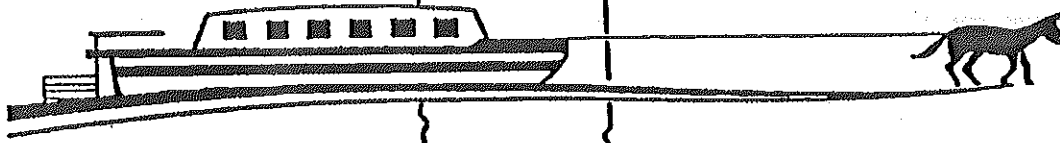


THE
HOOSIER-PACKET



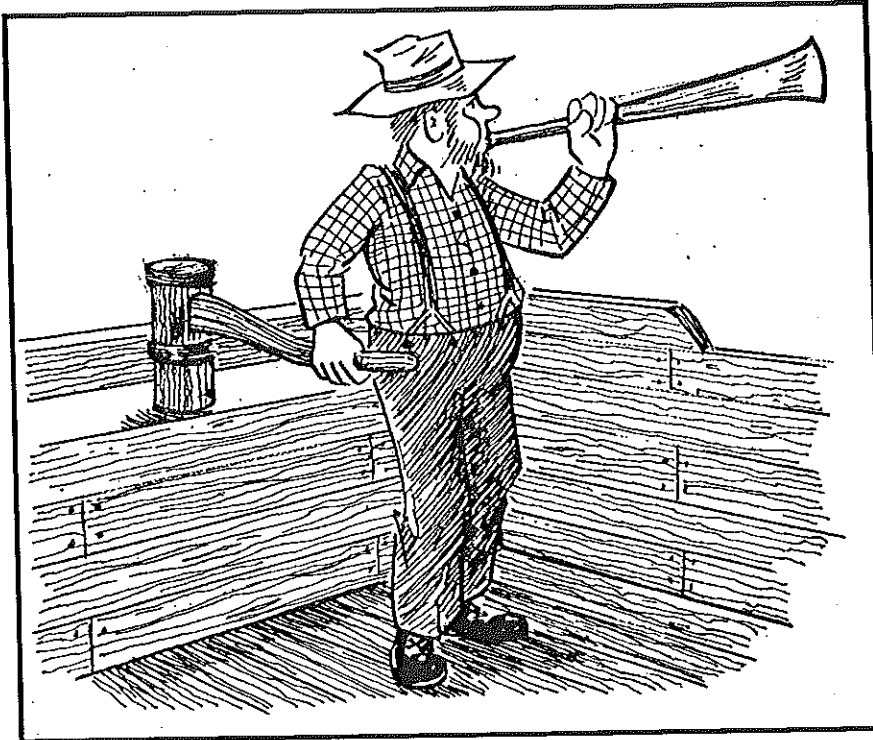
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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READY THE LOCK!



Several long blasts on the horn notify the lock tender to ready the lock. This and other sketches have been completed by Nate Tagmeyer to illustrate articles in "The Hoosier Packet."

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CANAL LIFE SKETCHED

By Carolyn Schmidt

Nate Tagmeyer, CSI member from Ft. Wayne, IN, who was one of the founders of the Canal Society of Indiana, recently completed a series of drawings illustrating life on Indiana's canals. These wonderful sketches will illustrate future articles in "The Hoosier Packet." One was used in the February issue this year showing skaters on the canal.

Another one of the drawings was used on an insert about a walk being held for the Whitewater Canal Corridor Scenic Byway. It showed modern day

recreational use of the towpath with two hikers walking along the canal with their dog.

In this issue you see the canal boat steersman blowing the horn to alert the lock tender of the approaching boat. When the lock tender heard the horn he would "ready" the lock. This meant that if the water in the lock was not at the same level as the approaching boat, he would either have to raise or lower the level before the boat could enter the lock and lock through. On some canals conch shells were blown to notify the lock tender.

Other sketches in this series include a boy fishing in the canal from the stern of a canal boat while his mother watches him. Fishing in the canal during canal times was not only recreational fun, it also provided much needed food. Once the Wabash & Erie Canal connected Lake Erie to rivers such as the Wabash and Salamonie, lake fish were seen in rivers where they had never been found before. Large fish were caught in the canal.

Women's work aboard a canal boat is illustrated in two more sketches. One shows two women on a canal boat deck. One is scrubbing clothes in a wash tub while the other pegs them on a line strung from cabin to cabin. It was not unusual to see clothes hanging on lines on canal boats. Many boats were owned by families who lived on them. They didn't have back yards in which to hang out their clothes to dry.

Another drawing shows the canal boat cook of ice make up the last sketch. Be on the look out for stirring a large pot atop a pot bellied stove while a boat

steward carries a steaming pot to the table. A lot of meals were cooked on little stoves and served to a large number of passengers. Sometimes to keep the inside of the boat cooler in the summer, the stove was moved to the roof of the boat. With such a small stove the meals had to be prepared one thing at a time and kept warm. Sometimes a pot on a spider was placed over coals from the stove that had been put on a protected floor so biscuits or a cobbler could be made.

Still another picture shows six people sitting around a table ready to eat. One man prepares to take the lid off the pot to see what their meal will be. Nate, who is a master at capturing expressions, has the typical church lady scowling and showing her disdain for having to eat on a canal boat. There is also a well dressed man who is probably some type of official, a grouchy old man with glasses, a young man and his wife who are probably excited about moving to the frontier, and a hungry young boy who can hardly wait to get some food.

Passengers preparing to board a canal packet boat is another scene. A husband, wife and child are all dressed up and prepared for their journey with packed bags. A dandy, complete with top hat, tails and walking stick, and a heavy set man with a cane and bag are ready to board. A canawler has placed a ramp from the dock to the boat and is ready to help them aboard. duck dabbles in the canal.

Men sawing ice on the canal and moving blocks these wonderful illustrations in upcoming issues.

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Canal Ports, Harbors, and Havens

by Richard F. Brown, Jr., AICP

This article is the third in a series about places in the United States and Canada named for terms related to canals. The list provided identifies those 187 communities that are located alongside canals or canalized rivers which have the term "port, harbor, or haven" included in their name.

A review of the complete list shows the following "port, harbor, or haven" names to be the most commonly found:

Lockport	9
Newport	7
Portage	7
Williamsport	6
Bridgeport	5
Portland	5
New Haven	4
Freeport	3
Logansport	3
Middleport	3
Rockport	3

(The list above includes variations of these names such as Portageville or Lower Newport).

Far and away the most commonly used of the three terms is "port," followed by "haven," and "harbor." There is even one community that utilizes two of the terms in its name; Havensport, which is located on the Ohio & Erie Canal in Fairfield County, Ohio

Port	166	88.8%
Haven	13	7.0%
Harbor	7	3.7%
Combined	1	0.5%
TOTAL	187	100.0%

While compiling the list, it became evident that older canals are more likely to have places situated aside them using one of these terms in its name. Canals built at later dates, often after an area has been settled, tend to have few, if any places with "port, harbor, or haven" included in community names because the local places have already been established. The Hennepin Canal in Illinois appears to be an example of this phenomenon. Modern canals, also have few places with one of these terms contained in their names. During the golden age of canal travel, the terms "port, etc." were an easy way for a community to distinguish itself from neighboring "land-locked" places, especially for drawing commerce from the surrounding farms and hinterlands.

It is also not surprising to see "port" more commonly used than "harbor" or "haven." For one, the term "port" can be simply added to nearly any word or name. Port Jervis sounds much better than either Harbor Jervis or Haven Jervis. Similarly, Logansport is much easier to pronounce than Logan's Harbor or Loganshaven. Secondly, "port" can be added at either the beginning or the end of the place name to signify it is a location for shipping goods via water.

ALLEGHENY RIVER NAVIGATION

Logansport, Armstrong County, PA
Freeport, Armstrong County, PA

BLACK RIVER CANAL & NAVIGATION

Forestport, Oneida County, NY (feeder)
Port Leyden, Lewis County, NY

BLACK WARRIOR RIVER NAVIGATION

Port Birmingham, Jefferson County, AL
Northport, Tuscaloosa County, AL

BRAZOS RIVER NAVIGATION

Port Sullivan, Robertson County, TX
Freeport, Brazoria County, TX

CALOOSA HATCHEE-ST. LUCIE CANAL

Port La Belle, Hendry County, FL
Moore Haven, Glades County, FL
Lakeport, Glades County, FL
Lake Harbor, Palm Beach County, FL
Port Mayaca, Martin County, FL

CHEMUNG CANAL

Millport, Chemung County, NY

CHENANGO CANAL

Pecksport, Madison County, NY
Middleport, Madison County, NY
Sackett's Harbor, Chenango County, NY
Port Crane, Broome County, NY
Port Dickinson, Broome County, NY

CHESAPEAKE & OHIO CANAL

Williamsport, Washington County, MD

COLUMBIA RIVER NAVIGATION

North Portland, Multnomah County, OR
Portland, Multnomah County, OR

CONESTOGA CANAL

Safe Harbor, Lancaster County, PA

CUMBERLAND & OXFORD CANAL

Portland, Cumberland County, ME

DELAWARE & HUDSON CANAL

Phillipsport, Sullivan County, NY
Haven, Sullivan County, NY
Port Orange, Orange County, NY
Port Jervis, Orange County, NY

DELAWARE & RARITAN CANAL

Port Mercer, Mercer County, NJ
Coalport, Mercer County, NJ*

DUCK RIVER NAVIGATION

Williamsport, Maury County, TN

ERIE CANAL

Lockport, Niagara County, NY
Orangeport, Niagara County, NY
Gasport, Niagara County, NY
Middleport, Niagara County, NY
Eagle Harbor, Orleans County, NY
Brockport, Monroe County, NY
Spencerport, Monroe County, NY
Fairport, Monroe County, NY
Wayneport, Wayne County, NY
Port Gibson, Ontario County, NY

ERIE & MICHIGAN CANAL

Port Mitchell, Noble County, IN

FOX RIVER NAVIGATION

Harbor Springs, Winnebago County, WI

GENESEE VALLEY CANAL

Portage, Livingston County, NY
Portageville, Wyoming County, NY
Portville, Cattaraugus County, NY

Notes (g) through (k) at the end of the article
pertain to the entire list.

GREEN RIVER NAVIGATION

Logansport, Butler County, KY
Davenport Landing, Muhlenberg County, KY
Rockport, Ohio County, KY
Steamport Landing, Webster County, KY

ILLINOIS & MICHIGAN CANAL

Lockport, Will County, IL

JAMES RIVER & KANAWHA CANAL

Bridgeport, Buckingham County, VA

KANAWHA RIVER NAVIGATION

Port Amherst, Kanawha County, WV

KENTUCKY RIVER NAVIGATION

Lockport, Henry County, KY

LEHIGH CANAL

Port Jenkins, Luzerne County, PA
White Haven, Luzerne County, PA
Bridgeport, Carbon County, PA
Penn Haven Junction, Carbon County, PA
North Weissport, Carbon County, PA
Weissport, Caron County, PA
Walnutport, Northampton County, PA

MERRIMACK RIVER NAVIGATION

Merrimacport, Essex County, MA
Newburyport, Essex County, MA

MIAMI & ERIE CANAL

Canalport, Paulding County, OH*
Newport, Shelby County, OH
Port Jefferson, Shelby County, OH (feeder canal)
Port Union, Butler County, OH

MISSISSIPPI RIVER NAVIGATION

Newport, Washington County, MN
Glen Haven, Grant County, WI
Port Byron, Whiteside County, IL
Davenport, Scott County, IA

Fairport, Muscatine County, IA
Gulfport, Henderson County, IL
Portage Des Sioux, St. Charles County, MO
Ashport Landing, Lauderdale County, TN
Ashport, Lauderdale County, TN
Port Hudson, East Baton Rouge Parish, LA
Port Allen, West Baton Rouge Parish, LA
Port Sulphur, Plaquemines Parish, LA

MONONGAHELA RIVER NAVIGATION

Glassport, Allegheny County, PA
McKeesport, Allegheny County, PA

MORRIS CANAL

Port Colden, Warren County, NJ
Port Murray, Warren County, NJ
Rockport, Warren County, NJ
Port Warren, Warren County, NJ
Port Morris, Morris County, NJ
Shippenport, Morris County, NJ
Starport, Morris County, NJ*

MUSKINGUM RIVER NAVIGATION

Gaysport, Muskingum County, OH
Eagleport, Morgan County, OH
Stockport, Morgan County, OH

NEW HAVEN & NORTHAMPTON CANAL

New Haven, New Haven County, CT
New Haven County, CT

OHIO & ERIE CANAL

Portage County, OH (a)
Portage Township, Summit County, OH*
Port Washington, Tuscarawas County, OH
Webbsport, Muskingum County, OH*
Nashport, Muskingum County, OH
Thornport, Perry County, OH*
East Millersport, Fairfield County, OH
Millersport, Fairfield County, OH
Havensport, Fairfield County, OH
Rarey's Port, Franklin County, OH (b)
Groveport, Franklin County, OH
Millport, Pickaway County, OH
Portsmouth, Scioto County, OH

Notes (g) through (k) at the end of the article pertain to the entire list.

OHIO RIVER NAVIGATION

Shippingport, Beaver County, PA
Port Homer, Jefferson County, OH
Bridgeport, Belmont County, OH
Newport, Washington County, OH
Lower Newport, Washington County, OH
Hockingport, Athens County, OH
Portland, Meigs County, OH
New Haven, Mason County, WV
Middleport, Meigs County, OH
South Portsmouth, Greenup County, KY
Portsmouth, Scioto County, OH
South Higginsport, Bracken County, KY
Higginsport, Brown County, OH
Newport, Campbell County, KY
Taylorsport, Boone County, KY
Westport, Oldham County, KY
Portland, Jefferson County, KY (c)
Shippingport, Jefferson County, KY*
Maukport, Harrison County, IN
Stephensport, Breckenridge County, KY
Cloverport, Breckenridge County, KY
Tobinsport, Perry County, IN
Lewisport, Hancock County, KY
Rockport, Spencer County, IN
Brookport, Massac County, IL

OLD ERIE CANAL

Port Byron, Cayuga County, NY
Centerport, Cayuga County, NY
Weedsport, Cayuga County, NY
North Weedsport, Cayuga County, NY
Newport, Onandaga County, NY

PENNSYLVANIA CANAL

Juniata Division

Gaysport, Blair County, PA
Allenport, Huntingdon County, PA
Lockport, Mifflin County, PA
Port Royal, Juniata County, PA
Old Port, Juniata County, PA
Newport, Perry County, PA

Shenango Division

Harbor Bridge, Lawrence County, PA

Susquehanna Division

Port Trevorton, Snyder County, PA

West Branch Division

Port Matilda, Centre County, PA (d)
Lock Haven, Clinton County, PA
Lockport, Clinton County, PA
Williamsport, Lycoming County, PA
South Williamsport, Lycoming County, PA

Western Division

Portage, Cambria County, PA

PORTAGE CANAL

Portage, Columbia County, WI

RED RIVER-ATCHAFALAYA NAVIGATION

Shreveport, Caddo Parish, LA
Simmesport, Avoyelles Parish, LA

RED RIVER OF THE NORTH, CANADA

Lockport, Manitoba, Canada

RIDEAU CANAL, CANADA

Port Elmsley, Ontario, Canada
Portland, Ontario, Canada
Westport Ontario, Canada

SANDY & BEAVER CANAL

Williamsport, Columbiana County, OH

SACRAMENTO RIVER NAVIGATION

Freeport, Sacramento County, CA

SCHUYLKILL CANAL

Port Carbon, Schuylkill County, PA
Schuylkill Haven, Schuylkill County, PA
Port Clinton, Schuylkill County, PA
Leesport, Berks County, PA
Port Providence, Montgomery County, PA
Bridgeport, Montgomery County, PA

Notes (g) through (k) at the end of the article pertain to the entire list.

SHUBENACADIE CANAL, CANADA

Princeport, Nova Scotia, Canada
Port Wallace, Nova Scotia, Canada

SUSQUEHANNA CANAL

Port Deposit, Cecil County, MD

SUSQUEHANNA & TIDEWATER CANAL

York Haven, York County, PA
Lockport, York County, PA
Havre de Grace, Harford County, MD

TENNESSEE RIVER NAVIGATION

Bridgeport, Jackson County, AL

TRENT-SEVERN WATERWAY, CANADA

Port Severn, Ontario, Canada
Port Stanton, Ontario, Canada
Port Bolster, Ontario, Canada
Port Perry, Ontario, Canada

WABASH & ERIE CANAL

New Haven, Allen County, IN
Port Mahon, Huntington County, IN*
South Haven, Wabash County, IN
Logansport, Cass County, IN
Lockport, Carroll County, IN
Williamsport, Warren County, IN (e)
Lockport, Vigo County, IN (f)
Port Gibson, Gibson County, IN*

WELLAND CANAL

Port Robinson, Ontario, Canada
Port Colborne, Ontario, Canada

WHITEWATER CANAL

Mound Haven, Franklin County, IN

Notes to the list:

[Notes (g) through (k) pertain to the entire list]

* Community no longer exists

(a) Portage County once included those parts of Summit County where the Ohio & Erie Canal traverses. (www.acorn.net)

(b) Original name of a town that merged with its neighbor Wert's Grove in 1847 to create Groveport, OH. (www.groveport.org)

(c) Now part of Louisville, KY. (www.preserveamerica.com)

(d) Named Port Matilda in the hope the canal would be extended there. The canal never reached here. (www.centrecountyhistory.org)

(e) Located across the Wabash River from the canal.

(f) Renamed Riley. (www.vigo.lib.in.us)

(g) Canals or canalized rivers without "port, harbor, or haven" places have not been included in the list.

(h) The places listed are not necessarily named specifically for being a port, harbor, or haven on the canal, though most are. For example, Portsmouth, Ohio, which is located at the confluence of the Scioto and Ohio Rivers and was founded and named in 1803 prior to the arrival of the Ohio & Erie Canal (appalachianohio.com).

(i) The list only includes places along and adjacent to a historic canal or canalized river and not nearby communities with "port, harbor, or haven" in their name. For example, East Weissport, PA is not included because it is not located along the Lehigh Canal.

(j) For rivers, the places are listed from upstream to downstream.

(k) For canals; they are listed west to east or north to south.

SOURCES:

American Canal Society

http://en.wikipedia.org/wiki/Portage_Township,_Summit_County,_Ohio

<http://homepages.rootsweb.com/~tfisher/martzolff/martzolff.htm>

<http://www.acorn.net/gen/history.html>

<http://www.appalachianohio.com/main/histories.aspx?Cold=14>

<http://www.centrecountyhistory.org/ABCsP.html>

<http://www.geocities.com/Heartland/Estates/7998/kentucky.htm>

<http://www.groveport.org/sections/about/history.asp>

<http://www.preserveamerica.gov/portlandKY.html>

<http://www.terrypepper.com/w&e/mahon/htm>

<http://www.vigo.lib.in.us/spc/townships/riley.htm>

Mapquest

TopoZone

Towpaths to Tugboats, Thomas F. Hahn, Ed.D., T. Gibson Hobbs, Jr., and Robert S. Mayo, P.E., The American Canal & Transportation Center, 7th printing, 2004.

U.S. Census Bureau

CANAWLERS AT REST

THE PETER CORNELIUS VANSLYKES

Grandfather
b. April 5, 1766
d. September 25, 1834

Grandson
b. November 27, 1829
d. April 23, 1891

By Carolyn I. Schmidt

Peter Cornelius VanSlyke ran two canal boats according to Greene County history. When following up on this lead I discovered two Peter Cornelius VanSlykes, the one born later having canal connections and being the recipient of his grandfather's huge coin collection. The VanSlykes were of Dutch descent. They interchanged the names Peter and Cornelius placing one before the other alternating throughout the generations. Therefore Peter Cornelius VanSlyke (who we will call "Peter" in this article) named one of his sons Cornelius Peter VanSlyke, who in turn named one of his sons Peter Cornelius VanSlyke, our subject (who we call "Peter C." in this article), and another son Cornelius Peter VanSlyke. Then Peter Cornelius VanSlyke named one of his sons Cornelius Peter VanSlyke. Confusing? Hmmmmm!

The story begins. Peter Cornelius VanSlyke was born along the Mohawk River in Schenectady County, New York, on April 5, 1766. He was a descendant of Cornelius Mey, who managed a little fur-trading post in 1623 where New York City now stands.

Peter's father Cornelius VanSlyke was captured and held prisoner for four years by the Chippewa and the Potawatomi. He was interviewed by the British Indian superintendent William Johnson in July 1767. He told Johnson that the Potawatomi believed "that the great Number they lost of their People at & returning

from Lake George in 1757, was owing to ye English poisoning the Rum, & giving them the Small Pox, for which they owe them an everlasting ill will." Cornelius went to great lengths trying to convince the natives "that in case they made peace with ye, English, they would soon repent it, as they [the British] would then come into their Villages, & thereby destroy em by poison, Small Pox & ca. Which the Informant says they believe as much as can be."

Peter grew up on a farm in the rich bottom land of the Mohawk River with an upland that was sandy. He was a soldier in the War of 1812.

We do not know when Peter married Margaret Lighthall. They had five children:
James VanSlyke (b. ?, m. 7-26-1827 to Margaret Burge in Greene County, later to Mary G. Stallcup d. ?) He was the local sheriff for four years.
Andrew VanSlyke (b. ?, m. ?, d. ?)
Cornelius Peter VanSlyke (b. 8-11-1790 Schenectady, NY, d. 9-27, 1834 Green Co., IN, m. 1816 in New York to Anna Edwards (b. 8-17-1795, d. 1887).
Catharine VanSlyke (b. 1793 Schenectady, NY, d.?, m. John VanVorst abt. 1815,)
Sarah "Sallie" VanSlyke (b. 1-?-1799, d. 4-16-1842, Bloomfield, IN, m. Carpus Shaw in Greene Co, IN,)

Peter was described as a handsome man, who stood six feet and four inches tall and weighed about 250 pounds. This description fit that of George Washington and, being from a wealthy family, Peter emulated Washington in his dress.

Moved to Indiana

In 1816 Peter moved temporarily to Washington, Daviess County, Indiana, bringing with him silk knee breeches, silver knee buckles, matching shoe buckles and fine silk stockings that came above his knees. However, he was usually seen in buckskin with fringe down the pant legs and fringed hunting shirts and jackets in the style of the Mohawk Indians.

While at Washington, Peter learned that land was being sold at Vincennes, Indiana, in what was to become Greene County at a later date. He decided to purchase some since it was similar to the Mohawk River farm land.

Peter, his son Cornelius Peter and son-in-law John VanVorst, traveled to Vincennes. The Greene County history says that "The first sale of lands in Greene County took place in 1816 at Vincennes, but only a comparatively few entries were made owing to the remoteness from settled localities. One purchase was made in old Richland Township by Solomon Dixon,

who afterward became one of the most prominent citizens of the county.... Another entry was made by Peter Vanslyke (Peter), who had come from "down East" and located at Washington, Daviess County."

Peter's land purchase was considered to be superior land, mostly river bottom, laying north and south along the east side of the White River west of where Bloomfield is located today. He purchased around 800-1000 acres in what was Orange County described as the East fraction Section 27, T.7 R.5. He then went back to Washington, Indiana.

The first settlers on this property were John VanVerse and Daniel Carlin. They were tenants of Peter VanSlyke and arrived on the land late in the autumn of 1817. With Peter's permission, they erected crude log cabins in the southwestern part of what was to become Bloomfield and began clearing land for crops. They lived and worked hard all winter living on bear meat, fat pork and bread brought from Washington, Daviess County, Indiana. In the spring of 1818 they returned to Washington, picked up their families and belongings and moved to the log cabins. They raised small crops of corn and vegetables while continuing to clear land for Peter and themselves.

Remote it was. In November 1818 Peter's family moved to their new land in Richland Township (by then a part of Daviess County) bringing with them a strong wagon pulled by two horses containing all the essentials needed for a wilderness home. They found a wilderness filled with bears, wolves, panthers, deer and other scary creatures. Indians often camped for short periods of time along the streams. The men threw up a rude log cabin that had only a blanket in the door way, no window except for a hole about a foot and a half square on one side of the building and a bare dirt floor. They left Anna Edwards VanSlyke, Cornelius Peter's wife, and the children in the cabin and returned to Washington to get their personal belongings and settle their affairs before returning to the cabin for good.

After the men had been gone for some days Anna was anticipating their return. Shortly after dark one night while she was outside of the cabin she heard what she thought was someone calling "halloo" down on the river bottom land southwest of the cabin. She thought it was the voice of her brother, Lewis B Edwards. She called back as loud as she could and started a fire on the higher land to help guide him to the cabin. She heard the voice call again in closer range and returned the call. This happened several more times, each time with the voice growing louder and nearer. She was better able to hear it as it got closer. It sounded like a long and plaintive wail. Then the voice stopped. She was wondering what had become of him when a

wild alarming scream rent the air sounding half human and half beast. She ran back into the cabin and barricaded the door the best she could. Looking out the little window she saw a large panther bounding across the clearing. It was afraid of the fire and ran into the woods making its horrible cries. She had been deceived by the cries as were many early settlers.

The names of the first families to settle in Richland Township were:

Isaac Anderson	Reuben Hill	Carpus Shaw
Robert Baber	S. C. Hall	John Shryer
Solomon Burcham	David Heaton	Samuel Smith
Daniel Burcham	John Herral	Adam Stropes
Joseph Burcham	Timothy Jessup	John Terrell
Daniel Carlin	John Jones	Benjamin Turley
Alexander Clenny	Jacob Lakely	Charles Turley
E. P. Cushman	Ruel Learned, Oliver	<u>Peter C. VanSlyke</u>
Oliver Cushman	Lockwood Jeremiah	John VanVerse
Simon Dixon	Lockwood	John VanVoorst
Jacob Dobbins	John Mason	James Warnick
Joshua Dobbins	George Milam	John Watson
<u>Lewis B. Edwards</u>	Orange Monroe	William Watson
Eli Faucett	Barney Perry	Ebenezer Welton
Levi Fellows	Norman W. Pierce	William Welton
Kelly Heaton	William Robison	Abraham Workman
John Hill	William Russell	
Peter Hill	William Scott	

Greene County Organized

Greene County, in which Peter's property was located, was organized in 1821. During the April session five townships were created. In the May session the name Burlington was selected for the county seat. The first county road in Greene County was projected in the August session to run from Burlington through Highland Township to the Owen County Line. A second road was projected from Burlington to the south boundary of the county. Those petitioning for the second road were Peter VanSlyke, Cornelius VanSlyke, Orange Monroe, James Brown, John Owen, James Warnick, William Schott, John VanVoorst, Lewis B. Edwards, William D. Lynch, Thomas Warnick and Ephraim Owen, Sr. A third road was ordered viewed from Ingersoll's Ferry via Fellows' mill to intersect the Bloomington road on the west line of Monroe County. All three were built after the county was organized.

In 1821 the first trial by jury was conducted in the Circuit Court of Greene County. It was on a charge of assault and battery on Peter VanSlyke by Daniel Carlin, his tenant. Carlin was found guilty and assessed a fine of \$1.

In 1822 Peter VanSlyke was a Richland Township officer. He held the position of Fence Viewer along with Solomon Dixon and William Welton. Although we are not sure exactly what the duties of "Fence Viewer"

entailed, it seemed to be considered an important job at the time. We assume it had to do with where fences were placed along property lines.

At an early day Peter started a small horse mill and distillery. The mill was designed to grind the corn meal for use in the distillery and was used for little else. The distillery, which produced twenty gallons per day, provided an opportunity for selling the corn grown by the early settlers. The county seat was located two miles north of the distillery. Settlers going to the new county seat or, if coming from the south or southeast en route to the Dixon ferry, passed his stills. At that time almost everyone drank liquor thinking it was a necessity of life. Peter's was of superior quality and many a pioneer stopped to purchase whiskey. It was a profitable venture for several years.

Money Problems

Peter's fortune began to grow and began causing him problems. Since there was no bank at that time, he cut a hole in the floor of his cabin, dug a pit and dropped money into it. This was mainly gold and silver coins. Men carried little paper money because it deteriorated in the almost constant dampness and mold.

Peter had the first \$1000 bill issued from the National Bank of Philadelphia. He hid it under his house where it rotted. He went by foot back to Schenectady, New York, to see the man he had gotten it from. With an affidavit from this man, he went to Philadelphia, Pennsylvania, and had the bill replaced. Then he walked back presumably to hide it under the house again.

Apparently he learned a valuable lesson from this incident for he later put his money in a chest in the hole. *The Early History of Greene County* says that around 1830 great excitement was created in the settlement. One day, after returning home and having been gone for several hours, Peter found his chest broken open and all his money gone. He kept his money in sacks inside the chest.

Although Peter was very wealthy, this great robbery made all the settlers concerned. They flocked in great numbers to the place where the robbery occurred and volunteered to help pursue the robber. An immediate search began looking for clues. It didn't take long and the money was found about thirty yards from the house covered up with chunks [of earth or wood?]. It seems a joke had been played upon Peter.

A New County Seat

In 1823 an act was passed to locate a county seat and build a courthouse. It was approved on Decem-

ber 17, 1823. Relocating Commissioners met at Burlington in early February, 1824, to review the applications for the new county seat. Although Fairplay, a thriving little town with a good location on the west bank of White River and good water, was probably the most eligible, the residents offered only a few donations. Peter VanSlyke owned land in and around present day Bloomfield. He agreed to donate sixty-two acres there plus some small tracts in the county. These 62 acres included a contract for a 25 acre donation from Samuel Gwathmey that Peter had acquired, 25 acres that Peter himself purchased from Gwathmey at \$4 per acre, and 12 more acres immediately west of the others. The land was above the flood zone and had an every-flowing spring providing an abundant supply of water.

The Commissioners snapped up Peter's offer to the disappointment of the citizens of Fairplay. Dr. Hollet B. Dean, a native of Bloomfield, New York, suggested the name Bloomfield and it was agreed upon.

BLOOMFIELD

This new seat of justice of the county of Greene will be sold on the 22d day of April next, on the premises. The terms of sale will be one tenth of the purchase money in hand, and the residue in five equal semi-annual installments. Town orders to be taken in payment, except the one-tenth part thereof. This town is beautifully situated on the east side of the West Fork of White River, on a rich, dry soil, plentifully watered by good springs, possessing as many natural advantages as any other new town perhaps on the river surrounded with a very flourishing settlement contiguous to mills and mill seats. The attention of merchants, mechanics, and manufacturers will be particularly excited by the extent of surrounding country, the convenience of water works, and healthfulness of situation. From the superior natural advantages possessed by the town, and its centrlicity to the center of the county, it is elevated above the fear of future re-locations.

EPHRIAM OWEN, SR., Agent for Bloomfield
February 2, 1824

At the end of the month, February 27, 1824, members of the County Board gathered at the location of the new county seat and directed the Town Agent to lay off the donation into lots according to a prepared plan and to advertise the sale of these lots in the *Indianapolis Gazette* and the *Indiana Farmer*, of Salem as follows:

The locating Commissioners then transferred their claims for duties under the legislative enactment to Peter C. VanSlyke, as assignee, who was paid \$75, in full for such claims. The Town Agent, Ephriam Owen, was ordered to begin erection of a hewed-log court house on the public square of the new county seat.

The town of Bloomfield was laid out by surveyors Hansford Stalcup and John O'Neal with 168 lots, a block set aside for a public square and another block re-

servéd for the county seminary. On April 22, 1824 the first lots were sold. The first buyers were Thomas Bradford, Ruel Learned, George Milan, Augustine Passmore, Peter VanSlyke, and Thomas Wárnick. Peter purchased lots #62 and 68 on May 18, 1824, according to an abstract in Deed Book A, Greene County. The following year over fifty lots were purchased. By August 6, 1831, \$1,670.06¼ cash had been received by the sale of these town lots. \$69.93 was still outstanding. Ten per cent of these amounts was for the county library.

The original log cabin of Peter and Margaret was replaced. One was built made of weatherboards just east of where the cabin and distillery stood. On April 21, 1824, Peter occupied the new house at 149 South Washington Street. From its windows they could look in all directions and see VanSlyke property. Over the years it has had many families living in it and has been re-sided.

dow at each end, and the roof was covered with joint shingles twenty inches long.

After the framework on the courthouse was done, John Hill was appointed by the commissioners to finish it by chinking with short blocks adobed with a mixture of one third lime and two thirds sand on the outside, and clay washed over with lime on the inside. Passmore's tavern did a lively business with the workmen building this courthouse.

By September of 1824, the new Bloomfield courthouse was finished. The County Board met there for the first time.

In 1828 Richland Township was divided and that portion west of the White River became Dixon Township. Officers were appointed or ordered elected to administer the affairs of the township. At that time Peter VanSlyke, Solomon Dixon, and James Warnick were appointed Fence Viewers.

Apparently Peter petitioned the U. S. Committee of Public Lands about a land issue. The Journal of the House of Representatives of the United States, 1829-1830, on Tuesday, December 29, 1829, says:

"Ordered, That the Committee of the Public Lands be discharged from the further consideration of the petition of Peter C. VanSlyke, and that it lie on the table."

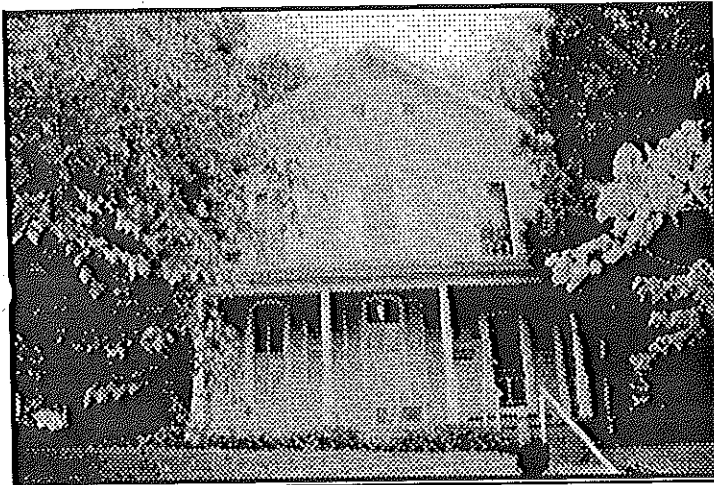
Peter was on the Board of Trustees of the County Seminary along with James Warnick, Samuel Simons, John A. Pegg and Elias Crance. In 1833 the County Board "Ordered, That Lots 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, in Bloomfield, be given unto (the Board of Trustees of the County Seminary), and their successors in office for the use of a seminary of learning for the said county of Greene..." Willis D. Lester, agent for the town, was to make a good and sufficient deed for the lots.

The VanSlyke children built their homes along the ridge of Bloomfield. They took an active part in helping to meet the growing demands of operating the town by holding public offices.

As Peter and Margaret VanSlyke grew older and could no longer care for their new home, they moved to the home of their son Cornelius Peter VanSlyke. It was located north of what was then known as the Indian lookout.

Cornelius Peter VanSlyke and Anna Edwards VanSlyke had three children:

Margaret VanSlyke (b. 7-23-1815, d. 3-7-1878, m. 12-



The home of Peter Cornelius and Margaret VanSlyke
Photo by Bob Schmidt

The first families to live in Bloomfield were Thomas Bradford, Hallet B. Dean, Peter Hill, Otis Hinkley, Augustine Passmore, Peter VanSlyke, and Thomas Warnick. Passmore moved to Bloomfield from Burlington and opened a tavern and a small grocery.

The courthouse for the new seat of justice was to be built on the 276-foot square public lot that overlooked a slope with a fine spring of pure cold water at the bottom of the slope. Nancy Gilliam, Hansford Stalcup and others agreed to donate timber for the courthouse.

During the summer of 1824 the 20 x 26 feet, one and a half story, courthouse was built with hewn logs. It had one door, one window with twelve panes in it, and a good poplar plank floor with one set of joists on the bottom level. The upper level had a tongued and grooved floor, a partition across the upper floor, a win-

16-1833 to John Inman. They had 2 children.)
 Henry VanSlyke (b. 8-1-1818, d. 2-6-1886 from a self-inflicted revolver wound just above his temple. His note said he was tired of life., m. 1-7-1841 to Harriet Learned, They had 11 children.)

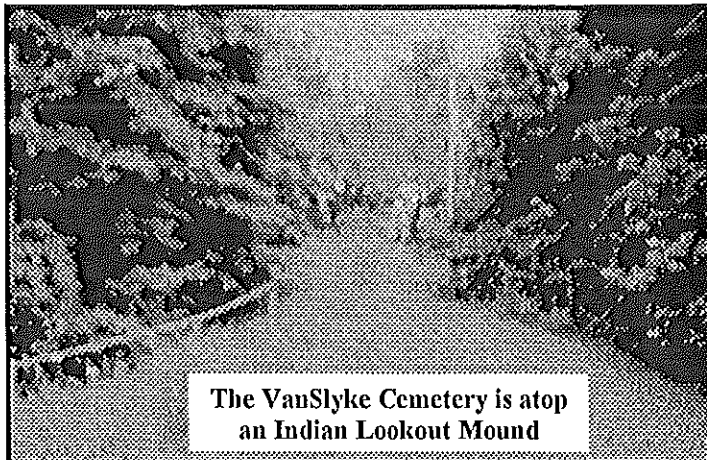
Peter Cornelius VanSlyke (Peter C.) (b. around 1828-1829 in Bloomfield, d. 7-3-1912 in Bloomfield, m. 7-14-1848 to Sarah Jane Boyd in Greene County, They had 8 children.)

Peter C. was the apple of his grandfather Peter's eye being little more than a baby when his grandparents lived in his home. Margaret died in the spring of 1834 and was buried on the crown of the lookout. Peter followed her in death just a few months later on September 25, 1834. Peter C. was only 5 years of age at the time.

When Peter died two cherished relics from his huge coin collection - a twelve and a half cent piece, the first money ever coined by the government, and another silver coin, which had an interesting history - were placed on his eyelids to keep them closed. They were seen on his eyes while he rested in his coffin.

W. D. Ritter states in an 1879 newspaper that Peter was buried next to Margaret Lighthall VanSlyke. The name of their burial ground was changed from "The Lookout" to The VanSlyke Mound." The cemetery is located on the hill on West Main Street behind the former Bloomfield Woolen Mill in the SW ¼ NE¼ 22 7 5.

To reach Peter's grave come into Bloomfield on SR 54 from SR 231 and as you come up the hill into town the old Woolen Mill is on your left. Just past it is Park Street. Turn left on Park and in less than 1/2 of a block there is a mowed path to the VanSlyke Cemetery on your left. Follow the path toward the river and up the mound that has a flagpole on top.



The VanSlyke Cemetery is atop an Indian Lookout Mound

Enter the cemetery gate and in the center of the cemetery you will see a large monument with a log

cabin on top. This is Peter's monument. Six-foot-tall weeds hide other stones around it. The cemetery is centered on the main monument/headstone. It is inscribed on all four sides:

Side 1.

VANSLYKE

Peter Cornelius VanSlyke born on Mohawk River in Schenectady Co. N.Y. Apr. 5, 1766 came to Ind. in 1816. In 1824 he donated to Greene Co. for county seat. The land on which Bloomfield is located. Died Sept. 25, 1834. Was a soldier in War of 1812.

Cornelius P. [Peter] son of Peter C. VanSlyke Born in Schenectady Co. N.Y. Aug. 11, 1790 died Sept. 27, 1834

Side 2.

Harriet VanSlyke Dean Herzog 1856 - 1936
 Wilbert Dean 1876 - 1939
 Dorothy Dean Bushfield 1882 - 1961

Side 3.

Thomas VanBuskirk born near Gosport in Monroe Co. Ind. Feb. 16, 1861 served as Judge of Greene Circuit Court from Nov. 14, 1918 to Jan. 1, 1931. Died Dec. 10, 1937.

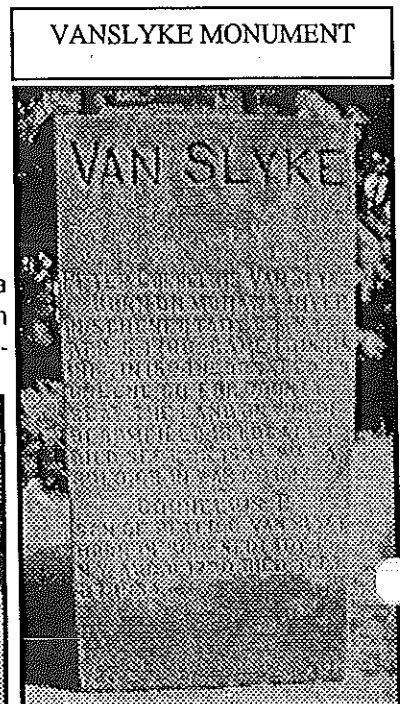
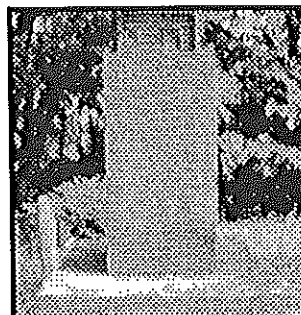
Frances VanBuskirk daughter of Henry & Harriet VanSlyke and wife of Thomas Van Buskirk Jun. 5, 1867 - Jan 20, 1936. She was a dedicated wife and mother.

Side 4.

Anna Cravens daughter of Henry & Harriet Van Slyke. Wife of Thomas A. Cravens Jan. 2, 1852 - Oct.15, 1935.

Katharine Hunley Nelson Daughter of Mary Van Slyke & John Boudniot Hunley. Wife of John Maurice Nelson July 28, 1877 - Oct. 30, 1962.

At a later date a monument was placed on the mound to mark Pe-



VANSLYKE MONUMENT

ter's grave by the government. This was for his participation in the War of 1812. The broken government monument was replaced by a huge gray stone with a log cabin at its top by Judge VanBuskirk. He was connected to the VanSlykes by marriage and, by his bequest, he was cremated and his ashes strewn around the monument's base.

Peter died leaving thousands of dollars and hundreds of acres of land. All of his huge collection of gold and silver from many nations was left to Peter C. Since young Peter was underage the money was taken to his sister Margaret VanSlyke Inman's home in Bloomfield across from the courthouse for safe keeping until he was old enough. There was so much gold and silver coin that it required several executors to count it. By the time they were finished their hands were black like when handling lead. It was so heavy that it took a wagon to haul it. By the time Peter C. reached the age to retrieve it, the money was gone and there was no accounting for its use. Later, when Peter C. became of age, he sued John Inman for the whole amount that he had not turned over at the proper time. Inman died penniless.

Although Peter C.'s father Cornelius died two days after his grandfather, his mother Anna lived another fifty-three years. It is wondered why Margaret (age 19 at the time) and John Inman were given the money while Peter's mother was still alive. Perhaps it was thought that the widow might be in danger with it in her possession while Margaret had a husband to protect her.

By 1836 Greene County had outgrown the first courthouse built in Bloomfield. While arrangements were being made to erect a new courthouse, the County Board ordered the County Agent of lay out two towns on two small tracts of land of five acres each that had been earlier donated by Peter VanSlyke. The towns were to be called Van Bayou and Newtown. Van Bayou, which was laid out first, was on Lots #4 and 5 of Fractional Section 34, Township 7 north, Range 5 west. Newtown was laid out later that year on Section 27, Township 7 north, Range 5 west. The plan was to sell the lots to raise money for building the second courthouse. However, few lots were sold, few houses built, and the "paper towns" were soon abandoned.

Peter C. grew to be a man. In the 1840s he and others ran flatboats down Richland Creek to the White River, then into the Wabash River, down the Ohio River and the Mississippi Rivers to reach southern markets. They were loaded with pork, grain, flour, etc. When these boats reached their destination they were sold for the lumber in them and Peter returned home.

The Wabash & Erie Canal

1848 was a busy time in Greene County. Peter C. VanSlyke (Peter C.) married Sarah Jane Boyd in Bloomfield. That same year the survey for the Wabash & Erie Canal in this area of Indiana was made. Burdan, Hutchinson, Pope and Whittle were the engineers. Jesse Lynch Williams, chief engineer of all of Indiana's canals, and William H. Ball, chief engineer of the Wabash & Erie Canal with headquarters at Terre Haute, Indiana, selected the location for a slackwater dam to be built at what was to become Newberry, Indiana. One of the architects was James Ronquet. Treasurers were Owen and Daniel A. Bynum. John F. Slinkard was the clerk. Contracts were let that year for building the canal through the county. Large crowds gathered at Point Commerce (Worthington) to hear the bidding.

Receiving contracts were Joseph Knight, Hugh Stewart and Alonzo Knight. Their contract was for \$140,000 and included the feeder dam, the guard bank, the locks and five miles of excavation above the dam. They began work in the late 1840s and finished in the early 1850s. There were approximately 150 men working on the canal. A special store for them was operated in Newberry.

Once the canal became a certainty, the town of Newberry was surveyed during the winter of 1848. Lots were sold, merchants and mechanics arrived, carpenters appeared, livery stables and dwellings were built, and the town became a hive of activity.

In the 1850 Federal Census Peter C. is a 21 year old farmer. Living in his household are Sarah J., his 17 year old wife, Peter C., his 1 year old son, William Bridle, a 17 year old laborer, Catherine Bridle, age 14, Benjamin Franklin, an 18 year old laborer, and Margaret Inman, age 34, his sister.

In the early 1850s Hiram Bland murdered William Walker for revenge in broad daylight. Bland was caught but escaped and hid in a corn pen. He was re-captured and given the death penalty. Gallows were erected on land owned by Peter C. VanSlyke and on June 13, 1851, many citizens turned out to witness his execution. Peter C. had made a contract for permitting the gallows to be built on his property. In it was stipulated that the gallows remain on the ground until it disappeared by decay. It was left standing until it rotted down.

In the 1852 April term of the court, the Trustees of the Wabash & Erie Canal were indicted for nuisance by the grand jury. Their erection and maintenance of the dam across the White River at Newberry that backed up water over the lowlands adjoining the river was said to

be the nuisance. There was a court trial but the case was held under advisement until the next term. That court found the defendants guilty and each of them was assessed a fine of \$10. The case was appealed to the Supreme Court and reversed.

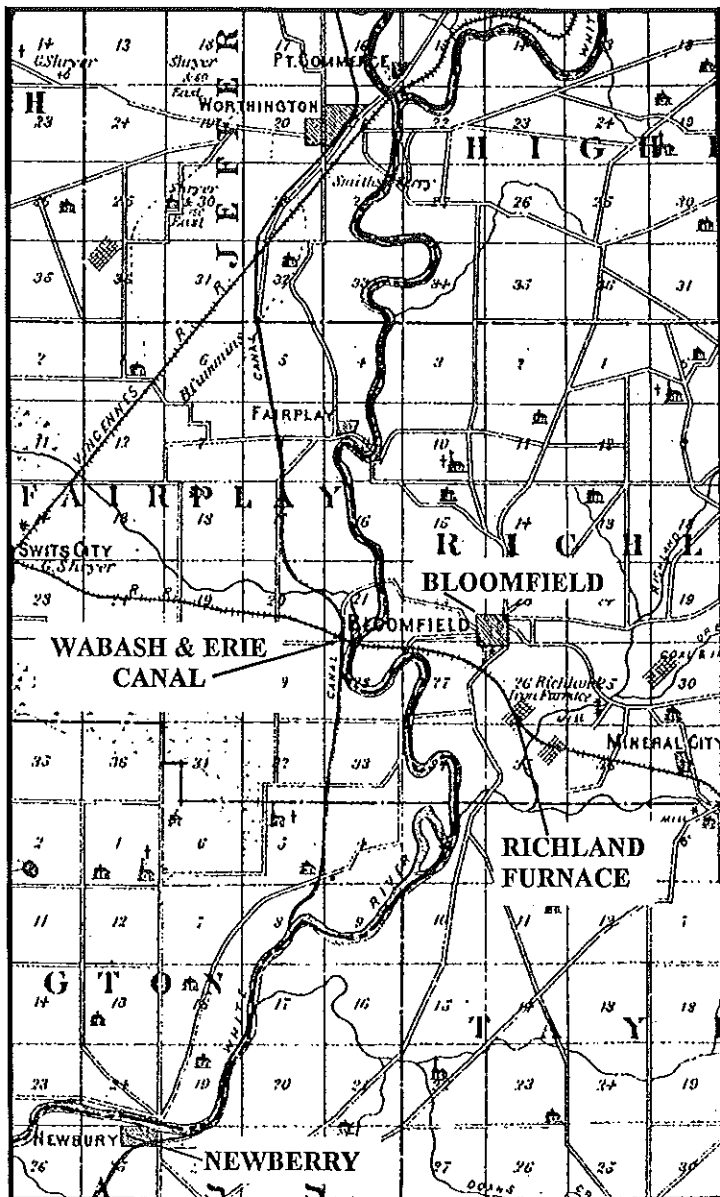
By 1853 the canal was opened all the way to Evansville, Indiana. Bloomfield suffered by not being on the canal and also by Richland Furnace and its iron production being the center of attention.

In Newberry warehouses stored grain and then shipped it by canal when prices were more favorable. B. F. Morse of Newberry shipped \$9,000 worth of produce every spring to New Orleans, the journey taking about six weeks. Andrew Downing from Richland Furnace shipped his iron products to Evansville. Peter C. VanSlyke of Bloomfield shipped grain and other products on his two canal boats named the "John H. Eller" and the "H. T. Ford." The "Ford" was said to be a very

"rapid sailer."

Even though Greene County had six locks to control the water levels on the Wabash & Erie Canal, heavily loaded boats could not use the canal in this area. There simply wasn't enough water available to maintain the proper depth of water to float them. A sufficient amount of business was conducted on the canal until about 1859. From then on it was mainly abandoned. However, from time to time up until 1863 attempts were made to revive it. Since it could not be depended on, it became regarded as an eyesore and a nuisance.

In the 1860 Federal Census Peter C. Vanslyke was 31 years old, born in Indiana about 1829, living in Richland Township, Greene County, Indiana with the post office at Bloomfield. He was a merchant living in the Bland household. In the 1870 Federal Census he was a farmer and had his own household.



1860

1870

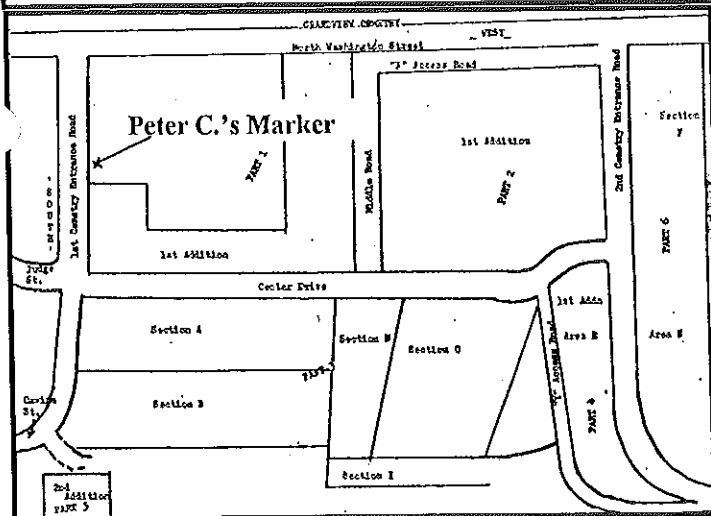
- | | |
|----------------------------|--------------------------|
| Aaron Bland (46) | |
| Louisa Bland (46) | |
| Lerry H Bland (22) | |
| Peter C. VanSlyke (31) | Peter C. VanSlyke (42) |
| Sarah J. VanSlyke (28) | Sarah J. VanSlyke (38) |
| Cornelius P. VanSlyke (11) | |
| Henry VanSlyke (10) | |
| Jane VanSlyke (7) | Jane VanSlyke (16) |
| Ester VanSlyke (5) | Ettie VanSlyke (14) |
| Stephen VanSlyke (4) | Stephen VanSlyke (12) |
| Margret VanSlyke (2) | Maggie VanSlyke (10) |
| | Ida VanSlyke (9) |
| | Victoria VanSlyke (3/12) |

On October 6, 1862, eight men in Richland Township were drafted for the Civil War. Peter C. VanSlyke Provost Marshal, took them to Indianapolis a few days later. During the rest of the year and the next spring hardly any effort was made in Greene County to recruit men.

An 1884 report shows that residents of Greene County and Sullivan County, Indiana, included Cornelius VanSlyke, Eliza VanSlyke, Henry VanSlyke, James VanSlyke, Peter C. VanSlyke (age 55).

Peter C. Dies

Peter C. died on April 23, 1891, and was buried in Section 1, Row 10, Grandview Cemetery in Bloomfield. To reach his grave take SR 54 into town, turn left on North Washington Street, go up the hill and Grandview Cemetery is on the right. Take the first entrance into the cemetery. About half way before you reach Center Drive, Peter C.'s grave is on your left beside the road.



Map courtesy of the Greene County Historical Society

These two Peter Cornelius VanSlykes played important roles in opening up the frontier to settlers and developing Indiana. During their lifetimes Bloomfield was quite a busy place. Although the Wabash & Erie Canal was several miles away, it provided the area an outlet for its produce. Today it is still the Greene County seat with a population of 2,542 in 2000.

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Special thanks to:
 Linda Breitenbach of Ft. Wayne, whose husband is a descendant of the VanSlykes and who offered her genealogy research for use in this article.

Sue Dove and Joan Tenhoor, librarians at the Bloomfield-Eastern Greene County Public Library, for locating information about the VanSlykes.

Members of the Greene County Historical Society, especially past president Millie Uland, for names of people to contact and directions to the cemeteries.

Peter C.'s stone bears these inscriptions:

VANSLYKE

Peter Cornelius VanSlyke

Born November 27, 1829

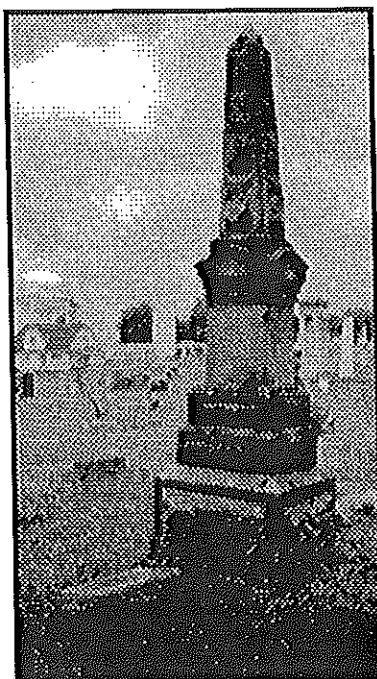
Died April 23, 1891

Sarah J. VanSlyke

Born December 2, 1831

Died July 3, 1912

Photo by Bob Schmidt



When Peter C.'s wife, Sarah J. VanSlyke died, they had trouble burying her. The *Terre Haute Tribune* of July 7, 1912, reports:

HALT BURIAL TO DIG GRAVE

Funeral Party Finds Grave Dug in Wrong Lot

By Special Correspondent.

BLOOMFIELD, Ind. July 6. — The body of Mrs. Sarah J. VanSlyke was brought here today for burial. She was about 85 years of age and lived in Bloomfield many years. Her husband, the late Peter VanSlyke, was one of Bloomfield's pioneer business men. When the funeral party reached the cemetery today it was discovered that the grave had been dug in the wrong lot and the burial was delayed until a new grave was dug.

THE "RANDOLPH SLAVES" AND THE MIAMI AND ERIE CANAL

By Cynthia Powers

CSI members have long known that Indiana's Miami Indians were transported west along the Wabash and Erie Canal, starting out by going east to Junction, Ohio, and then down the Miami and Erie to the Ohio River. But I recently learned that in the very same year (1846) the Miami and Erie also helped resettle another group of human beings. This story has a happier ending, as the passengers were recently freed slaves.

These slaves had been the property of one John Randolph (1773-1833), a delightfully eccentric first cousin of Thomas Jefferson. He was known as "John Randolph of Roanoke" for his plantation, Roanoke. His father, "John Randolph of Mattoax" was the brother of Jane Randolph, the mother of Thomas Jefferson.

Like Jefferson, John Randolph of Roanoke was troubled by the immorality of slavery. Unlike Jefferson, however, he did something about it—at least after he died. His will gave freedom to 383 of them, saying, "I give and bequeath to all my slaves their freedom, heartily regretting that I have ever been the owner of one." And they were better equipped for freedom than they might have been, as most had trade skills and Randolph had personally taught many of them to read and write.

Realizing that merely turning them loose would not work, he set aside \$8,000 for transporting and settling the freed slaves in another state. Each one over the age of 40 was to be given no less than 10 acres. He also appointed a cousin, Judge William Leigh, to carry out the provisions of the will.

After Randolph died in 1833, his brother contested the will, claiming that Randolph was insane (and there was a little evidence for that claim.) It would be 13 years before the courts decided that the will and its later codicils were in fact valid. William Leigh then traveled to Mercer County, Ohio, and bought about 3200 acres of fertile land near Celina for over \$6,000. He may have known that a Quaker, Augustus Wattles, had already established a black settlement called Carthagena in Mercer Co.

Before returning to Virginia, Judge Leigh contracted with one Joseph Plunkett of Mercer County to take over the resettlement project. This proved to be a bad mistake.

On June 10, 1846, 383 former slaves left Virginia in 16 wagons, each pulled by four horses. The youngest was a baby under a year old, and the oldest was "Granny Hannah" thought to be over 100. They were led by a Mr. Cardwell, wagon master, who had been hired by Wm. Leigh. Most of them probably walked the 500 miles. They brought along a precious document: a certificate of the Clerk of Court of Charlotte Co., Virginia, listing all their first names and a description of each. Curiously they were each given a number from 215 to 596. (That figures out to 392, but maybe the baby didn't have a number.) Number 514 was Shadrach, who took the surname White, but for some reason was later known as "Buddie Shang." In 1890 he was tried for the murder of a white man, but an all-white jury found him "not guilty" after deliberating for only three minutes! Number 421 was Carter, who chose the surname Lee, and whose descendant was James P. Humphrey, the first black mayor of Sidney, Ohio. Another Randolph slave was Clem Cloy, who became an engineer after settling in Ohio. But I am getting ahead of my story.

The Randolph Slaves, free by now, arrived in Cincinnati and started up the Miami and Erie Canal toward Mercer County. They never made it: at New Bremen, just south of St. Marys, they were met by an armed mob of white settlers who read aloud a resolution: "that we will not live among Negroes; as we have settled here first...." In fact, they were squatters. The boats turned around and stopped at Piqua. No doubt they had gone, first up and then down, through the Lockington Locks. CSI members saw this interesting series of six locks on our "South of the Summit" tour in September 1997.

Many of the group settled in nearby Sidney, Troy, or Xenia, or in the tiny black villages of New Bern and Rumley. Meanwhile their lands in Mercer County, which William Leigh had bought for \$6,000, were sold over 6 years by Joseph Plunkett for \$7,738. Evidence later showed that he had forged Judge Leigh's signature to some of the deeds. Later the black families were told that their lands had been flooded and were useless. Possibly water had been released on purpose from Grand Lake St. Marys (a canal reservoir) to temporarily cover their land.

In the early 1900's, survivors held reunions of the "Randolph Slaves Association." They retained an Indianapolis law firm to seek the recovery of their money. This dragged out over 10 years. But both the Ohio Supreme Court and the U. S. Supreme Court backed up the decision of the Mercer County Common Pleas Court: the 21-year statute of limitations had run out, so they were out of luck.

A 1997 article by Jim Humphrey and Rich Wallace on the Shelby County Historical Society website calls Randolph "a most interesting white plantation owner in Virginia." He was "one of the leaders of perhaps the most powerful family in the South from the late 1700's to at least the Civil War." Claiming Pocahontas as one of his ancestors, John never married. He had TB all his life, and used opium as a pain killer until he became addicted. He owned several racehorses, including one named "Roanoke," who is in the pedigree of several Kentucky Derby winners. When serving in the Virginia assembly, he patrolled the halls with a whip. Later he was elected to Congress, where he soon became the Democratic Party leader. He disagreed often with his cousin, Thomas Jefferson, opposing the declaration of war in 1812 against Great Britain. He argued that slavery should not expand into the new state of Missouri. And he was in favor of "nullification" which would allow a state to suspend federal laws within its borders. This position was in direct opposition to that of President Andrew Jackson. He served from 1825-1827 in the U. S. Senate, and was appointed minister to Russia in 1830, returning in 1832, the year before he died. Probably the most outrageous thing he did was to fight a duel with Henry Clay, but nobody was injured.

A museum in the Rossville neighborhood of Piqua, Ohio, is located in a house built by York Rial, one of the Randolph Slaves. It contains photos, documents about the group, and information about the Underground Railroad and about Rossville's historic black cemetery. Every year a reunion of descendants is held at the Rossville Museum on the third Saturday in June. The museum is open only by appointment: call 937-773-6789. When I called, I was able to talk to Helen Gilmore, a descendant of York Rial, and who lives next door to the museum. She admired John Randolph for equipping his slaves with skills that enabled them to survive even after being cheated of their land in Mercer County; she said over 70 descendants were at the 2006 reunion. Sources:

www.shelbycountyhistory.org/schs/blackhistory/jrandolphslave.htm. "John Randolph and his Slaves." Segment written by David Lodge.

www.samsloan.com/pocahon.htm. "Pocahontas: the Real Story." An excerpt from "The Slave Children of Thomas Jefferson" by Sam Sloan. Written somewhat in juicy tabloid style.

<http://co.charlotte.va.us/museum/john-randolph.html>. Biographical information on John Randolph, his racehorses, and some quotable quotes.

www.shelbycountyhistory.org/schs/archives/blackhistoryarchives/randolphbhisA.htm. "Randolph Slaves" by Jim Humphrey and Rich Wallace, 1997. Written for Black History Month.

Helen Gilmore, of the Rossville Museum in Piqua, Ohio: telephone interview.

Rufus K. Harris—Frank Presslor & Their Wabash & Erie Canal Connections

By Charles Davis

Bruce Brown of Tangier, Indiana, ran across an article in the July 25, 1906, *Rockville Sentinel* while doing research for his column. He thought it might be of interest to me. Wondering if it was in the *Republican* as well, I looked and found it in the August 8, 1906, issue. I looked to see it is was worded differently from the first article thinking it might supply more information on the subject. Unfortunately both were worded exactly the same. They said:

"Frank Presslor has purchased the old warehouse which has long been one of the landmarks of Armiesburg. The warehouse was first built on the banks of Big Raccoon, near the old mill site, 1828. Later, it was torn down and rebuilt near the "basin" of the (Wabash &) Erie Canal. After boats ceased to ply the canal it was again torn down and placed where it now stands. Mr. Presslor has purchased the building for the lumber which it contains, much of which is hand-hewn. —*Montezuma Record*."

The *Montezuma Record* is no longer in existence nor was it recorded on micro film, so that was the end of that part of the research. But I searched deeds at the Rockville Recorder's office to see what Mr. Presslor had done in the way of land sales. As it turn out, he did a lot of buying and selling land. Much of what I found was in the 1904-1907 deeds. He owned many lots in Montezuma on the Wabash & Erie Canal and in turn would sell them.

I had no luck trying to find out where Presslor lived, but in just a few minutes Karen Lewis in the Plat Office was able to show me the Commissioners deed in Deed Record 117/6. It describes the lots and land Presslor owned and a lawsuit over them between two of Presslor's children after his death. I then went to the area on July 26, 2006, to see if any structure that might resemble the described lumber could be found. As I expected I could not find anything. This area has changed much the last few years.

I wanted to know a little more about Frank Presslor (b. 4-7-1865, d. 3-27-1944) and found he was born in Greene Township, Parke County, Indiana, on April 7, 1865, to William and Mary Jane Patton Presslor. He moved to Montezuma in his early years and then to Rockville in 1920. He married Hattie Lanning (b. 2-7-1867, d. 9-11-1943) on April 6, 1889. She was the daughter of David and Mary Ann Lucy Lanning. Hattie was born in Mahaska County, Iowa on February 7,

1867. They lived in Rockville where Frank Presslor was the first Ford Dealer in Parke County. They had four children, who are now buried in Oakland Cemetery, Montezuma:

- Joe Sam - died April 2, 1944
- John D. of Montezuma
- Pheba Presslor Bader of Montezuma
- Mary (Albert) Presslor Carmichael of Rockville

A grandson, Tony Presslor, retired from banking, lives in Rockville today (2006).

The information about the old warehouse and its relationship to the Wabash & Erie Canal at Armiesburg is very important. It wasn't until after I had written the Armiesburg story for *Indiana Canals* Fall of 2000 that I figured out where the shipping point on the canal was located in that town. Its basin or "Wide waters" is marked on the map of Wabash Township, Parke County, Indiana, in this article. Armiesburg had the same type of shipping point as did Howard in Liberty Township, Parke County, Indiana. Instead of digging out a canal basin as was often done, the canal engineers used the existing topography. Rather than build a berm bank, the water was allowed to flood the area between the towpath and nearby hillside creating a basin ideal for loading and turning around canal boats. I had always thought that all basins were dug. Learning more about widewaters and seeing the article about the warehouse, we now know that Armiesburg had its widewaters warehouse at its shipping point.

The land on which the warehouse was built originally belonged to James Morgan. The first mention of this tract that I found was in Deed Record 13/89 dated March 13, 1851. James Morgan had died. The northeast quarter of Section 12 went into probate court and was covered by a Dower by James' wife Phoebe of 53 acres in the south half of the 80 acre tract. In order for her heir, daughter Mary, to take possession, a nine acre tract had to be sold out of the 53 acres. This nine acre tract is the land on which the warehouse stood.

The description of the land is: "Commencing ten rods west of the south east corner of the north east quarter of section twelve, town fifteen range nine west thence north thirty-two rods thence west sixty-two rods more or less to the center of the canal thence along the center of said canal to the south line of the said land above described thence east along said south line to the place of beginning containing 9 acres more or less."

The land was probated in court in June 1850 and was ordered, the 9 acres, to be sold March 1851. Rufus K. Harris bought it for \$90. Then on November 8, 1855, Mary Morgan Elder sold the remaining acres to Rufus K. Harris, for \$1600. with the exception of 3 acres, this being part of the town of Armiesburg accord-

ing to Deed Record 15/702.

I wanted to know more about Rufus K. Harris (b. 1817, d. 2-5-1856). The only thing in our county history on him is found in Beckwith 1880 on page 344. It says:

"Henry McCune at the age of eighteen he entered the store of R. K. Harris and Co. as clerk, at Armiesburg and continued with them 8 years."

Concerning Mr. Harris, Probate Book 1 page 567 states that Alexander McCune was his partner and Isaac Jarvis Silliman was the Administer of Harris' estate, April 14, 1857. Silliman was the Guardian for the son of Rufus, Edward S Harris.

A look into the *True Republican* of February 7, 1856, says:

"Rufus K. Harris died at his residence at Armiesburg Thursday night last and leaves a wife and son. As a business man, he had but few superiors."

The *True Republican* of February 14, 1856 had the following in its paper:

"Pork Packing in Parke. We are indebted to Morris Hughes, Esq., of Montezuma for the following figures, giving the number of hogs packed in this county this winter. Hughes and Co. of Montezuma 3,300; Benson and Davis 2,800, R. K. Harris 3,308, At Lodi 2,000."

Much of this pork was sent down the Canal to New Orleans. This shows that Mr. Harris had a huge business. The Widewaters Warehouse was so profitable that it was kept by the Administrator for Harris' son Edward. Jonathan Monroe Nichols was the Administrator by 1865 and requested the court that the warehouse property be sold. A court order was issued on January 19, 1865. Two acres were added to the nine acres and sold to Fleury F. Keith for \$800.

Mr. Keith was also involved in the pork packing business at Armiesburg. At one time he was the town's postmaster. Keith sold this land plus and additional 9 acres to James Wakefield Russell for \$3000 on September 9, 1869. Keith was in business with Russell. Russell was the miller for Armiesburg Mill owned by James Patterson. Russell kept this land past the time the Wabash and Erie Canal closed there in 1874. I didn't think it necessary to run the deeds any further for they would not have told us anything about the canal.

A probate record on 7/338, March 20, 1874, shows the R. K. Harris estate worth \$20,000 and that he had bank stock worth \$5000. His son Edward S. Harris was living in Kentucky, was of full age, and the final settlement of the estate was discharged.

Canawlers At Rest: Lott S. Bayless
(continued from last month)

Following publication of the article on Lott S. Bayless in the October 2006 issue of "The Hoosier Packet" this article, which helped answer questions about where Lott moved after living in Yankton, Dakota Territory and where he might be buried, was found in the Fort Wayne *Daily Gazette* of May 22, 1887:

LOTT S. BAYLESS.

The Distinguished Indianian Dying From An Ulcer.
— BloodPoison Threatened.

"Yesterday afternoon Mr. S. G. Bayless of this city received word from Benton Harbor, Michigan, that his uncle Hon. Lott S. Bayless continues to grow weaker and his family thought that he cannot survive but a few hours.

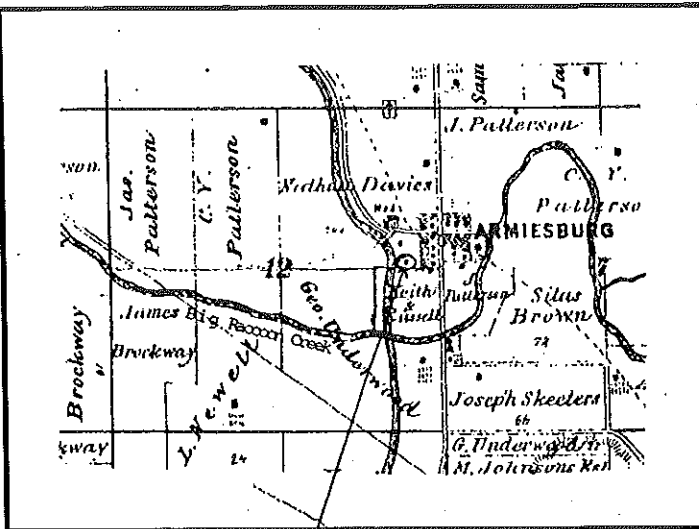
"He is suffering very much from an ulcer or carbuncle under his left arm pit. It extends down his side to near the region of his heart. His physicians had fears that blood poison had set in last Monday. In the event of his death his remains will be brought to Fort Wayne for interment, where all the members of a large family rest but the father and two sons — A. H. and Samuel L. Bayless.

"Hon. Lott S. Bayless was one of Allen county's oldest and most respected citizens, was a brother of Sol. D. Bayless and was active in assisting in building up Fort Wayne.

"At the outbreak of the rebellion he lent great influence in the organization and mustering of volunteers throughout northern Indiana, and in shaping the policy of the state.

"He was for a long time the quartermaster of old Camp Allen and assisted in clothing and equipping many of the regiments which rendezvoused here. His many friends here will be sorry to learn of his serious illness and will hope for his speedy recovery."

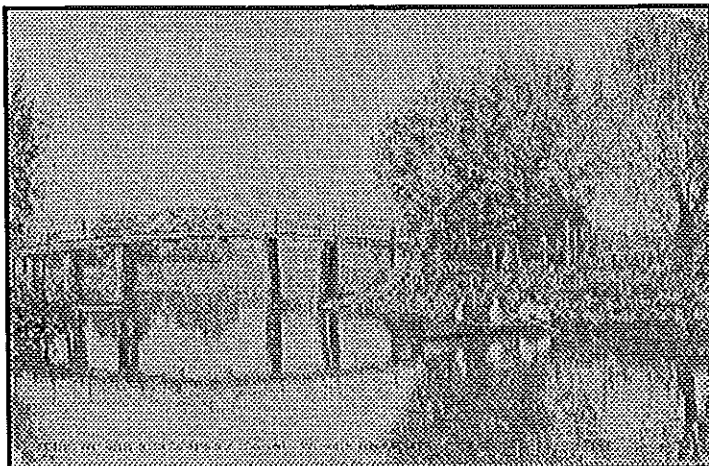
The article mentioned Benton Harbor, Michigan, but it did not say Lott was living there. It said he would be returned to Ft. Wayne after his death. With this information a call was made to Lindenwood Cemetery in Ft. Wayne. Their records showed that Lott was buried in Section B Lot 76. The records listed his last residence as Benton Harbor and that he died on August 4, 1887 at the age of 86. Luckily the date of his death was in their records for a trip to the cemetery to photograph his grave stone found a stone that only said Lott S. Bayless 1801-1887.



The above map shows the location of the Widewaters Warehouse on the Wabash & Erie Canal near Armiesburg, in Wabash Township, Parke County, Indiana.

I also found that Rufus married Minerva J. Nichols (1828 -?) on November 2, 1849 in Parke County, Indiana. Their son Edward S. Harris was born in Armiesburg in 1853. On December 6, 1860, after mourning Rufus for several years, Minerva married James J. McAfee on December 6, 1860.

From all the above information we see that the Widewaters Warehouse was controlled by R. K. Harris and was probably started by him. By the end of the canal era it was in the hands of James W. Russell. And in 1906 it was purchased for its lumber by Frank Presslor. This is another interesting chapter about Parke County and its Wabash & Erie Canal connections.



Recently for sale on E-Bay, this vintage post card from Winona Lake, Indiana, postmarked 1907 shows a very nice view of a channel built to allow private boats access to Winona Lake. It calls the channel a canal. Winona Lake is located in Kosciusko County across the lake from Warsaw, Indiana.

In the previous "Canawlers At Rest" article I had determined his birth date to be in 1802 from census records. Therefore, he was probably born in the last months of 1801. His tombstone is very badly worn and difficult to read. It is small and is in a row of stones that read left to right: Lott S., Nancy, a child's stone that is almost unreadable, George, Randel(?), Henrietta, James. These stones are very small in comparison to those of his brother Solomon Bayless found nearby.

Further research found that after Lott was at Yankton, he moved to Benton Harbor, Michigan, operated a large fruit farm nearby, and died there. Also found was that on March 15, 1837, he purchased land in Whitley County, Indiana, in Township 31-N, Range 9-E near Columbia City, Indiana. He also purchased more land in that same township and range on August 1, 1837 and August 20, 1838. This led to a search of Whitley County obituaries, which found that:

"SNYDER, John was born on May 13, 1815, in Lancaster Co., Pa; died in Jefferson Twp., Whitley Co., Ind. on June 28, 1888. He moved early in life with his parents to Ohio. He moved to Fort Wayne, Ind. over 50 years ago. He made his home with Lott S. Bayless and managed a milling business for Mr. Bayless. Burial was in Lindenwood Cemetery, Fort Wayne."

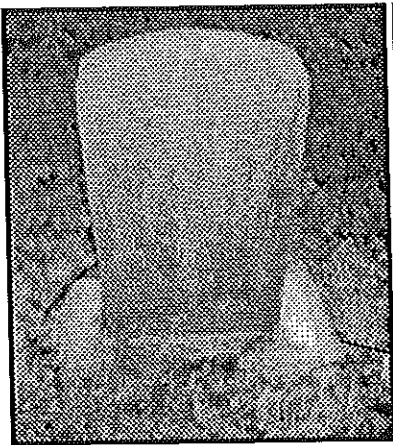
Lott's saw mill stood on the left bank of Aboite River, was equipped with an upright saw, and had a track and car for conveying logs. It was powered by a

large over-shot wheel but was replaced by a smaller wheel when it was found to be too large for the available water supply. A small stone grinder was added to the mill to grind corn and oats for livestock feed. The dam that backed up the water supply was 300 feet long and five feet high. The mill was destroyed by fire on June 1, 1860 and rebuilt with Alexander Holmes, Bayless' brother-in-law, taking over. When a spring freshet washed out the dam in 1865-66, milling ceased. This mill was mentioned in the October "Hoosier Packet" and is referenced in the 1850 Manufacturing Census Index.

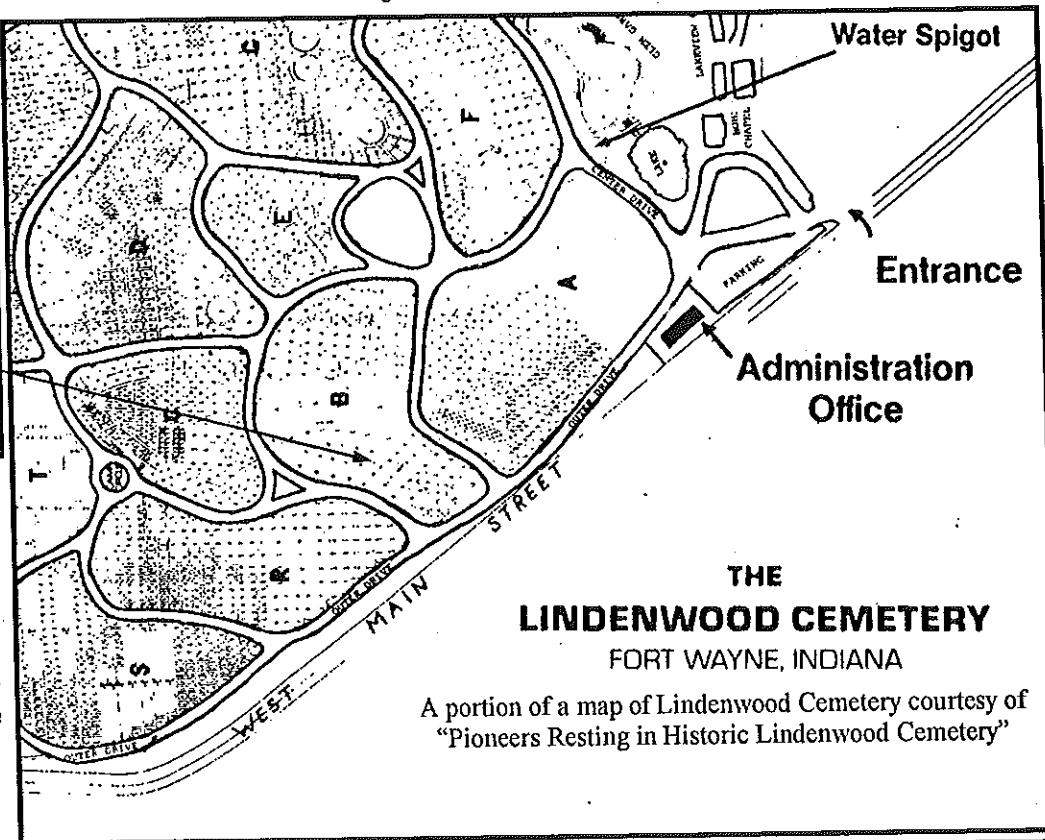
One last item was found on the internet. In a Bayless FAQ it said that "Mrs. McGarity of Floyd Co., Georgia, had an interest in family Bibles. She owned at least one Bayless Bible, that of Lott Southard Bayless. She owned a Bell family Bible that included Bayless family members who were also members of the Lott Southard Bayless family...." If this is our Lott S. Bayless, then his middle name is Southard.

Sources:

- A Bayless FAQ www.bribling.net/bayfaq.htm
- 1850 Manufacturing Census Index, Allen County, Indiana.
- "Lott S. Bayless -The Distinguished Indianan Dying From An Ulcer - Blood Poison Threatened," *Fort Wayne Daily Gazette*, May 22, 1887.
- Whitley County, Indiana: Genealogy & History. Whitley County Obituaries. www.kneller.com/WhitleyIN/obituaries/sn.htm
- "The Water-Powered Mills of Allen County, Indiana." *Old Fort News*. Ft. Wayne, IN: Allen County-Fort Wayne Historical Society. 2-1942.
- With special thanks to the staff at Lindenwood Cemetery for their finding the burial records.



To find Lott's grave in Lindenwood Cemetery enter through the main gate on Main Street, turn left on Outer Drive, pass the drive between Section A and B and turn right on the drive between Sections R and B. See map for grave site.



**THE
LINDENWOOD CEMETERY**
FORT WAYNE, INDIANA

A portion of a map of Lindenwood Cemetery courtesy of "Pioneers Resting in Historic Lindenwood Cemetery"

IN THE NEWS



July 20, 2006 - Columbus, OH

This Week Reynoldsburg ran an article entitled "Scioto Not A Pretty Sight 100 Years Ago." It said that summer months in Columbus, Ohio, along the Scioto River and the Ohio - Erie Canal one hundred years ago were almost unbearable.

In the mid-1750s the Wyandots were forced from their homes to what would later become Columbus and found both bounty and beauty at the Forks of the Scioto. Even 50 years later the water was clear except for the hair of hundreds of deer, which floated on the surface during molting season thus the name Scioto (hairy river).

One hundred fifty years later the river was so polluted it was unsafe to put a hand into it let alone drink from it. Franklinton was founded on the west bank in 1797 and was in a remote part of Ohio. With the building of the National Road and the Ohio - Erie Canal in the 1830s Columbus grew and was made the capital.

A dam was built on the river south of Main Street to create a basin for canal boats to load and unload. This slowed the current of the river through the middle of Columbus and made for a bad situation because by 1897 it had a population of 125,000 and all its sewers emptied into the Scioto.

A police station and court building, which housed city offices, had been built on the corner of Front and Scioto Street in 1879. By June 29, 1906, the area smelled so bad a newspaper column said:

"The air in the police court room has become so bad at times it has been necessary for Judge Wildermuth to adjourn court, as the stench arising from the river, together with the presence of a big lobby, makes the place almost unbearable.

"From the prison, all manner of filth is dumped into the water which is practically stagnant that far above the dam, and from this arises the unhealthy conditions which prevail. While this is bad in the upper part of the prison, the poor wretches in the prison basement have to suffer far greater discomfort.

"A few days ago, the entire east side of the river, extending fifty feet from the shore, appeared a deep red color and sent up a stench which pervaded the building and caused comment a half square away."

The river wasn't the only problem. The Ohio - Erie Canal itself was described as a "cesspool of foul, filthy and putrid matter, in which disease breeding germs flourish, menacing the health and happiness of 4,000 people." Citizens clamored to either fill it in or let the water run free.

As unfortunate as the 13 deaths and destruction caused by the great flood in 1913 were, the flood caused the city to build a new sewage disposal system, widen the river and remove buildings such as the police station. The results of this action, the closing of the canal, and the work done by city planners and others over the years have made the Scioto River a complement to Columbus rather than a detriment.

Markers give the history of the canal:
COLUMBUS FEEDER CANAL

Col. Nathaniel McLean removed the first earth for the Columbus Feeder Canal not far from this site, April 27, 1827. The dirt was wheeled away by Ralph Osborn and Henry Brown auditor and treasurer of state amid the cheers of a thousand Columbus and Franklin County citizens. Four years later, on September 23 the first canal boat, the "General Brown," arrived here. It had been launched at Circleville and , traveling at a rate of almost four miles per hour, had taken two days to reach Columbus. Two days later, the first freight or line boats arrived amid much enthusiasm. A national salute was fired and Col. William Doherty, welcomed the captains of the boats. On their return south, a number of ladies and gentlemen rode the boats to the Four Mile Lock.

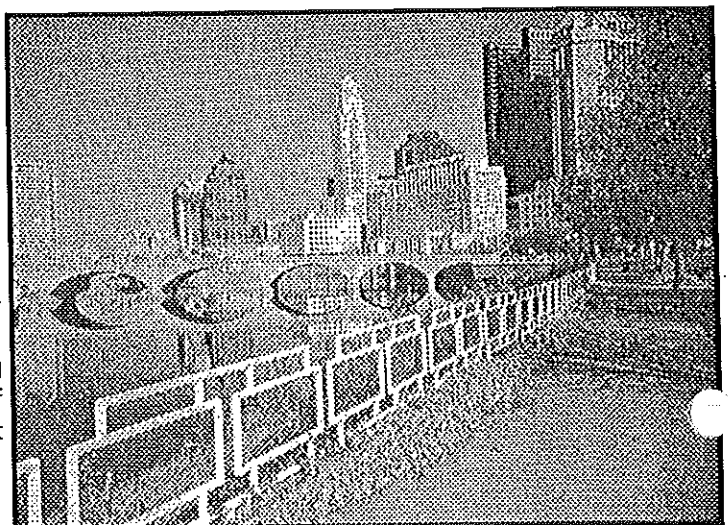
The Columbus Feeder Canal was eleven miles long and joined the main Ohio-Erie Canal at Lockbourne. It provided Columbus and Franklin County with badly needed transportation and water power. Many mills and factories once lined its course. Boats ceased operating on the Columbus Feeder Canal in 1904.

THE OHIO-ERIE CANAL

Amid much fanfare and celebration, work was begun on the Ohio-Erie Canal. It was destined to be the first of three canals to link the two greatest waterway systems in the United States - the Ohio, Mississippi and the Great Lakes. The place was the Licking Summit near Newark, Ohio: the date July 4, 1825. Gov. De Witt Clinton of New York and Gov. Jeremiah Morrow of Ohio turned the first earth of the "big ditch."

Two years later to the day, the canal boat "State of Ohio" made the first trip from Akron to Cleveland at the northern junction of the canal. In 1831 the entire 331 mile system including 25 miles of feeder canals was finished. Corn, wheat, oats, tobacco, flour, and pork then began to move in increasing quantities to New York and New Orleans markets. In return salt and numerous manufactured articles were received to boom the state's economy. Passenger travel was also brisk on the comfortable packet boats.

But with the coming of the railroads, the canals' days were numbered. By the early 1900s, the entire system had been abandoned. A colorful and important chapter to the Ohio story had come to an end.



Scioto River in Columbus today.

Photo by Linn Loomis

Whitewater Canal

which was operated from 1840 to 1950. Originally it took its water from the canal and discharged into the culvert. The present red brick building was built in 1872. The mill was converted to steam in 1879.

Culvert Located At Mill Site

Chuck Whiting, CSI director from Lawrenceburg, has been busy doing research for the CSI fall 2006 "Canal Passages" tour. He has located a culvert in West Harrison, Indiana, that we previously had been unable to find. It is located at the north end of the Kaiser Mill,

To date Chuck has found two deeds. One deed was made to Thomas Calloway in 1871 and included two leases —one with the State of Indiana executed in 1839 and the other with the Whitewater Canal Company executed in 1845. The other deed was to Merit Scoggin, who reportedly sold the lot to the State of Indiana. Scoggin's sale is not recorded in Dearborn County. The 1839 deed is as follows:

Mill Contract White Water Canal From Harrison Dam

Copied from Dearborn County Indiana Deed Book 12, pps 62-66 by Charles A. Whiting 08/17/06

This agreement made the thirty first day of October, 1839 between the State of Indiana party of the first part by N. (Noah) Noble acting Canal Commissioner therefore duly authorized by law and by the board of Internal Improvement made in pursuance thereof and William Briggs & John Cheatham party of the second part. Witnesseth that said party of the first part in consideration of the rent reserved and covenants of the party of the second part hereinafter contained, and upon the express condition that the party of the second part, shall continue during the whole of his term to comply withal and singular the limitations and conditions hereinafter contained and shall in every aspect perform all the stipulations of the agreement by said party to be performed, agrees to sell and lease of said party of the second part for the term of thirty years from and after the first day of January 1840 subject to the restrictions, limitations and conditions herein contained the use and occupation of so much of the surplus water not required for the purposes of Navigation at or near the culvert in the upper end of town of Harrison on the upper or East side of the White Water Canal as will be sufficient when properly applied on an overshot wheel nine and a half feet in diameter with the proper gearing to be approved by the acting Commissioner and Engineer having charge of that portion of the Canal to propel Two Run of four and a half feet Mill Stones grinding at the rate of five bushels of wheat per hour to be applied to the manufacture of Flour, or the purpose of fulling or carding or the party of the second part may if they prefer it apply the Water on a pitch back wheel of 12 feet diameter, the bottom of the wheel being placed 3 ft. above lowest water in the pool of the Dam. The buckets to be 5 ft. long to each run of stone. It is understood that when the Mill shall be in good order and the Machinery with the necessary apparatus as above described shall be in full operation the quantity of water flowing to and used by said Mill shall be accurately gauged by some competent Engineer to be selected by said acting Commissioner or other authorized agent of the State at such time as said Commissioner may deem proper and the quantity of water than found necessary shall be certified by said Engineer on the back of the contract, which quantity shall therefore be considered the amount of the lease. The water will be taken by a suitable head race from the lower or pool of the White Water Canal and after passing over the wheel will be conducted by a suitable tail race into the White Water River through said culvert. The flow of the water to the Mill will be regulated and controlled by a permanent regulating Weir to be constructed in the most substantial manner with stone side and breast walls agreeably to a plan to be furnished by the Commissioner or Engineer to be built in every respect according to their direction so as not to endanger the safety of the Canal nor to prevent the regular and necessary flow of water from one level to another. And the said party of the second part for and in consideration of the right to use and occupation of said water agrees to pay the State a yearly rent sum of one hundred and fifty five dollars for each power used by the party of the second part that is to say for each portion or quantity of water sufficient to propel a run of four and a half feet mill stones grinding at the rate of five bushel per hour with the necessary apparatus for flouring of wheat applied to the Water Wheel herein described, provided the party of the second part shall not be deprived of the use of the water by any act of the State or its agents or by the inadequacy of the supply of water for more than one month in the aggregate in any one year. And if for the purpose of repairing the Canal, preventing breaches, removing bars or other obstructions or making any improvements to the canal or the works connection. Herewith as in consequence of the breaches or the inadequacy of the supply of water the party of the second part shall be partially or wholly deprived of the use of any portion of the water power hereby leased so as to prevent the operation of any of the hydraulic works usually propelled by the water power hereby leased. Such deduction shall be made from the rent accruing on such portion of water power as the said party is so prevented from using, as will bear the same proportion to the yearly rent therefore as the time during which said party has been deprived of its use bears to eleven months. The rent to commence the first day of July 1840 and to be paid semi-annually thereafter on the first day of May and November in each and every year during the continuance of the Lease to such agent of the State as may be authorized by law to receive the same.

And it is further understood that the necessary weirs, head races and trunk to conduct the water to the wheels and the tail race to pass it from the wheels to the river as above specifications are to be constructed by the party of the second part at their own expense and according to the directions of the acting Canal Commissioner or Engineer on the portion of Canal and to be kept in good repair so as to prevent the waste of water.

THE HOOSIER PACKET - NOVEMBER 2006

It is further agreed that the party of the second part during the continuance of this Lease shall at their own expense keep constantly in good repair the race or trunk above described and if any breach or other injury shall at any time occur to the Canal in consequence of the race or trunk not being faithfully constructed or being suffered to be out of repair, or from any negligence of any person employed about the Mills, than the said party of the second part shall forfeit and pay the State the whole cost of repairing such breach or injury. And if the said party of the second part shall refuse or neglect to rebuild, repair or strengthen said regulating weir or other works necessary to the security of the Canal after being notified by the Engineer, Superintendent or other proper agent of the State that such renewal is necessary for the safety of the Canal, such refusal or neglect shall subject the party of the second part to a forfeiture of the contract or Lease at the option of said Engineer, Superintendent or other agent of the State in charge of this portion of Canal.

It is expressly understood and agreed by and between the parties, that for the purposes of preventing or repairing breaches, removing obstructions to the navigation of the Canal or for the purpose of making any improvement in the Canal any authorized agent of the State may cause the water to be drawn out of the Canal, and to remain out so long as may be necessary. And the party of the first part further reserves the right to resume at any time the use of the water, hereby leased, whenever this becomes necessary for the purpose of navigation and if it becomes necessary to resume the use of so great a portion of the water hereby leased, or if the whole thereof for so great a portion of the time, as to destroy the value of the privilege (which fact shall be determined by three judicious disinterested freeholders, one to be chosen by the acting Commissioner or authorized agent of the State, one by the party of the second part and the third by the two thus chosen) than the party of the second part shall be absolved from such time, from all further liabilities growing out of the agreement, and shall also receive such compensation for his improvements as the said freeholders may consider their fair value.

It is further agreed that at the expiration of the term of this lease the acting Commissioner or other authorized agent of the State shall give public notice that proposals will be received for the water privilege hereby leased for the like term of years, which notice shall require that each proposal be accompanied with an agreement on the part of the bidders to pay the party of the second part for all permanent and valuable buildings necessarily erected by said party of the second part for the use of the water at such price in said buildings may be adjudged to be worth by three judicious disinterested freeholders chosen as herein before specified provided such buildings shall be situated on lands belonging to the State or which can be purchased by said bidder at a reasonable price to be determined by said appraisers and said party of the second part, shall therein be entitled to a renewal of said lease for a like term of thirty years at such rent as may be offered by the highest responsible bidder. And if no such bid shall be made on the terms aforesaid at a higher rent than is hereon specified than the party of the second part shall be entitled to a renewal on the terms of the lease and said Commissioner shall be authorized to extend or postpone the time of receiving proposals if he may deem this necessary to guard the interest of the State against fraudulent or unfair combination. And if at any time any installment which shall become due for rent shall remain unpaid for one month from the time it shall become due, or if the party of the second part shall in any respect violate or fail to comply with any of the stipulations contained in this agreement, then and in either case all the rights and privileges secured to said party by this agreement shall cease and determine and any authorized agent of the State, or lessee under said State shall have power to enter upon and take possession of the premises and resume all the rights and privileges hereby granted to the party of the second part, and the said party of the second part shall moreover be liable for all damages consequent upon such violation of this agreement.

It is further understood and agreed that said party of the second part shall not sell assign or transfer their right or interest derived from this agreement without consent in writing of some authorized agent of the State nor shall the water power herein leased be applied to other purposes than that contemplated by this agreement without like authorization. It is also agreed that the position of the Mills shall be fixed by the acting Commissioner and Engineer on this portion of the Canal. The gearing shall be of such proportion that the periphery of the water wheel (if an overshot) when the machinery is in operation shall not move at a rate of five feet per second, and in all other respects the form of the wheel and other machinery shall be such as will be approved by the acting Commissioner and Engineer aforesaid. It is further understood that the delays occasioned either by high water or by freezing will be at the risk of the party of the second part and no diminution of the rent shall take place on account of such delay and the said party of the first part in consideration of the rents and agreements herein before specified further agrees to lease to the party of the second, upon the same conditions and subject to the same limitations and restrictions herein contained, for the use of the water power hereby leased, for the like term of thirty years from the first day of January 1840 the particular portion of ground belonging to the State at said point included within the following boundary to wit: beginning at the North East corner of a lot number one in the town of Harrison now owned by Warren Tebbs and running thence North with the West line of the State Road twelve rods, thence West to the foot of the Embankment of the White Water Canal then Southerly with the foot of said embankment to a point due West of the place of the beginning and thence East along the line of said lot No. 1 to the place of beginning. It is further agreed that the party of the first part may add six inches to the height of the Dam across the White Water which increase of height should not furnish to the party of the second part any grounds upon which to claim damages on account of the backwater.

In witness whereof, the said parties to this agreement have hereunder set their hands and seal this day and year above written.

Signed Sealed and delivered in the presence of N. (Noah) Noble Com:WW Canal
Sherman Day, Wm. Briggs, Wm Pundfoot, John Cheatham, Segner Liblicts

Chuck Whiting has also found the following newspaper article and advertisement seen on page 28 of this issue concerning the Whitewater Canal:

Independent Press, Lawrenceburg
Wednesday, December 29, 1852

THE HIGH WATER.

The river at this point commenced rising on Saturday last - but nothing serious was anticipated until Monday. From the reports from above of the high state of nearly all of the Ohio's tributaries it then became apparent that we would not be slighted in the general inundation. Up to twelve o'clock last night it had risen to within ten feet of the 1817 mark.

Those of our citizens who lived in the back grounds have removed their families and furniture to higher streets - and those who had live stock sent it to secure places.

In consequence of the high waters, most of the mills on the Whitewater river and canal have been obliged to suspend operations. The dams which feed the canal are washed off; the bridges at Brookville and Harrison are both swept away.

Most of the creeks throughout Ohio and Indiana have risen to a height hitherto unprecedented, and property to an enormous extent has been destroyed.

A bridge across a small creek within seven miles of Indianapolis gave way on Friday last as the freight train was passing, precipitating the locomotive, tender and six loaded cars in to the raging torrent. By this casualty, the engineer, fireman and one passenger were drowned. Their bodies were subsequently recovered and interred. A freight train from Indianapolis to Lafayette met with a similar accident in crossing Sand creek. Five were drowned. We hear of other disasters in every direction.

The following brief summary of the state of the river and weather we clip from the *Cincinnati Commercial* of yesterday.

The River and Weather.

The lines worked so badly last evening that any communication east of Columbus was received with great difficulty. We give below all the intelligence it was possible to obtain.

At Pittsburgh at eight o'clock last evening the river was about stationary with less than eighteen feet water in the channel. It had been raining all day.

At Zanesville at seven o'clock P.M. there was seventeen feet water in the Muskingum, and rising, with heavy rain all day.

At Dayton last evening, the Big Miami was rising four inches an hour, with heavy and steady rain all day.

At Connersville, Indiana, yesterday afternoon, the river at that point was high, and rising rapidly, and the water had come so near the telegraph wire, which extended over the river, that it had to be taken down to prevent the drift wood from carrying it off.

At every point here from this side of Pittsburgh, and as far was as Frankfort, Madison and Indianapolis, the rain was falling constant and heavy all day.

We could not find out anything in regard to the Ohio river at Wheeling; but at Maysville the water had reached the buildings on the lower landing, and at seven o'clock last evening was rising a foot an hour.

Whitewater Canal Mentioned In Old Letter

Found on E-Bay by Neil Sowards, CSI member from Ft. Wayne

An interesting stampless cover letter was being sold on eBay on August 15, 2006 that had a reference to the Whitewater Canal. As I am interested in both canal history and postal history, I found this letter especially exciting. On December 8, 1845, Caroline Moore of Connersville, Indiana, wrote a letter to her brother Daniel Agnew in Beaver, Pennsylvania, that regarded family matters and included "life and times" observations. In it she references Henry as "The king of the White Water Canal Company" which by the way is very near the truth for he does pretty much as he pleases. The company has authorized him to appoint whom he pleases. The only difficulty will be about the salary which he says he will try to have fixed at five hundred dollars, till the company gets out of debt." She also says that "Henry thinks Cincinnati and the surrounding country will eventually become the most populous and wealthy portion of the union."

Before 1848 there were no Federal Post Office stamps and so the sender paid the postage at his post office and the envelope was marked with the amount paid and stamped with the postmark of the sending post office. The amount of postage needed was determined by how far the letter had to travel and its weight. This letter sent from Connersville, Indiana to Beaver, Pennsylvania cost 10 cents and bore a round black ink cancellation dated Dec 8 (1845). Postage required was also related to the number of sheets in the letter and the envelope counted as one sheet so most did not use envelopes but folded the letter to make its own envelope and red wax sealed it shut. The letter sold for \$31.

NEWS FROM DELPHI

HISTORIC CARROLLTON BRIDGE NEARS COMPLETION

The sixty-one year old Carrollton Bridge #132 over the Wabash River on Carrollton Road just before it joins West Towpath Road five miles north of Delphi, Indiana, is receiving a new lease on life. Originally designed by noted bridge architect Daniel Luten and built in 1927, this structure replaced an older conveyance that had once transported mules towing Wabash & Erie Canal boats as they mounted the only Wabash River crossing in the 468 mile course of the canal from Toledo to Evansville.

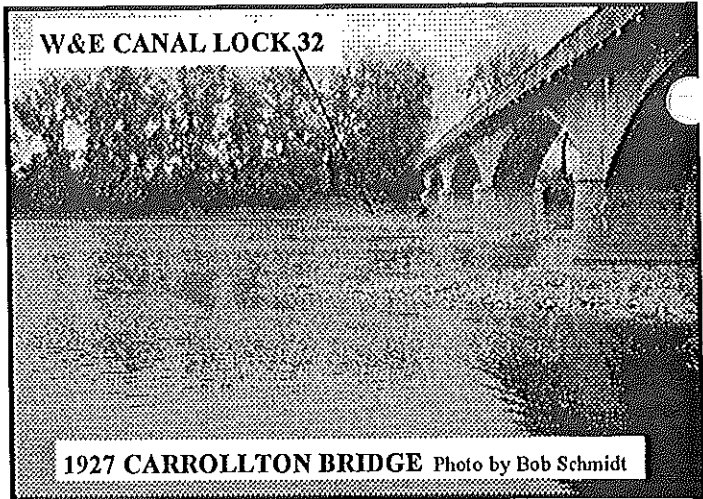
This bridge was slated for replacement by the Carroll County Commissioners when state and local preservationists stepped in to preserve it. They felt it was eligible for listing on the National Register of Historic Structures because it is nearby the remains of two canal locks and the site of the Mentzer Tavern. They noted that the original timbers of the pier footers for the first bridge built at the site are still evident at low water. They sought to have the 615-foot-long, picturesque multiple "spandrel" arched bridge rehabilitated rather than replaced.

According to Dan McCain, President of Carroll County Wabash & Erie Canal, Inc. (CCW&ECI), "Preservationists argued that the complete replacement of the bridge deck with a wider roadway and replicated guard rails would be prudent. Earlier evaluations offered to the Commissioners from a consulting firm in Chicago, and hired by the Historic Landmarks Foundation and CCW&ECI indicated the substructure and arches were sound internally and superficial deterioration could be rehabilitated. At issue was the life expectancy of the rehabilitated structure vs. a totally new bridge."

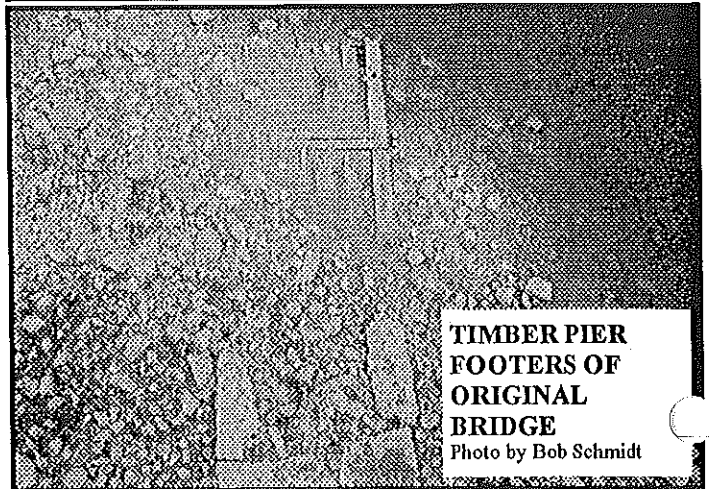
A "second opinion" from an independent consulting firm hired by the preservationists said that the question of longevity lay in future bridge maintenance. They pointed out that the cost advantage of rehabilitation would be significant even if resealing cracks in the supporting arches was required before the new deck needed repairing. The new deck whether placed on the old piers or new ones would increase the life expectancy of the bridge because salt and corrosive agents would be directed further away from the foundation than the present narrow width of the current roadway.

A meeting held in Indianapolis headed by Indiana

W&E CANAL LOCK 32



1927 CARROLLTON BRIDGE Photo by Bob Schmidt



TIMBER PIER
FOOTERS OF
ORIGINAL
BRIDGE
Photo by Bob Schmidt

Department of Transportation officials discussed the use of an 80/20 cost share mix between Federal and Local bridge funds for either rehabilitation or replacement. It looked like a curve on the north approach to the bridge might render it ineligible for funding because it was sub-standard for the 55 miles per hour design. However, if approved by the Indiana Department of Transportation (INDOT), a design exception could be made. Officials suggested the hiring of an independent consultant to evaluate the conflicting studies and make sure that the bridge was technically eligible for INDOT funding.

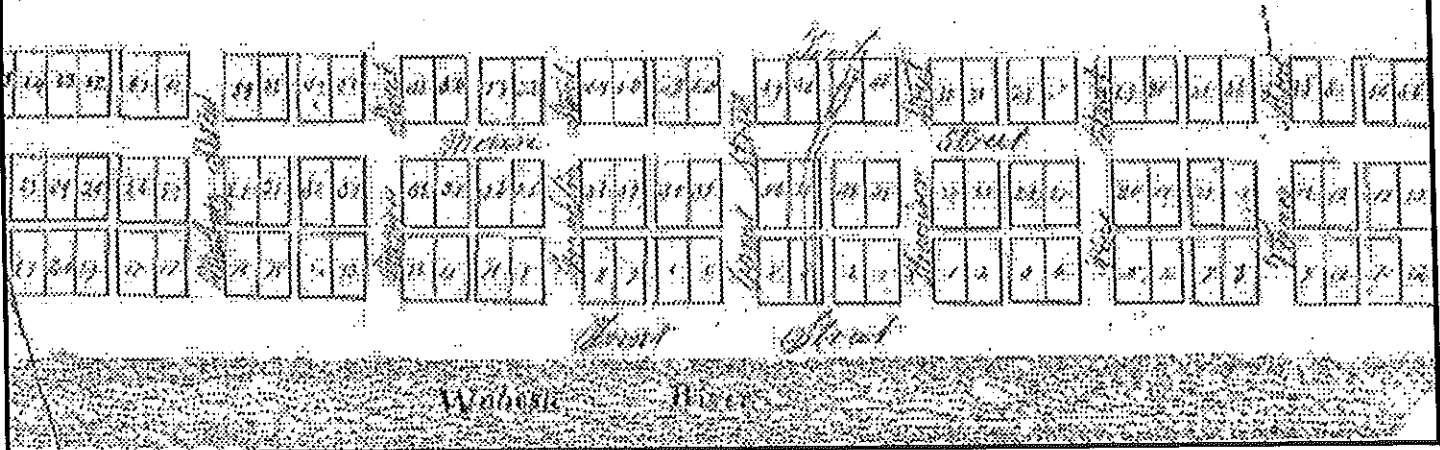
Preservationists at this point felt they had won because a major consideration in selecting the most viable option is benefit/cost. Rehabilitation was estimated to be less than half the cost of total replacement.

It was pointed out that officially INDOT has the responsibility to administer Federal funds for bridge construction, but since the Carroll County Commissioners actually owned the property, the ultimate decision was up to them. Dan McCain then called for a well-publicized meeting to be held as soon as the evaluation of structural arch stability was received from the independent engineer. He also pointed out that the cost evaluation must be factored in for new extensive approaches at ei-

Carrollton on the Wabash

Carroll County

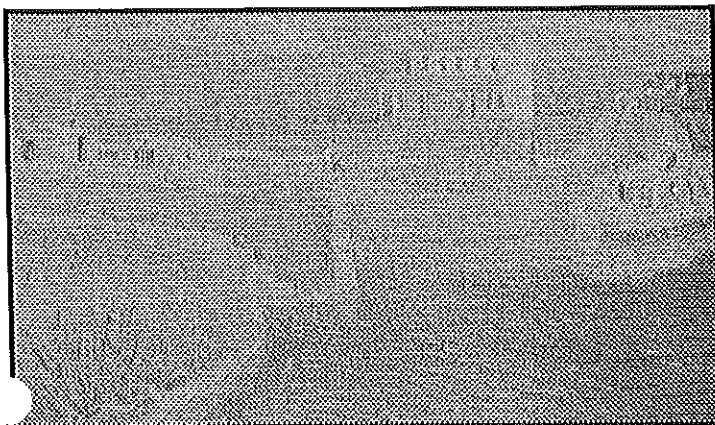
CARROLLTON ON THE WABASH, CARROLL COUNTY, INDIANA
Post office in 1838, Had a canal warehouse



ther end of the bridge that were proposed by the County Commissioners.

After many meetings, public outcry, tossing out the former commissioners and getting the historic structure placed on the National Register on July 3, 2003, the point was finally won that the 1927 Lutten design was strong enough after all. For one-third of the cost of a new bridge, the present commissioners are "re-decking" the existing bridge.

Through all the media attention the history of the bridge and the canal was highlighted. Today a mural hangs in the Canal Interpretive Center in Delphi's Canal Park that shows how an earlier bridge at the site played a part in the life of the Wabash & Erie Canal as towing animals walked across it and a tram carried the towline to the opposite side of the Wabash River.



To apply for National Register status, the historic significance of the canal crossing, the two locks, and

the tavern had to be shown. The report of Chief Engineer Jesse Lynch Williams described the bridge used by the towing animals as follows:

"Towing path and road bridge across the Wabash River at the head of the slack-water. The superstructure is built upon "Long's patent," weather boarded and roofed, and is in all respects permanent. The spans are as follows: 3 spans each 94 feet clear, 1 span 105 feet clear, 1 span 70 feet clear, and one span 43 feet clear for a draw in all 6 spans. The bridge rests upon five piers and two abutments, formed of durable masonry. The stone procured from the Georgetown quarry and the workmanship good. The next three miles of the canal are formed by the slackwater in the Wabash River, created by the feeder dam opposite Delphi with a towing path constructed on the east bank. ...the Wabash guard lock (is) constructed at the entrance of the canal, where it leaves the slackwater. Just below the guard lock is Road bridge, No. 46, used also for changing the towing path from the north to the south side of the canal."

Historian Ben Stuart stated that the first bridge at Carrollton was a covered structure that was built in 1838-39 for the canal. It was the first permanent bridge over the Wabash River. On its lower side was a tramway for the canal teams to pass across the river. It lasted until July 4, 1873, when a storm blew it down. It was replaced with an iron bridge that also featured a tramway, but six years later an ice gorge destroyed four of its five spans.

Before the first bridge was built people crossed the river on a ferry boat to get between Carrollton and Del-

phi. Then the dam built at Pittsburg for the canal backed up the slack-water pool to this point and a bridge was needed not only to get the wagons and buggies across the Wabash but also the towing animals. Canal boats coming from the northeast locked down to the slack-water through Lock 31, which was located ¼ mile above Lock 32 around the towpath curve and featured an eight-foot lift, and then through Lock 32, which was located at the west side of the towpath barely north of the river and was the outlet lock connecting the canal with the slack-water. Both of these locks were built of timber. The Mentzer Tavern was located across from Lock 32.

One of the requests made while they were deciding whether to rehabilitate or replace the current Carrollton Bridge was that signage for historical interpretation be placed at the site. It is hoped that the signs will be in place when the Canal Society of Indiana holds its 25th anniversary tour in Delphi on May 4-6, 2007.

Hot breaking news!!

The Canal Assoc. just received a \$10,000 grant from the *Efroymsen Fund* -- a family trust administered by Central Indiana Community Foundation. Our early efforts to retrieve this bridge from Pulaski County had been recognized by Historic Landmarks Foundation of Indiana and then their endorsement of our restoration efforts helped win this important grant. With this money we will delve deeper into our rehabilitation of the 76 ft. long 1913 Winamac/Stearns Truss Iron Bridge.

Volunteers have been working 2-3 days per week on "pack rust" removal, riveting, loosening rusted turnbuckles, assessing metal restoration needs and planning for the eventual re-erection of the bridge.

This big beautiful new double sided entrance sign is a gift from the City of Delphi. It is part of a grant for more city entry signs from another of our partners—INDOT. The City installed it and the sign will be more visible when lighting is completed.



Speakers Bureau

Bob and Carolyn Schmidt spoke to 60 residents of the Towne House retirement community in Fort Wayne, IN at 2 p.m. on August 18. They were in period dress. During the hour long presentation Bob told about the St. Joseph Feeder Canal located to the east of the building, how it took water from the St. Joe River to the mainline of the Wabash & Erie Canal at Rumsey and Wheeler Streets in Fort Wayne, how on the summit level the water from the feeder flowed both east toward Ohio and west toward Huntington, IN, and how the first spade of dirt for the canal was turned where the present YWCA is located. He also held up a bottle of water and talked about how important having the right amount of water was to a canal.

Carolyn told about coming from Toledo by canal boat to help Maria Vermilyea after Jesse Vermilyea, a canal contractor, had died from cholera. She talked about frontier life on the canal and the relationship between the Vermilyeas and the McCullochs.

One of the residents had pulled out all the canal materials that were in the Towne House library and displayed them. One resident had lived in Peru, IN, and told about the W&E Canal there. Another had lived in an Ohio canal town. Questions were asked about canals in general and where they could take a canal boat ride.

Independent Press, Lawrenceburg

Wednesday, December 29, 1852

CANAL PACKET BOAT

MILL BOY

CAPT. SAMUEL CRAFT, will continue to run as a weekly packet from Lawrenceburgh to Connersville. For freight or passage apply to L. B. Lewis & Bro. Lawrenceburgh, or to Lewis & Bro. Connersville.

Dec. 15, 1m.

CSI Board of Directors Meeting

November 4, 2006

10 A. M.

St. John's United Church of Christ
Center Point, Indiana

Jeff Koehler, host