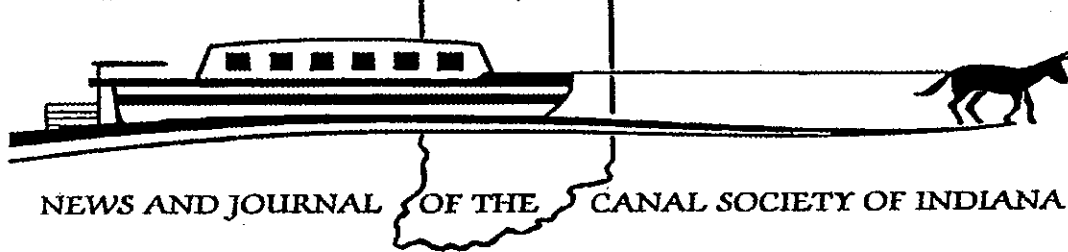


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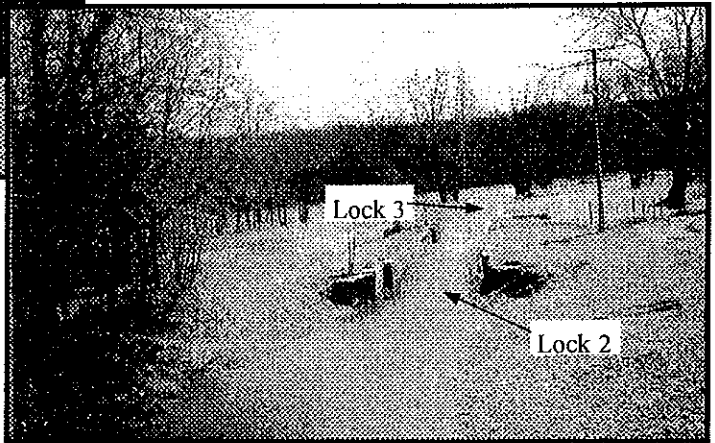
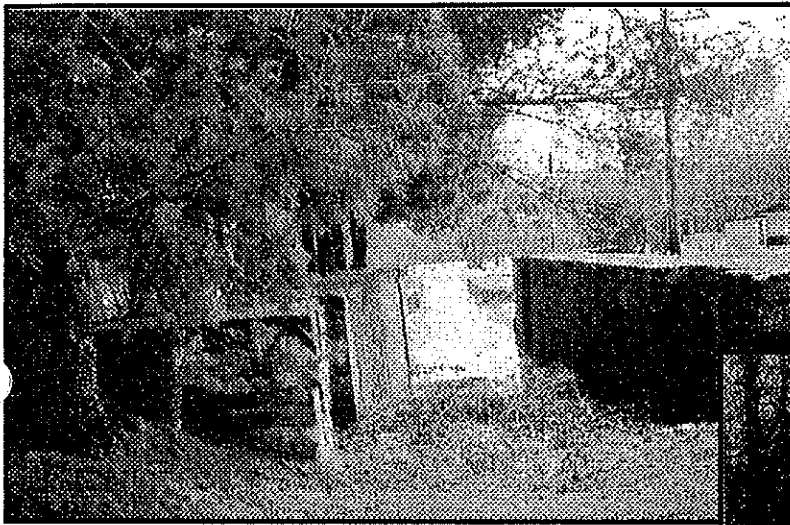


VOL. 7 NO. 6

P.O. BOX 40087 FORT WAYNE, IN 46804

JUNE 2008

## SPRING FLOODS



These photographs taken on March 20, 2008 by CSI member Linn Loomis of Newcomerstown, Ohio, show the flood waters of the Improved Muskingum River as they invaded the 3-lock cascade of the Dresden Side-Cut Canal at Dresden, Ohio. Above: Lock 1 is fairly free of water, Lock 2 has just the top stone courses showing and Lock 3 is almost completely submerged. Top right: Flood waters have encroached behind Lock 2. Bottom right: The location of Lock 3 is barely visible. Muskingum River flows at the base of the far tree line.

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### LET IT RAIN ?

By Carolyn Schmidt

Although this past year there has been an extreme water shortage in the Atlanta area and in the west, Indiana and Ohio have had so much snow melt and rain that flooding has occurred. Floods and canals don't mix well. During the canal era rushing flood waters damaged and even washed away many canal structures. Repairing and rebuilding the structures caused delays in opening the canals for navigation in the spring.

Jesse Lynch Williams, Chief Engineer, reported

EDITOR: CAROLYN SCHMIDT

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to the Board of Trustees of the Wabash and Erie Canal on December 6, 1949: "The winter of 1848-49 was remarkable for unusual rains, and the consequent height [sic] of the floods. Early in December, the Wabash, with its tributaries were swollen to a height [sic] reaching in many places the highest marks within the recollection of persons who have resided longest on their banks. Again, in the month of March, another great freshet occurred, which, on the lower section of the river, was nearly as high, and on the upper Wabash considerably higher, than the previous December flood. And in the interim between the two floods, the ice which had formed in the upper and more northern section of the river, to an extraordinary thickness, was carried off by a very sudden rise in the month of January, causing what is termed an ice freshet, of marked power and destructiveness...."

"Of the various breaches caused in the embankments, the largest were — first, in the banks of the Wea feeder; second, in the towing path one mile below Attica; third, at the south end of Flint Creek Aqueduct; fourth, in the towing path at a point four miles below Covington; and fifth, in the towing path along the slack water near Delphi. A portion of the Wea dam, about 80 feet in length, was also entirely swept away.

"The great dam across the Wabash at Delphi was seriously injured by the ice freshet referred to. The breach was afterwards enlarged by the numerous succeeding floods, until the entire lower slope, embracing two thirds of the material of the dam for one third of its length, was wholly swept away, and the

height [sic] of the dam, for a portion of this length, was depressed by the undermining of the base as much as five feet below its proper level. A breach so situated could be repaired only in the low water season of the summer and autumn; and during the winter serious apprehensions were entertained by the community most deeply interested in the canal, that a thorough breach would be made in the dam, and the spring navigation thus destroyed...The delay in making these repairs, attributable chiefly to the unfavorable character of the winter, deferred the opening of navigation south of Lafayette, until the first week in May. From Lafayette to the Lake [Erie], boats were able to pass freely by the middle of April.

"The frequent and unusually heavy rains which occurred during the past summer was the occasion of some interruption in the navigation south of Lafayette, by causing several breaches in the embankments. The delay in navigation from a breach on this division is necessarily greater than on any other portion of the line, from the remoteness of the principal feeder, and the length of time required to fill the Canal after it may have become emptied by such breach...."

*Annual Report of the Trustees of the Wabash & Erie Canal, to the General Assembly of the State of Indiana. Indianapolis, IN: John D. Defrees, Dec. 1849.*

Canal superintendents and their crews worked exceptionally hard trying to repair the canal and its structures in a timely manner in order to open navigation. However, it was often the case that their completed work or work in progress was destroyed again by another flood just weeks or months later thus stopping navigation. These repair costs used up funds designated to extend the canal below Terre Haute.

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**MICHIGAN NAVIGATION CANALS: A 2008 Update**  
by Richard F. Brown, Jr., AICP

Below is an update to the original article on Michigan Navigation Canals published in the August 2007, edition of *The Hoosier Packet*. While conducting background research for other articles, several additional Michigan canal and canalized river projects were discovered. The chart provided below identifies these projects in Michigan and highlights the additions in shading.

CANAL	LOCKS	APPROX. LENGTH	YEAR COMPLETED	ENDPOINTS	STATUS
Clam Lake	0	0.3 mile	1873	Lake Cadillac (Little Clam) to Lake Mitchell (Big Clam) (Wexford County)	Still in operation.
Clinton & Kalamazoo	17 (in 16 miles completed)	2-16 miles	Only 16 miles completed by 1843.	Lake St. Clair (Macomb County) to Lake Michigan (Allegan County)	Remnants of 16 miles that were completed are visible in several Southeast Michigan area parks.
Crystal Lake Outlet	0	1 mile	1873	Crystal Lake to the Benzie River (Benzie County)	Caused lake level to drop 6-10 feet. Now blocked by a dam, which controls the lake elevation.
Flint River & Saginaw	unknown	unknown	n/a	Flint (Genesee County) to the Shiawassee River (Saginaw County)	Slackwater navigation. Company incorporated in 1846. Never built.
Gibraltar & Flat Rock	unknown	unknown	n/a	Lake Erie (Wayne County) first to Ypsilanti (Washtenaw County), but eventually to Lake Michigan (Muskegon County)	Never built.
Grand Rapids East Bypass	1	1 mile	1842	Along the Grand River (Kent County)	No longer exists.
Grand Rapids West Bypass	1	1 mile	1851	Along the Grand River (Kent County)	Completed in 1851, but no longer exists.
Lake Erie & Lake Michigan	unknown	180 miles	n/a	Several options considered	Never built.
Lake Superior Ship (a)	0	1 mile (a)	1873	Lake Superior to Portage Lake (both in Houghton County)	Combined with Portage Lake
Locking Glass	Unknown	unknown	n/a	DeWitt to Wacousta (both in Clinton County)	Never begun.
Michigan & Superior	Unknown	40 miles	n/a	Lake Michigan (Delta or Schoecraft counties) to Lake Superior (Alger County)	Proposed several times, but was never built.
Northern Michigan Inland	2	38.2 miles	1876	Lake Huron (Cheboygan County) to Crooked Lake (Emmett County)	Still in operation.
Portage Lake (a)	0	1 mile (a)	1860	Portage Lake to Keweenaw Bay (Houghton County)	Still in operation.
Saginaw & Grand River (b)	unknown	20 miles (canal only)	n/a	Bad River (Saginaw County) to Maple River (Clinton/Gratiot Counties)	Never completed. Portions visible near St. Charles and Brant.
Shiawassee & Bad River	1	10 miles	1846	Chesaning (Saginaw County) to the Bad River	Owosso & Saginaw Navigation Co. authorized in 1846. Only limited work was completed.
Shiawassee River Navigation	0	unknown	1838 (ceased in 1853)	Owosso (Shiawassee County) to Saginaw (Saginaw County)	Slackwater navigation. Operated by the Owosso & Saginaw Navigation Company.
Soo (St. Mary's Falls Ship) (c)	4	1.6 miles	1855	Lake Superior to St. Mary's River (Chippewa County)	Still in operation.

Notes:

- (a) Combined into one canal operation in 1890. The total waterway length is 22 miles.
- (b) Also known as the Saginaw & Maple Rivers Canal; the Northern Canal; or the Bad River Canal. Total navigation system would extend from Saginaw Bay to Lake Michigan using rivers and the canal.
- (c) Data for the canal located on the American side only.

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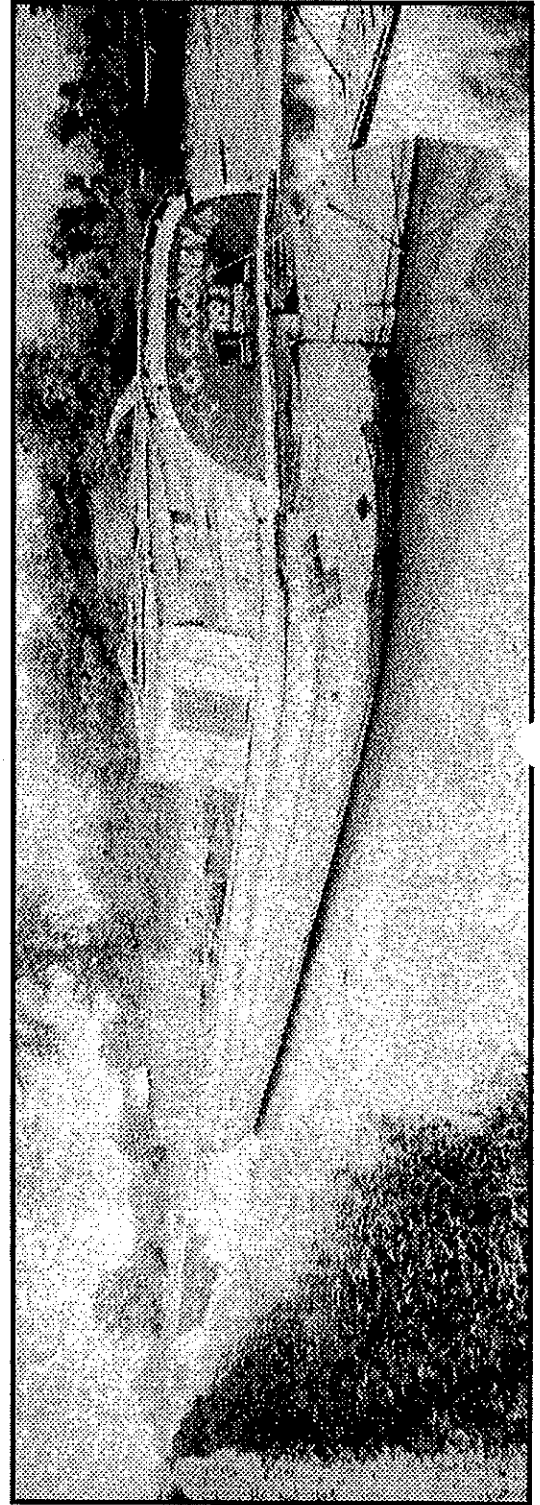
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## John Houston and His Illinois & Michigan Canal Connection

By Charles Davis

This is the story of two brothers, who were cousins of Sam Houston of Texas, lived for a time in Parke County, Indiana, and became influential men in their own rights. They were the sons of Robert John Houston and Jennie Matthews Houston. This will show how their lives were intertwined.

John Houston, our canawler, was born on August 18, 1792. His brother Alexander M. Houston was born on April 15, 1794, in Blount county, Tennessee, where he spent his youth. Their father Robert J. Houston (b. 1768 Rockbridge county, Virginia, d. 1863) was a minister of the Presbyterian church, who broke off from the church in Kentucky in 1803 at the time Stone, Dunlevy, McNemar and others did. He embraced the Shaker faith. He moved to Wabash country about 1806 and located at the old Shakertown, to which point a considerable body of Shakers soon collected and built the old Shaker Village. A few years later he left the Wabash and went to reside at the Shaker village in Logan county, Kentucky, where he lived until his death at the age of 95 in 1863.

Alexander with his brother John both left the Shakers when very young and before they were scarcely grown. Alexander left a short time before John going to Nashville, Tennessee, to an uncle who resided there. Although John left the village, he remained on the Wabash. When the War of 1812 broke out, John joined the Rangers, Captain Brook's artillery, in the vicinity of Crawford country, Illinois, and continued in the service in the beginning of 1815. Then for three or four years he engaged in running barges and keelboats on the Ohio and Wabash rivers in connection with his uncle John Houston. Uncle John lived in Mason county, Kentucky, but afterwards moved to Palestine, Illinois, and died there. Uncle John was the father-in-law of David Logan. He and his wife Nancy are buried in the Palestine cemetery.

Alexander entered the regular army a short time after arriving in Nashville. He received his commission as 2nd Lt. in the 7th Infantry of March 24, 1818, while a resident of Tennessee. During this time the Seminole War was going on with Major General Andrew Jackson in charge of the Southern Division of the United States' defensive forces, which faced the Spanish controlled Florida territory. General Jackson commanded about three regiments totaling 3,000 men with an additional several thousand Indian allies. He had been sent into West Florida by orders dated December 26, 1817. It

was to this important and active command that 2nd Lt. Houston reported. His tombstone in Woodland Cemetery in Xenia, Ohio, proudly boasts that Alexander served as "an officer in the regular army under General Jackson."

In the latter part of 1819 or early 1820, John and Francis Dickson of Vincennes brought a stock of goods to Palestine to engage in the mercantile business. As reported by David W. Stark, "This, I believe was the first stock of goods ever in Palestine, or, as far as I know, ever on the west side of the river, north of Vincennes. John married my oldest sister, Jane M. Stark (b. October 15, 1799, d. October 23, 1880), in the spring of 1821. They were ever after residents of Palestine until their deaths."

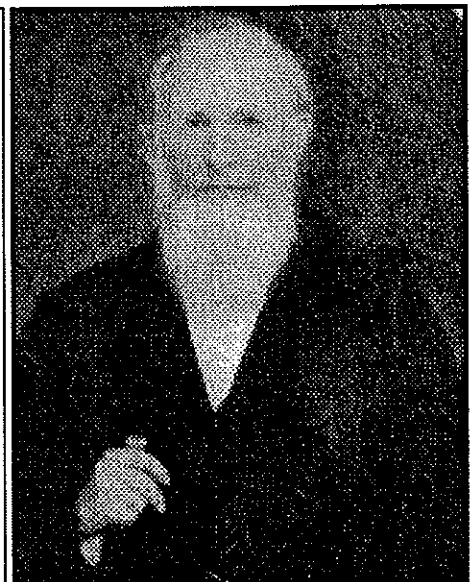
From October 1 to December 31, 1818, Alexander was the Regimental Quartermaster and was promoted to 1st Lt. on August 31, 1819. He resigned his commission on March 1, 1822. With the Seminoles and Spanish defeated, Jackson retired from the Army on June 1, 1821, yet remained on paper until December 1 of that year as the Territorial Governor of Florida.

John was commissioned colonel in the Crawford county militia, 16th regiment on August 16, 1821. Executive record, 1818-1832, Vol. 1, pg. 43. Then on December 11, 1822, he was commissioned sheriff of Crawford county. Executive record, 1818-1832, Vol. 1, pg. 64.

After Alexander resigned his commission in the army, he went to Palestine, Crawford county, Illinois, where he joined his brother, Colonel John Houston, in the mercantile business buying out Francis Dickson's interest in the business. He purchased lot No. 111, built a house intended for a combined dwelling and store-room, and finished off the south room on the corner for a store. It was about 16 or 18 feet square.

### General Alexander M. Houston

Born 1794 Tennessee  
Illinois Militia  
Seminole War in  
Florida  
Blackhawk War  
Store in Palestine,  
Illinois  
Moved to Rockville,  
Parke Co., Indiana  
Moved back to  
Palestine, Illinois  
Moved the Xenia,  
Ohio  
Died in Xenia, Ohio,  
in 1870





On May 11, 1823, Alexander married Eliza H. Stark in Palestine. Eliza was born February 28, 1803 in Mason County, Kentucky.

On January 10, 1824, Alexander received a commission as Brigadier General in the 2nd Brigade, 2nd Division of the Illinois State Militia. From that time forward, he was known as General Houston. A prominent citizen of the region, Alexander became a director and incorporator of the Wabash Navigation Company the following year. Then in 1826 he ran for sheriff of Crawford county, was elected and commissioned on September 1 of that year.

Growing prosperous, Alexander next purchased Federal land in Crawford county, Illinois, on November 8, 1827. For \$100 he got 80 acres, this tract being the East Half of the Southwest Quarter of Section 1 in Township Six North, Range Eleven West of the Second Principal Meridian.

As a practicing Democrat, Alexander became a candidate for Presidential Elector on Andrew Jackson's ticket. He was elected and commissioned on November 20, 1828. Since Jackson carried Illinois, General Houston was privileged to cast a ballot for his old military commander when he, Richard M. Young, and John Taylor, met -- presumably in Vandalia -- to send three Illinois electoral votes to Washington for "Old Hickory."

When the U. S. Census was taken for Crawford county in 1830, the enumerator discovered that A.M. Houston (age 36) had another male, between the ages of 20-30, living in his family. His wife, Eliza, was listed between 20-30 (actually we know she was 27 years of age). Also listed were two free "colored," one male between 10-20, and one female, between 10-20. Evidently, Alexander had these three to help with his farming project. It is entirely possible that he brought the two persons of color from Tennessee and that they previously may have been his slaves.

John was commissioned canal commissioner of the Illinois and Michigan Canal on February 16, 1831. Executive record, 1818-1831, Vol. 1, pg. 285. Unfortunately we don't know any more about his work in regard to the canal. He also was the Crawford county Commissioner to locate a road from Vincennes to Chicago. Laws of 1831, pg. 137. It should be mentioned here that he served as Commissioner to fix the permanent seat of justice for Edgar county. Laws of 1832, pg. 24.

Having served in the Regular Army, Alexander without hesitation volunteered for duty in the Black Hawk War at the then-relatively advance age of 38. With his valuable military knowledge he first became an Aide-de-Camp to Brig. Gen. Milton K. Alexander of the

Second Brigade, Third Army. Without a doubt, he assisted Gen. Alexander with his paperwork. However, he later was mustered in as the Captain of his own company in the Second Regiment, Second Brigade of Illinois Mounted Volunteers. He was in the battle of Broadax when Black Hawk was captured. He served from May 15 until mustered out at Dixon's Ferry on August 2, 1832.

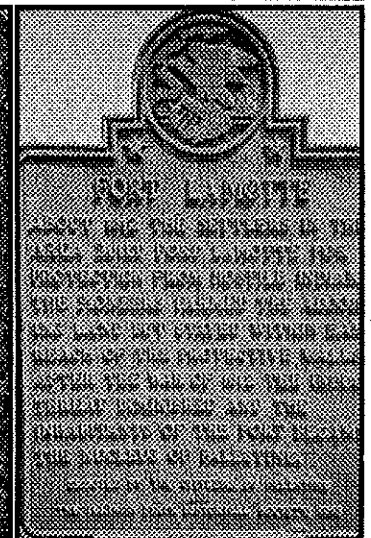
The following is an eyewitness account from David W. Stark, John's brother-in-law:

"My father, David W. Stark, moved from Mason county, Kentucky, to Palestine in the fall of 1820, and built a residence east and directly across the street from the old Wilson tavern. My mother died in 1822, and a year or two later my father married the widow Neeley, who resided at the head of Lamotte prairie, where he died in the year of 1846.\* I went to reside with John Houston in 1821, when I was about fifteen years old. I remained with him until I was married in 1831, and continued business with him and Alexander Houston until 1839, when I removed to Rockville, Indiana, where I have since lived. I am now 77 years old and the last of my father's family that is alive." He goes on to name at least nine-tenths of the heads of families residing in Palestine in 1820: "Joseph Kitchell and family, she a widow, Edward N. Cullom, James Otey, James Wilson, Wm. Wilson, David Stewart, Dr. Ford, Edward N. Piper, Daniel Boatright, David W. Stark, Guy W. Smith -- the two latter unmarried."

\*I, Charles Davis, visited the Palestine cemetery on June 21, 2007, and found his father's grave stone which reads: "D. W. Stark died March 12, 1847 age

**David W. Stark**

Born in Mason City, Kentucky, June 20, 1806. Died in Rockville, Indiana May 22, 1885. Lived with John Houston. His father is buried in the Palestine cemetery next to Ft. Lamotte. P-C. Davis



73." The cemetery is next to the site of Fort Lamotte that was built c. 1812 by the settlers.

The obituary of General A. M. Houston in the *Parke County News* on Tuesday, August 16, 1870 states, "In 1837 he sold out in Palestine and moved to Rockville, Indiana where he was engaged in mercantile pursuits."

While living in Palestine, Illinois, Alexander and his wife, Eliza, were preparing to move to Rockville, Indiana. Their first purchase was from Enos Lowe for the south half of lots 6 and 7. They paid Enos \$600. Deed book 3 pg. 457, dated September 22, 1836. By 1837, Alexander and Eliza were living in Rockville on their purchase and on May 19, 1837, they bought 7.36 acres from the founder and father of Rockville, Andrew Ray and wife, Jane. This lot adjoined the town on the north side of Howard Avenue. They were the neighbors of Hon. John G. Davis. On June 29, 1837, Alexander sold the south half of lots 6 and 7 to Martin Geiger on a Bond for Deed. More on these lots later.

By 1838, Alexander had built a large two story house on the 7.36 acres. The house was later lived in by Madison Keeney, one of the owners of the *Rockville Republican*. The house was torn down in the spring of 2007, thus more of our local history is gone.

Alexander was in partnership with Wm. P. Mulhallen and Pembroke Cornelius. The name of the firm was A.M. Houston & Company.

David W. Stark came to Rockville in 1839 and bought the north half of lot #8 in the original plat from Stephen Watson for \$400. Deed book 5, pg. 346, dated September 2, 1839. On November 2, 1839, he bought his home site for \$160. It was four-fifths of an acre that was on the southeast corner of Howard and Michigan streets. His son David W. Stark Jr. lived on a lot across the street west of his father. David Sr. bought several lots and several acres of land in various sections around Adams township. When he came to Rockville in January of 1839, he bought out John S. McMurtry's interest in the firm of Allen and McMurtry, continued in the mercantile business in Rockville on the east side of the square until about the year 1870, and then retired from active business. His obituary is in the *Rockville Republican* on May 27, 1885, says he was born June 29, 1806 Mason Co., Kentucky, married Rhoda Kitchell, August 28, 1831, and died May 22, 1885. His last home was on the south half lots of 6 and 7, the same lots Alexander bought in 1836. David bought the lots with the house from John S. Crain for \$2300 and it is called the "Stark House" today, 2007. Deed book 22, pg. 342, dated January 7, 1865.

John at this time was elected to the Illinois House of Representatives, 11th General Assembly 1838-1840 as a representative of Crawford county. Then he was elected as Senator from Crawford county, 12th General Assembly 1840-1842 and 13th General Assembly 1842-1843. Executive record, 1843-1847, Vol. 4, p. 454.

The 1840 census is very interesting but not unusual. Alexander and Eliza were listed as residing in Crawford county, Illinois, and no others were listed in their household. It also shows John, a male between 40-50 years, was living beside them. When in fact, Alexander was living and doing business in Parke county, Indiana.

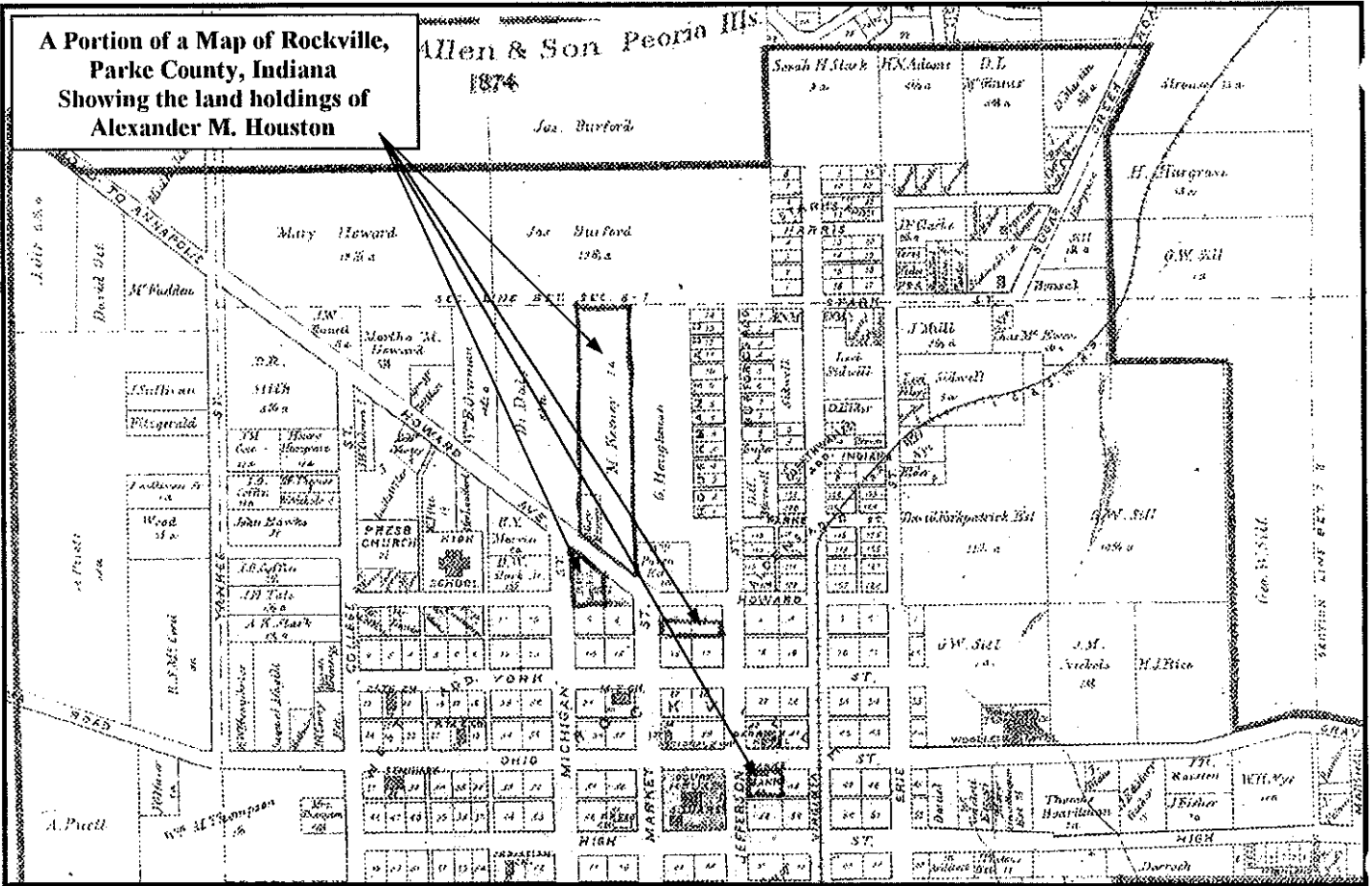
The next business Alexander bought was from a noted business man, Tyler S. Baldwin. On April 18, 1840, Alexander paid Mr. Baldwin \$800 for the Part North Half of Lot 49. This was located on the east side of the town square in Rockville. Included in the partnership were Robert Allen and David W. Stark. Deed book 5, pg. 496. The legal description is as follows: "Begin 36 feet south of the Northwest corner of lot 49, go South 17 feet 8 inches, go East to east boundary of lot (139 feet), go North 17 feet 8 inches, go West to the beginning (139 feet)." This store building was made of brick and was the third store from the northwest corner.

The first store on the northwest corner of lot 49 was that of Caleb Williams, who ran a tavern there and sold "ardent spirits." Believe it or not, the site of this tavern was called "Pleasant Corner." But by popular demand by the pressure of the "Washingtonian" temperance agitation, finally, Mr. Williams yielded and stopped its sale of the Redeye. Williams creek east of Rockville was named in his honor. This is where "Billy Creek" pioneer village is located in 2007. Caleb bought the corner lot from Charles S. Tuley for \$270 on July 6, 1832. It was in the Williams family until May 25, 1854, when it was sold to Joseph Ballard, a tin-ware business man, and Dixon Myers. There are many stories about "Pleasant Corner."

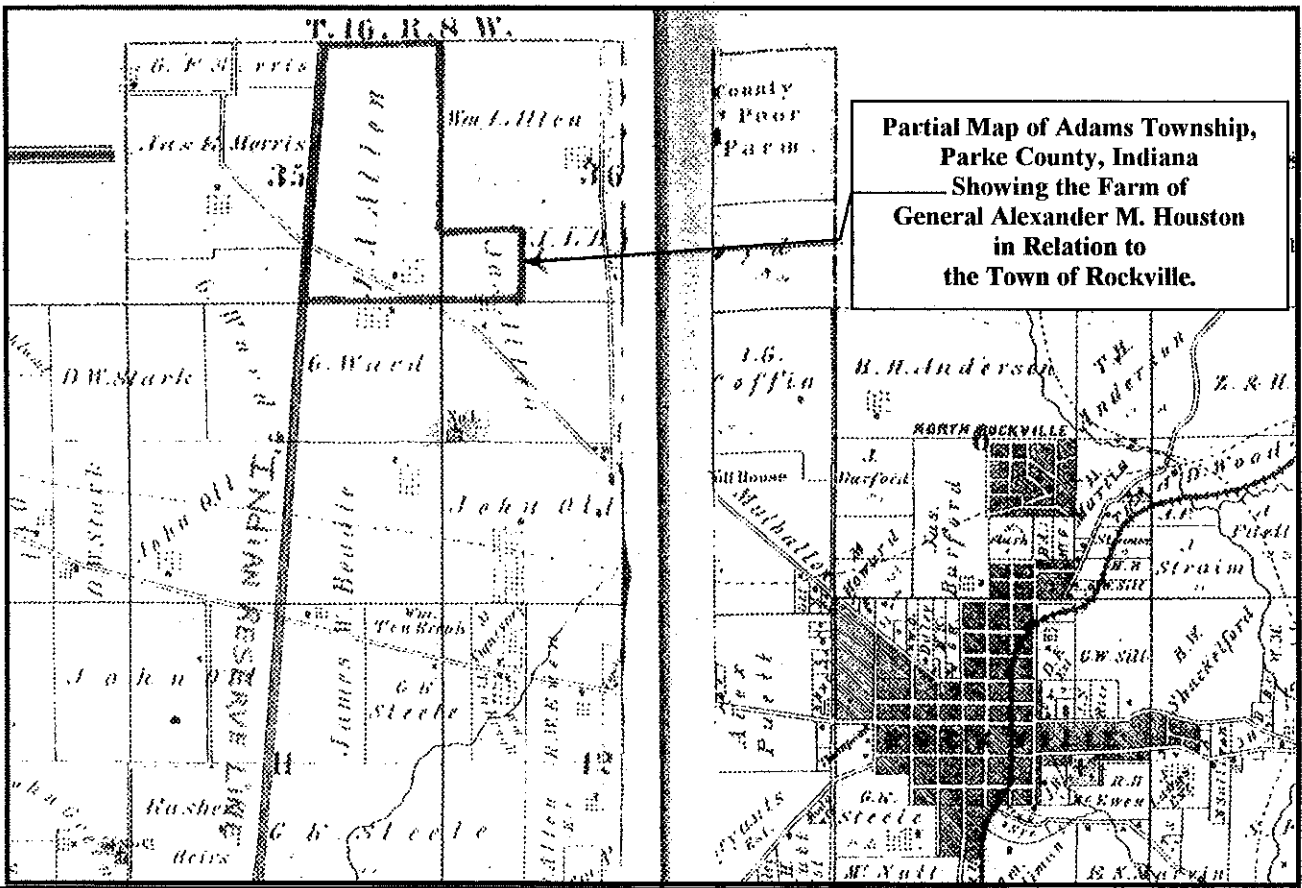
The second store south of Caleb Williams was a one story frame building as was Caleb Williams' store. It was occupied by Randal Burks and John Dixon as a tailor shop.

On March 17, 1846, David W. Stark bought out Tyler S. Baldwin's store. Deed book 10, pg. 90. This too was a brick building owned by Baldwin and occupied by him as a general store. It was the fourth store from the northwest corner of Caleb Williams. The fifth store was also a brick building, a long one fronting the public square. It was owned and operated by James Depew with partner Levi L. Sidwell in the south side of the

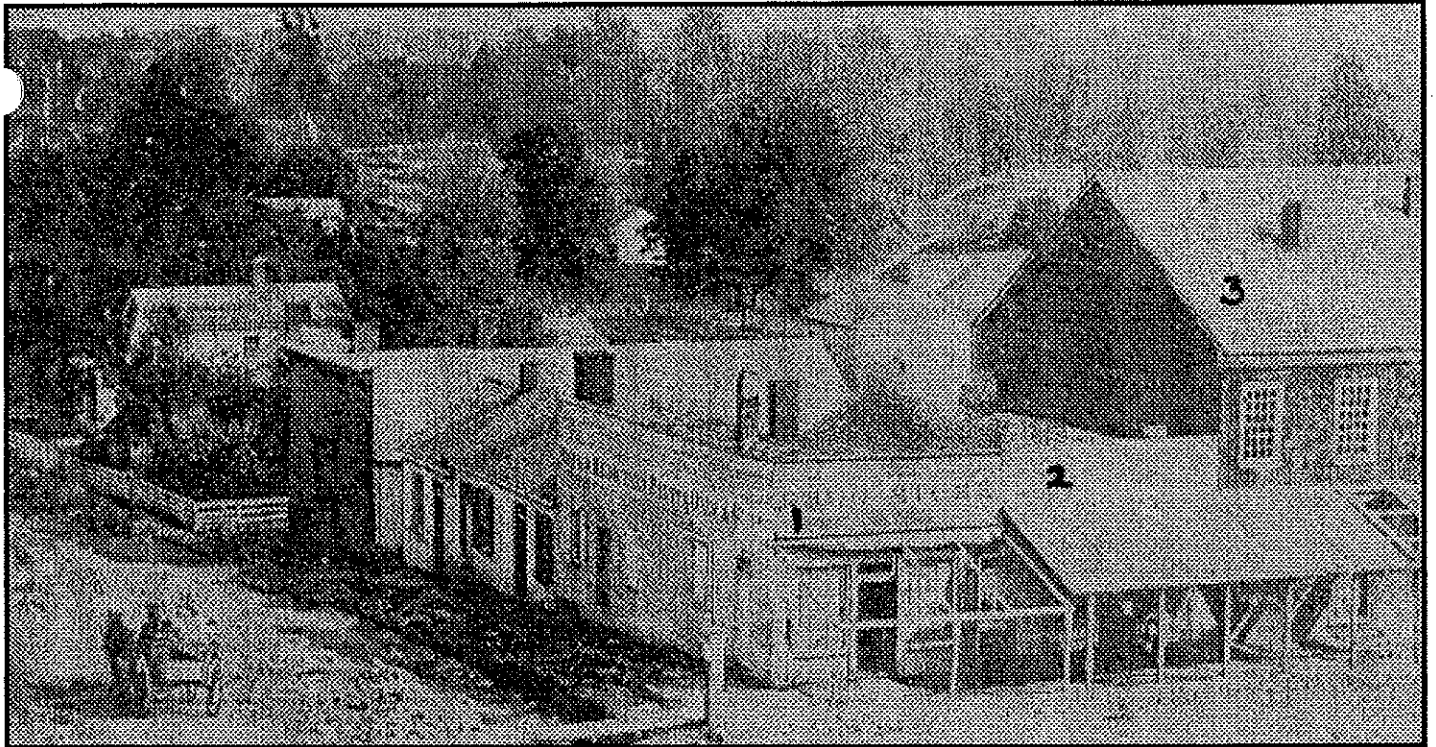
A Portion of a Map of Rockville, Parke County, Indiana Showing the land holdings of Alexander M. Houston



Partial Map of Adams Township, Parke County, Indiana Showing the Farm of General Alexander M. Houston in Relation to the Town of Rockville.







This picture of lot 49 North in Rockville, Indiana, was taken in 1869. It shows 1. Williams Tavern, 2 Burke and Dixon tailor shop and 3. Alexander M. Houston's store.

building. The north side of the building was occupied by Jake S. Windle and used as a harness shop. At the south end of Depew and Sidwell was Spicewood alley. This alley divided lot 49 at its center running from west to east into Virginia street.

Alexander sold out his interest in the store to his brother-in-law, David W Stark on December 10, 1846. *Deed book 10, page 89.* He then devoted his time to his farm northwest of Rockville.

A map of Adams township in 1874 is included with this story as well as a map of Rockville in 1874 to show the lot where his store was located, Also shown is where his farm was located.

On November 7, 1851, Alexander received the bounty for his service in the Black Hawk War. Although he was living in Indiana, he took his acreage in Richland county, Illinois. This author has no knowledge of what he did with this land grant.

A tax record shows Alexander's total value of taxables for his home on the 7.62 acres (\$1300) and for the 257.64 acres of his farm land. Total value of his home and farm was \$23,699.

The legal description of Alexander's farm land is as follows: The North Fraction of Section 35, Township 16, Range 8W, 125.34 acres. The Southeast Fraction of

Section 36 Township 16, Range 8 W, 97.04 acres. Part west half of the Southwest ¼ of Section 36 Twoship 16 Range 8 W., 55.26 acres. On July 5, 1853, still living in Parke county, Alexander sold all this farm land as described above to James Allen for \$7,000. *Deed book 14, pl 390.*

Shortly after the farm sale, Alexander moved back to Palestine, Illinois, because of Eliza's health. She died there on May 16, 1854 at the age of 51. Alexander left Palestine apporoximately three years later. He moved to Xenia, Green county, Ohio. His obituary says he married Mrs Emily Jane Platter in Xenia in 1855, however, other records say he married her on September 19, 1854, with the Reverend H.W. Taylor officiating. She was born on December 29, 1815, and had a son, the Reverend James E. Platter.

Alexander and Emily Jane continued to reside in Xenia where they were respected citizens. Alexander sold his home lot of 7.36 acres in Rockville on March 30, 1858. *Deed book 18, pg. 120.* They were duly noted in Xenia in the 1860 and 1879 census returns. Alexander was an ordained elder in the Presbyterian church, and active in the community, evidently laboring in some business enterprise or living off invested funds.

In June of 1870, Alexander and Emily Jane visited all of his relatives in Indiana and then proceeded to New York state, where they saw all of her living

relatives. While staying with his stepson, the Reverend James E. Platter, in Sandy Hill, General Alexander Houston suffered a heart attack and died on July 20, 1870, at the age of 76. His devoted wife returned the body to Xenia, Ohio, where it was interred in Woodland Cemetery. When the widow succumbed on June 14, 1900, at the age of 84, she too, was buried beside her husband.

The *Parke County News* of Tuesday, August 16, 1870, carried the obituary of General Houston saying: "He (Alexander) was a cousin of Sam Houston, of Texas. The *Rockville Tribune* of Tuesday August 17, 1870, says the same and includes a sketch of Sam Houston.

According to the cemetery inscription record, the tombstone reads, "Alexander M. Houston Veteran 1794-1870. An officer in the regular army under General Jackson. An Elder in the Presb. Church He was faithful to his country & his God. Emily Jane 12/29/1815 - 6/14/1900." The Green County Probate Court - Estate of Alexander M. Houston, Admin. Emily J. Houston was filed August 1st, 1870. Docket C, pg. 162, Record No. 2 page 263, Box No. 122, J. N. DEAN, Probate Judge, Xenia, Ohio. The amount of his estate says: will be about \$48,000 and Real Estate about \$10,000 for a total of \$58,000.

John Houston died at Palestine, Illinois on January 13, 1879. His wife, Jane, died October 23, 1880. Both of them are buried in the old Palestine city cemetery.

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I & M CANAL COMMISSIONERS

An act approved on January 22, 1829, by the Illinois General Assembly provided for the construction of the Illinois and Michigan Canal. It allowed the Governor to appoint, with the consent of the Senate, three commissioners to "effect the communication...between the navigable water of the Illinois river and lake Michigan." They were to be nominated biennially for such a commission. The first board of commissioners was made up of Dr. Gershom Jayne, Edmond Roberts and Charles Dunn. They, in cooperation with U. S. engineers, laid out the line of the canal and selected those lands along that line which the federal government donated to the State of Illinois for canal purposes in 1829. Edmond Roberts was the president of the board. The commissioners were also responsible for conducting sales of those lands to support work on the canal and to oversee the canal's construction. Their expenses were paid out of the canal fund, which was derived from the sale of these lands. They were compensated at the rate of three dollars per day. Two years later on February 16, 1831, John Houston was selected to replace one of them. On January 15, 1831, the act was amended directing the commissioners to also study railroad feasibility. This too would have been part of John's job.

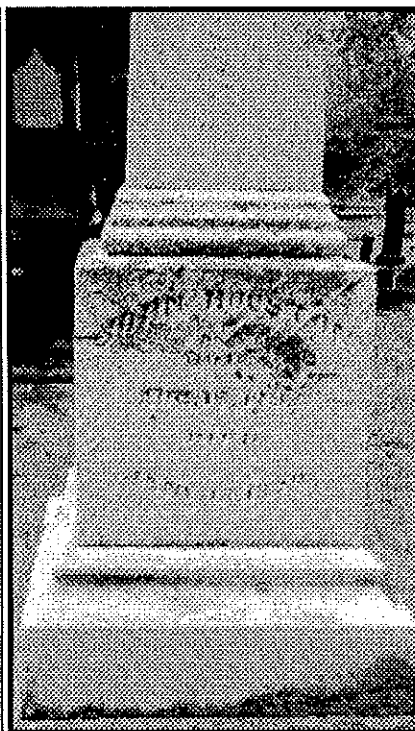
Gravestone of

John Houston  
 B. August 18, 1792  
 D. January 18, 1879

Jane Houston, his wife,  
 B. October 13, 1799  
 D, October 23, 1880

Palestine, Illinois  
 City Cemetery

Photo by Charles Davis



**THE WABASH & ERIE CANAL:  
A STUDY OF TECHNOLOGY CHANGE  
IN NINETEENTH-CENTURY INDIANA**

By Anthony G. Blake

*This is the fourth installment of Blake's paper and is a continuation of Chapter 2 from the May 2008 issue of The Hoosier Packet.*

*Pennsylvania Mainline System (cont.)*

The Mainline canal system was a financial failure. Its cost, together with costs for other internal improvements, forced Pennsylvania to default on its interest obligations from 1842 to 1844. The Mainline System had cost \$12.1 million to build originally and would cost \$16.5 million in total through 1857 about what the author of *Facts and Arguments* had predicted. The excess of revenues over operating expenses for the entire period to 1857 totaled \$6.7 million. In 1857, when traffic had dwindled to low levels, the state of Pennsylvania managed to convince the Pennsylvania Railroad to pay \$7.5 million for the entire Mainline System. The railroad promptly closed the portage railway, but continued to operate the western canal segment until 1900. And, as we know, in subsequent decades the Pennsylvania Railroad prospered, just as the New York Central did.

So, why did they do it? Why did the Pennsylvania Society for the Promotion of Internal Improvement decide to lobby for the inclusion of canals in the Mainline System? As we have seen, the railroad proponents made a strong case for building a through railroad from Philadelphia to Pittsburgh in the first place. Matthew Carey and the other leaders of the Society were at first scrupulously neutral in the debate, and then suddenly declared themselves in favor of canals. Julius Rubin, whom I consider to be among the most thorough and thoughtful of canal scholars, believes that the Society decided during the summer of 1825 that they couldn't wait for the time needed to resolve unanswered questions about the viability of railroads. The Erie Canal would be finished shortly, Clinton was making boastful speeches, and the Pennsylvanians panicked. They believed they needed to decide on "proved" technology and move ahead quickly. From a careful review of writings from Carey and the Society, editorial comment in the press, and legislative reports during that time, Rubin builds a convincing case for his argument.

If Rubin is right, then, this is a good example of the social construction of technology. Because of perceived competitive commercial pressures, the state of Pennsylvania avoided choosing the technically superior railroad solution to their transportation problem, thus delaying its introduction for perhaps twenty years. As a

result, the state suffered the damage to its reputation caused by defaulting on its obligations and lost commercial ground to its neighboring states whose internal improvement projects were generally more successful. The *United States Gazette* columnist at the end of 1825 had got it about right.

*The Chesapeake and Ohio Canal*

The city of Philadelphia was not alone in its envy and fear of the Erie Canal. To the south, the cities of Baltimore and Washington also wanted to maintain their shares of the trade likely to be lost to New York with the opening of the Erie Canal in 1825. Washington's cause was championed by Charles Mercer, congressman from northern Virginia and later president of the Chesapeake and Ohio Canal Company. Mercer and his colleagues were promoting a canal that would follow the Potomac River upstream to Cumberland and then strike out across the mountains to join the Monongahela River south of Pittsburgh. This route was originally surveyed by George Washington in the late eighteenth century. He had foreseen the need for improved transport to the interior and thought the Potomac the ideal route. But the Potomac is for much of its distance broad, shallow, and boulder-strewn, unfit for boats. But, as in New York, a canal would fill the need.

This canal, to be called the Chesapeake and Ohio, was to be a "national" canal. It had the active support of President John Quincy Adams, who did not have the same reservations about supporting states' internal improvement projects as did his predecessors James Madison and James Monroe. After a series of federally sponsored surveys and cost estimates, the Chesapeake and Ohio Canal Company was organized in 1828. Initial capital amounted to \$3.6 million, which would cover a large part of the supposed \$4.5 million to build the canal as far as Cumberland and its coal fields. The profits from hauling coal to the tidewater would, they thought, cover the costs of extending the canal over the mountains to the Ohio River. The federal government contributed \$1 million for a 28% ownership stake. The city of Washington also invested \$1 million, the state of Maryland \$500,000, and the cities of Alexandria and Georgetown \$250,000 each. Another 600,000 worth of shares were held by private investors. Groundbreaking ceremonies were held just upstream from Georgetown on 4 July 1828; President Adams wielded the obligatory shovel. Construction of the canal began almost immediately, under the direction of engineers recruited from New York and Pennsylvania.

The first major dispute to face the new company was the location of the tidewater terminus. Mercer strongly favored Georgetown. However, all of the engineering studies had recommended that the canal follow

an overland route to Baltimore Harbor on Chesapeake Bay, or, at the least, that a canal be built to connect Baltimore with the Chesapeake and Ohio at Georgetown. Over the next three years, Mercer used his considerable political skills and position as Chairman of the House Committee of Roads and Canals to subvert the engineering recommendations and push his own case. It seems clear that Mercer's goal was to divert Baltimore trade to the District of Columbia and northern Virginia. In the end, Georgetown was selected, and no connecting canal to Baltimore was built. The first boat, a packet named the *Charles Fenton Mercer*, arrived at Rock Creek Harbor in 1831.

The decision to keep Baltimore at a distance turned out in the end to be a serious mistake for the Chesapeake and Ohio. There were difficulties with the harbor at the mouth of Rock Creek due to silting; eventually the canal crossed the Potomac via an aqueduct and continued another seven miles to a serviceable harbor at Alexandria. But even Alexandria Harbor was 108 miles and a seven-to-eight day journey on the winding Potomac River to Chesapeake Bay. These handicaps drove traffic away from the Chesapeake and Ohio. Even more serious, Baltimore's exclusion from the canal contributed to the decision by investors there to build a railroad from Baltimore to Point of Rocks on the Potomac and then along much of the same route as that projected for the canal to Cumberland and onward to the Ohio River. As we shall see, the canal never had a chance once the Baltimore and Ohio Railroad entered the competition.

The Baltimore and Ohio Railroad had also begun construction on 4 July 1828. For much of the next two decades the two companies were locked in harsh competition along their routes, in the marketplace, and in courtrooms. It took five years to resolve legal issues raised by both sides regarding the use of the northern side of the Potomac between Point of Rocks and Harpers Ferry. Each company claimed that its corporate charter provided it with exclusive rights to the limited amounts of land between the river and the mountains at Point of Rocks and three other spots between there and Harpers Ferry. Despite repeated opportunities, neither side was willing to compromise in the increasingly bitter dispute. Finally, in May 1833, they did agree: their engineers would work together to locate the canal and the railroad so that they could share the available space between Point of Rocks and Harpers Ferry, and the railroad would cross the Potomac at Harpers Ferry and stay south of the river to Cumberland. Construction, which for both the canal and railroad had been halted for years waiting for resolution of the dispute, could resume.

The problem had not been easy to solve. Most at the time viewed the eventual compromise as a victory

for the canal company over the mighty railroad. It seems to me, however that the railroad was the winner. The delay provided an opportunity to learn more about railroad technology, conduct needed experiments, and work with suppliers to obtain improved track and rolling stock. The canal, on the other hand, was stuck with 48 miles of finished waterway leading to nowhere in particular. The delay was of no tangible benefit to the canal.

The disputes over the location of the tidewater terminus and right of way along the Potomac were just the first of the disasters to strike the Chesapeake and Ohio. There was a cholera epidemic in 1832; many workers died and other fled. There were ethnic riots among the workers in 1834, leading to several strikes. Funds ran short; the canal company borrowed \$6 million from the state of Maryland over the years 1835 to 1839. There was a general strike in 1838, which had to be quelled by federal troops. Finally the canal company ran out of construction funds and in 1842, at Hancock, 50 miles short of Cumberland, it ceased work. The Baltimore and Ohio Railroad had reached Cumberland by this time. For several years, coal delivered by the railroad to Hancock was shipped to Georgetown on the canal. Finally, the canal was finished to Cumberland, where in 1850 there was a dedication ceremony, 22 years after the groundbreaking. It was clear that the canal would go no further.

It was a pity for canal enthusiasts. The Chesapeake and Ohio was a beautiful and impressive canal, built to last. It was 70 feet wide (except for the last section from Hancock to Cumberland) compared with the 40-foot width of the Erie Canal. Professional and lovely stonework went into its aqueducts, bridges, and locks. There were six dams in the Potomac River to supply water to the canal. The Paw Paw Tunnel, east of Williamsport, was at 3,118 feet, the longest canal tunnel ever built and very impressive (even if its 17-foot width meant that boats could not pass each other in the tunnel, creating bottlenecks). Truly this was the national canal its promoters had planned. Compared with other canals from America's canal era, the Chesapeake and Ohio is exceptionally well preserved today. Its channel is filled with water for its entire length and most of its locks are still in place. By contrast, one can find today very few traces of the Pennsylvania Mainline canals and virtually no traces of the Wabash and Erie Canal.

Of course, to build a canal like the Chesapeake and Ohio was very expensive. Its large cross-section required much more excavation than the normal-sized canals. The construction delays also cost it dearly. In the end, it cost more than \$14 million for the 184 miles between Georgetown and Cumberland, three times the estimate at the time the canal company was capitalized

and almost four times the per-mile cost of the Erie Canal. By the time the Chesapeake and Ohio Canal was sold in 1899, it had repaid its investors about 2% of their original stake.

The canal had been started amidst great enthusiasm. In 1828, people were sure that internal improvement would bring great wealth. The Erie Canal had been a success for its users and as an investment for the state of New York. The people in Washington were going to create a better canal; they would have the backing of the federal government and the help of Erie Canal engineers who would use their experience to improve on what they had built earlier. How could the canal go wrong? Well, we saw how it could go wrong: its promoters were excessively parochial, favoring their own community to the detriment of their project; they ignored the idea of a railroad and then foolishly tried to compete when their neighbors decided to build a railroad. And they had lots of bad luck.

#### *Baltimore and Ohio Railroad*

In the mid-1820s Baltimore, the commercial community had been considering the best ways to connect Baltimore with the emerging network of American canals. Their choices were to build a canal either along the Susquehanna at the top of Chesapeake Bay to connect with the Pennsylvania Mainline Canal or westward across open country to connect with the Chesapeake and Ohio Canal at Point of Rocks, about 50 miles upstream from Georgetown. They watched their neighbors in Pennsylvania struggle to decide upon their system and begin construction. They followed the efforts of the Potomac cities to garner government support and paid close attention to the surveys and cost estimates for building the canal along the Potomac and over the mountains. In 1827, the Baltimoreans found themselves unhappy with both choices and unable to make a decision.

The northern route was unattractive because the point where the possible Susquehanna canal would connect with the Pennsylvania Mainline would be nearer Philadelphia than to Baltimore, at least after the Pennsylvanians replaced the narrow Union Canal with a wider, more modern canal. In this circumstance, Baltimore's chances of diverting western trade from Philadelphia were poor. The southern route was also problematic. An 1823 survey team commissioned by the state of Maryland had reported that the construction of a canal between Baltimore and Point of Rocks would be difficult and very expensive. The team recommended instead that a canal be built between Georgetown and Baltimore. The Baltimore people were concerned that the extra travel distance would prevent shippers from sending cargoes to the Baltimore market; they also understood

that the Potomac cities were reluctant to connect their canal to Baltimore for fear of shippers diverting their cargoes to Baltimore. On top of the problems posed by geography, the Baltimore group was shocked by a cost estimate for the Chesapeake and Ohio Canal prepared in 1826. This estimate, prepared by federal engineers with no hidden motives, suggested that the canal for its entire length would cost more than \$22 million and the Georgetown-to-Cumberland segment would cost more than \$8 million. At the request of canal promoters, President Adams appointed a team led by James Geddes and Nathan Roberts, well known engineers on the Erie Canal, to develop a new cost estimate. Geddes and Roberts, both later to be employed on the Chesapeake and Ohio construction project, came up with a more "realistic" estimate of \$4.5 million for the Georgetown-to-Cumberland segment. Despite the new estimate, however, the damage was done. The Baltimore merchants were nervous about changes for success with the Chesapeake and Ohio Canal.

Amid this uncertainty, the Baltimore promoters were open to a new idea, namely, the railroad. One of their number, Evan Thomas, visited England in the summer of 1826 to see the Stockton and Darlington Railroad in operation. He was impressed. Upon his return to Baltimore, he described what he had seen to his brother Philip and their close associate George Brown. The three men researched what was known and what had been said about railroads in America at the time and presented their findings to a gathering of twenty-five of Baltimore's commercial leaders in a meeting at Brown's mansion on 12 February 1827. The group appointed a committee to decide upon a course of action and met again a week later to hear the committee's report. The report, signed by Philip Thomas as chairman of the committee, was titled *Proceedings of Sundry Citizens of Baltimore, convened for the purpose of devising the most efficient means of Improving the Intercourse between the City and the Western States*. The document unequivocally recommends that a railroad be built.

[The committee has] no doubt on their minds, that these [rail] roads are far better adapted to our situation and circumstances than a Canal across the Mountains would be: they therefore recommend that measures be taken to construct a double Rail Road between the City of Baltimore and some suitable point on the Ohio River, by the most eligible route, and that a charter to incorporate a Company to execute this work be obtained as soon as possible.

(To be continued in next month's *The Hoosier Packet*)





## CANAWLERS AT REST

### JAMES HERON

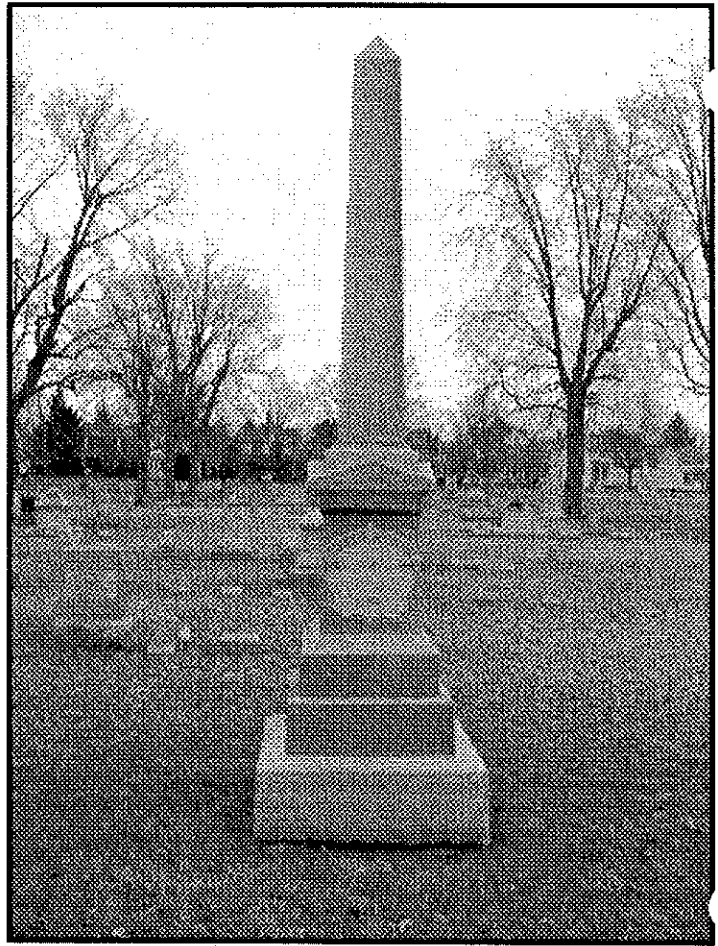
b. June 10, 1825  
d. June 17, 1876

By Carolyn I. Schmidt

James Heron was born in Baltimore, Maryland, on June 10, 1825 to James Heron, a native of Wigtonshire, Scotland and Barbara (Kevan) Heron, also a native of Scotland. He had four brothers and a sister. According to the 1850 census in Fayette county his siblings and their ages were Alexander 22, Samuel 20, Helen 17 (later married George Hibben of Chicago), Nathan 15 and William E. 10.

The elder James Heron was engaged for years in the dry-goods business and was an extensive traveler crossing the ocean seven times. Failing health caused him to move to the "wilds" of the West. He sold his business in Baltimore and in 1837, when our subject was 12-13 years old, the family made the long trip via a stage coach. When the coach stopped at the old Claypool tavern on the southern edge of Connersville, Indiana, James and Barbara were so charmed by the farm and growing town that they decided this was where they wanted to live. They enquired if the farm was for sale. It was and the couple offered ten thousand dollars cash "in hand" for it. They made a deal, took over the ownership and established their home. He became known as a "gentleman farmer" because he introduced various innovations in his methods of managing it. Things went well for two years until he was injured while loading hay and died. Barbara, his wife, continued to manage the farm relying on her eldest son, James, to help rear the children. According to the 1850 census she later remarried. It listed her as Barbara Hagerman, age 45. She lived until the age of eighty-six.

James, our subject, received his education from Oxford College in Ohio and became a businessman early in life. He seemed to have his father's ability. He took part in several of Connersville's leading businesses and



**JAMES HERON - 1876**  
Photo by Chuck Whiting

helped develop its industries.

In 1845 James assisted in engineering the White Water Valley Canal as it was then known and was appointed its Secretary and Treasurer, in which capacity he served for several years. Whitewater Canal Lock 38, which was located in the northern division of the canal about one mile below Connersville in the Northwest quarter of Section 36 on State Road 121, was named for him. Later when the canal was used as a hydraulic, it operated from Cambridge City to Heron's Lock.

James met and fell in love with Caroline McCarty, who came from a very prestigious family. Her father, the Hon. Enoch McCarty, was a widely known and important public servant. Enoch was born on January 5, 1783 in Culpeper County, Virginia, to Judge Benjamin McCarty and Sarah "Sallie" (Conner) McCarty, both who had been natives of North Carolina before settling in Virginia. Enoch had made his way with his family to the Whitewater Valley by living first in Tennessee and then northwest Ohio. Arriving in Indiana in 1803 he began his public life. He was first a Justice of the Peace and then served as Franklin County Clerk from the time



of organization of the county to different times for a total of almost twenty years. McCarty, with four other men from Franklin County, was a signer of Indiana's first constitution at Corydon, Indiana in 1816. He was a State Senator for three years 1832-34, candidate for Representative 1833; Representative for two terms 1835-37, Presidential Elector for Indiana 1836, and an Associate Judge for seventeen years. He was a Methodist and a Freemason. Enoch died at the age of 74 years 11 months and 7 days on December 12, 1857.

Enoch's wife, Elizabeth Logan McCarty, was the daughter of William and Jane (Buchanan) Logan, natives of Pennsylvania. William Logan served in the patriot army during the Revolutionary War and was an influential citizen in the Whitewater Valley. Jane Logan was a first cousin of President James Buchanan. Enoch and Elizabeth lived on a farm three miles South of Brookville in Franklin county with their thirteen children - Sarah, Jane, Franklin, Monroe, Jonathan, Alfred, Mary, Desdemona, Caroline and Catherine (twins born in 1830), Milton, Helen and Thomas J.

With the McCarty's permission, James Heron was married to twin Caroline McCarty, on May 8, 1855. They became the parents of three children:

Katherine b. circa 1856

Completed her education in Connersville public schools and attended the Wesleyan University at Cincinnati. She traveled throughout the United States and in 1890 toured Europe, the British Isles and the Scandinavian peninsula. Articles concerning her travels attracted attention. She was the secretary and treasurer of the local library board when the Connersville public library was erected and continued as a trustee in later years. She organized "The Merry-go-round," Connersville's leading social club, was a charter member of the "A.D.O.U.," and organized the Connersville Humane Society. She was influential in securing proper homes for orphaned or neglected children. She was a partner in the shoe and boot company with her brother James.

James M. Heron b. 10-20-1857

James M. was born and educated in Connersville. He also studied for two years at Chickering Institute of Cincinnati. Failing health caused him to give up his literary pursuits and become a salesman with Q. A. Mount's boot and shoe store in 1875. Mount sold out to him in 1879 and he continued in the business with his sister Kate as his partner. He was a member of the Knights of Pythias, Uniform Rank and politically was a Democrat.

m. Nancy "Nanna" Dolph June 1882

daughter of Rev. E. L. Dolph, Presiding Elder of Methodist Episcopal Southeast Indiana District Conference

siblings: William, Edward, May, Kate

2 children: Norah b. 2-8-1884, Isabel R., who married Frank B. Ansted 10-7-1908

Noreh (Nora) b. circa 1859

m. Samuel M. Johnson of Portsmouth, OH

5 children: Heron M., Emma K, Sherrard Mc., Kenyon M., and Karleene

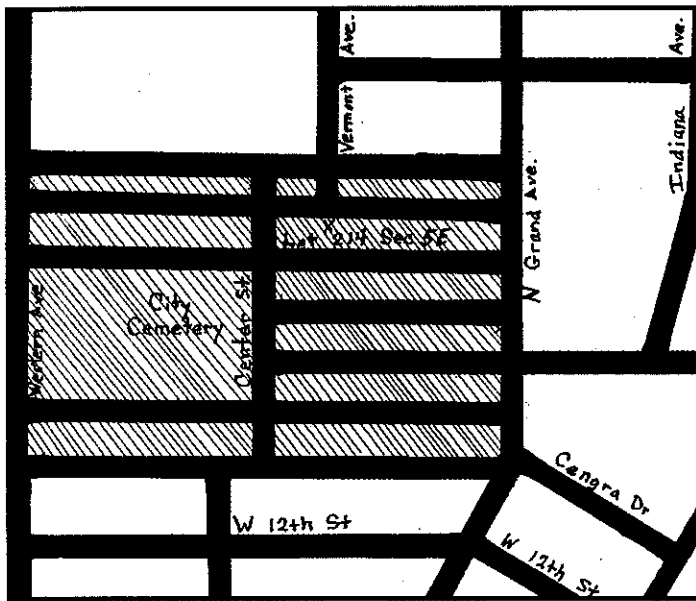
Besides rearing their three children, Caroline was a member of the Presbyterian church. At age 87, in 1917, she still retained her interest in church work and in the history of Franklin and Fayette counties.

According to the 1860 census, James Heron was a Notary Public and owned real estate valued at \$2,300. and his personal estate was \$1,500. James assisted in locating and engineering the Junction Railroad. He also secured locating the White Water Valley Railroad on the banks of the canal.

Pork-packing in Connersville became one of it's leading industries for twenty-five years following the completion of the Whitewater Canal. Some of the firms included in this industry were A. B. Conwell & Sons, George W. Frybarger, Daniel Hankins, Holton, Simpson & Company, Caldwell, McCollem & Company, and the Fayette County Hog-slaughtering & Pork-packing Association. The industry grew with 6,000 hogs killed in 1846. In 1852 Conwell & Sons killed for Daniel Hankins. That year over 25,000 hogs were slaughtered. and the firms of A. B. Conwell & Sons and J. Holton & Company alone killing 11,000 in 1856. Six dollars was paid per hundred. Caldwell & Company slaughtered over 13,000 hogs in 1863. The average weight of a hog being 242 pounds.

For twenty years James was connected with this pork-packing industry. Through this time he was associated with George Frybarger & Company and various other firms such as Caldwell, McCollem & Company, which packed-pork and was a wholesale/retail grocer. An advertisement in an 1861 paper said that Caldwell had a capacity of twenty-five thousand, while they were only killing an average of one thousand hogs per day.

James helped the Caldwells build up a large firm doing business under the name of the White Water Caldwell Pork-Packing Company. Their packing house was located at the intersection of what became Fifth street and the Big Four railroad with the slaughter pens located on the Whitewater river bank in East Connersville.



James Heron's grave in in Section 5E Lot 214 of City Cemetery in Connersville, Indiana.

In February 1862, the Fayette County Hog-slaughtering & Pork-packing Association was organized with the capital of \$18,000. It's president was Bezaled Beeson. James Heron was it's secretary. The association took over the old Frybarger building and carried on while they remained in business. In the 1870s pork-packing in the Whitewater Valley declined. Caldwell & Company killed over 28,000 hogs in 1872-3. They were the last to remain in business. All packing ceased in 1874.

The passing of James on June 17, 1876 was mourned by many friends, business associates and members of the Presbyterian church of which he was a member. He was only 51 years of age.

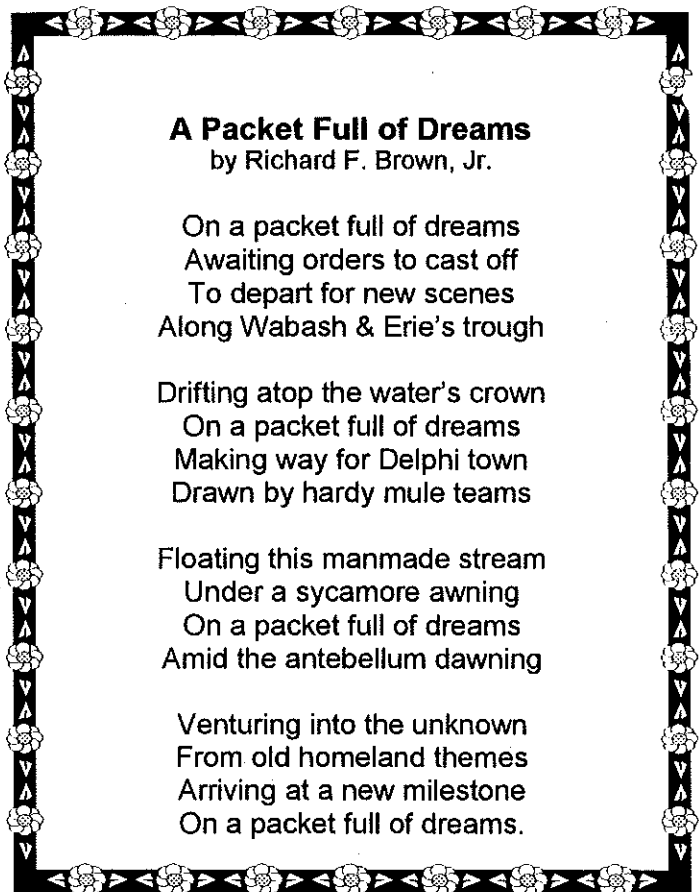
James was laid to rest in Section 5E Lot 214 of Connersville City Cemetery located on N. Grand Ave. His tall obelisk merely states: James Heron 1876.

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Special thanks to Chuck Whiting for map and photographs.



**A Packet Full of Dreams**  
 by Richard F. Brown, Jr.

On a packet full of dreams  
 Awaiting orders to cast off  
 To depart for new scenes  
 Along Wabash & Erie's trough

Drifting atop the water's crown  
 On a packet full of dreams  
 Making way for Delphi town  
 Drawn by hardy mule teams

Floating this manmade stream  
 Under a sycamore awning  
 On a packet full of dreams  
 Amid the antebellum dawning

Venturing into the unknown  
 From old homeland themes  
 Arriving at a new milestone  
 On a packet full of dreams.

**CANALS VS. RAILROADS**

*The Hoosier Packet* has been carrying Anthony Blake's paper entitled *The Wabash & Erie Canal: A Study of Technology Change in Nineteenth-Century Indiana* as a series of articles. Neil Sowards, CSI member from Ft. Wayne, Indiana writes:

"I read with interest the article comparing canals to railroads and the factors considered in choosing canals over railroads. I remember reading somewhere two other factors:

1. Canals were called democratic. That is — anyone could build and launch a boat and use them while the railroads were a monopoly used by one company. They could have required the railroads to pull individual company cars or cars owned by individuals but that concept had not developed. Later the railroad had somewhat a deal like that with Pullman company for sleeper cars.
2. The other consideration was that much of the money spent on railroads went out of the state immediately for rails, engines and cars. While the money spent on wood and stone to build canals stayed in the state.

"Keep up the good work."

## LaSALLE CANAL BOAT

Scarano Boat Builders, is nearly finished building a full-size replica of the boats, which plied the I & M Canal more than 150 years ago, for LaSalle, Illinois. For over 30 years the LaSalle Rotary Club has dreamed of having a boat that could give one-hour round trip rides powered by two horses led along the canal towpath by a hoggee in period dress.

Scarano specializes in building historic replica vessels. It has developed an aluminum hull that extends the life of these types of boats. This type of hull is used for the LaSalle Canal Boat. Rot-resistant Port Oxford cedar will be used for the rest of the boat. When finished it will accommodate groups of up to 75 people.

The boat is a means of telling the story of this country and how boats contributed to the growth and expansion of the local economies around them. Tour guides dressed as Canal Era crew will relate stories of the early days on the canal and Illinois prairie.

Just like its I & M Canal predecessors, the LaSalle Canal Boat will boost local business, beginning with its launch this spring. Already 50 groups, representing 1,700 people from beyond LaSalle County, have booked group tours for its inaugural season.

In preparation of its launch, the Canal Corridor Association is seeking volunteers and staff to serve as tour guides for both the boat and Lock 16 Visitor Center, which will also open this spring in downtown LaSalle. They are also looking for a livery, stable or farmer who has mules or horses for pulling the LaSalle Canal Boat. The contractor would provide and manage the animals pending the approval of the Illinois Department of Natural Resources.

The Carroll County Wabash & Erie Canal, Inc. is hoping to have Scarano build a replica canal boat for Canal Park in Delphi, Indiana. They want to have it completed by 2009.

## CSI DONOR RECOGNITION 2008

These names are added to the list of CSI members donated over the \$25 membership level.

### CONTRIBUTOR

\$50 +

Paul Moffett

### FROG PRINCE

\$100 +

Mick & Jennie Wilz

# WHITEWATER CANAL NEWS

## MODEL T OWNERS TO LEARN ABOUT CANAL

By Phyllis Mattheis

The Model T Ford was the nation's first affordable automobile. 2008 marks its 100th year. A "Party of the Century" is being held at the Wayne County Fairgrounds in Richmond, Indiana, north of US 40 from July 21-26, 2008, to celebrate this automobile. It is being sponsored by the Ford Motor Company and will have international coverage. The Model T Museum is open along I-70 at the Centerville exit. About 1,000 Model Ts from all over the world are expected at the fairgrounds. Clubs from Australia and New Zealand are already registered.

On Monday, July 21, the Ts will be driving along US 40 to Cambridge City. There the owners can tour the Vinton House Hotel and hear about the Whitewater Canal.

On Tuesday they visit Hagerstown and the best grass strip in the nation. Vintage aircraft will be arriving at the airport in the afternoon.

Other tours are scheduled throughout the week, as well as games, fashion shows, seminars, food and fun. It will be the largest gathering of Ts since they left the factory! The Model T Ford Club of America, which is based in Centerville, is available online at [www.mtfc.com](http://www.mtfc.com).

## MISSISSIPPI LOCK STOPS TRAFFIC

Just like during the canal era, when a lock has to undergo emergency repairs, traffic comes to a halt. Lock 25 located on the Mississippi River about 45 miles northwest of St. Louis was being repaired from March 26 to March 31. By Monday night 195 barges on the central section of the Mississippi River were waiting to clear the lock. Some of them were near the lock and others were held miles away on the few spots where barges can be anchored and tied up. They carry farm products downriver and oil and chemicals upriver. It is estimated that it costs a barge tow (of up to 15 barges) \$30,000 to \$40,000 a day when it sits idle. Pleasure boats and river excursion boats as well could not move along the river north of St. Louis.

## INTERNET VIDEO SITES OF INTEREST

<http://www.feelthehistory.com>

Click on: Student Work

Click on: Feel the History Students Re-Edit Rob Spear's Work on the Wabash Erie Canal

Click on: Part 1 and play to view

Click on : Part 2 and play to view

Rob Spear talks about the building of the Wabash & Erie Canal and Willard Carpenter in Evansville in Part 1. He stands by the Vanderburgh County Courthouse in Evansville and talks about the Wabash & Erie Canal and Francis Reitz in Part 2.

<http://video.aol.com/video-detail/fifteen-miles-on-the-erie-canal/274436504>

Balladeer George Ward tells the history of and sings the song "Fifteen Miles On The Erie Canal" while on board the "Day Peckinpaugh," a refurbished freighter from the Erie Barge Canal.

<http://www.yearofthefrog.org/>

Click on the 2008 year of the frog site for association of zoos and aquariums

Learn more about frogs as indicators for environmental factors, their extinction crisis, and conservation attempts.

<http://www.flickr.com>

Type in Indiana canals under Search

View 1,086 photographs of Indiana canals - Central Canal, Whitewater Canal, W & E at Dephi, etc.

Also check out all the websites on the Falkirk Wheel. Many of them are videos showing the operation of the wheel raising and lowering boats at the same time.

## ERIE CANALWAY RECEIVES AWARD

The American Planning Association and its professional institute, the American Institute of Certified Planners, announced the names of nine recipients of the 2008 National Planning Excellence, Achievement, and Leadership Awards. The Daniel Burnham Award for a Comprehensive Plan will be received by Erie Canalway National Heritage Corridor Preservation and Management Plan Erie Canalway Commission at a luncheon ceremony April 30 in Las Vegas during APA's National Planning Conference. A 30-minute video about all the recipients will be shown at the luncheon. Their accomplishments also will be highlighted in the April 2008 issue of *Planning* magazine and on the APA website.

The award winners are leaders in the planning profession, who help to create great communities and demonstrate the beneficial changes that can take place when planners and community members and leaders work together. This innovative plan for the Erie Canalway lays the foundation for preserving, energizing and

leveraging the country's most historically significant and influential canal system. The Erie Canal, an engineering marvel completed in 1825 served as the transportation network that fueled America's 19th century growth along the Great Lakes.

The Erie Canal National Heritage Corridor encompasses 524 miles of navigable canal, includes nearly 3 million people including native Iroquois, living in 234 cities adjacent to the canal and covers 4,834 square miles in 23 counties. This collaborative planning process was highly visible and successfully worked across political boundaries to come up with a joint roadmap of how the region's communities can work together and prosper economically through cultural and heritage tourism connected to this canal system.

President George Bush signed a law establishing the canalway as a national park and creating a 27-member community-based commission to develop a preservation and management plan on December 1, 2000. The planning process took place between September 2003 and October 2005 at 16 public meeting sites with major statewide canal conferences held in 2003-4 and a website open for public comments and information. The plan was completed and approved by Governor George Pataki and U. S. Secretary of the Interior Dirk Kempthorne in October 2005.

Frank Dean, executive director of the Erie Canalway Heritage Corridor stated in an article in the *American Planning Association* magazine, that the plan "offers guidance to its many partners in formulating regional policy and action to protect and enhance the resource, provide economic stimulus, and attract new residents, new business and tourists." It bridges local programs and local issues "such as transportation; connecting canal communities with trails, bike paths, and scenic byways; and watershed challenges ranging from flood control and irrigation to invasive species."

In the summer of 2007 a replica of an 1862 schooner named the Lois McClure traveled 1000 miles on the canal system in celebration of the completion of the plan. Over 30,425 visitors were attracted to the boat when it stopped at 25 "ports of call."

The Erie Canalway plan has already stimulated double the number of grant applicants. Management staff is being hired. Fundraising is taking place. A signage program is underway placing National Erie Canalway Corridor signs along Interstate 90 (the New York State Thruway). These all should lead to a bright future for the 363-mile-long canal and the canal system.

Rick Brown, CSI director, Okemos, Michigan

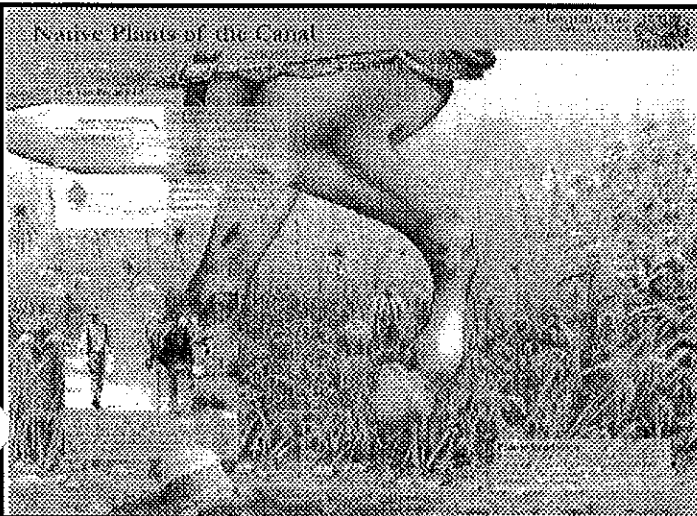
# NEWS FROM DELPHI

## PROJECT W.E.E.D.

Carroll County Wabash & Erie Canal, Inc. (CCW&ECI) celebrated "Earth Day" at Canal Park in Delphi on Saturday April 19, 2008. Beginning at 9 a.m. Project W.E.E.D. (Wabash Erie Earth Day) participants from all walks of life (4-H, Scouts, church groups, parents, teachers) gathered by the flag pole for flag rising and orientation before breaking into work groups. Work crews were assigned captains, who wore white Earth Team hats, and walked to various locations in the park to clean up the buildings, hiked and cleaned up the trails, drove to sites such as the restored wetland behind Pizza Hut and Dairy Queen to plant young trees or rode the trolley to the recently refurbished historic Carrollton bridge for trash removal, clearing brush and trail building. They were dressed appropriately -- everyone wore work clothes and shoes, gloves and other protective gear. They came with tools, which they marked with their names to avoid getting their tools mixed up with those of other participants.

Clearing the area around the Carrollton bridge was done in preparation for the dedication of the rehabilitated bridge, two pieces of land by the bridge that have been donated and two signs for Carrollton Lock #32 and Mentzer Tavern, part of a signage project to which the Canal Society of Indiana has donated \$3,250. Terry Lacy is working on the signs and wooden stands have already been made by the volunteers. The dedication ceremony will be June 15, 2008 "Father's Day."

This sign will be placed near the Canal Interpretive Center's native plant garden and is a prototype of the type to signage to be erected near the Carrollton bridge.

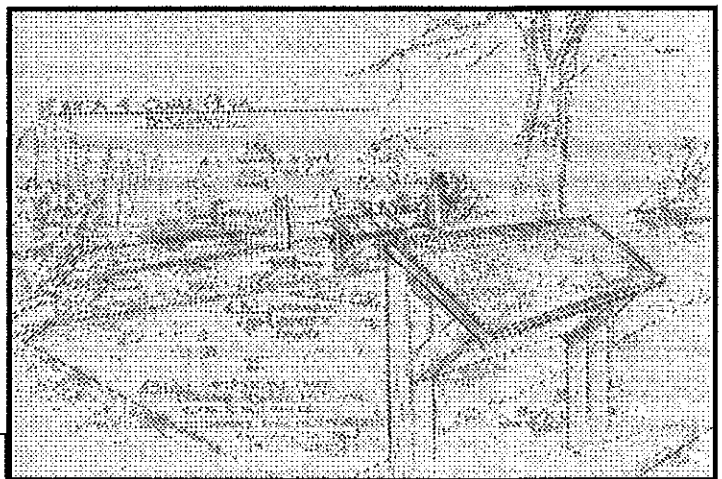


The CCW&ECI sponsored the event with support from the USDA/NRCS "EARTH TEAM." Volunteers got a "free lunch" served at noon at the Canal Park's shelter by the local Psi Iota Xi. This years goal was to attract 100 workers surpassing previous turnouts of 50-75 volunteers. Just to be prepared in case of inclement weather, a rain date of April 26 was set.

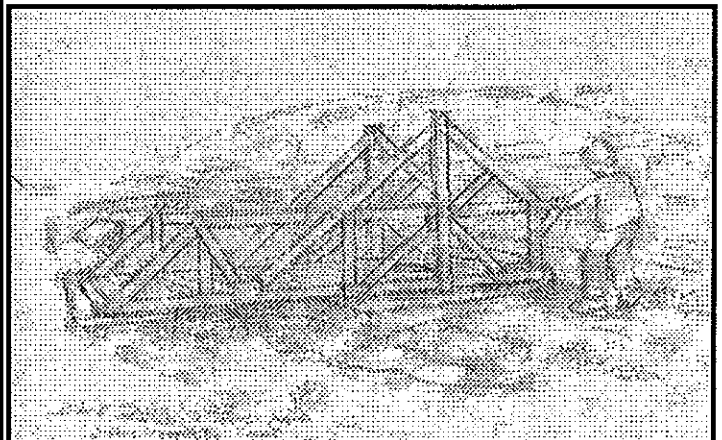
## CCW&ECI ANNUAL MEETING

The Carroll County Wabash & Erie Canal, Inc. held its annual meeting April 15th at the Canal Interpretive Center in Delphi, Indiana. Shirley Willard, Potawatomi Indian expert, spoke about the "Trail of Death".

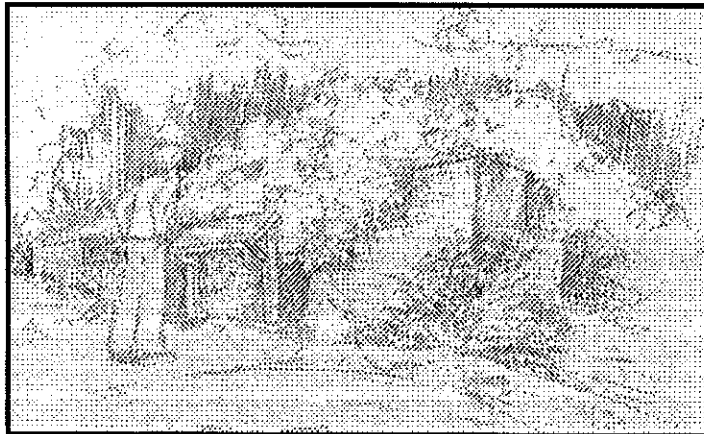
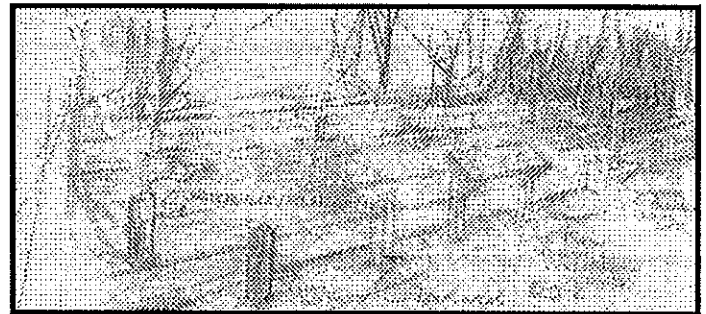
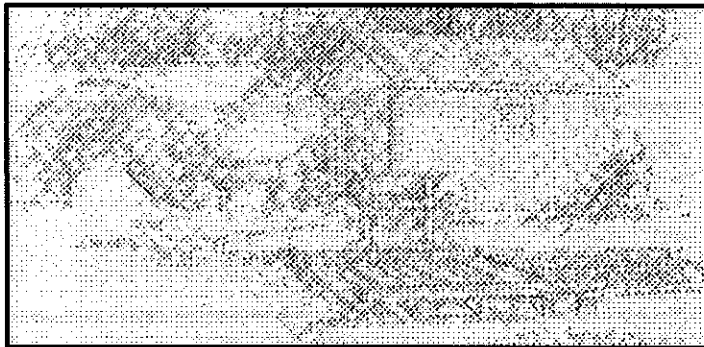
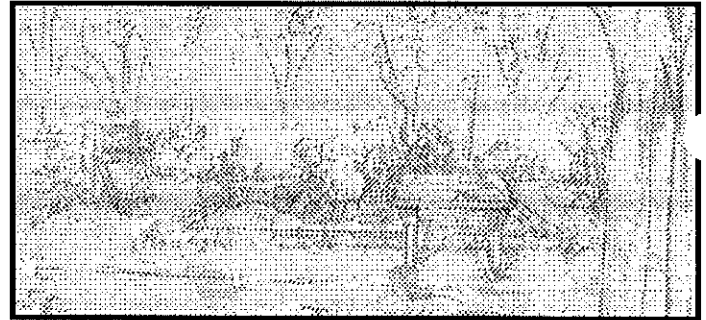
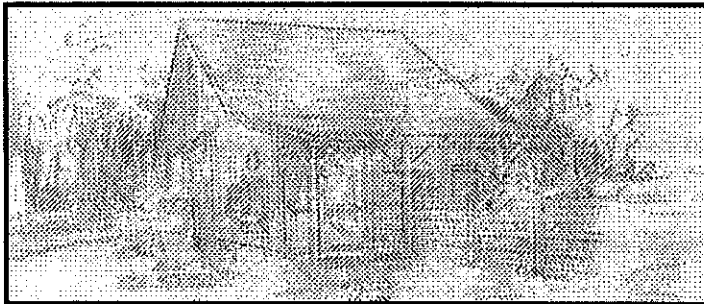
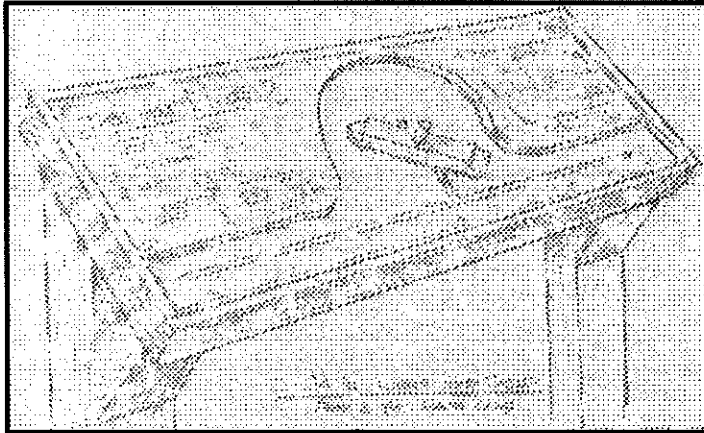
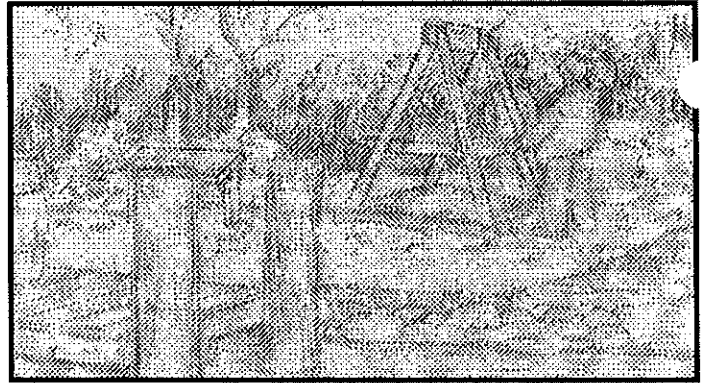
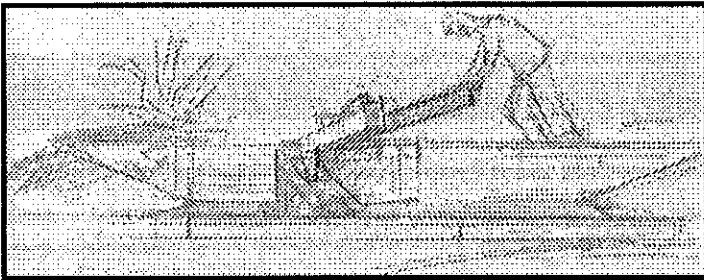
There was also a big promotional announcement of their fund raiser for "THE TOTAL CANAL EXPERIENCE" at this meeting. They are seeking sponsors for the interactive exhibits that will be erected along the trails. Sketches have been drawn by Len Mysliwiec showing the proposed exhibits for this total experience. The are shown here :



Hoof prints in the towpath will illustrate types of towing animals. A model pivot bridge will intrigue a child with this unique crossing.







Left top to bottom

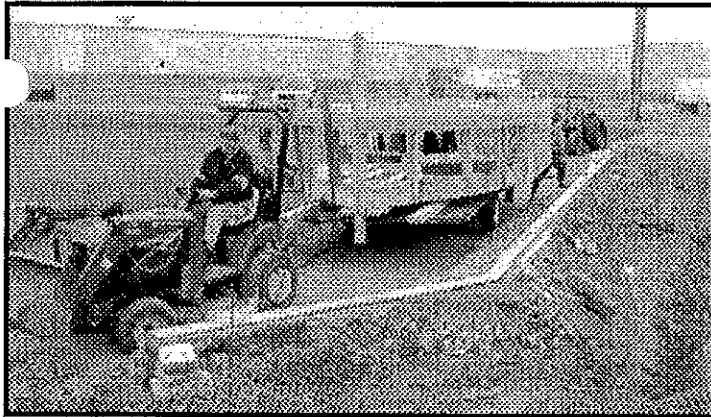
A realistic sized working gate with balance beams is planned  
 Signs made like this base will adorn the many interpretive sites  
 Interpretive "mule station added on to our storage barn sponsored  
 A restored railroad baggage building will introduce a  
 "competition"

Lime kilns produced plaster to be shipped on the canal

Right top to bottom

Sifting the lime products before shipping in barrels  
 Shantytown where the Irish workers lived along the canal  
 Finding hidden artifacts in the ground at the paper mill  
 Dimensions of a lock can be illustrated on the site with posts





Photos by Dan McCain

### PLAYGROUND BOAT IN PROGRESS

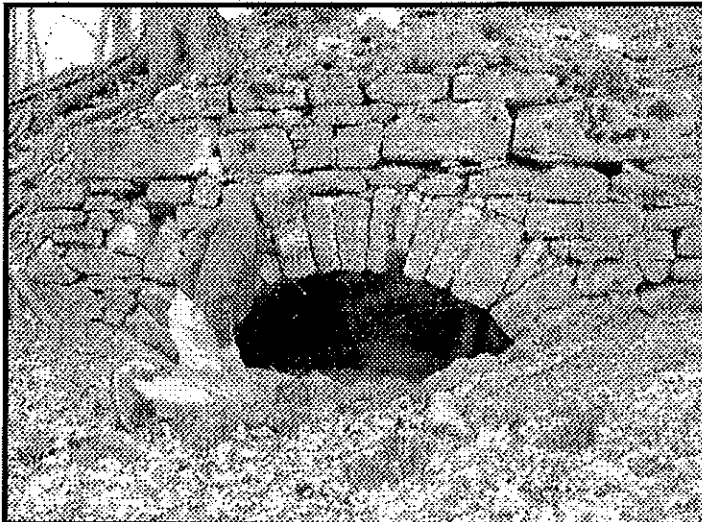
A foundation was built on which to place the four 20-foot sections of the playground canal boat that were built by volunteers in Ed Grubers' barn during the winter months. In March these sections were moved to canal park and placed atop the foundation. Work will continue on the boat at this location near the Canal Interpretive Center in Canal Park, Delphi, Indiana. At this site it will look like one of the "basins" found in many places along the operating canal. The volunteers expect to have this finished by Memorial Day.

### LIME KILNS ENDANGERED

The Stone Company in Delphi is about to level the wooded area and obliterate the old lime kilns out north of the IOOF Cemetery. Their volunteer mason Dick Markin is excited to think of moving it and re-erecting it in Canal Park Annex as an interpretive display along the trail by the Red Bridge. CCW&ECI hopes it can be successful with the Stone Company management as they are very cautious of anybody being on their mining property.

### LOCK SPECIFICATIONS/DIAGRAMS

Dan McCain has sent the following historical lock specifications and diagrams to CSI headquarters. They are for a lock made of wooden cribs. Wooden



One of Delphi's old lime kilns

Photo by Dan McCain

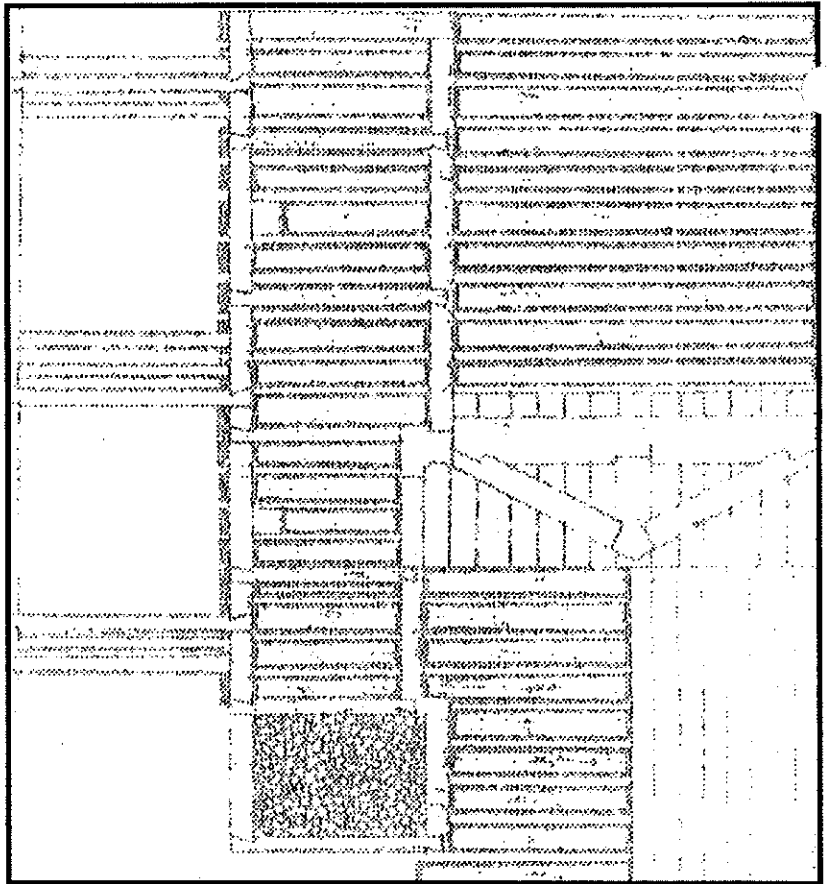
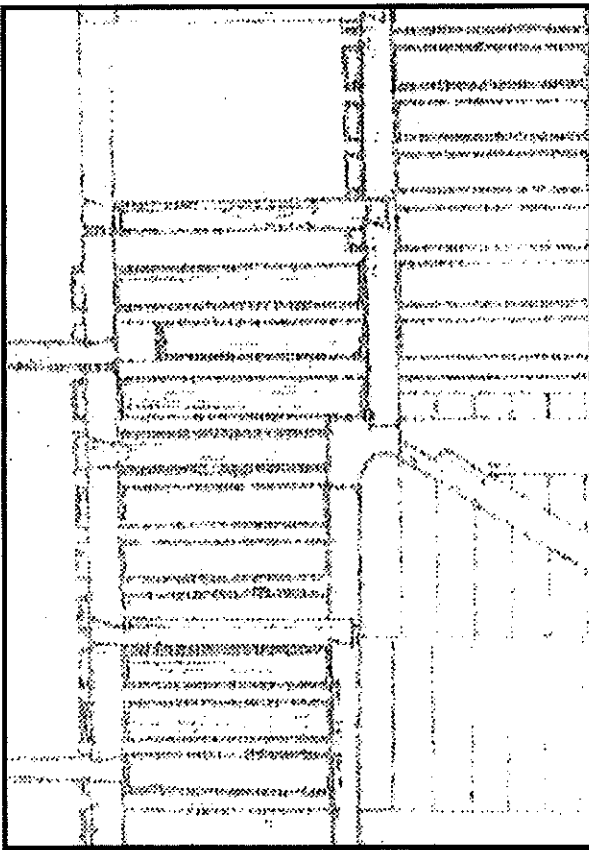
locks were the most commonly built locks in Indiana. Other states used stone and bricks.

*Specifications for building a crib lock*

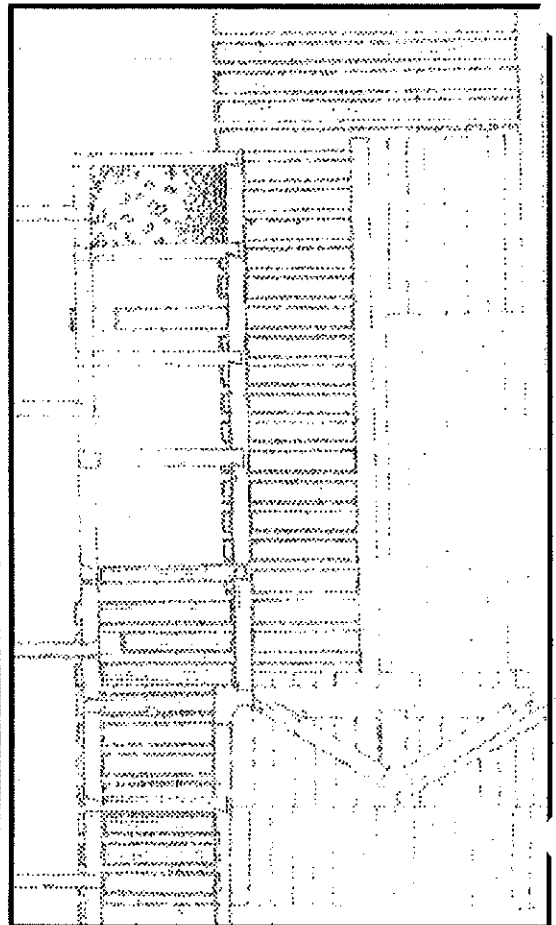
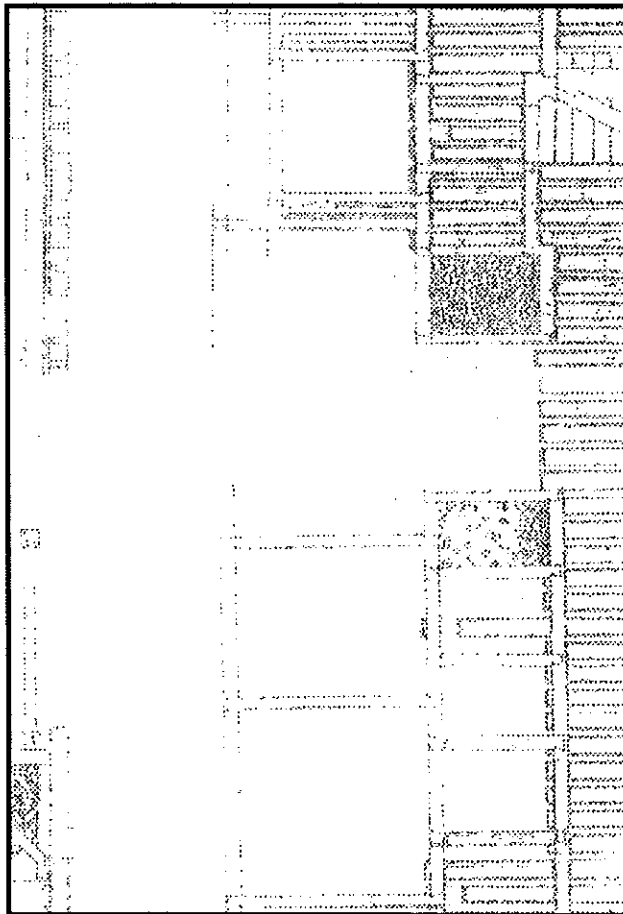
Front and back walls of hewed timbers 14 in wide  
 Ties (round except for top courses) 9 ft apart  
 Each course of timber secured with nails 20 in long  
 and 1 1/2 in in diameter 10 ft apart  
 Every 16-18 ft a post, 1 ft square set up against back walls  
 Foundation timbers laid on good foundation of puddle (clay)  
 3 in deep and leveled with heavy maul  
 Under each mitre sill a ditch 3 ft deep V lined  
 with 2 in oak sheet piling and filled with puddle  
 1st course of 2 in oak planking - 17 ft wide, closely  
 jointed, secured with wrought spikes with heads 3/8 in  
 square, 10 in long, 1100 spikes required  
 Lower mitre sill secured with 6 spikes 3/4 in square  
 18 in long. Upper mitre sill requires same size spikes  
 27 in long  
 Facing of crib - 2 in oak planks - breaking joints &  
 secured with 6 in cut spikes 3,136 spikes or  
 392 lbs. required (for 8 ft lift)  
 To prevent the cribs from settling inward, place  
 longitudinally, 3 courses (on each side) of 16 in  
 diameter round ties - in pieces to make 115 ft length  
 strongly connected with dovetailed round ties -  
 lower courses 16 ft long and upper 12 ft long

#### Specifications for building a crib lock

- Front and back walls of hewed timbers 14 in wide
- Ties (round except for top courses) 9 ft apart
- Each course of timber secured with nails 20 in long and 1 1/2 in in diameter 10 ft apart
- Every 16-18 ft a post, 1 ft square set up against back walls
- Foundation timbers laid on good foundation of puddle (clay) 3 in deep and leveled with heavy maul
- Under each mitre sill a ditch 3 ft deep V lined with 2 in oak sheet piling and filled with puddle
- 1st course of 2 in oak planking - 17 ft wide, closely jointed, secured with wrought spikes with heads 3/8 in square, 10 in long, 1100 spikes required
- Lower mitre sill secured with 6 spikes 3/4 in square 18 in long. Upper mitre sill requires same size spikes 27 in long
- Facing of crib - 2 in oak planks - breaking joints & secured with 6 in cut spikes 3,136 spikes or 392 lbs. required (for 8 ft lift)
- To prevent the cribs from settling inward, place longitudinally, 3 courses (on each side) of 16 in diameter round ties - in pieces to make 115 ft length strongly connected with dovetailed round ties - lower courses 16 ft long and upper 12 ft long



VIEW  
FROM  
ABOVE  
OF A  
TIMBER  
CRIB  
LOCK  
DIAGRAM



## CARROLLTON: A PRUSSIAN PORT IN CARROLL COUNTY

By Mark Smith

One would never think that the Carroll County, Indiana of today was once a veritable melting pot, where settlers from various ports-of-call flocked into the area in droves lending a bit of color, which is somehow lacking today in our 21st century civilized ambiance. Such was the case with Carrollton, an area which was originally inhabited by folk of northern European stock. They spoke their English with an accent having originated from Hamburg, Germany, Switzerland, and the Alsace-Lorraine region of Switzerland.

But, first let us go back to the pre-canal days of the early eighteen-teens, when William Conner, founder of Noblesville, was granted a vast tract of land in what was called the Treaty of the Wabash concluded October 16th, 1826, and ratified February 7th, 1826. According to the splendid work compiled by John and Doris Peterson on Carroll County Rural Organizations, p.3 "James, Henry, and William Conner were each given one section of land north of the river near the Carrollton bridge, and located in Adams, Jefferson, and Tippecanoe Townships. The Conner boys were white, but had been raised by the Indians. They had served as interpreters when the U.S. Government made treaties with the Indians." William Conner was first married to a Delaware young lady named Mekinges, but when her tribe was forcibly moved to points west, he took as a second wife Elizabeth Chapman, a delightful seventeen-year-old sweet thing.

Enter the Speece family. In 1835, Jacob, John, and Peter Speece, and their friend Daniel Neff made the trip to Noblesville to purchase this derelict diamond-in-the-rough, and turn it into a shipping center. It would soon rival Louisville, Paducah, or even our neighbor to the south, Lafayette.

The Speeces were originally from Hamburg, Germany, and had known a trade of whaling. I am told that their name was almost onomatopoeic, implying the sound made when spearing a whale on the North Sea. They hailed from Montgomery County, Ohio, where they are even at present recognized as merchants in Carroll County, according to an internet message board. The Neffs, on the other hand, came from both Switzerland and Germany. It is a tribute to the visionary spirit of the era of which we speak that the Speece land purchase pre-dated the appearance of the Wabash & Erie Canal in Carroll County by at least five years, and the construction of both the Pittsburg Dam and Carrollton Tramway bridge by at least three.

The Speeces were well known for their shipping

and owning their own canal boat, which is featured in both a classic print and a mural on the upper wall of the Canal Interpretive Center at Delphi, Indiana. They engineered a rare design of a warehouse, which straddled the canal, such that dock hands were able to unload the cargo from either side, instead of from one side (the port side) of the boat as was usually the case. I am told that they attempted to run a steam-driven craft, but were admonished not to, due to the wake from the increased speed of the boat and its motor. In succeeding generations, the Speece family's landholdings and family ties spread all along the towpath, clear to another shipping port, Rattlesnake.

What about the Alsatian element in Carroll County? That comes in with the advent of the Mentzer family, represented by Ignatius Mentzer, who with George Friday operated the Mentzer tavern, a respite site for weary canal travelers from either Toledo or Lafayette. According to Nellie Leslie, granddaughter of Ignatius Mentzer, her mother as a child would sell vegetables and eggs to the people on the boats. She received five cents per dozen for the eggs (Mayhill, pp. 81 and 82).

It was from this area that Mahlon Kerlin, who himself had just emigrated from Juniata County, Pennsylvania, would welcome the new settlers whose fares he had just paid to Carroll County. This was a sort of "Welcome Wagon," 1850's style.

So, we see that the Carroll County of days gone by was a virtual example of homogeneity, as evidenced by this bit of Prussia, Switzerland, and Alsace-Lorraine on our own soil.

## TRAVELING EXHIBIT FROM NATIONAL CANAL MUSEUM AT C&O CANAL NATIONAL HISTORIC PARK

"Building America's Canals," an exhibit organized by the National Canal Museum, can be seen in the Chesapeake and Ohio Canal National Historical Park, Trolley Barn Building in the Cushwa Basin at Williamsport, Maryland, April 17-October 12, 2008 from 10 a.m. to 4 p.m. daily. The traveling exhibit blends science and history through hands-on activities that allow children and adults to experience the marvel of canal engineering first-hand. Admission is free.

Elements of the exhibit include a chance to build your own canal, construct an aqueduct, design and operate lift locks, be a boat captain, build a suspension bridge, or operate cranes used to load and unload canal boats. Exhibits also provide historical background on the C&O Canal and the role that the canal played in the development of canal towns like Williamsport.

## OPRAH'S BIG GIVE: W & E TOWPATH TRAIL, FT WAYNE

The television show "Oprah's Big Give" selected ABC affiliate Indiana's NewsCenter and the local non-profit Aboite New Trails in Aboite township, Allen county, for a donation of \$10,000. Their mission was to find a way to grow the money into something larger.

Aboite Trails wants to link its trail system with the entire Fort Wayne area. Only 7-miles of gaps in the Fort Wayne Trails network need funding at \$60 per foot or \$150 per step in order to link area residents with a 40-mile contiguous trail network from the Rivergreenway to the western Allen County line. Once completed residents will be able to walk to their friends' houses in other neighborhoods, jog to a park or shopping area, or ride their bikes safely to work, school or practices without having to dodge traffic.

Aboite New Trails chose to split the "Oprah's Big Give" funds with partner trail organizations to fund its own event and those of its partners that were held on April 12, 2008. Following these activities participants gathered at Headwaters Park in downtown Ft. Wayne at 2 p.m. for a city-wide trails bash with music, fun, and lots of community heart and spirit.

These events expanded the reach of the "Oprah's Big Give" funding throughout Fort Wayne and New Haven. Participating trails organizations and their activities were:

### Aboite New Trails

Bike/Walk About Aboite 9:30-11:00 a.m. 4.5-mile walk, 8-mile bike ride, Bike helmet give-away  
[www.aboitenewtrails.org/](http://www.aboitenewtrails.org/)

### Greenway Consortium Inc., Ft. Wayne

Run and Walk 12:30 p.m. 2-mile loop walk, 3-mile loop run starting/finishing Headwaters Park.  
[www.greenwayconsortium.com](http://www.greenwayconsortium.com), [info@greenwayconsortium.com](mailto:info@greenwayconsortium.com)

### New Haven Park and Recreation Department

Ride and Walk 12 noon 8-mile bike ride or walk from Moser Park in New Haven to Headwaters Park in Ft. Wayne, Appearances from New Haven Alumni Band, Woodlan High School cheerleaders  
[nrider.newhavenparks@verizon.net](mailto:nrider.newhavenparks@verizon.net)

### Northwest Allen Trails

Spring Walk-a-Mile 10 a.m. to 1 p.m. 2-mile loop from Parkview YMCA around the Salomon Farm Park Trail .  
[www.northwestallentrails.org](http://www.northwestallentrails.org), [info@northwestallentrails.org](mailto:info@northwestallentrails.org)

The organizations will keep the money raised from their individual fund-raising activities to fund the expansion

and maintenance of the trail network in Allen County.

In the spirit of giving back and giving big, the City of Fort Wayne will match cash contributions made to the City, Aboite New Trails, Greenway Consortium, New Haven and Adams Township Park and Recreation, or Northwest Allen Trails - up to \$500,000 through April 12, 2008. The City's \$500,000 is coming from public works funding approved in the 2008 budget.

In a press release Mayor Tom Henry of Ft. Wayne said, "This City match of trail donations is really a doubling of City dollars. We can grow our \$500,000 into \$1 million for important infrastructure. I can't think of another investment our City can make that will give us an immediate 100 percent return."

The City will put its match money toward the planned Wabash & Erie Canal Towpath Trail, which will connect trails in Aboite Township with the Rivergreenway. This 5-mile path is a key segment to eventually creating the 40 miles of contiguous trails throughout Allen County. To help complete Towpath Trail, the Canal Society of Indiana has contributed \$100.

Multiuse trails provide walkers and bicyclists spaces for safe recreation and alternative transportation and connect communities. They also have an economic development component by adding to the quality of life for local residents.

Mayor Henry also said, "As companies look to expand or relocate to Fort Wayne, assets like a comprehensive trail network demonstrate our area's commitment to building all forms of infrastructure and provide the most green forms of transportation there are - walking or bicycling. Other cities have these features, so we need this to be competitive in the marketplace of high-skill, high-paying jobs and employers."

Donations to any of the partner organizations are tax-deductible as allowable under law. For a tax-deductible gift to the City's Towpath Trail efforts, donors should make the check payable to City of Fort Wayne.

## PAINTING THE W & E CANAL

Terry Lacy, spoke to 53 people at 2 p.m. on April 6 at the History Center in Ft. Wayne, Indiana about the murals he painted for Delphi's Canal Interpretive Center. He explained the research done by himself, Tom Castaldi and Dan McCain to create historically accurate renderings. CSI members in attendance were Tom Castaldi, Mary Crary, Dan McCain, Curlis & Mary Su Meaux, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Nate & Aleda Tagmeyer, and Dan White.