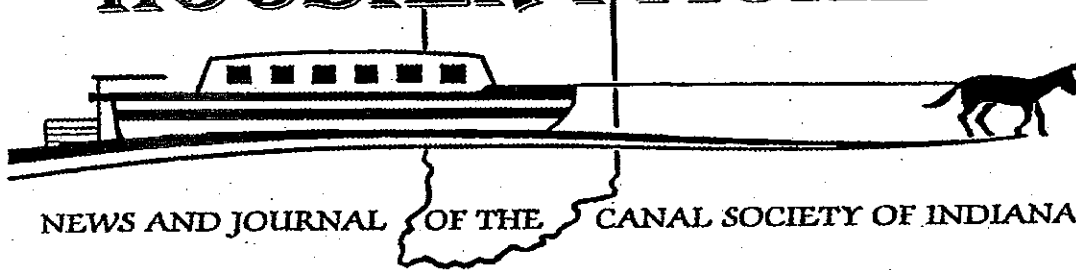


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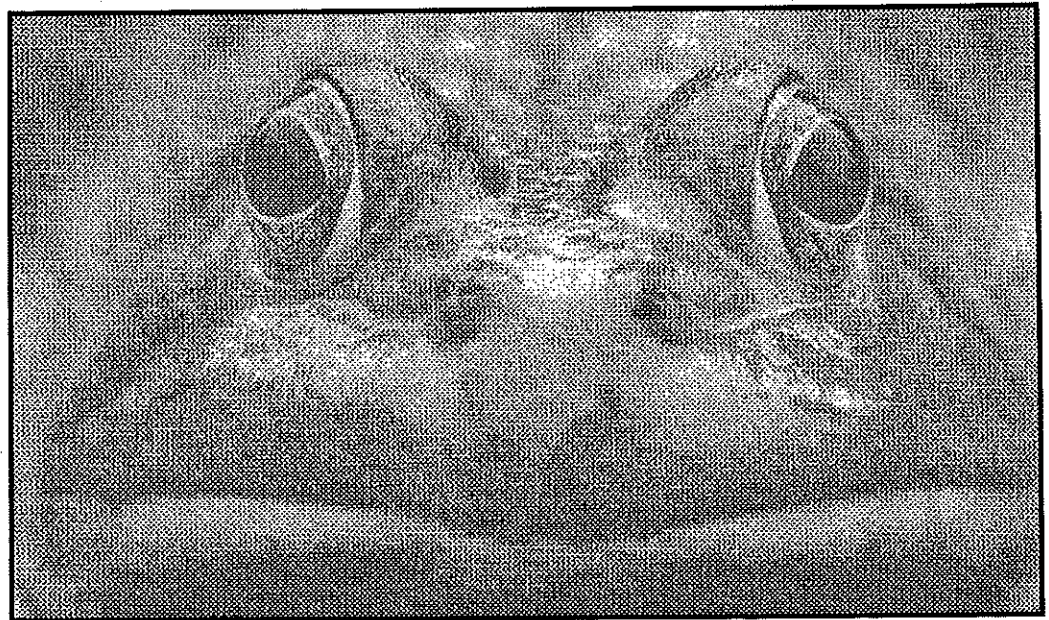


VOL. 6 NO. 3

P.O. BOX 40087 FORT WAYNE, IN 46804

MARCH 2007

KEEPING THE VIGIL



The frog is the mascot of the Canal Society of Indiana. Frogs have kept their vigil over the canal from when it was first dug until the present. This picture of a bull frog taken by Art Weber, a celebrated nature photographer, appeared in the November 2, 2006 issue of *The Mirror* of Perrysburg, Ohio.
Dick Kudner, CSI member, Perrysburg, OH

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KEEPING THE VIGIL

One of the aims of the Canal Society of Indiana (CSI) is to preserve canal bed and structural remains. In order to do that we must be vigilant as to what is happening to the canals in our local communities. In the past canal bed and structures were lost to roads, subdivisions, etc. Things are better since the unearthing of the Gronauer Lock in 1991 when CSI called attention to preserving it. Today CSI headquarters receives reports from the Indiana Department of Transportation on proposed roadways and is often contacted about developing commercial land that has a canal on it. We also need you to notify us of any canal activity!

CSI DONOR RECOGNITION FOR 2007

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We thank them for their support of our projects.

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CANAWLERS AT REST

COL. MARSHALL SMITH WINES

b. June 28, 1800
d. September 21/22, 1842

By Carolyn I. Schmidt

Marshall Smith Wines was born on June 28, 1800, in New Jersey to Josiah Leonard Wines (1770 - 1845) and Rhoda Baldwin Wines (1772-1836). He was the 6th of thirteen children. He had 6 brothers (Martin, John W. , Isaac B., William, Josiah Leonard, Ira Doty) and 6 sisters (Elizabeth, Huldah, Hannah, Triphena, Phebe, Betsy).

The commencement of the Wabash & Erie Canal attracted many men and their families to Fort Wayne, which at the time was a sleepy little village around a fort that was no longer in use. Two of the earliest canawlers to arrive were Colonel Marshall S. Wines, a canal contractor from New York, and Jesse Lynch Williams a canal engineer from Ohio, who eventually became chief engineer of all of Indiana's canals.

After arriving in Fort Wayne in 1832, Wines and his brothers were awarded contracts to excavate Section 9 of the St. Joseph Feeder Canal and a road bridge over the canal on November 6, 1832. These contracts can be found in a box of Wabash & Erie Canal contracts at the Indiana State Archives in Indianapolis.

Wines purchased land east of town. He named his estate "Woodlawn." Martha Brandriff Hanna in her recollections said that on this land Wines built "a log house containing one large room, part of which was divided off for a bedroom by curtains of bed quilts and coverlids [coverlets], and when guests were entertained another bedroom would be improvised in the same manner."

Martha went on to explain the hospitality offered by Marshall and Elizabeth Wines saying, "Mr. and Mrs. Jesse L. Williams came on horseback to settle in Fort

Wayne. It was shortly after their marriage, and they stopped with Mrs. Wines. In those primitive days cooking utensils were necessarily few, owing to the difficulty of transportation over the mountains. She told of the first meal that she prepared for her guests. She hung the kettle with water on the crane which swung in the large fireplace over the glowing logs. That was for the tea; the potatoes were put to bake in the hot ashes. She then took her one skillet, provided with three feet and tightly-fitted cover, and stood it over the hot coals. She first made and baked her biscuits, took them out, and set them aside on the hearth to keep warm; next she cooked the corn, and lastly the meat, which was venison. The meal was then ready to serve, and we know it was served with the sauce of the genial hospitality so well known to the Wines."

The Williams' were not the only ones to receive hospitality from the Wines. When Hugh McCulloch, who later was appointed Secretary of the United States Treasury by Abraham Lincoln, arrived in Fort Wayne, he was befriended by the Wines. At the time Fort Wayne was experiencing a rapid growth due to the construction of the Wabash & Erie Canal. Although Hugh was ill for a period of time after his arrival, when his health improved he opened a law office. He decided to marry Eunice Hardy, who lived in Kennebunk(port), Maine, and bring her to Fort Wayne. He wrote letters to her saying he planned to return to Kennebunk, marry her, transport her along with bedding, tablecloths, towels, carpets, clothing, etc. to Fort Wayne and then live at Col. Wines while building a home for them near Wines' home.

Perhaps Eunice was convinced to go along with Hugh's plan when she learned that Capt. Asa Fairfield was planning to leave Kennebunk to move to Fort Wayne at about the same time. Fairfield, who was Hugh McCulloch's brother-in-law, eventually moved to Indiana and operated the first canal boat, "The Indiana," on a section of the Wabash & Erie Canal from Fort Wayne to Huntington, Indiana.

On January 1, 1834, Hugh McCulloch wrote, "They [Marshall Wines and family] live on the opposite side of the St. Mary's and about ¾ of a mile from my office. I visit them frequently, and sometimes remain with them all night. I am very intimate with them, more so, than I ever was with any family upon so short an acquaintance...well educated, courteous, polite & sociable, they are eminently qualified to adorn any circle...I enjoy myself much at their house. They like a laugh as well as myself...Mrs. Wines is one of the best singers I every [sic] heard, and music is generally an addition to our other amusements. You must no longer credit the story, that the southern ladies are good for nothing for these are examples of industry & ingenuity."

Hugh went on to describe Mr. and Mrs. Jesse Lynch Williams saying he prized their friendship next to the family of Col. Wines. He said Jesse, the principal engineer of the canal, was a very worthy man but very different probably because he was educated as a Quaker and became a Presbyterian after marrying the daughter of William Creighton, a congressman from Chillicothe, Ohio. He said Susan Creighton Williams was very intelligent and pleasant.

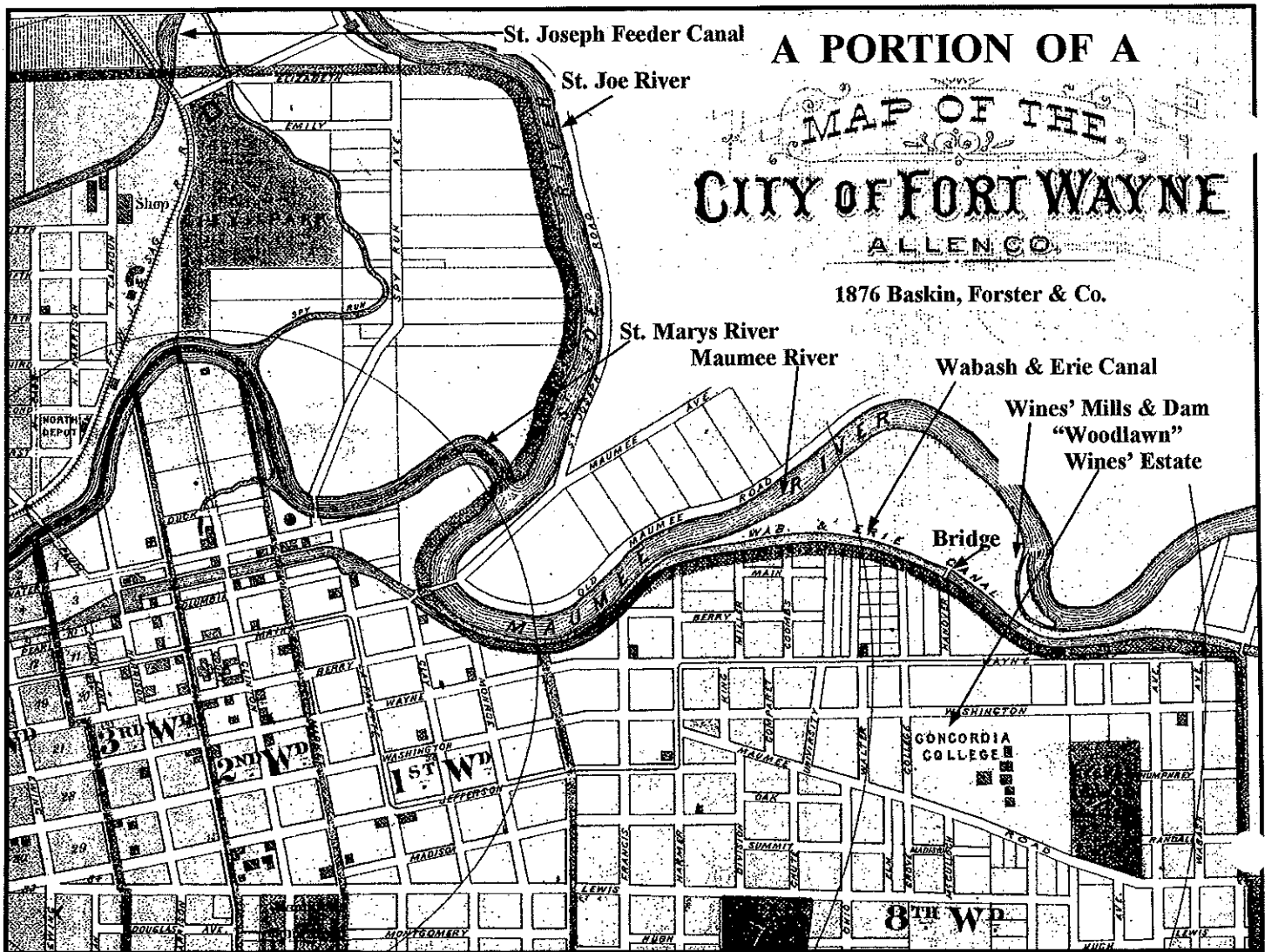
Hugh wrote another letter on April 16, 1834 informing Eunice he would arrive in 2 weeks and that they would stay with Dr. Thompson, who had added a room to his house just for them. Therefore the plan to stay at the Wines' home changed. On June 23, 1834, they were married.

On May 6, 1834, contracts were let to build the Wabash & Erie between Fort Wayne and Huntington, Indiana. Wines was awarded contracts in Section 19 for excavation and building an aqueduct and in Section 57 for excavation. He, along with Josiah L. Wines and William Wines, were awarded contracts on Sections 62

& 76 for excavation, one for building Lock #12 (Jim McDonald cut stone lock in Lagro, IN), one for a new river channel, and one for a road bridge over the canal.

In 1835 when Asa Fairfield and his brother brought their families to Fort Wayne from Maine, they bought carriages at Pittsburgh and loaded them onto the boat transporting their belongings. When the carriages were unloaded in Fort Wayne, they were the first of a kind seen there. Within a short time Marshall S. Wines purchased one of them.

Wines took part in an early effort to establish and maintain a Young Men's Christian Association in Fort Wayne. He served as the recording secretary under Isaac Jenkinson, president. He also belonged to the First Presbyterian Church. Prominent Fort Wayne citizens Samuel and Hugh Hanna, Allen Hamilton, Mrs. McCulloch, William Rockhill, Jesse Williams, Doctor Thompson and Doctor Sturgis were also members. The church was very authoritative much like the early Puritans.



In a "Men of the Hour" December 14, 1884 article that appeared in the Fort Wayne *Sunday Gazette* about Hugh McCulloch it said that "He (Hugh) brought letters of introduction to Judge Samuel Hanna, and we believe Allen Hamilton, and perhaps one or two earlier settlers, who were men of prominences in the new country, and he immediately commenced the practice of law. For a short time he served as probate judge, but when the branch of the state bank of Indiana was organized by Samuel Hanna, Allen Hamilton, Francis Comporet, Major Lewis, Doctor Thompson, Marshall Wines and others, he was elected cashier, and for twenty years was the active manager of that institution."

By 1836 Eunice McCulloch was pregnant and Hugh was off on business at the State Bank in Lafayette, Indiana. He wrote to her saying, "be sure that you recollect how much more important it is that you should be careful, of yourself. In your present situation, nothing is more dangerous than to take cold or to strain yourself by lifting. Recollect then not to expose yourself to the cold nor strain yourself by carrying wood up stairs. I would advise you not to confine yourself to the house; when you feel lonely visit your friends; call upon Mrs. [Allen] Hamilton and go out to Mrs. Wines...." Eunice died at age 26 on February 29, 1836, and the Wines' lost a good friend.

Marshall S. Wines took on civic duties. He was one of four associate judges of the circuit court along with Peter Huling, Nathaniel Coleman, and Michael Shiras in 1837. They served under Charles W. Ewing, president judge.

In 1837-1838 Marshall Wines was working closely with Jesse Lynch Williams in maintaining the St. Joseph Feeder Canal at Fort Wayne, which was 6 miles and 34 chains above the main canal and had been completed in 1834. He also was constructing some of the 40 sections of the canal from the east side of Fort Wayne to Defiance, Ohio, for which contracts had been let on April 15, 1837. From Fort Wayne to the Indiana/Ohio state line the canal dimensions were increased from 40 feet wide and four feet deep to 60 feet wide and 6 feet deep.

Wines employed William W. Carson in 1837, then a young man. Carson later became city attorney of Fort Wayne, county attorney, state senator, judge of the court of common pleas and judge of the thirty-eighth judicial district.

While still a canal contractor Wines entered the milling business in 1838. He purchased the Coles sawmill. Cole had advertised it for sale as early as June 14, 1834 in the Fort Wayne *Weekly Sentinel*. It was located between the south bank of the Maumee River and the

north side of the Wabash & Erie Canal just about ten rods east of where the Hanover Street bridge crossed the canal and about 3 blocks north of today's Indiana Technical Institute. This was west of Moots Lock #3. He then built a 3½ story flouring mill adjacent and adjoining its east side. A dam across the river backed up water used to power his mills. This \$6,000 investment included three run of mill stones - one of five feet diameter and 2 of four feet diameter - and three re-acting wheels. It could store 20,000 bushels of grain, could produce 50 barrels of flour per day, and employed four men. After a time he sold his flouring mill to Samuel Hanna and Ochmig Bird, and it operated as Hanna & Bird. In 1858 it was sold to Bostick and Fronefield and subsequent owners included Fronefield and Volland, Trentman and Volland, Orff and Volland, Comporet and Haskell, and finally E. A. Orff. It was destroyed by fire in 1879.

After the Panic of 1837, which caused western states to almost suspend their internal improvement programs, work had continued under adverse conditions on the Wabash & Erie Canal in Indiana. Wines was working on the eastern sections. In a letter to Jesse L. Williams, on September 29, 1839, he wrote that he was trying to push forward the work "just as if nothing had befallen our finances. In fact it is impossible for me to stop without money." Although he continued with the construction, he thought the canal might be permanently discontinued, so he sold his canal property.

Once again in 1839 Wines was an associate judge of the circuit court along with Nathaniel Coleman. Henry Chase was the judge. In 1840 Wines and Coleman were joined by J. H. McMahan as associate judges under J. W. Wright, of Logansport.

By 1840 work on the canal had halted. Susan McCulloch, Hugh's second wife, wrote to her mother in February, "Our business men begin to feel the pressure and will probably soon feel it worse for the State owes the Contractors on the Canal and they owe both the merchants and the poor laborers who have done all the work. The state will not pay and the contractors cannot pay their hands off nor their honest debts. I wish he [President Martin Van Buren] had to see the sufferings of the poor Irish and Germans on our canal lines and hear some of it too."

On April 8, 1840 a Circuit Court judgment was made between Marshall Wines, plaintiff, and English et al defendant. This was probably over canal matters. Robert English built the Clear Creek flood gate at Huntington.

Other Circuit Court judgments were given on August 31, 1841 between Wines & C. and Bowser, and on

March 26, 1841 between Jas. H Wines and Wines.

In 1841 Indiana was granted additional land to continue the Wabash & Erie Canal to Terre Haute, Indiana. The legislature enacted legislation that said the contractors, who had been paid by Jesse Williams with certificates, could use the certificates for payment to purchase canal lands. That year canal contractor Marshall Wines also served in the 26th regular session of the Indiana House of Representatives. He represented Allen County.

Wines supported the internal improvement projects. While a representative in 1842 he voted for a bill assessing 1¼cents on each acre of land, without regard to improvements, for the purpose of constructing roads in northern Indiana.

In a Fort Wayne *Sentinel* article on February 26, 1842, Wines pointed out that Allen County had more acres of taxable land than any other county, ¾ of its land was unoccupied and unimproved, and that many of the owners lived in other states. In the same article he criticized the state for its penitentiary system saying the superintendents were not supervised, there were instances of inhumanity and abuse of power, and that they could only be prosecuted for a violation of their contract. He said, "...nothing short of an entire change of the whole system of discipline and policy, under officers appointed by and responsible to state authority can possibly work a proper cure..."

Wines was opposed to issuing Treasury notes to pay the State Bank because he feared they would depreciate. At the time there was more than one million dollars of notes in circulation and if more were issued for the Bank, the amount would be over seventeen hundred thousand dollars. The taxes at the time were not enough to even pay twice the interest on the notes. To pay them off would take ten years of taxes at that rate. He said that "If the Bank resumes, and continues specie payments, that event will necessarily increase the difference in value between State Bank paper and State Treasury notes, and if a depreciation commences ever so slight at first, it will go on increasing, unless a change in measures shall prevent it."

He spoke out against a law that abandoned all the state's work on Internal Improvement, turned it over to corporations created by the law, and hoped to relieve the state of its debt. It also abolished the offices of Canal Fund Commissioner and Principal Engineer. He said, "It was urged that the companies would buy up and return to the State her Bonds in payment for the finished parts of the works. To an amount equal to the expenditure heretofore made thereon, and this provision was much dwelt upon by its friends. The question is, will

any State Bonds ever be returned to the State under this provision? I think no...companies always pursue their own interest by the most direct way, and a close inspection of the law will show that it contains provisions under which the companies can avail themselves of all the advantages of the finished part of any work on cheaper terms than by paying for it in State Bonds, even if those bonds should depreciate to fifteen cents of the dollars."

"I have another objection to the bill as it finally passed. Under its provisions the State may be literally 'shingled over with corporations.' A company may be formed for each ten miles, and I believe there is about 1,000 miles of unfinished canals and roads in Indiana. One hundred Companies may therefore be formed... From what we know of such associations that have gone before we may guess what will be the history of these. The expenses incurred in preparing for operations and the necessary show of commencement will have exhausted the cash capital of the company and a blow out ensues. But unwilling to be losers in the speculation the members of such association will remunerate themselves by frauds practiced on the community before they dissolve."

"This law is one of those expedients that whether it fails or succeeds in its purposes [it] is destructive of the best interests of the State. If it succeeds the people bear a heavy burden for the benefit of the favored few. If it fails we lose time, deceive ourselves, waste our strength, involve ourselves deeper in debt, suffer much we have already done to decay, and present to the gaze of the world the sickening spectacle of a young, vigorous and free people quailing before a light wind of adversity. In either case the passage of the law must result in evil and only evil to the State."

Prior to 1842 important men such as Marshall S. Wines, William Rockhill, Henry Rudisill, Thomas Tigar and other active members of the Democratic Party named the party's candidates for election. In 1842 the county farmers demanded that they receive a voice in party decisions and the Allen County Democratic Party was officially organized. Wines was re-elected in August of that year and continued representing Allen County in the Indiana House of Representatives. He held that office until his death in the fall of 1842 when L. G. Thompson was elected to replace him by a special election.

Contractors worked under adverse circumstances on the Wabash & Erie Canal during 1842. They were paid in canal scrip under a legislative provision. The scrip depreciated so much that they could not purchase the provisions and materials necessary to accomplish the work. Division No. 2 of which Marshall Wines was

a contractor at that time also faced the problem of sickness. Division No. 2 encompassed the canal from below the aqueduct over Wea Creek southwest of Lafayette, Indiana through the lock at Attica. Wines did not complete his contract.

The Report of the Superintendent of the Wabash and Erie Canal to the General Assembly of December 1, 1845 gives the following information about why Wines canal contract was not completed and shows why he was replaced as a state representative:

"In the spring of 1842, this division was awarded and let on contract to Col. M. S. Wines, who, in the fall of the same year, after putting the work under way, died [September 20, 1842]. After the death of Col. Wines, it was undertaken to be carried on by John W. Wines and Ira Wines, and was prosecuted with all possible speed that the nature of the work would admit of during the years of 1843-'4., and up to the summer of 1845, when John W. Wines and Ira Wines both departed this life. After which time, Col. William Wines, the brother of the three that had deceased since the commencement of the work, undertook to carry it on to its completion. But a short time, however, before its final completion, he also departed this life.

"The melancholy event was as unlooked for, as it was unparalleled in the transaction of human affairs. They were all men of great energy of mind and perseverance in all their undertakings. They have been, and still retained the reputation up to their death, of faithful and responsible contractors on the public works of the State, since the commencement of the internal improvement system."

Further on in the same document it says that "Division No. 5, extending from Covington to Coal Creek, a distance of fourteen miles, was during the early part of July last, declared abandoned, for the reason that the contractors, Messrs. J. W. and W. Wines, refused to prosecute it; and at the same time refused to surrender it." According to the earlier quote these men had died that summer in 1845.

Division 2, through the efforts of Wines, then his brothers and others was almost completed by December 1845. A few farm bridges, part of one road bridge and the planking and trimming of the lock still needed to be finished.

Although many canal contractors went on to work on the railroad, became politicians, etc., the four Wines brothers lived and died for the canal. They received little reward for all their struggles.

Apparently Col. Marshall S. Wines' body was

not returned to Ft. Wayne. When I called the office at Lindenwood Cemetery in Ft Wayne they said he was not buried there, but that Elizabeth Tilley Wines had died on November 24, 1880 and was interred on November 27, 1880, in Section F Lot 30. They also said that she was 74 years, 4 months, and 6 days old. They also had recorded that Marshall W. Wines was buried in Section 4 Lot 30 and that he was 93 years, 6 months and 1 day old at the time of his death.

When I arrived at Elizabeth's stone it simply read Ellizabeth T. Wines 1809-1880. To the right of her

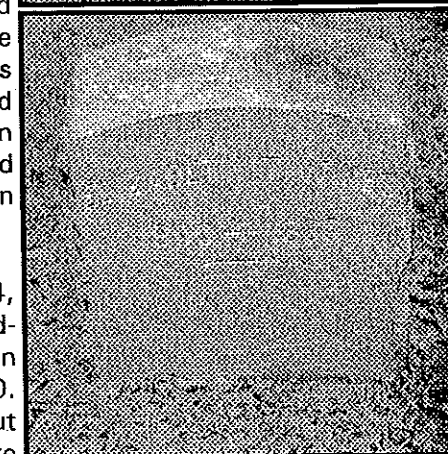
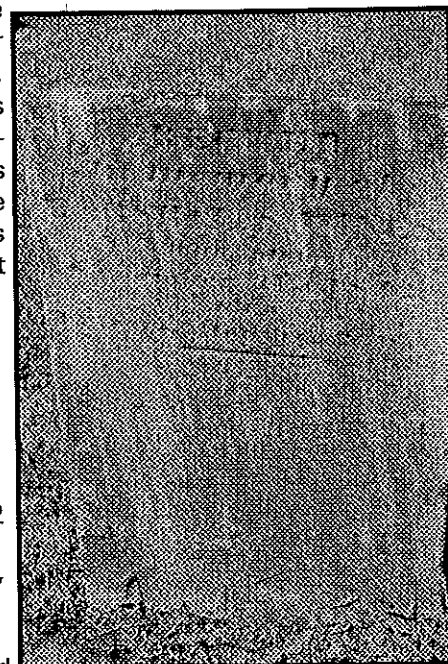
stone in the same line were stones for Effingham T. (Townsend) Williams 1841-1921 and Marshall W. Wines 1840-1933. To the left of her stone was a tall tablet that read:

ERECTED
In Memory of
MARSHALL S.
WINES.
WHO DIED
September 21, 1842
AGED
42 Years, 2 Months,
23 Days.

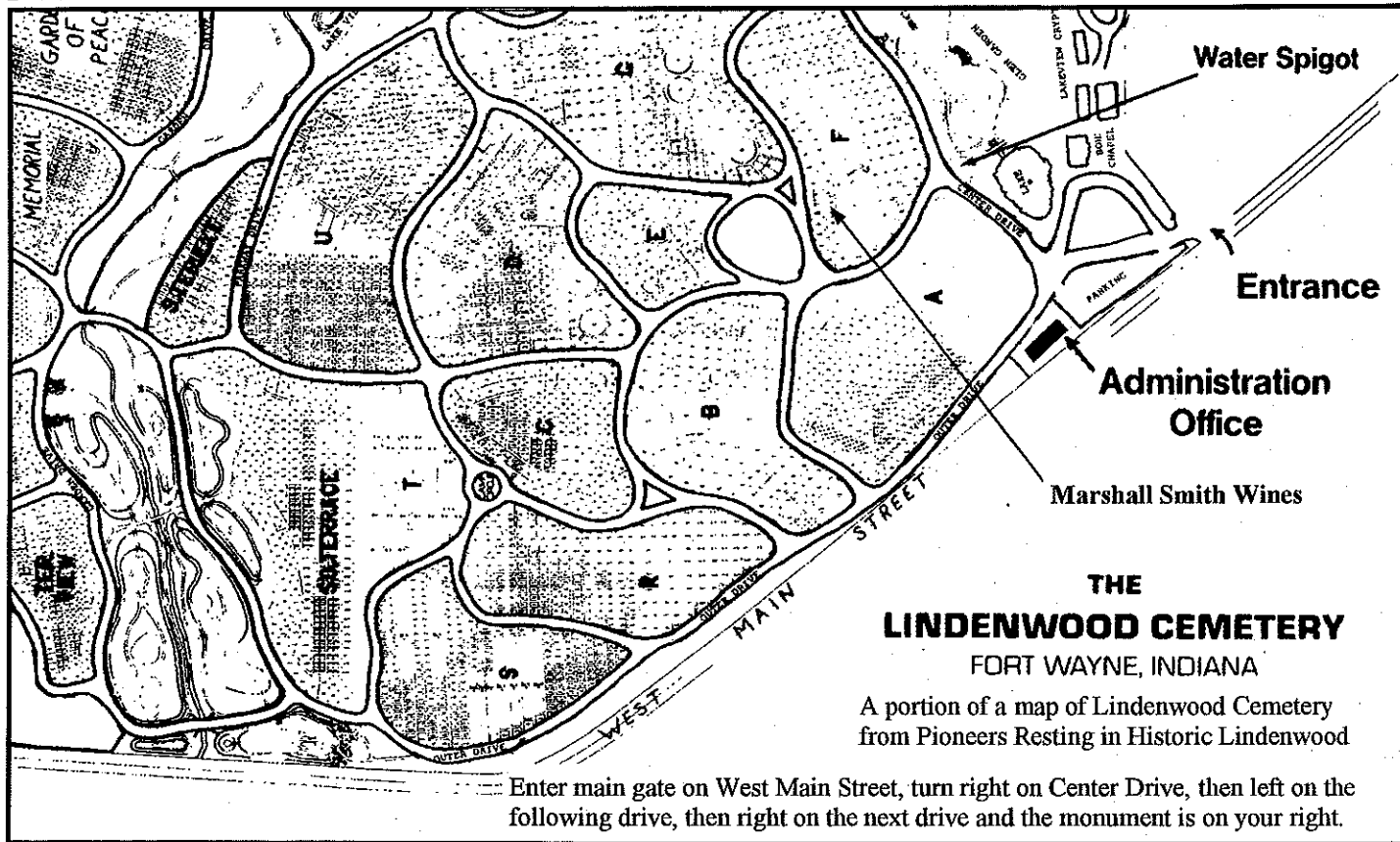
In a second row of the same style of stones as Elizabeth's we find Susan G. Hoffman 1834-1922 and Jacob Hoffman 1826-1860.

On May 24, 1872 two more bodies were buried in Section F Lot 30. They were Wines but no first names were given and there were no stones.

Unfortunately we have been unable to find when Col. Marshall S. Wines received the title of Colonel. We could not locate a picture of him or find out where he was buried. Since he died of an illness while working on the canal, perhaps it was cholera or another transmittable disease that they



Above: Marshall S. Wines tablet
Below: Elizabeth T. Wines stone
Photos by Bob Schmidt



**THE
LINDENWOOD CEMETERY**
FORT WAYNE, INDIANA

A portion of a map of Lindenwood Cemetery
from Pioneers Resting in Historic Lindenwood

were afraid would spread.

From the cemetery records we can see that Marshall W. Wines was born when Marshall S. Wines was 40 years old. Cemetery records showed that Marshall W. Wines last residence before his death was in Washington, D. C.

From the 1850 Federal Census Records below we note that Elizabeth Wines must have been pregnant with Ann E. Wines when Marshall S. Wines died. It also shows that they had three living children. Apparently Elizabeth was taking in boarders.

- Elizabeth Wines age 41, born Maryland
- Susan Wines age 15, born Indiana
- Marshall C Wines age 9, born Indiana
- Ann E. Wines age 7, born Indiana
- Ann McMahan age 18, born Ireland
- Mary Rockmore, age 16, born Germany
- Richard Chute age 29, merchant, born Kentucky
- Mary E. Chute age 18, born Ohio
- Edward F. Colerick age 17, recorder, born Ohio
- John Bulger age 22, clerk, born Virginia
- Anthony F. Yeager age 35, lawyer, born Germany
- John Hood 40, pump maker, born New York
- John W Reid 22, dry goods, born Ohio

The 1860 Census shows:
Elizabeth Wines age 49, keeping house, born Maryland

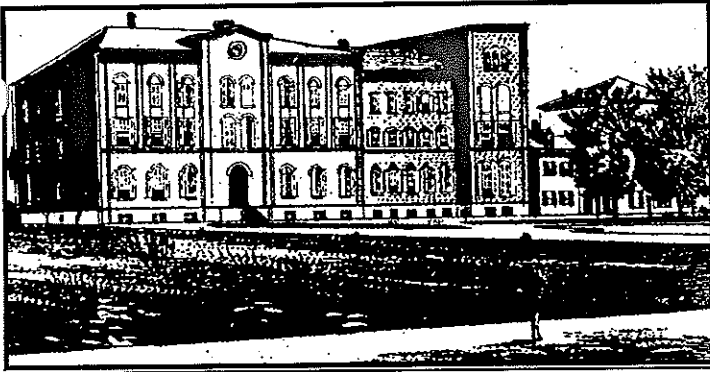
- Marshall W. Wines age 19, clerk, born Indiana
- Anna Wines age 17, school teacher, born Indiana
- Caroline L Hoffman age 25, born Indiana
- Fanne Hoffman age 6, born Indiana
- Elizabeth Hoffman age 2/12, born Indiana
- Sam Lewis Hoffman age 14, born Indiana.

The 1867 Allen County Gazetteer shows Elizabeth Wines, widow of Marshall S. Wines, living at 155 W. Berry in Ft. Wayne, Indiana. It also shows her son Marshall as an attorney at law and claim agent with his office at No. 2 Phoenix Block and living at 155 W. Berry.

The 1870 Census shows:
Elizabeth Wines age 61, keeping house in the District of Columbia.
Susan Hoffman age 34
Fannie Hoffman age 16
Bessie Hoffman age 10

Elizabeth had moved to Washington, D. C. sometime between 1867 and 1870. Marshall W. Wines, her son, had moved and stayed there until his death.

St. Paul's Lutheran Church purchased "Woodlawn," the beautiful country estate of Colonel Marshall S. Wines, in the late 1840s. The first building was erected in 1846-47. The property then became the grounds for Concordia College established in 1860. Af-



Concordia Lutheran College built this administration building on property once owned by Marshall S. Wines. 1888 lithograph from Robert D. Parker collection published in *Old Fort News*, Vol. 47, No. 1, 1984. Courtesy of Allen County-Fort Wayne Historical Society

ter Concordia moved to the north side of Fort Wayne, the property was taken over by Indiana Technical Institute, which is a growing college in 2006.

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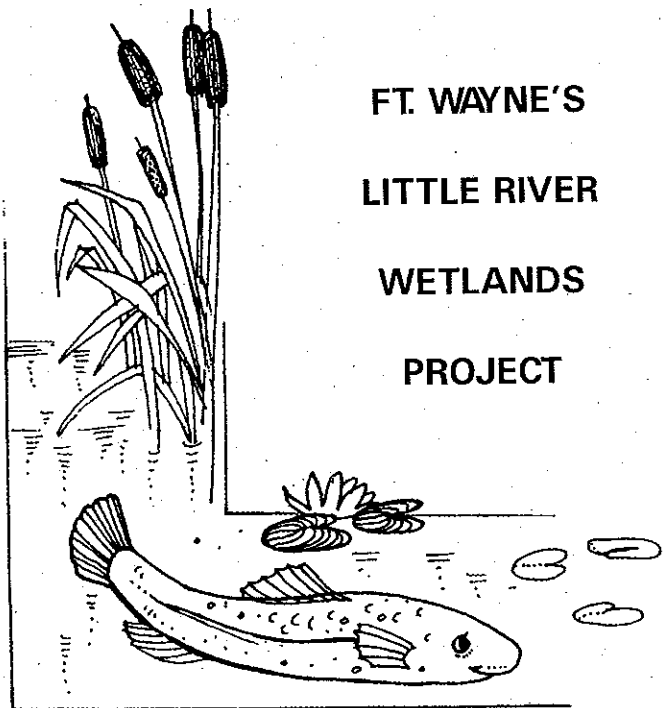
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FT. WAYNE'S
LITTLE RIVER
WETLANDS
PROJECT

A lot is happening at Little River Wetlands Project (LRWP). Earth moving equipment is hard at work restoring wetland hydrology at Eagle Marsh, a 676-acre preserve southwest of Fort Wayne. Native prairie and wetland seeds will be dispersed soon in a process called dormant seeding, and more than 25,000 native trees and shrubs will be planted this spring. The work is being done with help from the Natural Resources Conservation Service, through the federal government's Wetland Reserve Program.

LRWP is sponsoring an 'Adopt an Acre' Fund Drive to raise money for ongoing care of Eagle Marsh and its other two preserves, Arrowhead Marsh and Arrowhead Prairie. They hope members and interested others will adopt one or more acres for \$30 each to help defray their stewardship expenses for 2007. Already more than \$5,000 has been contributed.

Trails are now open at Eagle Marsh and Arrowhead Marsh. You can access maps and trail regulations at their new website at www.lrwp.org on the Eagle Marsh and Arrowhead pages.

There has also been a staff change. Executive Director, Aaron Wartenberg, resigned in early December. In the interim, taking on the executive director role is Jennifer Kleinrichert, their former Community Relations Coordinator, and Steve S. Ross, a long-time LRWP volunteer with extensive background and experience in natural sciences and preservation. Recruiting for a new Executive Director began in January.

**JOHN HANSON BEADLE
AND HIS DISCUSSION ABOUT
THE WABASH & ERIE CANAL
AND TARIFFS**

By Charles Davis

I have been writing stories about the Wabash & Erie Canal in Parke County for ten years now. Much of it has been published by the Canal Society of Indiana. In my private collection on this subject, I have surpassed the 500 page mark. Just about the time I think I have written about every conceivable subject one can find, another one comes into view. This is one of those interesting ones that needs to be looked at again as it has valuable information for both Parke County and elsewhere.

The following story was printed in Volume 19 of the *Rockville Tribune*, an independent county newspaper, Rockville, Indiana, Thursday, September 6, 1888. Following an article written by John Hanson Beadle, an anonymous letter was received criticizing Beadle's article. Beadle wrote this article in rebuttal. For ease of reading I have used two different type fonts to help the reader distinguish between what Anon and Beadle wrote.



JOHN HANSON BEADLE

**MORE ABOUT THE PEACE TARIFF.
ONE GREAT POINT GAINED IN THE DISCUSSION.
William Brockway Hauled Nothing in 1849 —
The Canal Reached Lodi in '48, Terre Haute in October, '49 —
Did Common Labor's Wages Advance 150 percent, in Ten Years?**

New York, August 30, '88.

I have read with much pleasure the detailed criticism of my former article by the Unknown in the *Republican* of the 22d. And return thanks for the polite manner in which he corrected one or two minor errors of mine. It would have been better, perhaps, if he had signed his name; for I shall, with but meaning any disrespect, have to refer to him as "Anon." I am especially pleased with the fact that he has abandoned outright the absurd claim of the war tariffites that there was no progress or prosperity in the low tariff eras. He admits that there was wonderful progress and a great advance in wages — he exaggerates the advance in one case, but I will not quarrel with that — and this is a great point gained.

Ever since the tariff discussion was re-opened in October, 1880, the war tariffites have insisted that whenever there was low tariff we had hard times and low wages. We have repeatedly shown their error, and now one by one they are admitting our facts and offering explanations for them. But the fact that wages rose rapidly under a low tariff — The Fact — that is the great thing. Let that be one generally admitted and the battle is two thirds won. And Mr Anon does admit it very gracefully. I shall now return his kindness, as politely as I know how, by pointing out his most grievous errors. The minor ones can wait a more convenient season. He says:

In 1849 William Brockway, a near neighbor of Mr. Beadle in Liberty township, hauled a load of wheat to Chicago and sold it for 50 cents a bushel and thought he was doing well!

In 1849 William Brockway had passed to the other shore, as you can prove by looking at his tomb stone on the farm of Billy Bowsher. (This Wm. Brockway is the one I [Charles Davis] mentioned in my article "Howard and Its Wabash & Erie Canal Connections." The locals around Howard named the Bayou in the story after him, "Brockway Pond.") I think I am not far wrong in adding that it is about three miles north-west of your place — eh? In 1849 the canal was taking wheat from Liberty township at very low rates, for those days, and of course no man of sense would haul in competition with it. In 1849 wheat sold in this city at \$1.25 a bushel (after harvest) according to the *New Yc Tribune* of that date; how could it be as low as 50 cents in Chicago with lake and canal open? You probably mean 1847, the last year, I think, that wheat was hauled farther than Lafayette. And, by the way, this is one of the

great difficulties in discussing the tariff issue -- old people forget dates. I have heard Parke county men talk by the hour about the hard times under low tariff, when the facts they cited really belong ten years earlier and under high tariff.

Mr. Beadle shows by a comparison of the census reports of '50 and '60 a vast increase of wealth, especially among the farmers. One reason why the census of '60 showed such progress over '50 was that it was a far more full, accurate and definite census. That of 1860 has never been deemed a full and accurate one, especially as to labor, farm values, etc.

This is a common device of war tariffites. The census is all right when it proved "our case"; all wrong when it doesn't. As to the increase since the war, everyone knows that the census of 1880 was taken on the very crest of a "great boom," that the figures were greatly inflated, and that there isn't a farm in Parke county that would now sell for what it would in '80-'83. Governor Foraker says the farms of Ohio have declined in value 25 per cent since then.

Mr. Beadle omits also to state that in 1862, after seven years of peace tariff, his father (James Ward Beadle) bought the best farm in Parke county a mile and a half from the court house for \$25 an acre. The higher land gets the smaller the per cent and slower the advance. In 1860 this farm was worth about \$40 an acre. His father's estate sold it after twenty-three years of war tariff at nearly \$90 an acre, including a railroad (This railroad was partly built and never finished. See my [Charles Davis] article "Those Arabs and Their Wabash and Erie Canal Connections.) right-of-way, notwithstanding the disasters of war currency.

The farm was worth \$55 an acre in 1860 - could have been sold for that, having been greatly improved; in 1883 it was sold for \$82.50 (nearly \$90). It may be worth \$70 now; but I would not give that for it, as long as I could lend the money at 6 per cent on good real estate security. I wonder if the present owner makes 5 per cent on his investment?

In his comparison of carpenters' wages of the years of 1846-47 and '8 and 1854-'6 at which time his father built house, and barns, in Liberty township and near Rockville, J. H. (Beadle) does not give all the facts. The barn and house in Liberty township was built largely by common laborers, superintended by Mr. Beadle. These men were paid 50 cents a day. The true test is, what wages did Mr. Britton pay laborers of the same class as those employed in Liberty township? It was not \$1.75 per day, but about \$1.00 to \$1.25.

From 50 cents in '46 to \$1.25 in 1856. An advance in ten years of 150 percent, or more than twice as much as I claimed. At \$1.00 a day the advance for "common laborers" would be 100 per cent, or 10 per cent a year under the peace tariff. Mr. Anon grossly exaggerated the gains of labor under that tariff; but if he can stand it, I am sure I ought to. The question about Alex. Van Vickle I cannot answer, as I was too young to judge his capacity.

The house was small and common. There was no work on it requiring finished carpenters and of course an inferior workman did not receive the best wages.

The house was 52 feet long, elegantly enclosed, plastered and shingled; the principal work was done by Messrs. Frazier and Manly, who were recommended by some lawyers in Vermillion as "the best carpenters on the Wabash." But they earned more than 50 cents a day. The advance in carpenters' wages under the peace tariff was not as great as that of farm and common laborers, and the house was built in 1849. The barn, built two years before, is still in use. I never saw anything cheap or "common" about it.

Again, when the canal was built through the Wabash valley it brought a vast surplus of labor, which it required several years to absorb and to restore to good wages.

Well, the canal reached Lodi in '48 and the first boats reached Terre Haute October 25th, 1849; (October 25 is my [Charles Davis] birthday.) the "E. A. Hannegan" direct from Toledo, and the "C. R. Walker" from Lafayette. Boats passed Westport, now Howard, some time before, and on one of them were Judge Porter and other Perrysville men, and, I believe, O. P. Davis. (Oliver Perry Davis) At any rate I saw him in Westport about that time. As it was a long time ago he will perhaps excuse me for adding that they sent a man to the "Wildcat" (a tavern in Westport) and we all took a drink in honor of the canal - boys and all. It was before the temperance reform set in, you know. I suppose they would not allow a man to take a drink now in Howard, as it is a strong Republican precinct. But this is a digression. The point I make is that the "surplus of labor," if any, fell on the peace tariff era. But as an economic fact, the canal made room for a good deal more labor than it brought.

Mr. Anon gives a long list of advantages, natural and accidental, which the country enjoyed in 1846-60. Such as new soil, big crops, public improvements, foreign war, etc. This seems, to my mind, a sort of plea that Providence came to the aid of the Democrats then, and made arguments for us peace tariffites now. Now, while I have always held, and always shall, that the Lord is on our side in this discussion -- for I cannot doubt that He made the globe surface one-fourth land and three-fourths water, and furnished the water area with ocean currents and trade winds, with intent that nations should trade freely -- yet I must say that Mr. Anon has exaggerated the evidences of Divine favor. Comparing the two periods, 1846-'61, and 1861-'88, in the letter there certainly have been more new lands opened, more rich virgin soil occupied, more inventions to cheapen production, a higher average of crops here, a longer era of poor crops in Europe, a better system of currency, and more foreign wars. It is a great blunder to suppose that Indiana, for instance, produced more per acre in the early days; of corn and potatoes and a few things it did, but the average production of wheat and some other things has vastly increased. In 1866 there was the Austro-Prussian war; soon after began the prolonged war of Servia, Turkey and Russia, and immediately after that the seven years failure of crops in western Europe, which caused them (according to "Bradstreet's") to draw \$1,500,000,000 worth of grain from America and created the prosperity of 1879-'83.

My reason for saying little about our great war was that it did not properly fall within my subject, which was simply this inquiry. Did wages advance and the country prosper under the peace tariff of '46? At some future day I shall try to show that we have paid monopolists the expenses of war, and are now paying them again; that the increased inventions should have far overbalanced the losses of the war by this time and made the laborer 50 per cent better than in 1860; that nearly all the enormous gains of the past twenty-five years have gone into the hands of a few thousand people; that we have created millionaires and concentrated wealth faster than was ever before done in the history of the world; and that the war tariff is largely responsible for it.

Mr. Anon can not close his case without the usual slur at England, hatred of which country appears to be the very breath of life to war tariffites. He says:

It is remarkable how many things Mr. Beadle omits in order to praise the eloquent and able friend of ours in Great Britain who desire us to unite with Mr. Beadle in opening our trade freely to them.

Esteemed friend, and kindest of old neighbors, there is no question of free trade or English interests in this campaign, and it is an impertinence to lug them in. The sole issue in this: Shall we reduce our war tariff a little, a very little, and see if it will afford the depressed industries any relief? If experience shows that it does, we can go farther in 1890; if not, we can easily stop. If the Mills bill passes, the tariff will still be higher than at any time during the first 39 years of our history, much higher than the Merrel tariff of 1861. Are you afraid that if the people get a taste of low taxes, they will insist on more, and still more? And if that happens, could they not be trusted? Wouldn't they stop reducing Taxes, if they found it was bad policy? J. H. BEADLE.



I remember well that first organizational meeting in Fort Wayne. The group assembled in the second floor courtroom of Old City Hall (now the History Center) and expressed our personal interests in the canals of Indiana. After a time we concluded that an organization (later incorporated as the Canal Society of Indiana) was needed and we chose Clarence Hudson to head up the group. He was ready, willing and able to lead us until his brush with cancer and ultimate death. Dan McCain

CORNHOLE GAME

Cynthia Powers, CSI director from Roanoke, Indiana, saw advertisements for "Cornhole" on our "Canal Passages" tour of the Whitewater Canal. Wanting to learn more about it, she found the following website that listed the rules, told how to construct the equipment needed to play the game and gave information on holding tournaments: www.playcornhole.org

The American Cornhole Association was established in Cincinnati, Ohio. Cornhole is similar to horseshoes except wooden boxes called cornhole platforms and corn bags are used instead of metal stakes and horseshoes. Contestants take turns pitching corn bags at the platform with a hole in it that is placed 30 feet away. A bag landing in the hole scores 3 points. A bag landing on the platform scores 1 point. The first contestant to reach 21 wins.

KAISER MILL ON THE WHITEWATER CANAL

Following the publication of the tour guide for the "Canal Passages" tour of the Whitewater and Cincinnati & Whitewater Canals last fall, Charles Whiting, Jr., CSI director from Lawrenceburg, Indiana, located a canal culvert at the north end of the old Kaiser Mill in Dearborn County, Indiana. He submitted a copy of the Mill Contract to CSI headquarters and it was printed in the November 2006 issue of "The Hoosier Packet." Subsequent research turned up the second mill lease, information from a book entitled *The Mill on State Street Yesterday and Today*, and a copy of an agreement to transfer the lease and sell the mill from James Dair and Joseph P. Cloud to Thomas B. Calloway in which both leases with the Canal Company and the State are mentioned.

The following are excerpts from the lease with the White Water Canal Company that differ from the earlier lease between the State and William Briggs and John Cheatham:

This agreement made the seventeenth of March 1845 between the White Water Canal Company party of the first part and **John Miley** of the town of Harrison—State of Indiana party of the second part. Witnesseth that - - - Agrees to sell and lease to said party of the second part for the term of twenty years from and after the first day of July 1845—subject to - - -

As will be sufficient when properly applied to an overshot wheel of ten feet in diameter - - - to propell one run of 4½ feet in diameter mill stones grinding at the rate of five bushels of wheat per hour, to be applied to the manufacture of flour, or if the party of the second part may if he prefers it, apply the water to a pitchback wheel of twelve feet in diameter, the bottom of the wheel being placed three feet above the lowest water mark in the pool of the Dam at the west end of said culvert, the buckets of said wheel to be at least eight feet long and the water let on said wheel not more than eighteen inches below the top water line in the canal.

- - -agrees to pay to the Company a yearly rent of one hundred and fifty (\$150) for each "power" used: that is to say - - -

The rent to commence on the first day of August 1845 and be paid semi-annually thereafter on the first days of December and June of each and every year - - -

And the said party of the first part in consideration of the rents and agreements hereinbefore specified agrees to lease to the party of the second part upon the same conditions and subject to the same limitations and restrictions herein contained, for the use of the water power leased, for

the like term of twenty years from the first day of July 1845—the particular portion of ground belonging to the Company at said point, included within the following boundaries to wit: all that part or portion of a certain lot of ground bought by the State of Indiana of Merrit Scoggin and transferred by said State to said Company, which lies between the part leased to Briggs and Cheatham on the south and the part leased by said Company to William Briggs on the north end of said lot being two and a half rods, more or less from South to North and extending from the west side of the State Road to the foot of the embankment of the White Water Valley Canal and lying immediately North of adjoining culvert.

In Witness where of the said parties to this agreement have hereunto set their hands the day and year above written.

Attest

L. B. Tupper Secry

M. Helen Prest

John Miley

Copied from Dearborn County Deed Book 12, pgs. 68-72
Charles A Whiting -9-04-06

Note: The Description of the lot appears to be in error. The mill was south of the culvert and the former lease was for twelve rods (198 feet) north to south not the 2½ rods mentioned in the second lease.

In this lease and in the earlier one the terms of agreement were clearly spelled out. The position of the mill was fixed by the commissioner and company engineer. They specified the types of wheels or gears that could be used. In the second lease the lessee had the choice or either an overshot or pitchback wheel.

The mill was adjacent to the canal and water was taken off the level by a head-race, passed over the wheel to generate power and then flowed out to the Whitewater River through a tail-race. A permanent weir with stone sides and breast walls with proportions designated by the engineer was built to regulate the flow of water to the mill. The building of this weir, the head and tail races and the trunk were paid for by the lessee.

The lessee paid yearly rent to the State of \$150 for water to propell a run of 4½ feet millstones that could grind at the rate of 5 bushels per hour. The lease was canceled if the rent wasn't paid one month from the time it was due. In the case of a break in the canal or if the lessee was deprived of water for more than a month in a year that was caused by actions of the State or its agents, the lessee's rent was adjusted accordingly. However, if this water shortage was caused by freezing or high water (acts of nature) it was not adjusted. Also the company held the right to raise the height of the Harrison dam across the Whitewater River by six inches. If the lessee incurred damages from back-

water due to raising the dam, he could not demand payment for them.

During the 30 year lease, the lessee had to have in writing a consent from an authorized State authority before he could sell, assign, or transfer his right or interests. The lease also specified that he could not use the water for purposes other than those stated in the agreement.

In the earlier lease, Briggs and Cheatham leased both the water to operate the mill and the land on which the mill was located. In 1842 Briggs bought Cheatham's half of the rights for \$1,800.

In 1845 John Miley purchased all the rights and the mill from Briggs for \$4,750. At that time the terms of the lease changed. Miley's lease was for 20 years with the rent being paid semi-annually. In the lease it states that Miley was "leasing that portion of a lot of land bought by the State of Indiana of Merritt Scoggin and transferred by the State to the Company." Although the terms changed, the boundaries remained the same as in the 1840 agreement of Briggs and Cheatham.

Miley kept the mill running for ten years. It was successful despite the 1847 flood. In 1855 on July 16, he sold his rights, interest and claim to the water power and all rights and privileges contained in the lease with the White Water Canal Company for \$6,000 to Joseph P. Cloud and James Dair. They operated the mill for sixteen years selling it in 1871 to 30-year-old Thomas Bond Calloway for \$5,000. He was the second son of William Calloway and Jane Bond Calloway. The Bond's owned most of the land stretching from the Whitewater River to old State Line Road that follows the Bond Road. He inherited 153 acres of land from his mother and aunt, Lydia Bond. His transfer of lease reads as follows:

Know all men by these present, that men James Dair and Joseph P. Cloud in consideration of Five Thousand Dollars to us paid by Thomas B. Caloway, the receipt whereof is hereby acknowledged have sold and do hereby sell, transfer, convey and assign unto the said Thomas B. Caloway, his heirs and assigns forever all our right, title and interest of all kinds, granted and given to us for the use and occupation of Water for Mill purposes as is given and granted to us as is Contained in Two Leases described as follows viz: One of said Leases made between the State of Indiana part of the first part and William Griggs & John Cheatham of the second part, and executed 31st day of October A. D., 1839, and assigned to us: The other of said Leases made between the Whitewater Canal Company part of the first part and John Miley party of the Second part and executed the 17th day of March A. D. 1845 and assigned to

us, as well as so much of the land leased and demised to us by said Leases (subject to the restrictions therein) as is contained in the following Boundaries: By beginning at a poir in the State line between Ohio & Indiana seventeen and one half feet North of the outside of the North Wall of a Brick building fronting East & directly towards the West end of Water Street in the town of Harrison, Ohio, Said Brick Building being located in the town of Harrison, Dearborn County, State of Indiana and now used and occupied as a Dry Goods, Grocery and Hardware Store by George Dair & Co. running thence North along said State line, One Hundred and Sixty one and one half feet (161½), Thence West through the Center of the Culvert made under the W. W. Canal to the foot of the embankment to a point Seventeen and one half feet North of the outside of the North Wall of aforementioned Brick Building, Thence East to the place of beginning. Also hereby Selling, Conveying & Transferring unto said Thomas B. Calloway all our rights to the estate & interest of every name and named to the Flour Mills and all other Buildings of every kind now built and located on the lands as herein before described and bounded: it being hereby farther understood that said Thomas B. Calloway is to incur all risks and pay all expenses that may arise between him and the lessors of said leases in regard to any and all the Stipulations Contained in the same.

In Witness Whereof we have hereunto set our hands and seals this the 25th day of December A. D. 1871.

James Dair (seal)
Joseph P. Cloud (seal)

In presence of
P. W. Francis

Received for Record May 16th, 1872 at 11¼ o'clock A.M. I certify that the assignment of which the foregoing is a true copy was duly stamped as provided by act of Congress, Recorded May 16, 1872 at 4½ o'clock P.M. Francis M. Johnson, Recorder Dearborn Co.

National Depressions Affect Sheet Music

The Fort Wayne *News-Sentinel* ran an article on November 1, 1956 in which Sam DeVincent, a member of a local singing group who collected sheet music and divided his collection under subjects and composers, said that national depressions affected the sheet music business over the years. The elaborate covers and the songs within "mirrored what interests were current in the country at every period — the wars, the national heroes and even the invention of the sewing machine. He cited the absence of songs about canals as an instance and points to the many songs about horse-drawn sleighs, the first trains, cars and airplanes."

Sue Simerman, CSI Director, Ossian, IN

JAN 15, 2007

WABASH & ERIE CANAL BY INDIANA COUNTY

Logansport
POPULATION TRENDS:
1840
1850
1860
1870
Est 2005

COUNTY SEAT - LOGANSPORT

ESTABLISHED: April 10, 1828
FOUNDER: Chauncey Carter
NAMED FOR: Captain Logan
Shawnee Indian, Newpewh of Tecumseh
NICKNAME: Logan
W&E reached here 1837
1st Mayor - Jordan Vigus - also Canal Commissioner
Canal Toll House - 500 E Market St
Markers - 5th St & North St
- Eel River Aqueduct

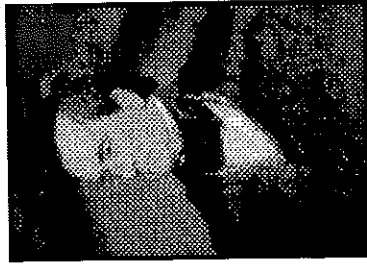
CASS COUNTY

ESTABLISHED: April 13, 1829
NAMED FOR: Gen Lewis Cass
Governor - Michigan Territory
412.9 Sq. miles
Lewisburg - 1835
Logansport - 1828
Dunkirk 1873
Chapultapec "Fitches" Glen
France Stone Quarry - canal structure stone
Georgetown - 1835
Remains of Cicott's Mill at Bridge

SUMMARY OF STRUCTURES IN CASS COUNTY

LENGTH OF CANAL IN COUNTY
21 = MILES

	LIFT	QTY	NUMBERS
Stone Locks	41.0	5	No. 23-27
Timber Locks	7.0	1	No. 22
County Totals	48.0	6	
Guard Locks			
Other Locks		2	No. 5 & 6
Aqueduct - Open			
Aqueduct - Covered		4	No. 76,78,87 & 88
Stone Arches			
Timber Arches		19	No. 75, 77,79-86,89-97
Box Culverts			
Feeders to main Canal			
Slackwater Crossings			
Dams		12	No. 29 - 40
Road Bridges			



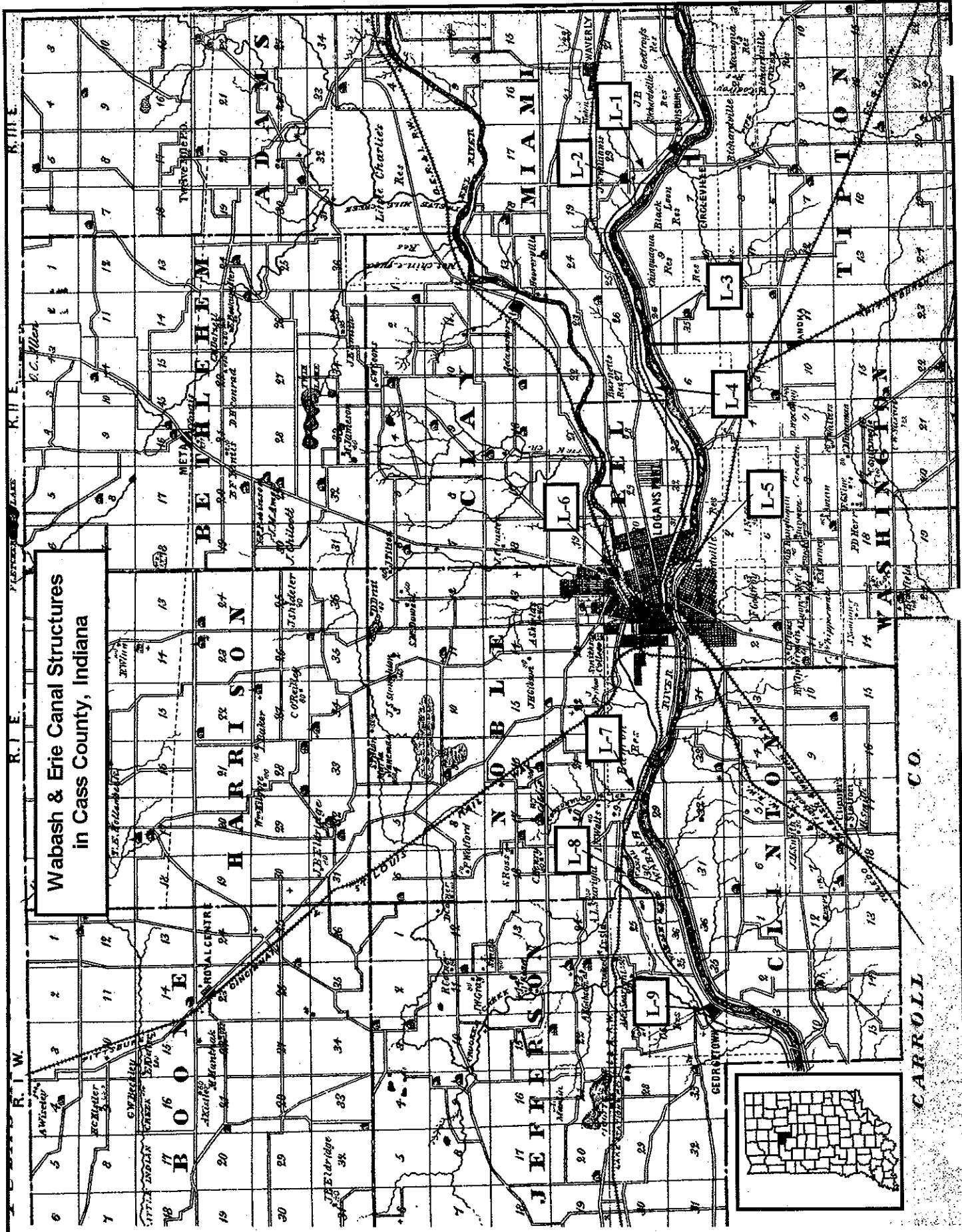
LEWIS CASS

WATERWAYS
Williams's Creek
Eel River
Big Snake & Cottonwood Creeks
Paw Paw & Crooked Creeks

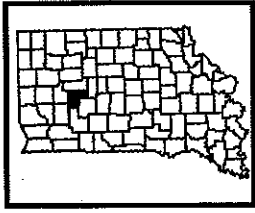
TOWNS
Lewisburg
Miami Bend/ Logansport
West Logansport & Dunkirk
Georgetown

CANAL TOWNSHIPS
Miami
Eel
Noble
Jefferson

5-CANAL LEVELS
Lock 22 Lewisburg Lock TO Lock 23
Lock 23 4 Mile (Ford's) Lock TO Lock 24
Lock 24 Berkley Basin Lock TO Lock 25
Lock 25 Dunkirk Lock TO Lock 26
Lock 26 Fitches Glen TO Georgetown



Wabash & Erie Canal Structures
in Cass County, Indiana



And Erie County Makes Six

by Richard F. Brown, Jr., AICP

The August 2006, issue of *The Hoosier Packet*, included my article about "Lock" place names along canals and canalized rivers in the United States and Canada. Among the list were five different communities in Pennsylvania with the name "Lockport." Obviously, this was a popular name for places along canals in the Commonwealth.

While researching information for a future article, I stumbled upon another place in Pennsylvania that was named Lockport. In this case, the name had since been changed by the United States Post Office from Lockport to Platea. (History of Erie County)

The Borough of Lockport was founded in 1839 along the path of the Erie Extension Canal. (phmc.state.pa.us) The borough received its name for the fact there were 28 locks within two miles of it. (History of Erie County) This must have been an amazing sight. With an average lift of 6.5 feet, the locks were needed to carry the canal over a ridge separating the lake plain along the shoreline of Lake Erie and the Conneaut Creek Valley. (History of Erie County) The elevation of the borough is 876 feet above sea level, while Lake Erie rests at 571 feet above sea level. (TopoZone)

Founded by Silas Pratt, who had the contract to build the locks, Lockport was incorporated as a borough in 1870. (History of Erie County) The name of the borough was changed to Platea in 1902. (visitpa.com) The name Platea apparently is a reference to a soil type found on moraines and is found in this portion of Pennsylvania and nearby areas of Ohio and New York. (nracs.usda.gov) Moraines are ridges consisting of rock debris, stones, and gravel that were created by glaciers. (geo.msu.edu)

As of 2000, the Borough of Platea had 495 residents. (visitpa.com) It is located in western Erie County, just south of Interstate 90, Exit 9 on State Route 18. The Pennsylvania Historical and Museum Commission placed and dedicated a marker about the Erie Extension Canal along State Route 18 in 1948, which states the following:

"Part of the old channel is visible by the present railroad, which replaced the canal. Lockport, now Platea, was founded 1839 at a point where a series of locks, 28 in two miles, lowered boats bound for Erie. Canal open 1844-71." (phmc.state.pa.us)

Note: See page 24 of this issue for more about the Erie Extension Canal Museum.

SOURCES:

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http://cvahs.org/erie_canal.html

http://en.wikipedia.org/wiki/Platea%2C_Pennsylvania

<http://www.geo.msu.edu/geo333/moraines.html>

<http://www.phmc.state.pa.us/bah/DOH/countyresults.asp?county=Erie&Submit=Search+by+County>

<http://www.visiteriepa.com/communities/platea.shtml>

<http://www2.ftw.nracs.usda.gov/osd/dat/P/PLATEA.html>

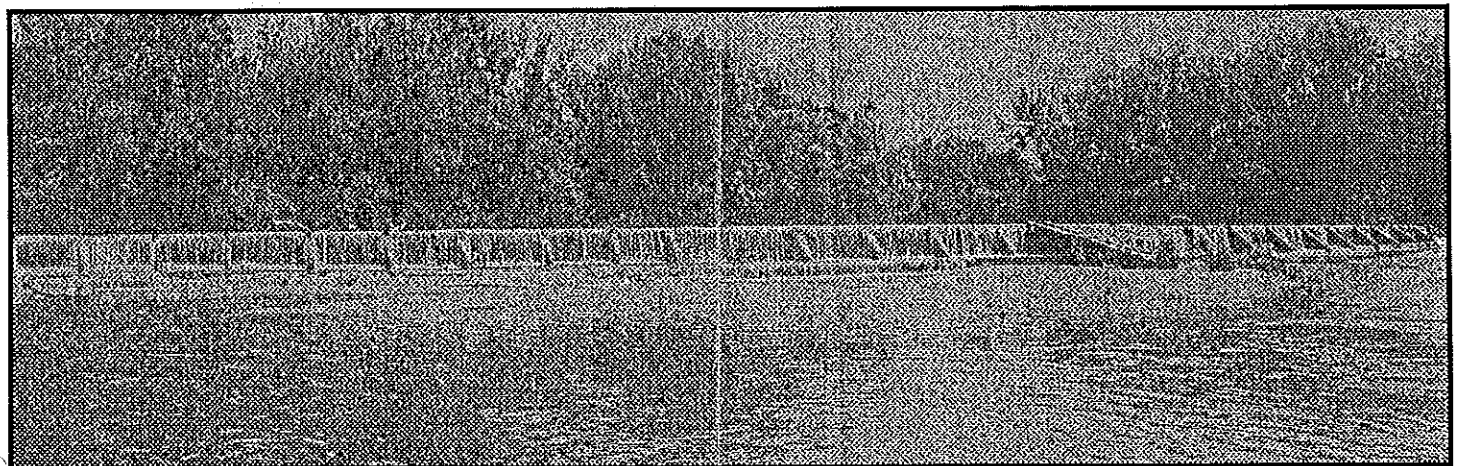
TopoZone

It took time to pass canal boats through locks and taverns, inns or warehouses were built near them. When there was a series of locks it was almost certain that a town would grow up alongside them.



Drawing by Nate Tagmeyer

PICTURES OF OLD CANAL STRUCTURES PUBLISHED
IN THE PALLADIUM-ITEM



This dam across the Whitewater River fed the Whitewater Canal. It is located about 2 miles south of Milton, Indiana, between Cambridge City and Brookville on the Wayne-Fayette Co. line. Turn east off Ind. 1 onto Interstate road and go along bank of the old canal. The road dead ends at the dam. *Palladium-Item* October 21, 1962

According to the 1962 *Palladium-Item* article:

"The dead-end road leading from Ind.-1 to the dam turns east in the middle of a railroad track. It leads to a farmer's lane and then turns across a narrow bridge over the old canal bed, and back to the dam....

"The dam has 31 concrete structures guiding the water down stream in a flow of graceful grandeur. Midway across the dam is a ramp for fish to use as a ladder to go upstream.

"Below the dam the water swirls and spins in whirlpool fashion, beginning swiftly and then quieting as it rounds the first bend in the river...

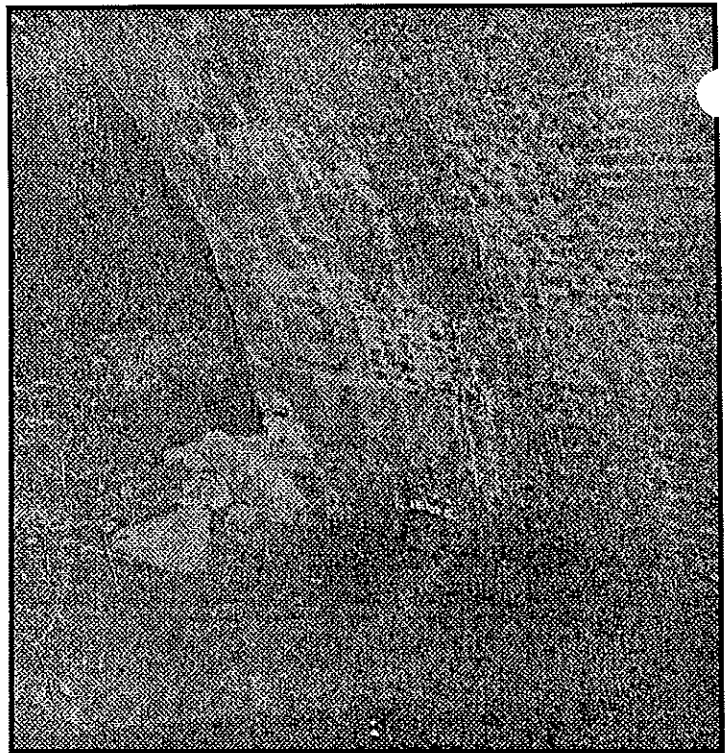
"Above the dam the water is calm and still. Debris has built up back of the dam and will hang in silent repose until the next flood hits the area.

"The feeder dam is one of seven in the Whitewater river from Hagerstown to Lawrenceburg. It was completed in 1846."

Another article in an earlier *Palladium-Item* paper of June 8-9, 1953, has pictures of the Cleves tunnel for the Cincinnati & Whitewater Canal between Cleves and North Bend, Ohio. It says the tunnel is located about 12 miles from Cincinnati and is approximately 1,900 feet long and 18 feet high above the canal bed.. "The walls and ceiling are made of soft brick and its entrance's are faced with massive stone masonry, hand fitted, as are the wing walls."

The North Bend portal was kept beautiful with perennials and rose bushes for years by William J. Collier, a retired New York Central railroad engineer. The Cincinnati-Indianapolis railway later became the New York Central railroad and used the tunnel for a time after the canal era. When the railroad no longer needed the tunnel, it had a wall constructed over the tunnel's south portal at North Bend. The 1937 flood and persons hunting muskrats demolished the wall.

Articles send to CSI headquarters by Phyllis Mattheis



CLEVES TUNNEL

Top: Inside the south end of the tunnel at North Bend the brick walls, ceiling and stone masonry were easily visible.

Bottom: The Cleves portal had already been filled to a depth of more than 8 feet at the time this picture was taken.

Palladium-Item June 8-9, 1953



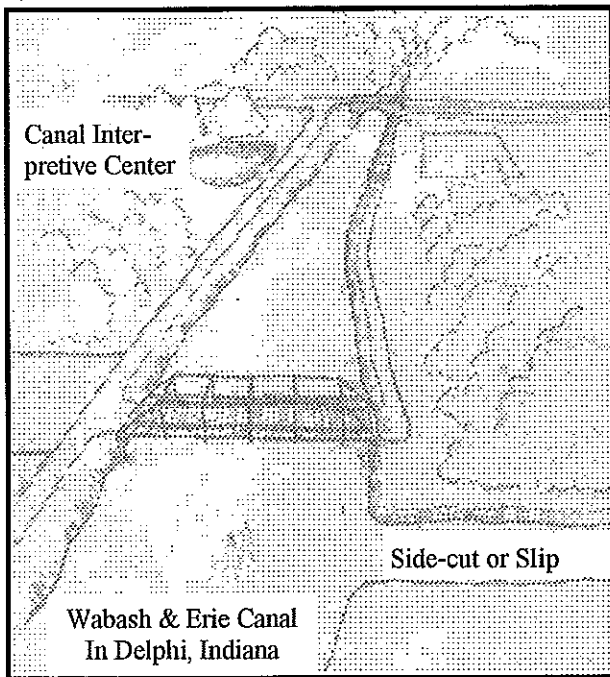
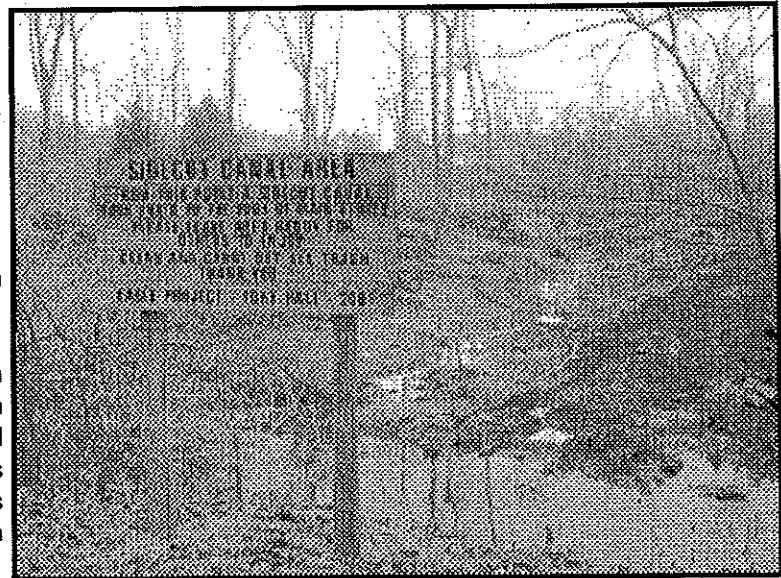
NEWS FROM DELPHI

PLACES TO GO, PEOPLE TO SEE AND THINGS TO DO!

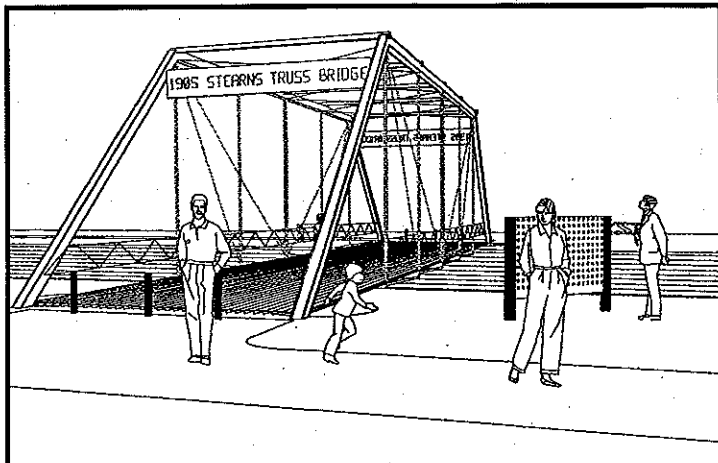
By Dan McCain

2006 was a very productive year for the Carroll County Wabash & Erie Canal Association and its many volunteers. We have achieved many projects outdoors on the trails and in our Parks, operated the Canal Center (indoors) and have greatly expanded our educational programs for schools and teachers. All these things would not have happened if it were not for the increasing support from grants, donors and dedicated volunteers. As we enter 2007 we see a big menu of new opportunities.

One creative project includes the re-erection of the old Pulaski County iron bridge next summer. Site development underway includes reconstruction of a 400 foot section of the old canal and "sidecut" channel along with connecting a new trail section. This will provide traffic safety for hikers, kids on bikes and pets entering the towpath behind Pizza Hut. Dairy Queen is instrumental in providing land for an interpretive site. The drawing below illustrates the new trail section on the right with the County's historic stone arch bridge in the background and iron bridge site in the foreground.

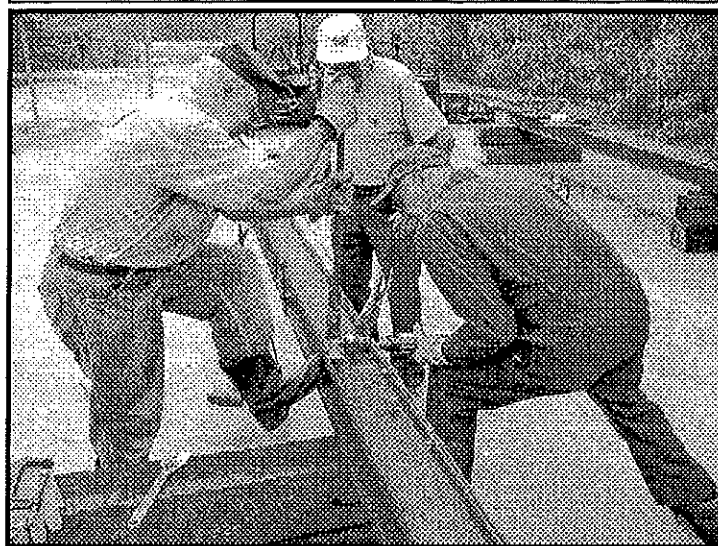


Signage marks the site of the Side-cut Canal near where the iron bridge will be placed over the W & E Canal. Photos by Dan McCain



Above: Drawing of 1905 Stearns Truss Bridge on new site over the Wabash & Erie Canal. Drawing by Jim Goff

Below: Roy, Bill & Vern riveting Photo by Dan McCain



Work on the bridge has begun. Ross, the "blacksmith," has finished about a dozen pieces and we picked them up at his shop in southern Carroll County. He has all the rest of the bridge materials at his place and is intending to work right on with them until he is done sometime around mid-March. We started taking them out to Ed Gruber's heated workshop and cleaning them with power wire brushes the first week in January. Luckily the weather was good in December to let us finish our work on the slab outside as seen in the above picture.

We need to make a decision on paint color. We can begin priming as soon as we get the paint.

Jack Cohee has removed the stumps and trees on the 400 ft. canal restoration area. The weather was almost great to work on this. We left untouched (except for tree removal) the actual site for placement of the bridge. Before contracting for the placement of the caissons and ultimate erection of the bridge in the

spring / summer we must get approval from the Indiana Department of Natural Resources.

We need to get timber for the bridge floor. On our last bridge rehabilitation we got a semi load of White Oak logs from Pike Lumber Company and then brought two portable sawmills on site to make the planks. We also need to determine what the hand railing and floor configuration might look like.

Speakers Bureau



Breakfast On The Marsh group met in a hotel suite.

January 11, 2007 - Fort Wayne, IN

Following an 8 o'clock breakfast at the Residence Inn in Fort Wayne, Indiana, members of the Little River Wetlands Project's "Breakfast on the Marsh" group met in the hotel suite since the hotel had over-booked the meeting room. Bob and Carolyn Schmidt presented a program entitled "The Wabash & Erie Canal Unwrapped" to the 11 other people present. Bob gave the history of the Wabash & Erie Canal in relation to other United States canals and said canals are all about controlling water and making it work for you. Carolyn discussed the types of structures built to control the canal water, talked about the canal workers and the problems they faced, and mentioned the various types of canal boats, how they were laid out inside, what animals pulled them, and what the duties of their crews were. The Schmidts passed out CSI membership brochures along with a map of Indiana and Ohio's canals and pictures and diagrams of canal structures. Their hour long program was well received. Other CSI members present were Carl and Barbara Bauer of Ft. Wayne.

January 21, 2007 - Paulding, OH

The Paulding County Historical Society met at 2 p.m. in their museum in Paulding, Ohio, for their annual

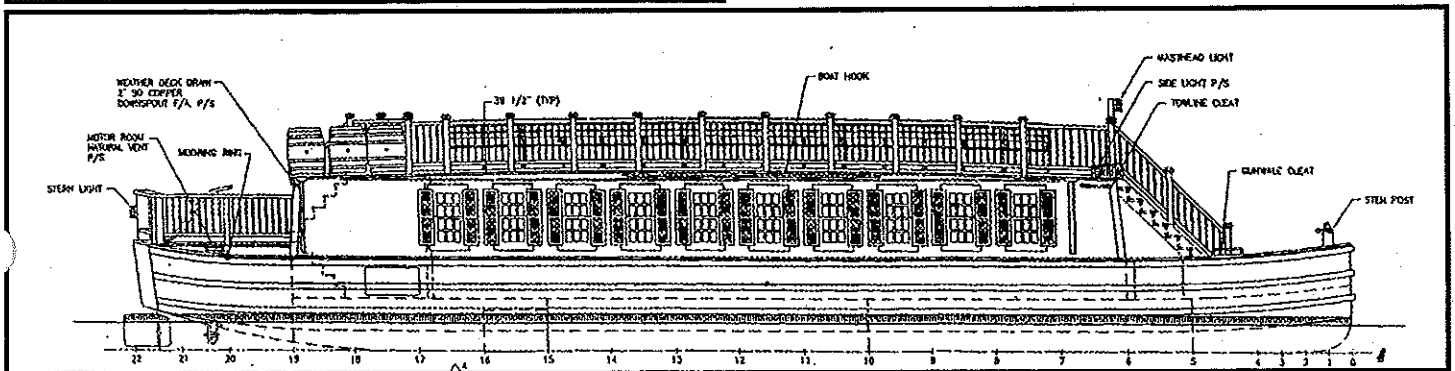
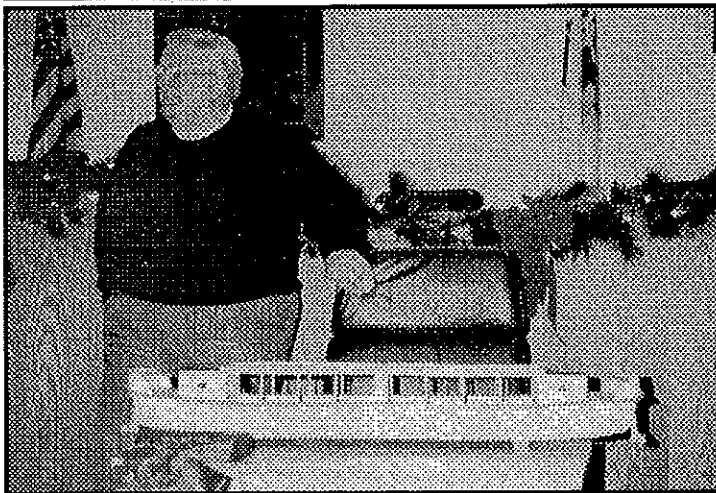
meeting on January 21, 2007. Speakers for the event were Bob and Carolyn Schmidt, who presented the history of the canal, its structures, and life on the canal. They were in canal era clothing. As a canal traveler named "Miss Caroline" Carolyn gave the attendees a glimpse into the past while aboard the canal packet "Silver Bell" traveling from Toledo to Antwerp, Ohio.

Following the presentation attendees had an opportunity to ask questions or tell about their ancestors who worked on the canal. Those present received a map of Indiana and Ohio's canals, a post card of a canal boat, a CSI brochure, and other canal diagrams.

I & M AWARDS BOAT BID

On Monday, January 8, 2007, at 10:15 a.m. a construction bid award ceremony was held for the Port of LaSalle canal boat in City Council chambers located at 745 Second Street in LaSalle, Illinois, by the Illinois & Michigan Canal Corridor Association and the City of La Salle. Congressman Jerry Weller and other local dignitaries were present. Will Nickum of Elliott Bay Design Group in Seattle, Washington, was the architect for the full size 76 foot long by 15 foot wide boat, which has

Top: The mayor of LaSalle, Illinois, stands by the model of the *Volunteer* at the bid award ceremony. Photo by Gerald Hulslander
 Bottom: The above drawing shows the design that won the bid for the La Salle, Illinois, boat. Courtesy Elliott Bay Design Group



both an upper and lower deck. The boats superstructure will be built by Vissering of Streator. The aluminum hull will be constructed by a firm in Bellvue, Iowa. CSI congratulates the Corridor Association, which has been working for the past several years to get this boat.

OTHER BYPASS CANALS

By Gerald Hulslander

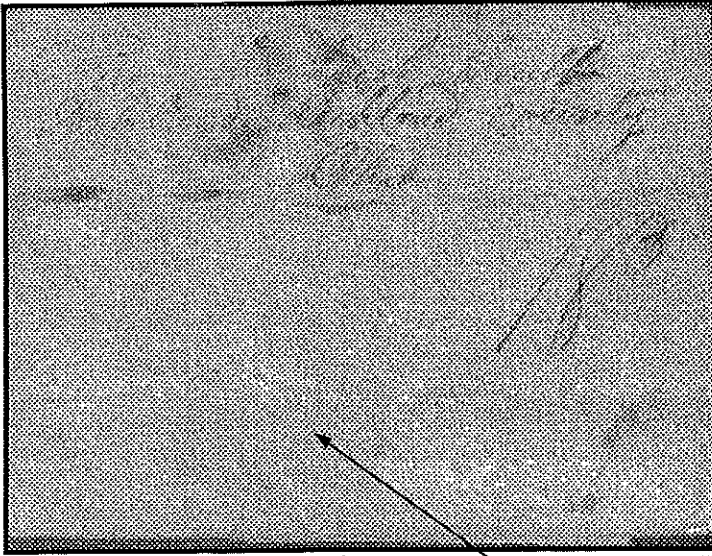
After reading an article entitled "St. Andrew Bypass Canal, Lock and Dam: Lockport, Manitoba" by Richard F. Brown in the September 2006 issue of *The Hoosier Packet* I remembered two short canals that bypassed falls/rapids. White visiting friends in Charlotte, North Carolina, a few years ago I noticed a canal along the Catawba River just a few miles south of Charlotte. Sure enough there is a park there on the west side of the river. The park was closed the day we were there, but the ranger allowed us to at least see the lock that received the water above the rapids. There is sort of a wing dam that appears to have backed up the water on the canal side of the river. It is still there and obvious although there is no navigation on the river other than pleasure craft and the lock gates are gone.

The same situation existed at one time on the Mississippi at Rock Island, Iowa, near the Arsenal Island. A channel was dug on the Illinois side to bypass the rapids and a lock was built at the lower end. Prior to that the steamboats would go as far as the rapids and cargo was then off loaded onto wagons. The wagons pulled past the rapids and then the cargo was put back on the boat. I presume that ended when the current lock and dam system was installed, but I have no dates.

1844 STAMPLESS, FOLDED LETTER, DELPHI, INDIANA FROM E-BAY

By Neil Sowards

An interesting letter was auctioned on E-bay for \$31, which closed Nov. 1, 2006. It had some Wabash and Erie Canal content. The lot was described as: "Very weak red Delphi, Indiana 1844 circular date stamp on stampless, folded letter from David Robeson to his brother Jacob Grubb, Ashland, Ohio...Dateline Rock



1844 Letter From Delphi, Indiana red circular date stamp

Creek Township, Carroll County, May 12th, 1844. David tells how he wrote a letter to their brother John discussing: 'where we live at this time, how we liked the country & the quality of the soil; the variety of timber, a description of the river, of the products of the soil; of Elizabeth having a fine son born on Christmas night; and many other things...my determination to spend the remainder of my days on the Wabash River...I have been working some in Delphi this spring and some at a lock of the Canal at \$1.00 per day and I am now going to work at building a bridge across the Wabash River about 2 miles below where we live...I helped to build an Olean Boat this spring and went with (a friend) down the river as far as Lafayette, a distance of 24 miles. I found it to be a beautiful place and improving fast...'"

The postage on the envelope was 18¾ cents (1½ bits or reales in Spanish money). Written 18 small 3 with the 4 understood. Spanish money was legal tender in the U. S. until 1858. A reale or bit was 12½ cents, ½ bit = 6¼ cents and two bits = 25 cents. The only way to pay this postage charge of 18¾ cents exactly was with 1½ bits because there was no way to pay ¾ cents with U. S. coins. When a person was making \$1 per day, 18¾ cents for posting a letter was expensive.

ERIE EXTENSION CANAL MUSEUM

Greenville, Pennsylvania, is the home of The Erie Extension Canal Museum, which was built on the exact location of Lock 22, a guard lock on the canal, in 1990 by volunteers and funds from the Greenville Bicentennial Celebration. The Erie Extension Canal connected Beaver to Erie in western Pennsylvania and passed through downtown Greenville under Shenango, Main and Clinton Street en route to Sharpsville. The canal stimulated the growth of Greenville from 1854-1871 and many shops

were built along its route.

Canal passenger and freight boats using the canal averaged 50 feet long and 8 feet wide. The museum has a 40 foot replica of the Rufus S. Reed, which carried tons of coal and supplies to factories and settlers. It also has historic posters, artifacts and a diorama showing a section of the canal.

The museum is located at 60 Alan Avenue and is open on Saturdays and Sundays, June through August from 1-5 p.m. or call 724-588-8718 for a special appointment. Donations are appreciated.

Sue Simerman, CSI Director, Ossian, IN

STATISTICS OMITTED

The statistics for Culverts 96 & 97 before Road Bridge 41 were omitted from the Carroll County list of Wabash & Erie Canal Structures in last month's *Hoosier Packet*. They are as seen in the box on the right. Please add them to the top of page 25, Vol. 6 No. 2.

Mark you Canalendars:

CSI SPRING TOUR
Wabash & Erie Canal in Carroll & Tippecanoe Counties, Indiana

"CANALABRATE GOOD TIMES"
25 years of canawling

May 4-6, 2007

More information and registration forms to follow in future Hoosier Packet

AJUSTMENT OF HOOSIER PACKET
VOL VI NO. 2 - FEB 2007

6 Ft x 18"
8 Ft x 18"

Timber - box
Timber - box

Culvert No. 96
Culvert No. 97
Road Bridge No. 41

IN CARROLL COUNTY