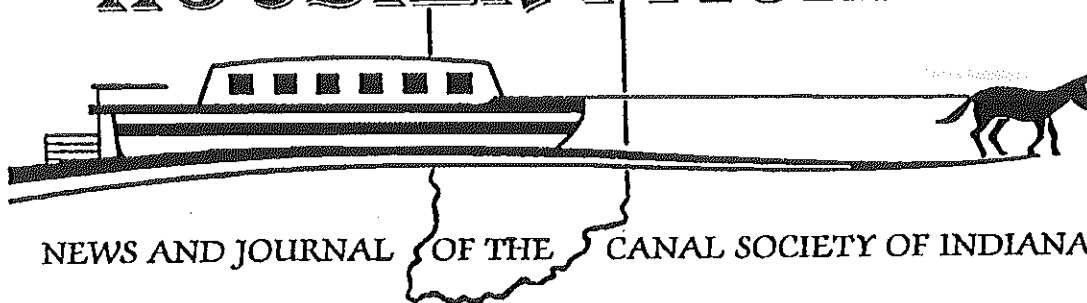


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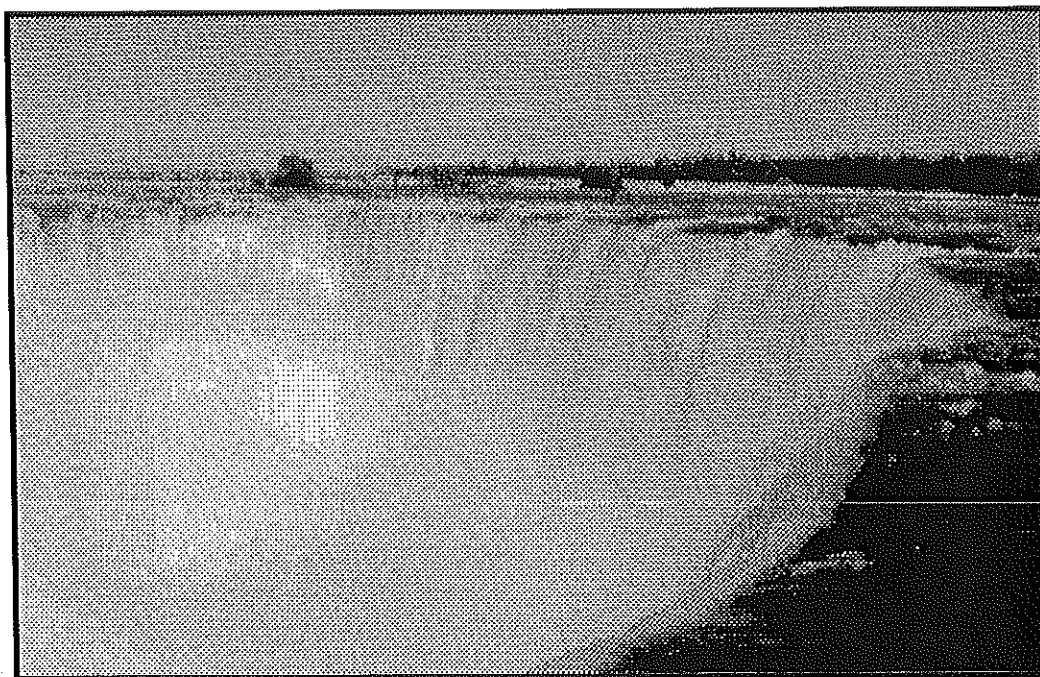


VOL. 3 NO. 8

P.O. BOX 40087 FORT WAYNE, IN 46804

AUGUST 2004

OVERCOMING OBSTACLES



Niagara Falls and the Niagara Escarpment stood in the way of transporting goods and people between Lake Ontario and Lake Erie. To overcome this obstacle, the Welland Canal was built in Canada. Photo by Bob Schmidt

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2004 WORLD CANALS CONFERENCE

WELLAND CANAL
ST. CATHARINES, ONTARIO, CANADA
By Carolyn Schmidt

"Channels For Prosperity" was the theme for the 2004 World Canals Conference held at Brock University on June 2-4, 2004. As canal enthusiasts from around the world gathered on Tuesday to hold individual meetings prior to the conference, others were bused to see Niagara Falls from the Canadian side. That night there was a gala premiere of a one-hour documentary film about the Welland Canal entitled "Conquering Niagara." Chamber music filled the hall while attendees sipped wine, enjoyed the cheese and fruit buffet, and ate a piece of cake, which was decorated like a lock. (p. 4)

EDITOR: CAROLYN SCHMIDT

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needed to be replaced with stone and developed for use in this canal its depth from 25 feet to 27 feet to tolls were not sufficient to pay for system. They were self-propelled, accommodate the St. Lawrence work. This time when the bulk carriers with the navigating Seaway. The St. Lawrence Seaway Welland Canal Company asked the bridge forward, machinery at the in turn adopted the lock dimensions Upper Canadian Government for stern and and a box-shaped cargo of the canal during the 1954-59 help, it purchased the privately held hold between. They could be as large period.

stock in the company. as 262 feet to pass through the locks Before long, with increased traffic, arrival rates of vessels the Welland Canal and to improve tons. fluctuating, and unfavorable weather

the locks and other canals along the Ships that could carry up to often queuing up vessels, the canal's St. Lawrence River to the same 15,000 tons on the lake and then capacity was reached. A program to dimensions. This would provide a transfer to smaller "canalers" were improve operations and do some direct water route from Montreal to also built. But it soon became major construction was intitiated in the interior joining Quebec and apparent that the canal needed 1964. By 1967 they had a new traffic Ontario. The canal was deepened to enlarging. In 1907 and 1912 new control center that used closed 9 feet, locks decreased to 27, and plans were made. Again larger and circuit television and telemetry. timber locks replaced with masonry fewer locks and a more direct north- With vessel scheduling, the transit ones 26.5 feet wide and 150 feet south route was needed. The port times and lock cycles improved. long. The channel and locks of the was moved from Port Dalhousie to Other changes were made.

original canal became control weirs. Port Weller. Since Port Weller had In 1973 a bypass channel canal was completed between were built that extended 1.5 miles bisected the city of Welland. It Montreal and Lake Ontario. By into Lake Ontario. included a concrete box culvert with

848 ships with a draft of 9 feet The project, started in 1913, a four-tube syphon, two tunnels could pass from Lake Erie to the was not completed until 1932. running beneath the new channel, lower St. Lawrence River. But by World War I interrupted it. When it rail and road relocation, and public 1870 the canal once again was found officially opened on August 6, 1932, utility lines. Docks on the old canal too small for the demanding the S. S. "LEMOYNE," the largest were replaced by local industries. shippers. Sailing vessels were freighter on the Great Lakes at the This realignment is 8.3 miles long replaced by steamers and even larger time; was the first to enter the lock running south from Port Robinson to steamers that could not pass through chamber of the Welland Canal. She Ramey's Bend. It is 350 feet wide the existing locks. A government carried 530,000 bushels of wheat. and 30 feet deep. It has no overhead appointed commission recom- Her dimensions were 70 feet, wide, bridges.

mended the construction of a third 633 feet long and had a draught of Today ships 78 feet wide and Welland Canal and improvements on 19.5 feet. 740 feet long that draft 26 feet 3 the St. Lawrence River. inches travel through the Seaway

The Third Welland Canal was 27 miles long with eight locks locks carrying up to 32,000 tons of route was changed from Twelve overcoming 326.5 feet between iron upbound on the canal and in Mile Creek to a more direct line to Lake Ontario and Lake Erie. Seven excess of one million bushels of Port Dalhousie. It had 26 cut stone of the locks, located in the northern wheat downbound. Special crews locks 45 feet wide and 270 feet long. section of the canal between Lake clean the vessels between shipments.

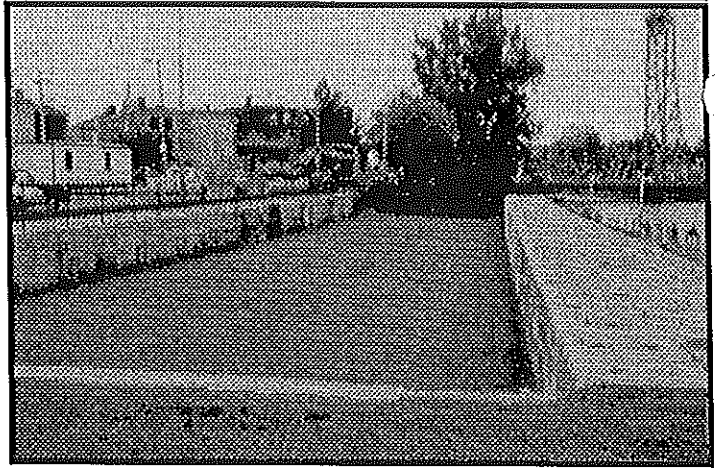
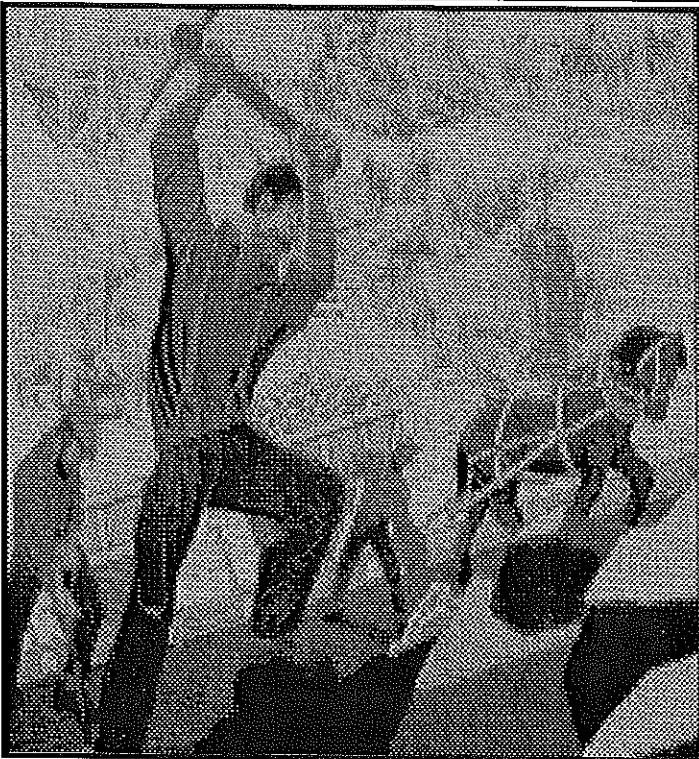
The canal depth was increased to 14 Ontario and the top of the Niagara Other bulk commodities feet. It was extremely important to escarpment, have an average 46.5 transported through the Welland Canada's grain export and steel lift while Lock 8 at Lake Erie, a Canal include corn, barley, soybeans, industry. Traffic through the canal control lock, has a shallow lift that coal, fuel oil and petroleum n 1889 included 1,141 sailing varies between 1 and 4 feet to adjust products. The canal has/is playing an vessels and 820 steamships. to the lake level. important role in supporting

"Canalers" were specially The Welland Canal changed Canada's economic growth.

After a warm welcome to the conference, Wednesday morning sessions began featuring distinguished panelists and speakers from both sides of the Atlantic. The various topics covered included: The Future of Major Shipping Canals (St. Lawrence Seaway and the Panama Canal); Challenges and Engineering Solutions; Heritage Redevelopment in the Welland Canal Corridor; Engineering New Lock Equipment in the Virtual World of Computer Design, The Welland Canal Parkway: Greater Niagara Circle Route; The Erie Canalway National Heritage Corridor; British, Swedish and Welsh Canals; and the impact the Welland Canals had on the cities of Port Dalhousie, St. Catharines, Thorold, Welland, and Port Colborne. Coffee breaks between sessions allowed attendees time to view the various canal exhibits from around the world that were set up in the hall.

Each day at noon delegates boarded buses to have lunch at major towns along the canal. On Wednesday the city of Welland hosted the meal in Merritt Park. Following lunch docents pointed out murals that depict the city's history as attendees walked to remaining vestiges of the four Welland Canals. These included an old aqueduct and lift bridges. They were then bused to Port Colborne. There they saw Lock 26, the last of 26 cut limestone locks on the Third Welland Canal and Lock 27, the last of 27 cut limestone locks on the Second Welland Canal. This city like the others is trying to attract tourism and has an attractive plaza with an inlaid stone compass by the canal. Shops line West street. Lock 8 park is by the Fourth Welland Canal.

The city of Welland has many murals depicting life along the Welland Canals such as this one. Photo by Bob Schmidt



This aqueduct in Welland is from the Second Canal and was used as the city's swimming pool for many years. The current (4th) canal is on the right with a lift bridge in the distance.

Photo by Bob Schmidt

A marker at Port Colborne read as follows:

THE WELLAND CANAL

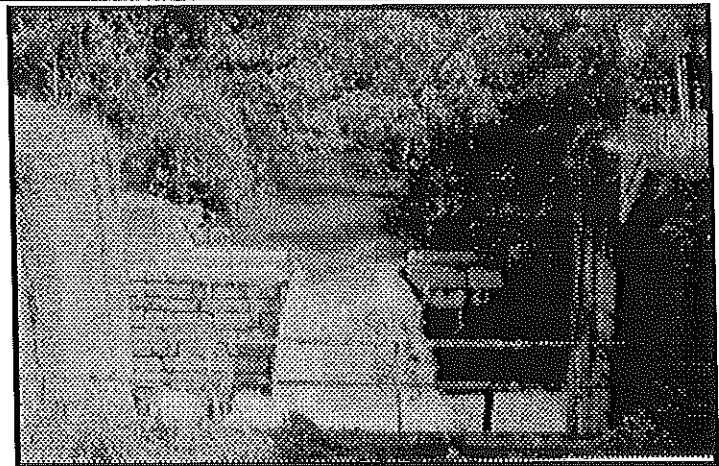
In 1833, four years after it had been opened, the Welland Canal was extended to Gravelly Bay to provide a more direct route between Lake Erie and Lake Ontario. The first ship to transit this extension was the schooner "Matilda" of Oakville. Its passage up-bound through the canal in June 1833 marked the opening of Port Colborne to Great Lakes shipping. Since that time many changes have been made to the Welland Canal to accommodate larger ships and increased traffic. Four different channels have passed near this spot, the last being the present operating canal. The lock chambers and channels of the second and third canals and the early commercial buildings along West Street remain as reminders of Port Colborne's important role in the development of Great Lakes shipping.

That night David Atkinson, the President of Brock University, hosted a reception that was followed by a banquet in Lowenberger Dining Hall. One could see why the university was growing by leaps and bounds under his leadership as he spoke about it. His enthusiasm was contagious.

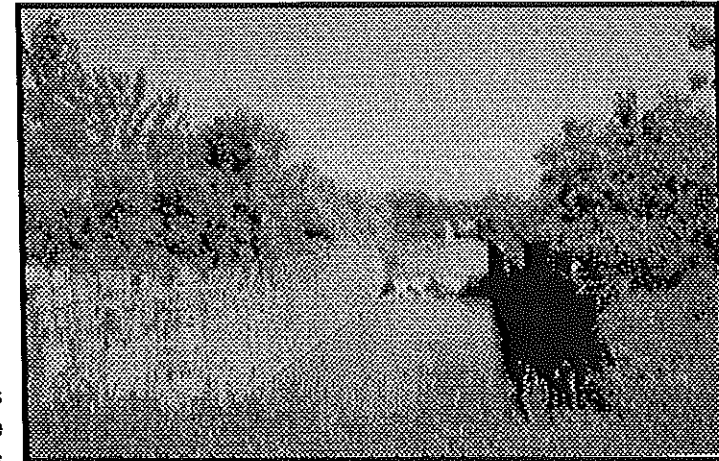
Thursday the delegates were taken on bus tours of St. Catharines and Thorold. Thorold had the first mill to weave cotton in Canada (1847). The group toured Maplehurst, built in 1886 by Jacob Keefer, who at the time owned Canada's largest mill. The house sits on the Niagara Escarpment and overlooks the First Welland Canal. The city is restoring the home into a restaurant and bed & breakfast for tourists to the Niagara area.

The evening buffet at the Four Points Sheraton was preceded by a reception hosted by the cities of St. Catharines and Thorold. Entertainment was provided by a barbershop quartet that was followed by a speech from each city's mayor.

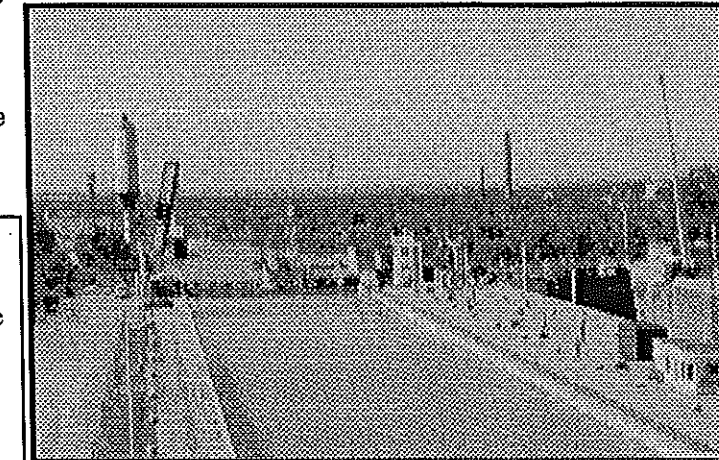
Friday's lunch was at Port Dalhousie. Some attendees ate aboard a boat while taking a two hour cruise from the canal into Lake Ontario and back. Huge ships passed the boat when they exited Lock No. 1 of the Fourth Welland Canal. Returning to port, docents led groups on a tour of the town and free rides were given on a carousel.



That night a reception and dinner were held at Hernder Estate Winery. Following speeches from the Ontario Minister of Tourism and Recreation, the President of the Inland Waterways International, and the Chair of the World Canals Conference, the Dink award was presented and the conference adjourned. Several delegates planned to remain on Saturday to take optional tours of the area.



The Canal Society of Indiana was well represented by its members Bob & Carolyn Schmidt of IN; Dave Barber of MA; Bob & Linda Barth of NJ; and Mike Morthorst, Dan Schuster & Larry Turner of OH. Bob Schmidt chaired the nominating committee for the American Canal Society. Mike Morthorst was elected as one of the vice presidents of ACS to take office in September 2004.



Trollhattan, Sweden will host the World Canals Conference on August 22-24 with a post-conference tour on August 25-27, 2005. The theme is Six Canals in Six Days.

WCC2005@gotakanal.se

Bethlehem, Pennsylvania, USA will host the conference on September 12-15, 2006.

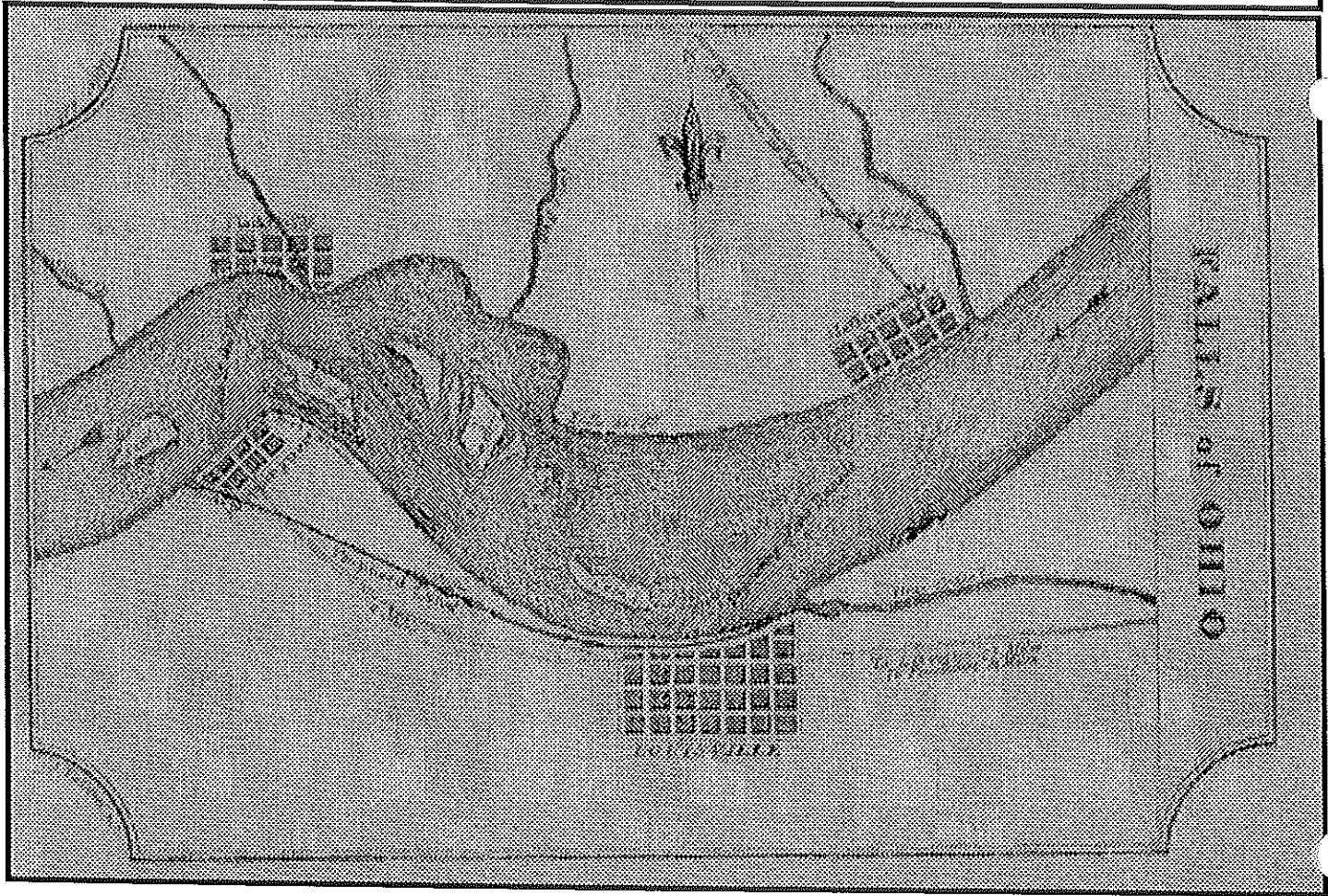
www.worldcanalsconference.org

THE WELLAND CANALS

1. Water from a paper mill still tumbles through a portion of the Niagara Flight of locks at the escarpment in the abandoned Second Welland Canal near St. Catharines - Thorold. A hiking path along the flight and bridges across some locks give visitors an easy way to view these old structures.
2. Portions of the Third Welland Canal are still watered and can be viewed from the road.
3. The Fourth Welland Canal has double flight locks on part of it to more quickly pass boats up and down the Niagara Escarpment. The lock on the left is full while water in the one on the right has been lowered to the next level. There is a set of locks above and below this set in this flight.
4. This self-loading ship has just exited Lock 1 and is entering Lake Ontario. Huge vessels may carry as much as 32,000 tons of iron ore or in excess of one million bushels of wheat.

Photos by Bob Schmidt





FALLS OF THE OHIO

As we approach the time for the CSI tour "Overcoming Obstacles" at the Falls of the Ohio on October 1-3, 2004, a book written in 1812 sheds light on what was happening in the area. We thank the University of Chicago Library for the one time use of Melish, John. *Travels in the United States of America, in the years 1806 & 1807, and 1809, 1810, & 1811.* Philadelphia, PA: Thomas & George Palmer. 1812. Chapter XVII.

Louisville, Jeffersonville, Clarksville, Falls of the Ohio

LOUISVILLE is situated opposite the falls of the Ohio, on an elevation of 70 feet above the river, and extends along it from Bear Grass creek nearly half a mile. Its breadth is about half that distance. It is regularly laid out, with streets crossing one another at right angles; but the principal buildings are confined to one street. It consists of about 250 houses, many of them handsome brick buildings, and contains 1357 inhabitants, of whom 484 are slaves. Being a place of great resort on the river, it has an ample number of taverns and stores. Except the manufacture of ropes, rope-yarn, and cotton-bagging, which are carried on with spirit, there are no other manufactures of importance at Louisville, and the tradesmen are such as are calculated for the country. The price of labor here is nearly the same as at

Cincinnati. Some articles of provision are dearer, this being a more convenient port for shipping than any above it. When I was there, flour sold for 5 dollars 50 cents per barrel; meal 50 cents per cwt. Boarding was from 1 dollar 25 cents to 2 dollars per week.

Louisville, being the principal port of the western part of the state of Kentucky, is a market for the purchase of all kinds of produce, and the quantity that is annually shipped down the river is immense. A few of the articles, with the prices at the time that I was there, may be noticed. Flour and meal have been quoted. Wheat was 62½ cents per bushel; corn 50; rye 42; oats 25; hemp 4 dollars 50 cents per cwt.; tobacco 2 dollars. Horses 25 to 100 dollars; negroes about 400 dollars; cotton bagging 31¼ cents per yard.

As to the state of society I cannot say much. The place is composed of people from all quarters, who are principally engaged in commerce; and a great number of the traders on the Ohio are constantly at this place, whose example will be nothing in favor of the young; and slavery is against society every where. There are several schools, but none of them are under public patronage and education seems to be but indifferently attended to. Upon the whole, I must say, that the state of public morals admits of considerable improvement here; but,

THE HOOSIER PACKET - August 2004

indeed, I saw Louisville at a season, when a number of the most respectable people were out of the place. SHIPPINGPORT, on the Kentucky side; and both answer for re-shipping produce after vessels pass the falls.

hose with whom I had business were gentlemen, and I hope there are a sufficient number of them to check the progress of *gaming* and *drinking*, and to teach the young and the thoughtless, that mankind, without virtue and industry, cannot be happy.

JEFFERSONVILLE is situated on the opposite side of the river, a little above Louisville, and is the capital of Clark county, in the Indiana territory. It was laid out in 1802; and now contains about 200 inhabitants, among whom are some useful mechanics. The United States have a land office at this place, but the principal objects of my inquiry being more to the eastward, I did not visit it. There is a good landing at Jeffersonville, and, as the best passage is through what is called the Indian Shute (Chute), it is probable that this place will materially interfere with the travel of Louisville, unless it be prevented by a plan to be hereafter noticed, in which case, each side will have its own share of the valuable commerce of this river; which, as it is yearly increasing, cannot fail to convert both sides of the Ohio here into great settlements.

THE FALLS, or rather RAPIDS OF THE OHIO, are occasioned by a ledge of rocks, which stretches quite across the river; and through which it has forced a passage by several channels. The descent is only 22 feet in the course of two miles, and in high water is only to be perceived in the increased velocity of the current, when the largest vessels pass over it in safety. When I was there, the water was low, and I observed three different passages, of which that on the Indiana side, called Indian Shute (Chute), is said to be the best; the middle one next best; the one on the Kentucky side cannot be passed, except when the water is pretty full. But when the water is very low, they are all attended with danger, less or more, of which we saw an instance in a boat that came down the river along with us. Her cargo was unloaded at Louisville, and she proceeded down the river; but, on taking the stream, she struck on the rocks, and lay there a wreck, when I came away. Good pilots have been appointed to carry vessels over the falls.

On visiting this place, a question immediately occurs: Why is a canal not cut here, which would remove the only obstruction to the trade of this fine foot of the falls on the Indiana side, as is

Commerce of the Ohio from November 24th, 1810, to January 24th, 1811.

In these two months 197 flat-boats, and 14 keel-boats, descended the falls of the Ohio, carrying the following items. Also, a large quantity of potter's ware, iron-mongery, cabinet-work, shoes, boots, and saddlery; the amount of which could not be correctly ascertained. The following table, exhibiting the commerce on the Ohio, is extracted from the Pittsburgh Navigator, and shows the importance of this place, and the vast utility of a canal.

18611 bls. flour	200 groce bottled porter	20784 do. bale-rope
520 do. pork	260 gallons Seneca oil	27700 yards bagging
2373 do. whisky	1526 lbs. butter	4619 do. tow-cloth
3759 do. apples	180 do. tallow	479 coils tarred rope
1085 do. cyder (cider)	64750 do. lard	500 bushels oats
721 do. do. royal	6300 do. beef	1700 do. corn
43 do. do. wine	4433 do. cheese	216 do. potatoes
323 do. peach-brandy	681900 lbs. pork in bulk	817 hams venison
46 do. cherry-bounce	4609 do. bacon	14390 tame fowls
17 do. vinegar	59 lbs. soap	155 horses
143 do. porter	300 do. feathers	286 slaves
62 do. beans	400 do. hemp	18000 feet cherry plank
67 do. onions	1484 do. thread	279300 do. pine do.
20 do. ginseng	154000 do. rope-yarn	

river? It appears that the subject has been long in contemplation, and a company was incorporated by the legislature of Kentucky to carry it into effect. The ground has been surveyed, and no impediment has been suggested to the execution of the plan, except that there is a danger of the locks being injured by the freshets in the river, which, however, can be guarded against. But sufficient funds have not yet been raised, and it is said that an opinion prevails here, that the execution of a canal would hurt the trade of Louisville. As to funds, there should be no lack, for this is an object of *national utility*, in which the rich states of Kentucky, Virginia, Pennsylvania and Ohio are particularly interested. No very great sum can be wanted to cut a canal, with only 22 feet fall, the distance of two miles, in a situation where stones are plenty; and if it is found the individuals would not wish to embark their capital in it, there is no question but the United States, and the individual states notices, would fill up the subscription, were the matter judiciously laid before them. As to the supposition that it would hurt the trade of Louisville, if it exists, it is founded on very narrow policy, and is just as correct an idea, as that a good turnpike road leading through a town, will hurt the trade of that town. A free communication through a country is favorable to every portion of that country; and were a canal cut upon the Kentucky side here, it would not only counterbalance the benefit arising to the other side from the Indian Shute (Chute), but would be productive of advantages to Louisville, that at present cannot be estimated. The mills along that might be erected, and set in motion, by a judicious application of the water, would be of more intrinsic value than a gold mine.

The country round Louisville is rich, but it is not well drained nor cultivated, and is consequently subject to fever and ague in the fall. There are a great many ponds in the neighborhood of the town; at one of them I observed a rope-walk erecting, and the people were draining the pond, by sinking a deep well, and letting the water run into it, which answered the purpose remarkably well. It would appear hence, that the water filtrates to the river below ground, and perhaps this plan might be generally adopted. I am persuaded that nothing but draining is wanted to render Louisville quite healthy, and one of the most agreeable situation on the Ohio river.

**REPORT OF THE COMMITTEE APPOINTED ON
THE TENTH ULTIMO, ON THE MEMORIAL OF
THE LEGISLATURE OF KENTUCKY**

MARCH 19, 1806

Read, and referred to the committee of the whole House,

to whom was committed, on the 5th instant, the report of a select committee, on the petition of the president and directors of the Chesapeake and Delaware canal company.

CITY OF WASHINGTON:
A. & G. WAY, PRINTERS.
1806

REPORT

The committee, to whom was referred the memorial of the legislature of Kentucky, soliciting the co-operation and aid of the United States in opening a canal to avoid the rapids of the river Ohio,

REPORT.....

THAT of the practicability of opening the proposed canal, and of its preference to one contemplated on the opposite side of the river, as well on account of the greater facility of its accomplishment, as of the superior advantages that would result to the navigation of the river when accomplished, may, in the opinion of the committee, be correctly estimated by reference to a draught of part of the river, and notes explanatory thereof, which accompany the memorial. Of the immense utility of the proposed canal no one can doubt who reflects for a moment upon the vast extent of fertile country which is watered by the Ohio and its tributary streams, and upon the incalculable amount of produce which must, of course, necessarily find its way to market by descending that river, and encountering the danger and difficulties of passing its rapids. But besides the general advantages which would result from the completion of the proposed canal, it is, in the opinion of the committee, particularly interesting to the United States, inasmuch as it would greatly enhance the value of the public lands north west of the Ohio. There can be but little doubt that by the additional value it would give to the public lands, the United States would be more than remunerated for the aid which the legislature of Kentucky have solicited.

From these considerations the committee would not hesitate to recommend a donation, or subscription of shares, to the amount contemplated by the law of the legislature of Kentucky incorporating the Ohio canal company, if they believed the state of the public finances were such as to justify it. But from the applications already made for aid in opening canals, it is probable that if the United States enter upon expenses of this kind, those expenses cannot be inconsiderable. And as the revenue of the United States is already pledged, almost to the full amount, for purposes, thought not more useful, yet more urgent, the committee are induced to submit the following resolution:

Resolved, That is is inexpedient to grant, at present, the aid solicited by the legislature of Kentucky in opening a canal to avoid the rapids of the Ohio.

BILLS RELATING TO THE FALLS OF THE OHIO CANAL

32d. CONGRESS
1st SESSION

H.R. 311. [Report No. 166.]

AUGUST 2, 1852

Read twice, and committed to the Committee of the
Whole House on the state of the Union

Mr. BENJAMIN STANTON, from the Committee on
Roads and Canals, reported the following bill:

A BILL

To provide for the construction of a steamboat canal around the falls of the Ohio river, for the enlargement of the Louisville and Portland canal, and for the extinguishment of the stock of the private stockholders in the Louisville and Portland canal company.

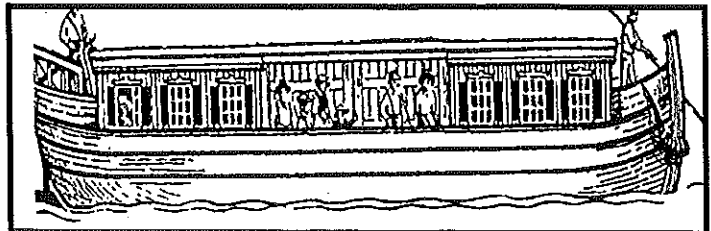
Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be and hereby is appropriated the sum of five hundred thousand dollars, to be paid out of any money in the treasury not otherwise appropriated, for the construction of a steamboat canal on the Indiana side of the Ohio river, around the falls of said river at Louisville, for the enlargement of the Louisville and Portland canal on the Kentucky side of the Ohio river, and for the extinguishment of the stock of the individual stockholders in the Louisville and Portland canal company, to be expended under the direction of the President of the United States in the manner hereinafter provided.

SECT.2. *and be it further enacted,* That the sum of three hundred and fifty thousand dollars of the money hereby appropriated, shall be applied to the construction of a canal on the most eligible route on the Indiana side of the falls of the Ohio river, capable of admitting boats and vessels four hundred feet long and ninety feet wide: *Provided,* The consent of the legislature of the State of Indiana shall first be obtained for the laying and making of said canal: *And provided further,* That the State of Indiana shall procure or cause to be procured from the owners of real estate on the line of said canal, without charge to the United States, a release of the right of constructing and opening said canal without let or hindrance, and also a surrender from the Indiana canal company, of all its corporate rights and franchises granted by the legislature of the State of Indiana on the _____ to the United States, before the commencement of said work.

SECT. 3. *And be it further enacted,* That the sum of one hundred thousand dollars of the money hereby appropriated, shall be applied to the enlargement of the Louisville and Portland canal, so as to admit vessels of the same dimensions that is provided for on the Indiana side of the river, in the second section of this act: *Provided,* That the enlargement of said canal shall not be so prosecuted as at any time to obstruct the passage of boats or vessels of any description through said canal, until the completion of the canal on the Indiana side of the river: *And provided further,* That the enlargement of said canal shall not be commenced until the president and directors of the Louisville and Portland canal company, on behalf of the stockholders of said company shall file with the Secretary of the Treasury a release and surrender of their charter, and of all their corporate rights and franchises to the United States, to take effect upon the extinguishment of all the stock of the individual stockholders in the manner provided in this act.

SECT. 4. *And be it further enacted,* That the sum of fifty thousand dollars of the money hereby appropriated shall be applied to the purchase of any balance of stock that may be outstanding in the hands of individual stockholders in the Louisville and Portland canal company, at the time of the completion of the canal on the Indiana side of the river, to be paid for at its market value at the time of its purchase; and until the completion of the canal on the Indiana side of the river, the same tolls may be charged by said company that are now authorized by law, which shall be applied to the extinguishment of the stock owned by private stockholders, in the manner provided for by existing laws.

SECT. 5. *And be it further enacted,* That after the completion of the canal on the Indiana side of the river, no other or higher tolls shall be charged upon vessels passing through the same, than may be necessary for its continued and efficient operation and the keeping the same in thorough repair; and the same restrictions and regulations shall also govern the amount and rates of tolls which shall be charged on the Louisville and Portland canal after the private stock owned in said canal shall be extinguished.



33d CONGRESS
2d SESSION

S. 689

IN THE SENATE OF THE UNITED STATES,
FEBRUARY 26, 1855.

Mr. SLIDELL, from the Committee on Roads and Canals, submitted a report, (No. 545,) accompanied by the following bill; which was read and passed to a second reading.

A BILL

For the relinquishment of the State of Kentucky of the stock held by the United States in the Louisville and Portland Canal Company, with a view of making the canal free; and for the construction of a public canal for the use of the army and navy, trade, travel, commerce, and passage of the mails on the Indiana side of the Falls of the Ohio, and for other purposes.

Whereas, the legislature of the State of Kentucky did, by their act of the twenty-first February, eighteen hundred and forty-two, authorize the directors of the Louisville and Portland Canal Company, with the approbation of the stockholders, to appropriate the net income of the company in purchasing up the shares other than those owned by the United States, on certain terms and conditions until the whole were purchased, when they were to be transferred to the United States, on condition that the latter in future should levy tolls for the use of said canal only sufficient to keep the same in repair, to pay all necessary superintendence, custody, and expenses, and make all necessary improvements; and whereas it will be more consistent with the powers reserved to the individual States, that the State of Kentucky should exercise over the Louisville and Portland canal, located within its territorial jurisdiction, the powers which its legislature were willing should be exercised by the United States; and whereas Congress desires to aid that State in extinguishing all the stock, and in making the canal as free to commerce as practicable, and are willing to cancel and relinquish all the stock in that company held by the United States, but decline levying tolls or other charges or assuming any permanent local jurisdiction within a State of the nature proposed, or for purposes not expressly warranted by the Constitution, therefore--

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That upon the production of satisfactory evidence to the Secretary of the Treasury, that the stock in the Louisville and Portland Canal

Company, and in the dry dock connected therewith, held by individuals, and all stock therein other than that held by the United States, has been extinguished under the operation of the act of the legislature of Kentucky on the twenty-first February, eighteen hundred and forty-two, so that no other interest or impediment shall exist to the annulment or surrender of the charter of that company by the president and directors thereof than the stock and interest held by the United States, then the said Secretary of the Treasury be, and he hereby is, authorized to cancel and surrender to the authorities of the State of Kentucky all the certificates or evidences of interest or stock held in the said company by the United States, for the encouragement and advantages of commerce among the several States, and to provide for the common defence and general welfare: *Provided*, That the legislature of the State of Kentucky shall assume the management, care, custody, and control of the said canal and dry dock and other property now belonging to the said canal company, upon the conditions that the said canal and appendages shall be kept in a good state of preservation and repair; that impartial, just, and general regulations shall be made for the use of the said canal, dry dock and their appendages, for the greatest accommodation and convenience of vessels for trade, travel, and commerce passing through the same; and that no higher or other tolls, taxes, or charges shall be made upon boats and vessels passing through or using the same than may be sufficient to keep the said canal, dry dock and appendages and other property in a good state of preservation and repair, and to defray all the expenses incident to the proper management, care, custody, and control of the said canal, dry dock, and the entire establishment; *And provided, also*, That all vessels and troops in the service on the United States, ordnance, arms and munitions of war, the public mails, and all other property belonging to the United States, shall at all times pass through the said canal, and use the docks, harbors, and other appendages of the same, free from all taxes, tolls, or any other charge whatsoever.

SEC. 2. *And be it further enacted*, That whenever the State of Indiana, by the duly constituted authorities thereof, shall assent to the examination, survey, and location for an armory and foundry, in connexion with a public canal and site for water power, by a Board of three officers to be selected by the President of the United States, one from the corps of topographical engineers, and one from the ordnance department, and one civil engineer; the said board shall proceed fully to examine the banks, shores, and country in the vicinity of the falls of the Ohio river, and locate, in the first place, the best site, under all circumstances, for a canal and dry dock of ample dimensions to admit of the passage of the largest vessels capable of navigating the Ohio river above the Falls, the lower terminus of said canal to be fixed at the most eligible site for the

application of the water-power to be furnished by said canal to the machinery of a manufacturing armory and foundry; and, secondly, to locate the best site for such manufacturing armory and foundry, and arsenal or depot for ordnance and arms, in the most convenient position for the application of water-power of the canal to machinery, and for receiving materials from, and for placing the ordnance and arms on board of vessels for transportation, and in a position beyond the reach of the floods of the river; and when the said locations shall have been made, and approved by the President of the United States, four complete plats and descriptive returns thereof shall be made and attested by the said board of officers; one of each of which shall be delivered to the governor of the State of Indiana; one of each to be deposited and recorded in the office of land records for the county of _____, in that State, and one of each to be deposited in the Topographical Bureau and ordnance departments, respectively.

SEC. 3. *And be it further enacted,* That when the duties required by the second section of this act shall have been performed, and the State of Indiana shall have ceded to the United States, in perpetuity, the right of soil and exclusive jurisdiction in and over the entire sites and parcels of land so located and described, the President of the United States shall assign two of the best qualified engineer officers to direct and superintend the construction of the said canal and entire establishment, as described in the first section of this act, who shall proceed to the construction of the said canal and dry dock in the most substantial manner, and of dimensions capable of admitting the convenient passage of the largest vessels that can conveniently navigate the Ohio river above the falls, with ample locks, harbors, booms, and passing places, all well secured against the violence of the high water of the river, with the construction and improvement of a sluice channel in the lower part of the Falls, would the same be necessary, as a part of the improvement; and, for the purpose of carrying this act into effect, the sum of five hundred thousand dollars be, and the same hereby is, appropriated out of any money in the treasury not otherwise appropriated.

SEC. 4. *And be it further enacted,* That the said Board of Officers shall prepare a detailed and full estimate of the cost of constructing the said armory, foundry, and depot, with the machinery, together with every other cost for carrying this act into effect to be communicated to Congress during the next ensuing session thereof.

SEC. 5. *And be it further enacted,* That when the said public canal and appendages hereinbefore described shall have been completed, or placed in a condition to admit of the use and passage of vessels through the same, the said public canal, dry docks, locks, harbors,

booms, sluice channel, and passing places, shall be and remain free to the use and passage through the same of boats and vessels of all descriptions, whether public or private, navigating the Ohio river, without any charge or toll whatsoever, under such impartial, just, and general regulations for the safety of such boats and vessels, passengers and freight, for the benefit of trade, travel, and commerce, and for the preservation of regularity, order, and the public convenience, as may, from time to time, be made by the Secretary of the Interior, and approved by the President of the United States.

FALLS OF THE OHIO TODAY

The CSI-CSO "Falls Of The Ohio" tour this coming October 1-3, 2004 will see the McAlpine Lock and Dam that are located at Louisville, Kentucky. They pass boats around the rapids in the Ohio River. Locks were never built on the Indiana side. This August 9-22 all business on the Ohio River at Louisville will be halted while repairs are made on the lock and dam. The Army Corps of Engineers is repairing dangerous cracks that could lead to structural failure in the 40-year-old lock gate. It would take even longer to repair if it were to fail.

Although the corps only has enough funds to fully check the eight lock and dams in the Louisville district every five years, they periodically use divers to conduct checks. Often the divers' vision is impaired by the murky water and damage is hard to assess. The age of the structure, the stress on it and the low budget all contributed to its need for immediate repair. After consulting with industries involved and determining the best time to halt traffic, the proposed date of August 3-16 was moved back.

The Ohio River is a major transportation artery for barges loaded with coal, grain and petroleum. In 2001 over 55 million tons of freight passed through the McAlpine Locks. It was worth nearly \$11.7 billion dollars.

The Louisville & Portland canal opened on December 22, 1830. By 1852 it was only large enough for 57 percent of the water craft. In 1874 the War Department help supervise navigation. In 1880 all tolls were released. In 1914 a lock numbering system was established on the river. This structure was Locks and Dam 41 on the river. In 1930 a combined navigation and hydroelectric development was completed as part of the canalization of the Ohio River by the United States. The name was officially changed on May 24, 1960, to McAlpine Locks and Dam to honor W. H. McAlpine, who was the Louisville District Engineer in 1917-1918. He was the only civilian employee in the Louisville District to hold this position since it was established in 1886.

CANAWLERS AT REST

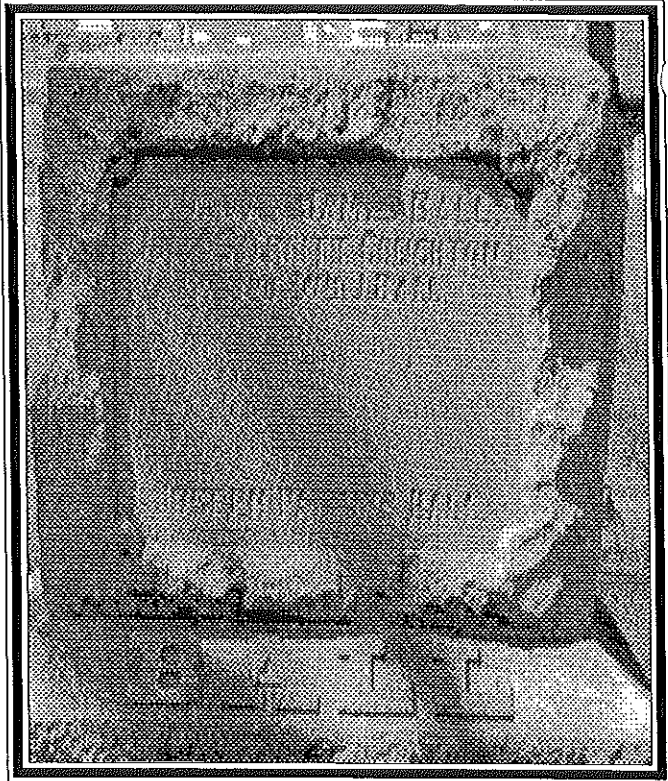
WILLIAM JAMES BALL

b. Jan. 1, 1814

d. Apr. 21, 1874

By Carolyn I. Schmidt

Photos of the Ball plot stone and
head stones by B. Michael McCormick.



William J. Ball was born in Waterfront, Virginia. He became an engineer. After the Indiana legislature ordered the completion of the Wabash & Erie Canal to Terre Haute in February of 1842, it was W. J. Ball who estimated that it would cost \$83,160.84 to complete the work. He reported his findings to a committee of Terre Haute businessmen, who were promoting the completion of the canal eastward. His estimate was for building the locks with timber, not stone as was used on Eastern canals.

In 1847 Indiana Governor James Whitcomb formally turned over the Wabash & Erie Canal to Charles Butler, Thomas H. Blake and Nathan B. Palmer. These trustees appointed W. J. Ball the resident engineer of the southern division. Their other appointments included Jesse Lynch Williams, who was Ball's brother-in-law, chief engineer; Chauncey Carter superintendent of the western division; Stearns Fisher superintendent of the eastern division; and toll collectors for Fort Wayne, Lagro, Logansport, Lafayette, and Covington.

The year of his appointment W.J. Ball and his wife Julia Sterritt Creighton Ball moved to Terre Haute, Indiana. He purchased a frame house on the corner of South 6th and Poplar streets. There they reared their children William Creighton Ball, Susan W. Ball, Spencer F. Ball and Julia Ball.

Around 1849 citizens of Jeffersonville, Indiana, stirred up new interest in the earlier proposed projects of building a canal around the "Falls of the Ohio" on the

Indiana side of the Ohio River. Three attempts were made in 1805, 1817-19, and 1824-25, but all failed. In 1849 it was W. J. Ball who reported that a survey showed a ship channel as large as two hundred feet wide and about two miles long could be built for \$688,000. The Indiana Canal Company went so far as to dig the first shovel of dirt, but again that is as far as the project went.

The following incident, which includes Ball, shows how difficult it was to travel by roads in the mid-1800s. William J. Ball was summoned before the federal Grand Jury in March 1851 along with Col. Edmunds and Tom Bourne. They had to go from Terre Haute to Indianapolis by stagecoach. They left Terre Haute at seven o'clock in the evening. When the sun came up the following morning they found themselves at the foot of Blake's Hill, which was located only about three miles out of town. The stage continued on and they ate breakfast at Col. Hoskin's at Cloverland. When they reached Manhattan, near Greencastle, they received their second relay of fresh horses. They didn't arrive at Indianapolis until the next night. When they went before the Grand Jury judge, they were fined for being late. They said that the 72 mile journey had taken 73 hours. They proved to the judge that their late arrival was not their fault by sending for the stagecoach driver, who produced the waybill. The judge subsequently remitted their fines. Their trip back to Terre Haute took 63 hours. Traveling by canal boat was a smoother and sometimes faster way to travel. Had the Cross Cut Canal and the Central Canal been completed, W. J. might have arrived on time.

When the Balls became wealthier, W. J. purchased Spring Hill Farm, once the home of William C. ton. There he built a mansion. After living in it for some time, he traded it to Richard W. Thompson. This palatial mansion was moved to South 7th and Park Street. Later it was used as a fraternity house.

W. J. Ball also served as the chief engineer of the Terre Haute Drawbridge Company and the Terre Haute & Indianapolis (Richmond) Railroad. It was not uncommon for men, who had built the canals, to later build railroads. An example is Jesse Lynch Williams, who was the chief engineer of all of Indiana's canals and then built railroads.

W. J. Ball's children became outstanding citizens of Terre Haute:

William Creighton Ball and John S. Dickerson purchased the Terre Haute Gazette in 1872. W. C. Ball became the publisher. His residence was at 1138 S. 5th Street in Terre Haute.

Susan Williams Ball (November 27, 1851-1921) was born in Terre Haute and baptized at St. Stephens Episcopal Church. She was the secretary for the Terre Haute Decorative Arts Society, which was founded in 1882 for the self-education and cultural enrichment of women. There she showed her flair for writing. She went to work in the 1890s as the society editor for the Terre Haute Gazette. Beginning on October 1, 1904, she wrote "Women's World," a column for the Saturday Spectator, a weekly publication. The column ran for fourteen years. In it she advocated women's suffrage and equality for women. Some of her columns critiqued Terre Haute culture while others described her trips in the United States. Susan did not marry. She lived in the home of her brother W. C. Ball. In March 2000 she was feted as Terre Haute's "Woman in History."

Spencer F. Ball bought out Dickerson's interests in the Terre Haute Gazette in 1874 and joined with W.

C. Ball in the firm of W. C. Ball & Co. The Ball brothers changed the paper's allegiance to the Democratic Party.

Julia Ball married Allen Harry Donham on June 2, 1892. They resided at 1201 S. Sixth Street. Around 1902 they built a summer home on Honey Creek in Allentown and worked at improving it. Her husband died at the age of 53 from appendicitis and peritonitis.

William J. Ball died in Terre Haute, IN on April 20, 1874. He is buried in Terre Haute's Woodlawn Cemetery in Division 48, Lot 22, recorded in Bk 8.

Julia Sterritt Creighton Ball, who was born in Chillicothe, OH on November 10, 1821, died in Terre Haute, IN, on June 24, 1877. She is buried in the family plot next to her husband William J. Ball.

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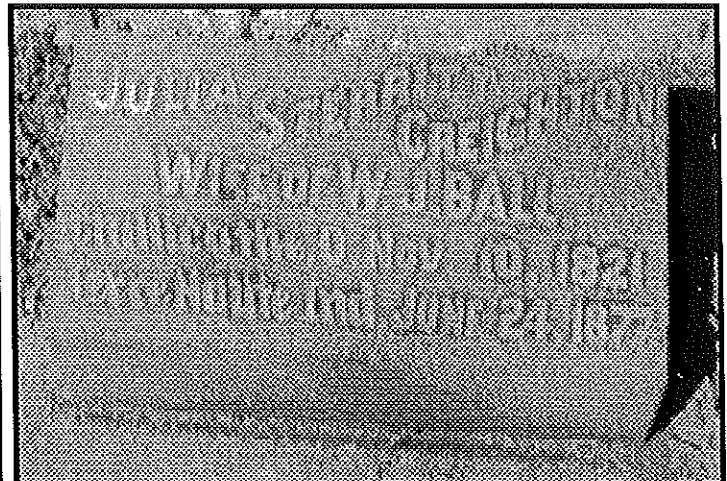
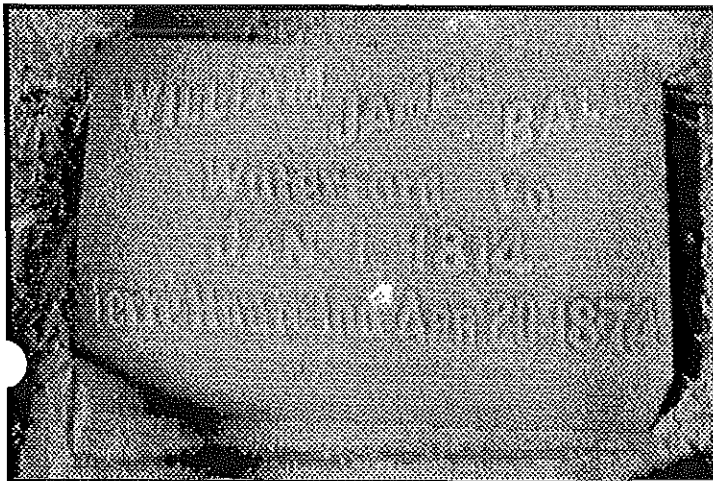
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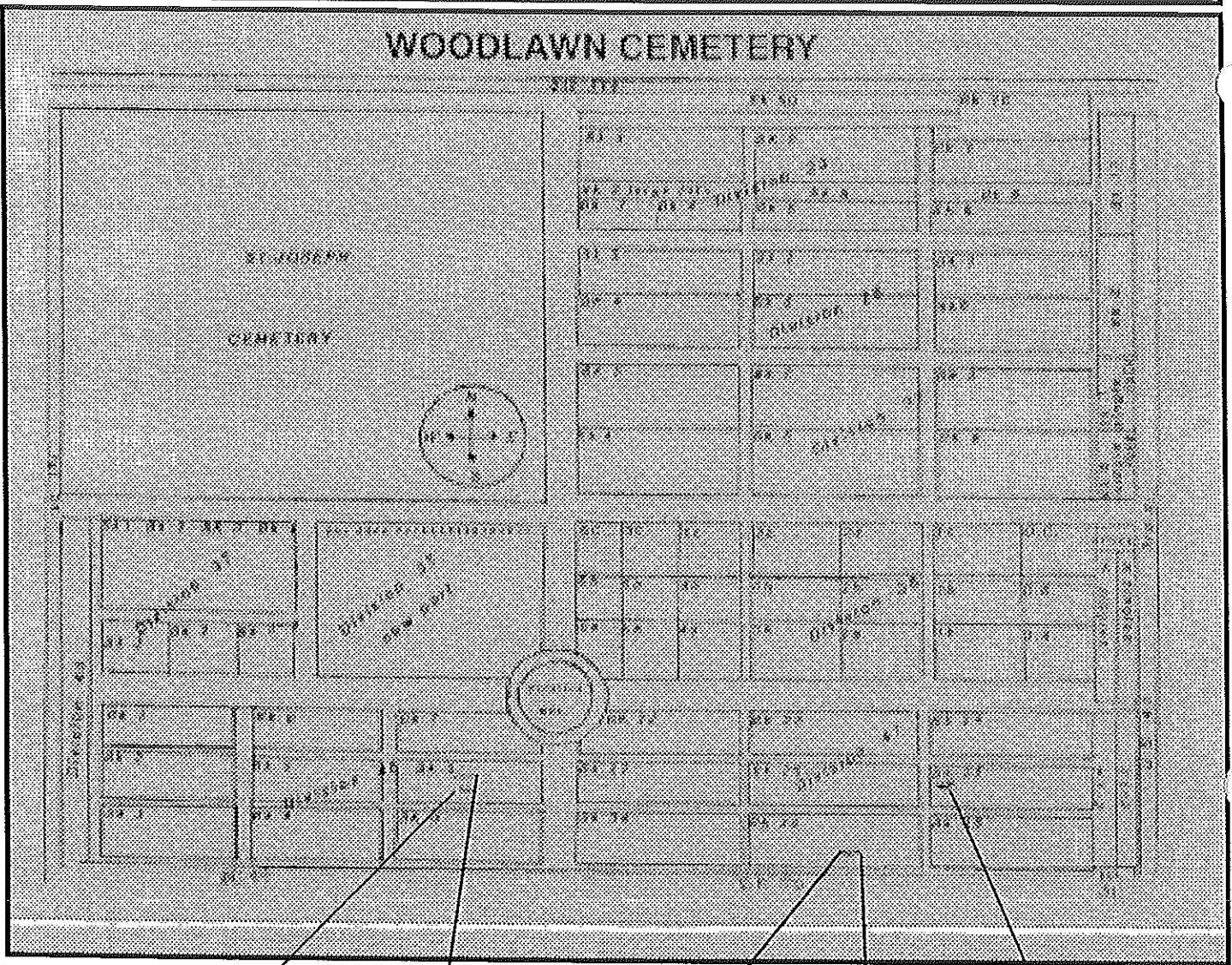
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WOODLAWN CEMETERY



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

LOCAL HISTORY WEEK
FEATURES CANALS

The Maumee Valley Heritage Corridor, which runs from Ft. Wayne, IN to Toledo, OH, initiated Local History Week last year as an "annual reminder to take in some of the places that make the Maumee Valley unique or to learn more about your personal history by visiting one of the region's excellent genealogical centers," says Dick Kudner, president of MVHC and CSI member from Perrysburg, OH. This was the second year for the program held May 22-29. Randy Buchman, a former MVHC board member and historian from Defiance, OH, came up with a plan to pick one theme each year on which to focus. This year's theme was "Canals."

On Monday at 8:35 a.m. radio station WONW conducted a question and answer program about the Miami & Erie canal. Did you know that Independence Dam State Park has six miles of canal towpath?

MVHC board member and local historian, Fred Folger, presented a slide lecture entitled "Our Canal" at 7:30 p.m. Thursday at Defiance College. He talked about the Miami and Erie Canal's route between Junction and Independence Dam and how it affected area commerce. He said that Junction, OH was once a bustling town where the Wabash & Erie Canal joined the Miami and Erie Canal. He pointed out that Ohio's other canal was the Ohio and Erie Canal. Canals brought people into the interior, carried out products, and provided water power to mills. The Defiance area still has canal lock remnants.

NEWS FROM DELPHI

NATIONAL RECREATION TRAIL RECOGNITION FOR DELPHI

By Dan McCain

Delphi Historic Trails volunteers celebrated a new designation for their trail system at the NATIONAL TRAILS DAY -- VOLUNTEER RECOGNITION luncheon on June 5, 2004 in Canal Park's Shelter House. Here is the press release:



NEWS

U.S. DEPARTMENT OF THE INTERIOR

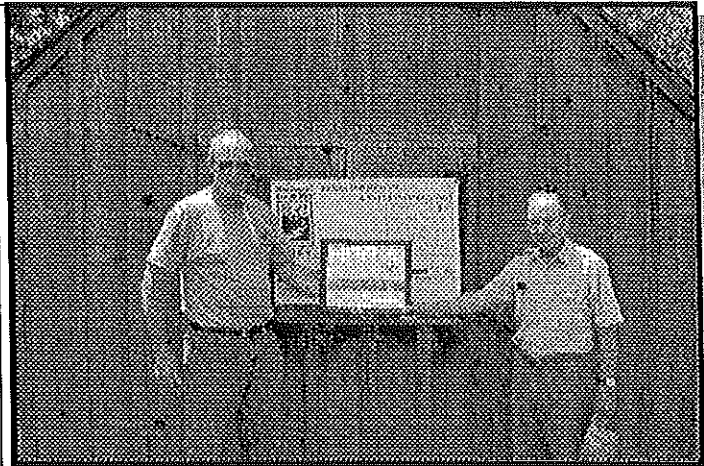
Interior Secretary Designates Three Indiana Trails As New National Recreation Trails

OMAHA, Nebr. - Interior Secretary Gale A. Norton today announced that three Indiana trails are being added to the National Recreation Trails System. They are among twenty-seven trails in fifteen states that are being added to the National Recreation Trails system on National Trails Day.

Secretary Norton made the announcement at the Get Fit With US celebration held in St. Paul, Minnesota. The event highlighted the successes of the President's HealthierUS initiative encouraging Americans to recreate on public lands and waters to live better, longer lives.

"Our efforts to promote trails for health and recreation are part of a larger partnership initiated by President Bush," Norton said. "These partnerships are using the vast interconnected outdoor recreation network of federal, state and local lands and waters as a resource that can help provide inexpensive, enjoyable exercise for all Americans."

Although less than a mile long, the Beyer Farm Trail is a greenway that promotes the educational, recreational, and health benefits of trails. The trail begins at the county hospital's campus and runs to Pike Lake Park, taking visitors along a boardwalk through a 60-acre urban wetland. This wetland supports a variety of flora and fauna, and the interpretive trail signage helps trail users to understand the significance of this habitat during their walk or bike ride. This trail is a piece of the larger Lake City Greenway project, which will serve as a key community connector throughout the City of



Dan McCain (left) and Ed Gruber co-chairmen of Delphi Historic Trails are holding the National Recreation Trails certificate presented at the National Trails Day--Volunteer Recognition luncheon on June 5th in Delphi's Canal Park.

Photo courtesy of Dan McCain

Warsaw and the Town of Winona Lake.

The Delphi Historic Trail runs more than 7 miles throughout the city. This multi-use trail system offers Delphi residents a unique setting for a variety of outdoor activities such as hiking, biking, and canoeing. These trails have been integrated into this historic community using canal towpaths, stream corridors, and abandoned railroads. The trails also include a section of the Wabash Heritage Trail, which is envisioned to follow along the Wabash River and span 19 counties. This trail system is a fine example of what is possible through volunteers and a diverse partnership.

The Pigeon Creek Greenway Passage is located in Vanderburgh County. This 3-mile trail and greenway is part of a planned 42-mile greenway trail system that will encircle the county and serve the entire city of Evansville. Bicyclists, hikers, and kayakers are just some of the groups who enjoy what this trail has to offer in an urban setting. The project has inspired thoughts of a multi-county regional trail plan in the future.

The National Recreation Trails System is a network of 920 trails created to provide for outdoor recreation needs, promote the enjoyment, appreciation and preservation of open-air, outdoor areas and historic resources and encourage public access and citizen involvement. The system is administered by the Rivers, Trails and Conservation Assistance Program of the National Park Service and the USDA Forest Service with support from the lead nonprofit partner, American Trails. Approximately 982 miles of trail were added to the trails system today.

"What better way to encourage people to adopt a healthier lifestyle than to set aside wonderful trails near their homes where they can enjoy nature or uncover local history," said Fran Mainella, Director of the National Park Service. "We're pleased to work in cooperation with state, local, and private interests to make these opportunities available to the American public."

In order to be nominated for designation as part of the National Recreation Trails System, a trail must be open to public use for at least 10 years after designation and must be designed, constructed and maintained according to best management practices and in compliance with applicable land use plans and environmental laws. NRT designation must also be supported by the landowners whose property the trail crosses.

The Rivers, Trails and Conservation Assistance Program is the community resource of the National Park Service that works with local citizens groups to preserve open space, conserve rivers and develop trail and greenway networks. More information is available online at <http://www.nps.gov/rtca>.

Details on the HealthierUS initiative that advances the President's goal of helping Americans live longer, better, and healthier lives is available on the web at <http://www.healthierus.gov>.

The Delphi Historic Trails system was cited as a National Recreation Trail by the Secretary of the Interior Gale Norton. All the attending volunteers enjoyed a "free lunch" by the Psi Iota Xi Sorority and received a shirt or hat from the USDA Natural Resources Conservation Service's EARTH TEAM program.

A Trails Maintenance and Construction Workshop was held in Delphi on June 17th hosted by the Indiana Park and Recreation Association Natural Resources, Trails and Greenways Section; the Carroll County Wabash & Erie Canal, Inc.; the City of Delphi; and Delphi Recreation and Parks Department. It began at 8:30 a.m. in Wabash & Erie Canal Park on 1030 N. Washington Street and concluded at 3:45 p.m. This hands-on workshop explored the development, operation and maintenance of aggregate surfaced trails and the compatibility of trail development and historic preservation, and trails riparian zones. Historic preservation and trails - opportunities and compliance, archeology, ADA compliance, interpretation and trails construction and maintenance strategies, equipment and materials were some of the topics that were a part of this workshop.

Where Two Trails Meet Elderhostel to Feature Indian Removals and Wabash & Erie Canal

By Dan McCain

"Where Two Trails Meet" is the name of an Elderhostel, to be hosted by Epworth Forest Conference Center, North Webster, Ind., on Aug. 29 - Sept. 3, 2004. It will teach the connection between the Wabash & Erie Canal and the American Indians. Featured are: The Potawatomi Trail of Death, presented by Shirley Willard, Rochester, and Don Perrot, Dowagiac, Mich.; The Miami Indian removal, told by Penny Fouts, Peru; and the Wabash & Erie Canal, presented by Dan McCain, Delphi, and Tom Castaldi, Fort Wayne. Perrot is a descendant of Chief Menominee, the Potawatomi chief who refused to sell his land and was "tied like a dog" and placed in a jail wagon to travel across Indiana on the Trail of Death in 1838.

On Monday evening a cook-out of Native American food is planned. As Epworth Forest is on Lake Webster, canoes and other lake activities will be available for Tuesday afternoon, which will be free time.

On September 1 a bus will take the participants on a tour, guided by Shirley & Bill Willard, who led the Trail of Death Commemorative Caravans in 1988, 1993, 1998 and 2003. Don Perrot will lend a personal perspective to the Trail, as he is a member of the Prairie Band Potawatomi and teaches the Potawatomi language. The tour will stop at Chief Menominee statue, follow the Trail of Death to the Tippecanoe River, visit the Fulton County Museum, and then follow the Trail of Death historical markers to Delphi. They will spend the night at Camp Tecumseh YMCA near Battle Ground. The next day they will tour the Wabash & Erie Canal Interpretive Center in Delphi and follow the canal to Logansport, through Peru and Wabash and return to Epworth Forest. On Friday, the bus will return the group and take up the canal tour to Huntington to visit Forks of the Wabash and finish the tour in Fort Wayne. The Elderhostel concludes after lunch on Friday.

For reservations call Elderhostel at 1-877-426-8056. For details about Epworth Forest call 260-327-3047. Cost is \$705 single, or \$592 double.

MURAL FOR CANAL CENTER LOBBY

By Dan McCain

The Beta Psi chapter of Psi Iota Xi has agreed to sponsor an impressive piece of art work for the Canal Conference and Interpretive Center lobby in Delphi. Artists were asked to submit proposals for a large mural. After reviewing several submissions, the members

selected a proposal by Terry Lacy, of Delphi. Terry has done other art work at the museum. Terry proposes a painting of the Speece canal boat taken from the only known picture of a Delphi canal boat. The mural will be three and a half feet high and nine feet long, and will be placed on the wall facing the entrance. In the future other canal scenes may be added on either side of the main painting. Thanks to Psi Iota XII

THANK YOU

The following "Thank You" note was published in Currents, the newsletter of the Carroll County Wabash & Erie Canal, Inc.:

"Special thanks goes to the Canal Society of Indiana, which completed its pledge of sponsorship for the Canal Center's beautiful lobby when President Robert Schmidt

presented a check for \$6,000 at the Annual Meeting in April."

A request for donors to sponsor a room or exhibit as CSI has done said that donors selecting specific rooms or exhibits will be honored with plaques at the site. The price range is from \$1,000 to \$25,000 and includes such sites as the volunteer room, kitchen, dry goods store and smaller exhibits.

"Canal Connections" Corrections

Charles Davis sends these additions and corrections to the article that appeared in the June 2004 issue of The Hoosier Packet entitled "Canal Connections: Spring Tour Parke County":

P = page number
c = column number starting at the left
p = paragraph number

P1 c2 p1 Mary "Polly" Beard was from Maryland. She met Salmon Lusk at Fort Harrison, above Terre Haute, and the two were married there on November 19, 1819.

P2 c1 p2 John Lusk's nephew, Dr. Commodore P. Brown, bid \$30,000, Richard Lieber's bidder Mr. Rappaport bid \$30,100 for the state, and the Hoosier Veneer Company bid the winning bid of \$30,200 for the No. 3 Turkey Run Tract.

P4 c3 p4 Lodi was never called "Gilderoy." Gilderoy was a small town, no plat available, and was located northeast of Lodi at the county line.

P6 c1 p1 Parke M. Brown's home (where we saw the Clydesdale horses) is where Riley Swaim once lived in the 1860s. Swaim made all the dump carts for the canal workers in Parke county while he was living at Annapolis.

P6 c1 p4 Gobblers Knob was built by William Bowman Guthrie in 1930. Guthrie leased the Turkey Run Inn from the state of Indiana in 1929 when Della Luke gave up the lease. He built the structure for the park's commissary just east of the inn and held the rights to all of the park's concessions. He also had all the concessions at the Jungle Park race track.

The CCC camp came into the park in April of 1933 as part of the New Deal by Pres. F. D. Roosevelt. The camp's buildings or barracks were located in the large field south of the swimming pool. The base for the U. S. Flag made of rocks is still visible.

The state granted Guthrie the right to build the commissary with his own funds and, when he ceased to lease with the state, he had the right to remove it and any other of his buildings that were on park property. In 1941, Guthrie gave up this lease for patriotic reasons. He was losing many men for the war effort and tried to talk the state into closing the park. He didn't think people should be enjoying themselves while we were at war. The state refused his request so he gave up the lease. He had the building jacked up and moved it across the field to the present location known as Gobblers Knob.

P10 c1 p3 There were 4 bridges at West Union. The first was an open trunk bridge built in 1844 by subscription of the area. The second was the Star Mill covered bridge in

1861. The third was the Harrison bridge in 1866, destroyed by a flood in 1875. The West Union bridge was finished in 1876. Prier Wright's son, Daniel, was witness to the Harrison bridge floating down Sugar Creek.

P11 c1 p1 The ferryman for the ferry owned by Joseph Burns at Montezuma was Wycliff (Uncle Wyck) Vanlandingham. Septimus Vanlandingham, his brother, was the clerk for Erastus M. Benson of Benson's Basin at Montezuma.

P12 c1 p2 Armiesburg had a canal port. It was a "Widewater Port," the same type used at Howard. The port is still visible about 200 yards north of the Raccoon Aqueduct or just a little southwest of the town proper and is next to the bottoms bluff.

P13 c2 p1 The first court house in Rockville burned down in 1833 along with the deeds, etc. This was immediately replaced by a brick structure. It eventually became too small, was torn down and was replaced by the present court house in 1879.

P14 c2 p1 Richard Lieber was cremated and his ashes are located at the Lieber Memorial.

P14 c2 p2 Salmon Lusk had the help of James Milton Stuart, Robert Wright, Nathan Newlin, and Mr. Alward in building Lusk Mill. Prior Wright built the first store there in 1830 and was the new town's postmaster in 1837.

NEWSPAPER ITEMS CONCERNING THE CANAL IN GREENE AND CLAY COUNTIES AND POINTS SOUTH

Compiled by Dixie Kline Richardson
(former Owen County Historian)

These excerpts from microfilmed newspapers were gathered during a research project unrelated to the canal, hence this is not a comprehensive collection and should not be construed as such. They are from Worthington, Greene County: from The White River Valley Times, White River Gazette, Worthington Advertiser, Worthington Gazette, Worthington Times (basic evolution of the same paper), and from Clay County: Bowling Green Advocate, Echo, and Weekly Hoosier Patriot. There are no complete editions of any of these publications, issues are missing, and often the print quality makes some pages illegible.

The Feeder dam bridge across Eel River, seven miles below this place, was burned down to the water's edge... (BG Sept. 13, 1854)

The Birch Creek reservoir is cut again (BG May 16, and June 6, 1855, and March 18, 1860)

Legal notice of letting water power on the W & E and Slinkard's Creek dam (W Feb. 21, 1856)

Kib Osborn, the energetic and industrious superintendent for District No. 7 informs that the water is now being let in the canal and that navigation will open as soon as the ice runs off, which will be but a short time. (W March 20, 1856)

We are informed that five or six boats of produce is now waiting at Newberry for a rise in the river to float them off. (ibid)

Canal is open again, navigable from this place to Terre Haute. The canal boat Golden Girl arrived at our port from Terre Haute last evening having been on her trip from Toledo since last December. A freight boat, belonging to Mr. A. Downing of Richland Furnace, also passed up the canal late in the afternoon. (W March 27, 1856)

A break in the canal below Petersburg, several days before boats can run again, says Capt. Start of the Crescent City. (W April 24, 1856)

We have had no boating on the Wabash and Erie Canal, from Evansville to this place for four or five weeks in consequence of a large break in the neighborhood of Petersburg. Owing to assurances from headquarters that the canal would be in navigable order in a few days,

some of our merchants and business men bought goods up the Ohio river and at Evansville, and had them shipped for this place by Canal, but just as soon as the break was completely finished, the Superintendent at Petersburg let in the water so quick as to cause its banks to give away again, to a greater extent than before.... (W May 29, 1856)

The Lone Star, Capt. Hubbell, will leave this port for Newberry on the 3rd at six o'clock. Fare \$1 couple. Capt. Archer, commander of the packet Dove, will stop at the landing at Bloomfield to accommodate all who may go to that place. (W June 19, 1856) (note: Newberry July 4 celebrations)

In July, 1856, James Montgomery Higgins Allison, entrepreneur, advertises a town site and mill seat for sale, "one of the most valuable tracts of land in the country, consisting of 120 acres of land, on which the town of Kossuth is situated lying immediately on the Wabash and Erie Canal in Clay County..." (note: the town of Kossuth never materialized). (W July 10, 1856)

We understand that Mr. Marcus R. Holladay has sold his large and extensive warehouse on the Canal to Messrs. Shryer, Harrah & Miller of this place. This enterprising firm will now go into a heavy produce business. They have already commenced buying wheat and are now paying seventy-five cents a bushel... (W July 14, 1856)

Advertisement: Just received by canal boat Eureka 10 barrels of molasses, 8 half bbls Sugar--house ditto; sugar at cost; log, ox and breast chains. One tierce rice for sale, low, by Shryer, Harrah and Miller (W July 31, 1856)

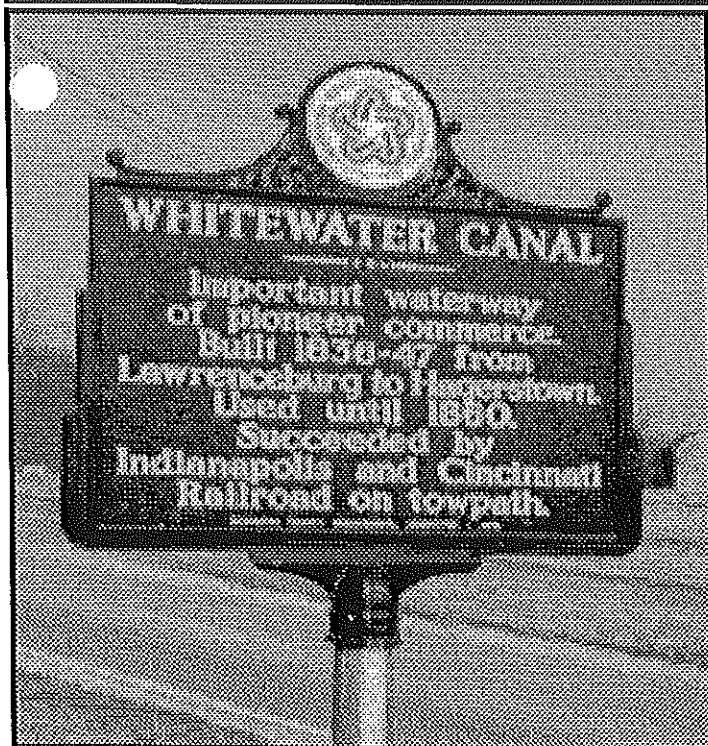
(End of first installment ~ ~ DKR)

WHITewater CANAL MARKED AT LAWRENCEBURG DURING BICENTENNIAL

By Carolyn McManaman

Editor's note: Charles (Chuck) Whiting Jr., CSI board of directors from Lawrenceburg, IN, recently had some photos he had taken in the Whitewater Canal area returned by Mrs. McManaman along with the following article she wrote for use during several canal tours given in Dearborn county in 1976.

This marker duplicates one erected in 1966 by the Dearborn County Sesquicentennial committee on the east side of U S. 50 near Hardintown, the site of the first canal locks. The original marker has been relocated on the flood wall, at the foot of Elm Street in Lawrenceburg, the site of the terminal turning basin. The Bicentennial



The Whitewater Canal was marked at Lawrenceburg in 1976 by the Dearborn County Bicentennial Committee
Photo by Charles Whiting Jr.

arker is located near the intersection of U.S. 50 and Oberting Road, near where the highway crosses the old right-of-way. The text is similar to that on the marker at the Whitewater Canal State Memorial at Metamora in neighboring Franklin County, where a fifteen mile section has been restored by the State of Indiana.

The route of the Whitewater Valley Canal in Dearborn County was along the east bank of the Whitewater River from near New Trenton to Harrison, where it branched. From Harrison it followed the west bank of the river (in Ohio) to near Elizabethtown, where it turned westwardly, near the foot of the hills which border the "big bottoms" of the Miami River to Hardintown, and thence to Lawrenceburg, near where the Canal Road was the predecessor of U.S. 50. The canal bed is still visible along Oberting Road. In Lawrenceburg the wharf and turning basin extended from the foot of Elm Street to the foot of St. Clair Street, near where the present flood wall is located, with a spillway to the river. A saw mill and a flouring mill at one time used water power from the canal. One of the several feeder dams was just above Harrison.

Perhaps inspired by the canals in New York and Pennsylvania, Indiana early turned its attention to exploring the possibility of canals to open avenues to transportation and communication in the new state. As early as 1822 there was agitation for a canal through the Whitewater Valley, instigated, at least in part, by the

Quakers in the valley to provide an outlet for their agricultural products. In 1834 a Connersville newspaper reported that "A corps of engineers are surveying the route of the contemplated canal down the valley of the Whitewater."

In January, 1836, the General Assembly of Indiana passed the celebrated act to provide for a system of internal improvements, including the Wabash and Erie Canal, the Indiana Central Canal, the Whitewater Valley Canal and the Madison and Indianapolis Railroad. The survey for the Whitewater Valley Canal was soon completed and its location established. The contracts for building the various sections were let at Brookville on September 13, 1836, an event for great celebration. Governor Noah Noble, former Governor James B. Ray, both of Brookville, Dr. Daniel Drake of Cincinnati and George H. Dunn of Lawrenceburgh (who had been one of the proponents of the internal improvements act in the legislature), were chosen to perform the ceremony of "ground-breaking" for the new canal. David Wallace, of Brookville, who became Governor of Indiana the following year, was the orator of the occasion.

Under the auspices of the State, the canal was completed from Lawrenceburgh to Brookville, as well as about half of the work from Brookville to Cambridge City. The canal was forty feet wide at the water surface and four feet deep. The towpath for the mules was fourteen feet wide, with a berm four feet wide. Workers were paid thirty to thirty-five cents a day, plus whiskey, which was plentiful in Lawrenceburgh.

The maiden voyage on the new canal was made by the "Ben Franklin," low and sleek, with a beam of eight feet, drawn by mules. It made the trip to Brookville in one day, with a change of mules en route. Its arrival on Saturday, June 8, 1839, was heralded by the firing of cannon and joyous demonstrations.

However, the State was forced to abandon its public works because of the great indebtedness, and the legislature in its session of 1841-42 chartered the Whitewater Valley Canal Company, and under its management the canal was extended to Laurel by October, 1843; to Connersville in June, 1845; and in October, 1845, to Cambridge City, a total distance of seventy miles from Lawrenceburgh. The first boat to reach Connersville was the "Patriot." In 1846 the Hagerstown Canal Company was organized, which completed the canal to that place the following year, but the dream of union with the Wabash and Erie Canal was never realized.

A company chartered by the State of Ohio constructed the branch from Harrison to Cincinnati, following the east side of the Whitewater River valley,

crossing the Miami River near Cleves, proceeding through a masonry tunnel at North Bend, and thence along the Ohio River toward Cincinnati. The first boats passed to that city in November, 1843, along this route.

Floods in 1847 and 1848 damaged not only the canal and the feeder dams, but carried off two of the aqueducts. Repairs were made, however, and the canal operated for several years before going into receivership.

The Cincinnati and Indiana Railroad bought the right-of-way of the canal from Harrison Junction to Cincinnati in 1863, and built a railroad which was leased to the Indianapolis and Cincinnati Railroad. By 1866 trains were running along this route.

In 1865 the Whitewater Valley Railroad Company was organized; it purchased the canal right-of-way from Harrison north, and by 1868 had completed the line to Hagerstown, on the old towpath. In some areas the canal continued to be used as a source of water power for some years.

Perhaps another Whitewater Canal marker should be placed at Harrison where the Ohio portion branched off toward Cincinnati, to commemorate the canal and its successor, the Whitewater Valley Railroad, in that area.

Chuck Whiting was instrumental in helping CSI place a Whitewater Canal marker at West Harrison, IN on September 18, 1999 much like the one suggested by Mrs. McManaman. He notes that the time the photo was taken of the marker, U.S. 50 was divided by a strip of grass between the lanes. It is no longer divided. He thinks the marker has been taken down since the city has eliminated the hills and driven piles for construction.

Another picture returned to Chuck shows a wooden apron on the feeder dam located at Laurel, IN. The picture was taken in October 1965. The dam was breached by flood waters and replaced by a concrete dam in the 1970-80s built by Rainbow Construction.



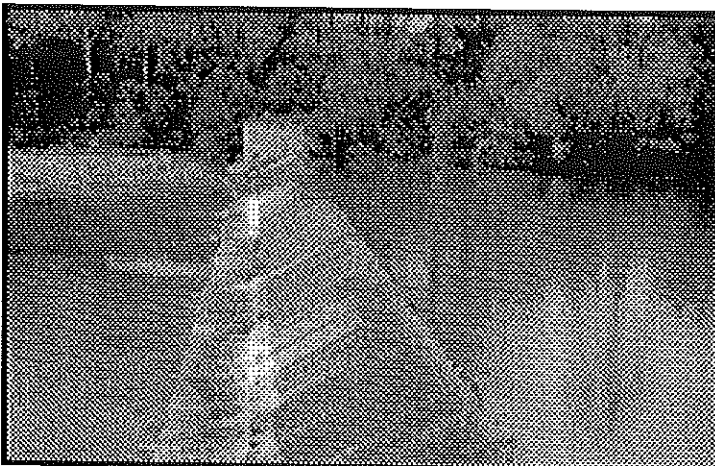
This old postcard shows the "State Fish Hatchery" at Brookville. It was postmarked about 1910. Note that the photo reveals that the hatchery was actually in a remnant of the Whitewater Canal at Brookville.

From the postcard collection of Laura with the DNR sent by Mick Wilz.

ABANDONED WHITEWATER CANAL SERVED AS FISH HATCHERY

About 1910, the Legislature approved the use of funds for the "propagation of fish" and the Commissioner of Fisheries and Game (George William Miles) went to work finding locations to start up some fish hatchery operations. One of these sites was below Brookville, IN. A portion of the bed of the old Cincinnati and Hagerstown (Whitewater) canal was leased for 20 years and in this, a series of ponds was constructed. This was not a new thing there since one of the ponds in the canal had been used as a private fish hatchery for many years.

The first state-operated fish production in Brookville occurred in 1911 or 1912 and consisted of small mouth bass fingerlings, which were used to stock in the Whitewater River from below Brookville up to Connersville. At this same time, other hatchery operations were starting up at Tri Lakes and Lake Wawasee.



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