and Ed Gruber. This talented group has worked together so well that the total museum exhibit value is \$600,000 but cost of less than \$250,000. Had everything been contracted to outsiders, only 40% would be finished. With donated materials and labor we are now practically done.

Richard L. Funkhouser, of West Lafayette, selected the lock gate as the exhibit he wished to sponsor after contributing several times to the Interpretive Center. He increased his pledge to fund this major display. Anyone else wishing to sponsor an exhibit, large or small, or to volunteer at the Canal Center, may call the Canal Center at 765-564-2870 or myself at 765-564-6297.

This nearly completed museum at 1030 North Washington Street tells the story of the Wabash & Erie Canal, its people, its successes and failures. It is open to the public from 10:00 a.m. to 4:00 p.m. Saturdays and 1:00 to 4:00 p.m. Sundays. Beginning June 4, it will also be open from 1:00 to 4:00 on Fridays.



Top: Ed Gruber and Roy Patrick worked outdoors fitting the mortise joint into part of the miter edge that touches the second gate when both are closed.

Center: Ron Dust (left), Roy Patrick (right) and Dick Walters (center below) placed the miter edge for the new gate onto the matching miter of the original gate in the museum gallery.

Bottom: Ed Gruber helped to position the 16 foot long new balance beam for the second gate above the wooden (1840 artifact) hinge as Dick Walters lowers the far end.

Photos by Dan McCain

LODI / WATERMAN CHURCH

AND ITS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

I found this story in the Rockville Republican dated Wednesday, September 18, 1901. It is an eye-witness story of the Lodi or Waterman church as it was organized before, during, and after the canal period.

PARKE COUNTY SUNDAY SCHOOLS WATERMAN LIBERTY TOWNSHIP

"Paint me as I am," said Cromwell to the young artist. There are lights and shades, sunshine and shadows, in the history of the Sunday school work in Waterman and we will endeavor to paint it as it is. We are indebted to Mrs. Edomoia Waterman for the information we have concerning early history of the school.

"In 1843 Bro. E. (Elias) G. Holliday organized a Union S. S. (Sunday School) with himself as superintendent. At that time there was no church house nor any other available room near so Bro. Holliday had his school to meet at his residence, where it continued to meet regularly for about three years.

"School was then discontinued for a year or so and re-organized about 1845 at the "old Thompson cooper shop." This was also a union school, Methodists, Baptists, Presbyterians and Christians, all working together. The principal families represented in this school were: Mr. and Mrs. Norborn Thomas, Dr. Isaac Carman and family, Daniel Wann and family, Aaron F. Randolph's family, Robt. Kelley and family, Dr. Wm. Jones, Elijah Thompson and James Thompson. School continued here for about four years.

"After it was discontinued there was no Sunday school until 1854, when it was again taken up by the same E. G. Holliday in what was known as "the old Colonade,." This was the name of a prominent saloon of this time (we now call them slake stores) on the bank on the (W & E) canal, then in process of construction, to catch the hard earned dollar of the laborer who wielded the pick and shovel. After serving its mission it was abandoned, and the Lord took it and used it for a more noble and glorious purpose.

"The school continued here with but few intermissions for six years, then it was removed to the

Masonic building, which is still standing and still serving that ancient fraternity. At this time Thornton D. Thompson was superintendent and James Scott assistant.

"The school was continued there until about 1862, when David J. Miller rented the room for a store and other quarters had to be sought. A lodging place was found in a vacant store room owned by Cale Waterman, when David Miller was elected superintendent and served in that capacity for several years. During all these years no varnished nor cushioned chair adorned these temporary tabernacles - just boxes and boards for seats, no organ nor piano, no pictures, maps, nor charts graced their walls. What music they had was from the old church hymn book. No literature but just Bible lessons that were selected and assigned by the superintendent one week ahead.

"At this time the school introduced what we would now call a teacher's meeting. They called it a Bible class. In order to be better prepared on the lesson for Sunday they met on Thursday night preceding to read and discuss it. The meetings grew so in interest that nearly the entire school attended and the Bible class almost absorbed the interest of the Sunday school. Old Bro. C. B. Allen, who now lives at Roachdale, was an earnest, devoted, untiring worker in this school.

"In 1868 the Baptists built the church house which they are still using. The school was taken to that church the same year, when it soon caught the progressive spirit and accordingly a set of new Sunday school song books was procured and the following year aided the church in getting an organ, paying \$250. We are using the same organ today. While flushed with these successes the Sunday school attended many picnics and celebrations and sang with many schools, usually with much credit to itself.

"In 1871 David Miller went away and the school was superintended by Emily Waterman for several years. It was while she was superintendent that the lesson quarterly was introduced, perhaps not until 1874. After Miss Waterman went away, which was in 1881, there seemed to be no one for her mantle to fall upon, so the school lost interest and for some time was at a very low ebb. About this time Bro. Holmes and Thornton Thompson took over for about five years and when they went away it was for a season abandoned.

"In 1891 Miss Mary McEwen reorganized the school in the M. E. Church and it has been running continuously ever since. Mrs. Emma Whitford is now our superintendent and we appreciate her efficient work. Our average attendance at present is about 55. For lack of space we have failed to make mention of some very

efficient workers all along the line. Committee"

I found the deed for this church in Deed Book 27 page 510: Norborn Thomas and Mance M. Thomas, wife, of Fountain county to Cyrus B. Allen, James Scott, John Warner and S. N. Thomas, trustees of Zion Church of United Baptist, lots 46 and 39 in Lodi, Dec. 9, 1867. The school lot of Lodi was bought by the school trustees from Philander Briggs May 4, 1855. This brick school house, which still stands today (2003) became the Waterman Baptist church when the trustees sold it to the Baptist June 11, 1945, Deed Record 110 /92. From 1843 to 2003, the Baptists are still serving the Lord.

BIRCH CREEK CHOSEN FOR RESERVOIR SITE

When the Cross-Cut Canal was built between the Wabash & Erie Canal at Terre Haute and what was originally to have been the Central Canal at Point Commerce (Worthington) it was fed from the Eel River where a feeder dam was built that diverted water into the canal and from Splunge Creek Reservoir. This supply of water was found to be insufficient. William J. Ball, resident engineer was ordered by the Board in 1851 to find a favorable site for another reservoir. The following is an excerpt from the Annual Report Of The Resident Engineer to Jesse Lynch Williams, Esq., Chief Engineer on December 6, 1852 describing the choice of Birch Creek as the new reservoir site:

"Under the order of the Board, passed at its meeting in December, 1851, extensive examinations were made last spring, with a view to the selection of the most favorable site for a reservoir to supply the deficiency of water on the summit level of the canal between Terre Haute and Eel River. Surveys were made in the valleys of Birch Creek, Turkey Creek, just above the feeder dam on Eel River, Six-mile Creek, about six miles above the feeder dam, and in the valley of Jordan Creek, about a mile above Bowling Green. More than fifty miles of line were run in making the examinations. The most eligible site for a reservoir was found on Birch Creek. On Turkey Creek a reservoir of sufficient capacity could be made, but the embankment would be very long and expensive, and a large amount of good land, now in cultivation, would be overflowed. On Six-mile Creek the capacity is quite too small, without raising the bank to a hazardous elevation, and considerable good land would

be destroyed. On Jordan's Creek the bank would be high and expensive, the area flooded small, a large portion of which is good land. Besides this, some valuable mill property would be destroyed. In addition to the above objections to all the sites of reservoirs examined above the Feeder Dam, the trouble and expense of regulating and keeping in order a reservoir, situated from six to ten miles from the Canal, would be very considerable, rendering it quite important to find a location somewhere below the feeder dam, which would be superintended by the Regular force without much additional expense. Fortunately the site in the valley of Birch Creek possesses all the essential requisites. The bank of this reservoir will be 2½ miles above the feeder dam on Eel River, and the same man that overlooks the feeder line and the Splunge Creek reservoir can pass by this every day going and returning, on his trip. The bank across the valley will be 59 chains long, and the greater portion of the shore of the reservoir will be formed by abrupt slopes, so that the surfaces exposed between high and low water mark will not be more than about three hundred acres, which it has been intended to clear. The entire area will be about one thousand acres. A portion of the area included in the reservoir is canal land, and a part of it yet belongs to the general government. The average area to be drawn upon may be assumed, with approximate accuracy, at 800 acres, and allowing two feet perpendicular depth of the surface for loss by evaporation and leakage, (which is an ample allowance) the Birch Creek reservoir would give a supply of 1000 cubic feet per minute for 94 days, extending over that period of the year when there is deficiency. The reservoir and feeder, together with 250 acres of clearing, is estimated to cost \$24,358. This sum will be increased by the amount paid for land and damages.

"Should it hereafter be deemed advisable to insure a more ample supply of water for the canal, the capacity of the Birch Creek reservoir may be greatly increased by a comparatively small additional expenditure in the cost of construction. No survey was made to determining accurately the area of country the drainage of which will be caught by the Birch Creek reservoir, as the flood discharging the surplus water at the west end of the bank, and conducting it into the creek again without damage to the farming lands.

"Although the valley of Birch Creek presents, in my opinion, the most eligible site for a reservoir, it is proper for me to state, that when the surveys were making, the people in the neighborhood manifested decided opposition to it, declaring openly that if it were built the bank would not be permitted to stand. It was apprehended by the people of the adjacent country that their health would be greatly impaired by the construction of this reservoir, especially if the timber is not cleared off. From all the facts I have been able to

Wabash & Erie Cross-Cut Canal

Clay County, Indiana

CENTER POINT

SUGAR RIDGE TWP

LASHBORG

ART

PERRY TWP

SALINE CITY

BOWLING GREEN

Splunge Creek Reservoir

WWE Canal

Cross Cut Canal

Birch Creek Reservoir

BIRCH LAKE

TRIPLE CREEK

Eel River

Eel River Feeder Dam

River

Main line Canal

Feeder Canal

Surveyed Creeks

Dam

Reservoir

This is a generalized map of creek feeders & reservoirs.

gather, bearing upon the subject, (and they are numerous and very satisfactory,) I think this will not be the result. But in any event I know of no eligible plan by which the canal can be supplied with water without this reservoir. It is important that the land should be taken possession of immediately, and the work vigorously prosecuted, in order that the reservoir may be filled next winter, and the canal amply supplied with water, in order to meet the demands of its increasing trade."

William J. Ball's recommendation was taken and Birch Creek reservoir was built. However, the people had warned him in advance that they would not permit it to stand. Some of the timber was let stand in the reservoir, which they thought was detrimental to their health. They cut a 100 foot gap in the reservoir bank in 1854. This released a thousand acres of water ten feet deep and dried up the canal for miles. The trustees said they would remove the timber. This did not pacify the Clay County guerillas. They set fire to the long wooden waste weir and to the Eel River feeder dam.

OHIO & ERIE CANAL BROUGHT PROSPERITY

Henry Howe, LL.D. in his "Historical Collections of Ohio" Vol. 2 that was printed in 1888 wrote:

"The opening of the Ohio (Ohio & Erie) Canal was a matter of very great import to the people of Ohio, and although the canal met with its due share of opposition, the people generally expected great things through the canal and were determined that it should be commenced with due pomp and ceremony. Governor (DeWitt) Clinton had been invited and accepted the invitation to be present and dig the first shovelful of earth.

"The commissioners had decided on the advice of Judge D. S. Bates, of New York, the chief engineer of the work, that the opening should take place on the Licking Summit, in Licking County, about three miles west, on the 4th of July, 1825.

"Governor Clinton entered Ohio on the steamboat 'Superior' on the last day of June. Crowds assembled to meet him. George Merwin, a witness to the ceremonies of the reception at Cleveland, thus describes them:

'It was a heavenly day, not a cloud in the sky, the lake calm as the river, its glistening bosom reflecting the fierce rays of an almost tropical sun; the boat soon passed Water Street, dressed with all her flags and came to anchor about a mile opposite the mouth of the river and fired her usual signal gun.

'Her commander, Captain Fisk, ordered the steps to be let down and her yawl boat placed along side of them; then taking Governor Clinton by the hand seated him in the stern of the boat, and was followed by his aides, Colonel Jones, Colonel Read and Colonel Van Rensselaer, who had traversed the State when a wilderness, as an officer under General Wayne, Messrs. Rathbone and Lord, who had loaned us the money with which to commence the canal, and Judge Conkling, U.S. District Judge, of New York.

'They came up the river, the stars and stripes waving over them, and landed at the foot of Superior Street, where the reception committee with carriages and a large concourse of citizens awaited them and took them to the Mansion House, then kept by my father, and Governor Clinton was addressed by Judge Samuel Cowles.

'Governor Clinton made an eloquent reply. In a part of his remarks he made the statement, that when our canals were made, even if they had cost five million dollars, they would be worth three times that sum; and that the increased price of our production in 20 years would be worth five million dollars; and that the canals would by their tolls refund their entire cost, principal and interest.'

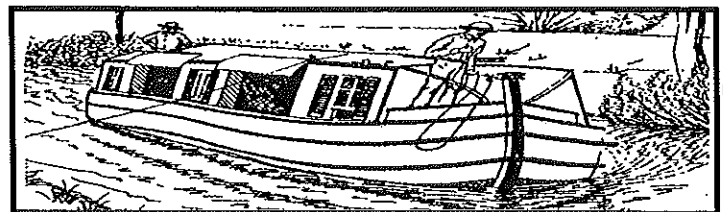
"The crowd was so great that one company of cavalry was formed in a hollow square, around the back and sides of the stand for speaking.

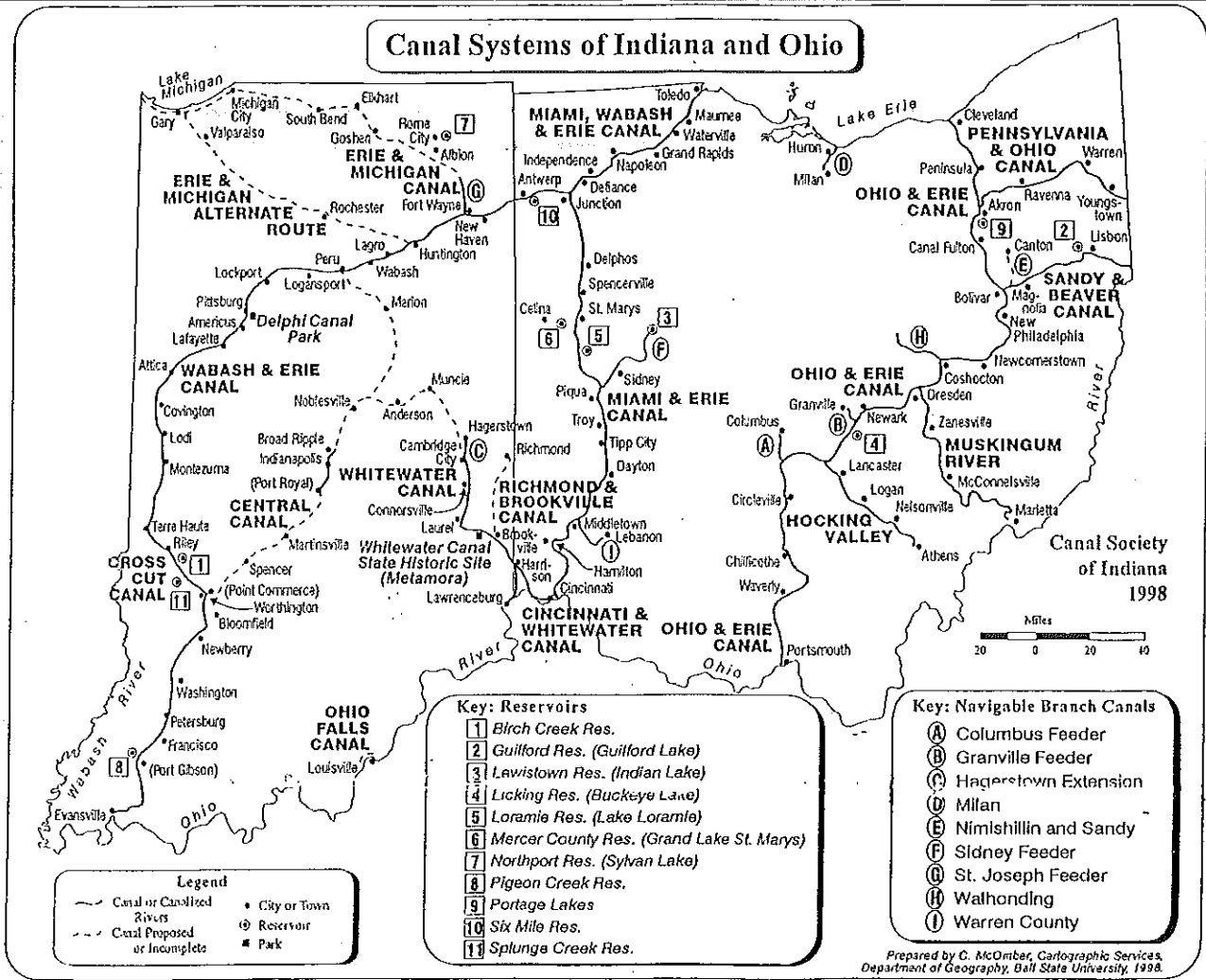
"The Lancaster, Ohio Bank was the first to make terms with the Fund Commissioners to receive and disburse the money, in payment of work as estimated every month, on the Roaring Canal, as the boys on the work were pleased to call it. Only think of it, ye eight hour men! Their wages were \$8 per 26 working dry days, or 30¾ cents per day from sunrise to sunset. They were fed well and lodged in shanties and had their jiggers of whiskey the first four months.

"Farmers and their sons wanted to earn this amount as it was cash and they must have it to pay taxes and other cash expenses.

"The Ohio Canal was the beginning of the State's prosperity."

Dick Kudner, CSI member, Perrysville, OH





1913 FLOODS DEVASTATED OHIO'S CANALS

The following article courtesy of the Ohio Department of Natural Resources gives a short history of Ohio's canals.

"The new state of Ohio had grown to a population of 580,000 residents by 1820. And the main industry was agricultural. But it soon became evident that Ohio suffered from a severe lack of reliable transportation. Moving its products to eastern markets was paramount.

"The National Road was completed only from Cumberland to Wheeling, West Virginia and was an expensive method of transportation, anyway. The long

and dangerous river route from the Ohio River to the Mississippi was no better.

"The opportunity to connect Ohio with the prosperous eastern markets became a reality in 1817 when New York broke ground on a canal connecting Lake Erie with the Hudson River and New York City. Five years later, the Ohio State Legislature commissioned the first canal feasibility survey in an effort to bring a modern, reliable transportation system to the Buckeye State.

"On July 4, 1825 work began on the Erie (Ohio & Erie) Canal at Licking, south of Newark, Ohio. Two weeks later at Middletown ground-breaking was held for the Miami (Miami & Erie) Canal....

"In 1827, two years after the ground breaking, Governor Trimble and the Canal Commission boarded a canal boat in Akron (Portage Summit) and the very next day arrived in Cleveland. But it took five more years before the entire 308 mile-route of the Ohio & Erie Canal was open to traffic.

"Unlike the Ohio & Erie, the Miami & Erie Canal aqueducts, washing out banks, and devastating most of was not initially conceived as a route from Lake Erie to the locks. the Ohio River. It was in operation from Middletown to Cincinnati, Ohio in 1828. Two years later the 17 miles to Dayton were completed. And the "Miami Extension" to Troy, Ohio was not even started until 1833. Then to satisfy political demands, additional segments were parceled out to contractors until the entire canal was open to traffic in 1845.

"In the ensuing years most of the canal lands were sold to private individuals or transferred to other public agencies for recreation, roads and other public uses. Many structures have been transferred to historic societies for protection. Today there are less than 20% of the original canal lands still owned by the state.

"The canals prospered until 1855, the year revenue receipts were at their highest. At its peak, Ohio's canal system consisted of almost 1000 miles of main line canals, feeders and side-cuts. Located in 44 of Ohio's 88 counties, they touched the lives of all of Ohio's citizens. After 1855, the impact of the railroads began to be felt and by 1903 water sales income from selling canal water to businesses and industries exceeded the income from freight carried on the canal.

"Of the Miami & Erie Canal's 250 miles, approximately 75 miles still remain in state ownership today. The largest watered section (44 miles) is located along the Loramie Summit extending from Loramie Creek in Shelby County to Jennings Creek north of Delphos in Allen County. Approximately seven miles of watered canal along the Maumee River in Defiance and Henry Counties are under the jurisdiction of the Division of Parks & Recreation. The Buckeye Trail and the North Country Trail are located on, or near the towpath from Lucas County to Miami County.

"Various attempts at restoration were made between 1904 and 1910, however, on March 23, 1913, Ohio's canal system came to an abrupt end. After a winter of record snowfall, storms dumped an abnormally heavy amount of rain on Ohio. The flood caused the reservoirs to spill over into the canals, destroying

"In late 1996, the Ohio-Erie Canal from Zoar to Cleveland was designated a National Heritage Corridor." Dick Kudner, CSI member, Perrysville, OH

MYSTERY SOLVED



Last month's "Packet" carried a letter from Judy Harvey of Wallace,

IN in which she questioned an article that had appeared in *The Parke County Sentinel*. A blurb from an old newspaper mentioned a canal about which she had never known.

"Sylvania, March 2, 1904.....Liberty township has a fine canal leading from the Sugar Creek township line westward to Tangier. A party of workmen gave it the finishing touch last fall by throwing a towpath on either side in such a way that much water leaks out of the center."

Charles Davis, of Rockville and an expert on Parke County history, got right to work on her question just as soon as he was contacted by CSI headquarters. He looked at microfiche of the

newspapers before and after the original article appeared. He found out that the article was poking fun at the Marks/Lindly road that the county contracted to build in 1903. It was completed that fall. When the March 1904 article appeared there was a flood that hit Parke county. The shoulders of the road were higher than the road bed, thus the road held water like a canal during the flood.

Apparently the reporter and others in the county thought the road holding water was very funny. The newspaper of March 16th, 1904 again said:

"...uneasy about the east and west canal a few days ago, but now the whole line is in good working order."

Charley tells us that this was a very bad flood. The Wabash river flooded all the bottom land and destroyed all the crops. We thank him for solving this mystery.



**CSI-CSO
FALLS OF
THE OHIO
TOUR**

OCTOBER 1-3, 2004

Ramada Inn
700 W. Riverside Dr.
Jeffersonville, IN Exit 0
(812) 284-6711
\$68.20 includes tax
Continental Breakfast

Ask for Canal Society of Indiana and Ohio room block
Rooms released 2 weeks prior to tour
Guarantee on your credit card