

THE
HOOSIER PACKET

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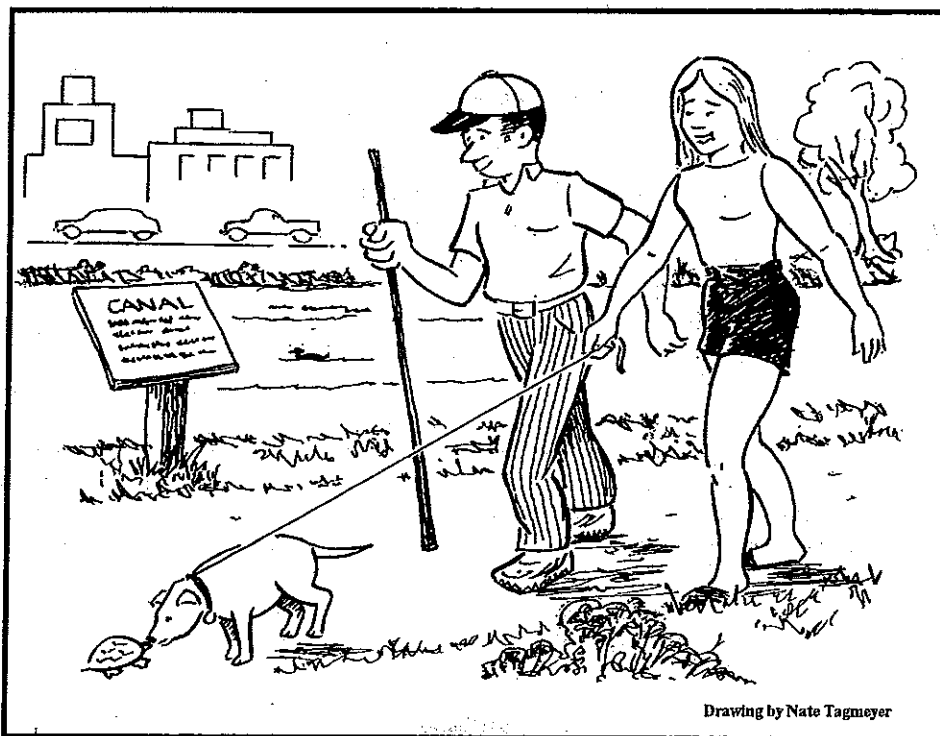
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 8 NO. 11

P.O. BOX 40087 FORT WAYNE, IN 46804

NOVEMBER 2009

BETTER LIFESTYLES



Drawing by Nate Tagmeyer

Fort Wayne, Indiana, area residents will have a better quality of life after growing seed money into major funding for miles of connecting trails including the Towpath Trail. Other counties throughout the state are also building hiking/biking trails and putting up signage for scenic byways.

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SMALL NUGGETS BECOME GOLD MINE

By Robert F. Schmidt

On June 19, 2009 Fort Wayne, Indiana, received the honor of being named an "All American City." This designation was the result of many community action efforts to make the city a great place to live and raise a family. A group of Fort Wayne community presenters told their story to the National Civic League judges this spring in Tampa, Florida, along with 29 other cities that were finalists for the award.

Fort Wayne's story was told in three ten-minute segments. The first segment was called "Open

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Arms" and explained how various local charities have extended a welcome hand to immigrants from Myanmar (Burma), Vietnam and others. The second segment, "Great Kids," told how local efforts to develop youth leaders is being accomplished with small grants through a local group called Great Kids Make Great Communities. The final segment, "Trailblazers," was presented by Dawn Ritchie, Manager Fort Wayne Greenways, and Sharon Repka of Aboite New Trails (ANT). Here is the story they shared:

Fort Wayne's trail system began 35 years ago with the building of a 3-mile Rivergreenway along the St Mary's River. The Greenway Consortium worked over the next 30 years and gradually extended the trails in the city.

A tragic event occurred on September 18, 2001, just 7 days after 9/11, when Ron Repka, a local biking enthusiast, was killed by a car while riding on a road in Aboite township. This accident was the catalyst for developing an Aboite township trail system that would provide a safe environment pathway. Repka's wife, Sharon, and her friends formed ANT to assure that other families would not have to suffer her personal tragedy. They raised funds and hired Lori Keyes as Executive Director. Lori had worked with Ray Irwin in development of the Monon Trail and other trails in the Indianapolis area.

In early 2008, "Oprah's Big Give," a national campaign by Oprah Winfrey to inspire citizens to give back to their communities, gave Indiana News Center, ABC's local affiliate, \$10,000 to launch a Big Give

movement in the Fort Wayne community. Looking for an organization to support that would affect as many people as possible, the news station chose Aboite New Trails as the recipient of the \$10,000 due to leadership, previous success and grassroots nature. Realizing the campaign's potential to impact the entire Fort Wayne community, ANT chose to share the grant equally with other trail groups (Greenway Consortium, Northwest Allen Consortium, City of Fort Wayne and New Haven/Adams Township Parks and Recreation) to create a community-wide event. Five fundraising events were held in areas in and around Fort Wayne on April 12, 2008. After the events were over 3,000 persons gathered that afternoon for a "Big Give" celebration hosted by Fort Wayne mayor, Tom Henry, Indianapolis Colt's coach, Tony Dungy, and some Colt's players.

From Oprah's initial \$10,000 and both small and large nugget gifts from the community, this project grew into a gold mine. The events raised \$1.26 million dollars including Oprah's \$10,000 through generous community donations and the City of Fort Wayne's dollar-for-dollar match. The Canal Society of Indiana contributed \$100 to the campaign.

On April 21, 2008, Fort Wayne's "Big Give" was recognized on the Oprah Winfrey Show as the competition's most successful campaign in the entire country. Having raised over 25% of the total funds garnered by all 90 cities collectively, this Fort Wayne effort was a remarkable testament to the community's support for trails and an improved quality of life.

(continued on page 19)

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UTOPIAN CANAL COMMUNITIES
by Richard F. Brown, Jr., AICP

During the 19th century, a significant utopian movement flourished in the United States. A number of communities were established on utopian principles and ideals during this time period. Most of these involved communal living, shared wealth, and united responsibility among all members of the cooperative. While many utopian communities only existed for brief periods of time, several were quite successful and existed close to a century. At least two of these utopian communities later produced well-known and very successful corporations.

A number of utopian communities were established along canals or canalized rivers or along proposed canal routes. The following chart lists those utopian communities with connections to the canal building era.

Chart 1: Utopian Canal Communities

UTOPIAN COMMUNITY	YEARS	MOVEMENT/FOUNDER	CANAL	COUNTY	STATE
Amana Colonies (7)*	1855-1932	Amana Society	Amana Power	Iowa	Iowa
Alphadelphia Phalanx	1844-1847	Fourierist	Clinton-Kalamazoo (prop.)	Kalamazoo	Michigan
Bethlehem*	1741-1762	Moravian commune until 1762	Lehigh navigation	Northampton	Pennsylvania
Clermont Phalanx	1844-1846	Fourierist	Ohio navigation	Clermont	Ohio
Coal Creek Community	1824-1832	William Ludlow	Wabash & Erie	Fountain	Indiana
Columbian Phalanx	1844-1845	Fourierist	Muskingum navigation	Muskingum	Ohio
Economy* (Ambridge)	1825-1905	Rappite/theHarmony Society	Ohio navigation	Beaver	Pennsylvania
Equity Village	1833-1835	Josiah Warren	Ohio & Erie	Tuscarawas	Ohio
Fairhope	1894-present	Fairhope Single Tax Association	Tombigbee	Baldwin	Alabama
First Community	1833-1835	Isaac Romine	Wabash & Erie	Fountain	Indiana
Goshen Community	1825-1826	Communal farming society	Wabash navigation	Posey	Indiana
Grand Ecore	1834-1836	New Philadelphia Society	Red (south) navigation	Natchitoches	Louisiana
Groveland	1838-1895	Shaker	Genesee Valley	Livingston	New York
Harmonie(y)	1814-1825	Rappite/the Harmony Society	Wabash navigation	Posey	Indiana
Icaria	1849-1858	Icarian	Mississippi navigation	Hancock	Illinois
Integral Phalanx	1845-1845	Fourierist	Miami & Erie	Butler	Ohio
Kendal (Massillon)	1826-1829	Owenite	Ohio & Erie	Stark	Ohio
Nevillsville	Post 1828	Owenite	Ohio navigation	Clermont	Ohio
New Harmony*	1825-1827	Robert Owen	Wabash navigation	Posey	Indiana

Chart 1: Utopian Canal Communities (continued)

UTOPIAN COMMUNITY	YEARS	MOVEMENT/FOUNDER	CANAL	COUNTY	STATE
New Haven Colony	1638-1662	John Davenport	New Haven & Northampton	New Haven	Connecticut
New Philadelphia Society	1832-1833	Ex-Harmony Society members	Ohio navigation	Beaver	Pennsylvania
Ohio Phalanx	1843-1845	Fourierist	Ohio navigation	Belmont	Ohio
Oneida Community*	1848-1881	John Humphrey Noyes	Old Erie	Madison	New York
Patriot	1860-1863	The Association of Beneficents	Ohio navigation	Switzerland	Indiana
Philadelphia Phalanx	1845-1847	Fourierist	St. Joseph navigation	St. Joseph	Indiana
La Reunion Colony	1855-1875	Fourierist	Trinity navigation	Dallas	Texas
Sodus Bay	1826-1838	Shaker	Sodus (prop.)	Wayne	New York
Sodus Bay Phalanx	1844-1846	Fourierist	Sodus (prop.)	Wayne	New York
Union Village	1805-1903	Shaker	Warren County	Warren	Ohio
Utopia	1844-1852	(1) Fourierist: 1844-47 (2) Josiah Warren: 1847-52	Ohio navigation	Clermont	Ohio
Valley Forge Colony	1826-1827	Owenite	Schuylkill navigation	Montgomery	Pennsylvania
Zoar	1817-1898	Society of Separatists of Zoar	a. Ohio & Erie b. Zoar Sidecut	Tuscarawas	Ohio

Notes: nav. - navigation; prop. - proposed; pt. part of
 The seven (7) villages comprising the Amana Colonies are: Amana, East Amana, High Amana, Homestead, Middle Amana, South Amana, and West Amana.
 *All or portions of these utopian communities have been designated as National Historic Landmarks.

Sources: See entire list at the end of the article.

The second chart lists the founder or person who inspired particular utopian movements.

Chart 2: 19th Century Utopian Movements and Leaders

UTOPIAN MOVEMENT	FOUNDER/INSPIRATION
Fourierists	Charles Fourier
Icarians	Etienne Cabet
Individualist Anarchist	Josiah Warren
Owenites	Robert Owen
Rappites/Harmony Society	George Rapp
Shakers	Mother Ann Lee
Zoarites	Joseph Bimeler

Sources: See entire list at the end of the article.

The Utopian Movement in Indiana

For Indiana, the two most well-known utopian influences came from the followers of George Rapp, who founded the community of Harmonie(y) and Robert Owen who bought Harmonie(y) from the Harmony Society and established his own vision of utopia on the banks of the Wabash River. New Harmony may be the best known utopian community in Indiana, but it is certainly not alone. All told, 17 utopian communities were established in the State of Indiana during the 19th century. The following chart lists these:

Indiana Utopian Communities of the 19th Century

UTOPIAN COMMUNITY	YEARS	COUNTY
Blue Spring Community	1826-1827	Monroe
Coal Creek Community	1824-1832	Fountain
Congregation of Saints	1843-1843	LaGrange
Feiba Peveli	1827-1827	Posey
First Community	1833-1835	Fountain
Fourier Phalanx	1858-1858	Dearborn
Goshen Community	1825-1826	Posey
Grand Prairie	1845-1847	Warren
Harmonie(y)	1814-1825	Posey
Kristeen Community	1845-1846	Marshall
La Grange Phalanx	1844-1846	LaGrange
Macluria	1826-1828	Posey
New Harmony	1825-1827	Posey
Patriot	1860-1863	Switzerland
Philadelphia Phalanx (Industrial Association)	1845-1847	St. Joseph
Union Home	1842/4-1846	Randolph
West Union (Busco) Shaker	1810-1827	Knox-Sullivan

Sources: See entire list at the end of the article.

New Harmony, Indiana may have had a relatively short life as an utopian community (approximately 14 years), but a number of inspirational ideas came from the town. Among firsts established by the utopian community were:

- The first free public library in Indiana;
- The first kindergarten in the United States; and
- The first public school system to offer equal education to girls and boys.

Sources: Holloway, pg. 116 and www.in.gov/icpr

The historic legacy of New Harmony is also emphasized by the fact that 1,660 acres and 244 buildings or structures in the community are listed on the National Register of Historic Places (www.nationalregisterofhistoricplaces.com). Further recognizing the importance of New Harmony's history and contribution to American society, the American Institute of Certified Planners (AICP) named the community a National Planning Landmark Award winner in 1999 (www.in.gov/wrhcc/newsletter/05_04_reflections.pdf).

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CANAWLERS AT REST

LEMUEL GODFREY JONES

b. December 19, 1803
d. March 9, 1859

By Carolyn I. Schmidt

PARENTS & SIBLINGS OF LEMUEL GODFREY JONES

William Jones b 1-10-1775, d 9-16-1841 Fairfield, OH
m - Washington, PA

Mary Magdaline Castner

b March 20, 1780 Donova, Washington Co., PA, d after 1850
father - Peter Castner b 6-23-1733 d 9-21-1819
mother - Anna C Rugh

Children all born in Pleasantville, Fairfield Co., OH

John C. b 4-2-1801, d 4-21-1828

Julia b 7-19-1802, d 10-16-1835

Lemuel G. b 12-19-1803, d 3-9-1859 near Maryville, CA

William W. b 9-4-1805, d circa 1850

Mary b 7-18-1807, d 7-12-1832

Sarah b 9-4-1809, d 9-12-1833

Christina A. b 5-11-1811, d 8-23-1885

Michael b. 5-25-1813, d after 1850 census,

m. Catherine of New York

Mary Elizabeth "Eliza" b 6-30-1815, d 1-8-1891

m. George R. Hartman of Prussia Germany

b 11-26-1803, d 5-8-1870

c. Homer C. Hartman

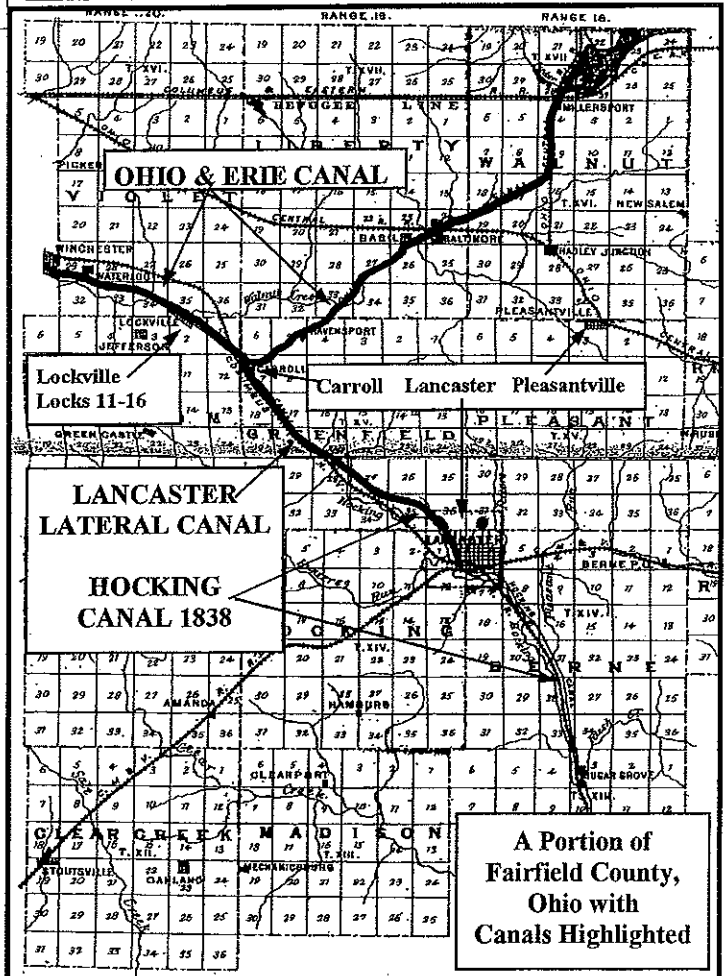
b 11-3-1837, d 12-20-1901 Ft. Wayne

Rasselas b 7-10-1817, d 4-18-1848

The Federal Government acquired land from the Potawatomi and Miami Indians on which to build a canal and railroad through the signing of the Treaty of Paradise Spring on October 26, 1826. A route for the Wabash & Erie Canal was surveyed in 1833 under the general supervision of Jesse L. Williams, Chief Engineer, with the assistance of Stearns Fisher, Solomon Holman and Charles Voorhees. Then a public meeting was held at the home of Col. David Burr near Paradise Spring. Men came from all over Indiana and other states to present propositions for contracts to execute the canal work, to speculate in land, or just for curiosity as to what was being planned. The proposals were opened and contracts awarded by section on May 4, 1834 at the "Treaty Ground." That day the firm of Myers & Jones (Peter Lewis Myers and Lemuel Godfrey Jones) was awarded contracts for the section of canal adjacent to Wabash, Indiana, and the lock at Wabash.

Lemuel Godfrey Jones was born on December 19, 1803. He was the third child born to William and Mary Magdaline (Castner) Jones in Pleasantville, Fairfield County, Ohio. Pleasantville is located northeast of Lancaster, Ohio. It is about ten miles from the Ohio & Erie Canal that was approved in 1825 and about 15-20 miles from the Lancaster Lateral Canal. [The Lancaster Lateral Canal was chartered by the merchants of Lancaster to join their town to the main canal nine miles away at Carroll. However digging did not begin until 1831 when private investors subscribed to sufficient stock to begin construction. It was purchased by Ohio in 1838, deepened, enlarged, extended to Athens and called the Hocking Valley Canal.]

We assume that Lemuel got experience in lock construction and canal building on the Ohio & Erie Canal



in Fairfield County, Ohio since work was being done on it near his hometown. A series of locks were built at Lockville. Although Lemuel is not listed as a prime contractor in that area, he could have been a sub-contractor or canal worker. We also assume that Lemuel and Peter Lewis Myers worked together on the canal and were

This is one of the certificates showing that Peter L. Myers and Lemuel Gotfrey Jones jointly owned property. The date on it is not the date the property was purchased. It is the date of its registration at the General Land Office of the United States. Since Myers was deceased by this time, Lemuel had to present a certificate from the Register of the Land Office at LaPorte, Indiana to the General Land Office to prove they had fully paid for this land before this document could be issued.

CERTIFICATE
No. 6926.

THE UNITED STATES OF AMERICA.

To all to whom these Presents shall come, Greeting;

WHEREAS Peter S. Myers and Lemuel Gotfrey Jones, of Wabash County, Indiana,

has or deposited in the ~~GENERAL LAND OFFICE~~ **GENERAL LAND OFFICE** of the United States, a Certificate of the REGISTER OF THE LAND OFFICE at La Porte, Indiana, whereby it appears that full payment has been made by the said Peter S. Myers and Lemuel Gotfrey Jones,

according to the provisions of the Act of Congress of the 24th of April, 1820, entitled "An Act making further provision for the sale of the Public Lands," for the West half of Section nineteen, in Township twenty eight, North, of Range six, East, in the District of Lands subject to sale at La Porte, Indiana, containing two hundred and forty acres and ninety five hundredths of an acre,

according to the official plat of the survey of the said Lands, returned to the General Land Office by the ~~REGISTER~~ **REGISTER**, which said tract has been purchased by the said Peter S. Myers and Lemuel Gotfrey Jones,

NOW KNOW YE, That the United States of America, in consideration of the Premises, and in conformity with the several acts of Congress, to such effect made and provided, **HAVE GIVEN AND GRANTED**, and by these presents **DO GIVE AND GRANT**, unto the said Peter S. Myers and Lemuel Gotfrey Jones, and to their heirs, the said tract above described: **TO HAVE AND TO HOLD** the same, together with all the rights, privileges, immunities, and appurtenances of whatsoever nature, thereto belonging, unto the said Peter S. Myers and Lemuel Gotfrey Jones and to their heirs and assigns forever, as tenants in common and not as joint tenants.

In Testimony Whereof, Martin Van Buren, PRESIDENT OF THE UNITED STATES OF AMERICA, has caused these Letters to be made PATENT, and the SEAL of the GENERAL LAND OFFICE to be hereunto affixed.

GIVEN under my hand at the CITY OF WASHINGTON, the ~~twentieth~~ ^{twelfth} day of August, in the Year of our Lord one thousand eight hundred and thirty seven, and of the INDEPENDENCE OF THE UNITED STATES the sixty first second.

BY THE PRESIDENT: Martin Van Buren.

By A. Van Buren, Secy.

James William Adams, Henderson M. Garbans, Recorder of the General Land Office and witness.

THE HOOSIER PACKET - NOVEMBER 2009

LAND PURCHASED FROM U.S. General Land Office Records									
<u>Name</u>	<u>State of Record</u>	<u>Issue Date</u> (not sale date)	<u>Meridian</u>	<u>County</u>	<u>Township</u>	<u>Range</u>	<u>Section</u>	<u>Acres</u>	<u>Certificate</u>
Peter L. Myers Lemuel Godfrey Jones	Indiana	8-10-1837	2nd PM	Wabash	28-N	6-E	19 W½	240.95	6926
Peter L. Myers Lemuel Godfrey Jones	Indiana	8-10-1837	2nd PM	Wabash	28-N	6-E	19 SE¼	80	6933
Lemuel Godfrey Jones	Indiana	8-10-1837	2nd PM	Porter	37-N	6-W	15 Frac.	57	10023
Lemuel G Jones	Indiana	8-20-1838	2nd PM	Kosciusko	32-N	7-E	28 NE¼	160	20729
Lemuel G Jones	Indiana	8-20-1838	2nd PM	Kosciusko	32-N	7-E	28 W½	80	20730
Lemuel G Jones	Indiana	8-20-1838	2nd PM	Kosciusko	32-N	7-E	28 E½ SE¼	80	20731

LAND PURCHASED FROM INDIVIDUALS Wabash County, IN							
<u>Name</u>	<u>Grantor</u>	<u>Kind of Deed</u>	<u>Date of Deed</u>	<u>Amount</u>	<u>Description of Lots/land</u>	<u>Section/Town/Range</u>	<u>Book/page</u>
Lemuel G Jones	Jacob Walker	warranty	11-5-1836	\$500	SE ¼	28-28-6	A149
Lemuel G. Jones	Hugh Hanna	warranty	8-23-1837	\$133.75	lot 43 & 86	original plat of Wabash	B118

LAND OWNED SHOWN IN TAX RECORDS Wabash County, IN			
<u>Name</u>	<u>Date of Record</u>	<u>Lots/land</u>	<u>Location</u>
Lemuel G. Jones	6-10-1837	4	Market St. between Fisher and Comstock
Lemuel G. Jones	6-14-1838	43	Market St. south side between Cass and Miami
	"	86	Market St. north side between Cass and Miami
	"	97	Main St. between Wabash and Miami
	"	SW	Sec. 18, Town 28, Range 6

LAND PURCHASED Huntington County, IN				
<u>Name</u>	<u>Date of Deed</u>	<u>Lots/land</u>	<u>Township/section</u>	<u>Acres</u>
Lemuel G. Jones	11-6-1837	S½ NW¼	JA 23	48.22
Lemuel G. Jones	11-6-1847	E½ SE¼	JA 15	40

well known to each other since we have documents and Myers Boarding House." Both were quite successful showing that they invested in property together in Indiana and held canal contracts together at Wabash.

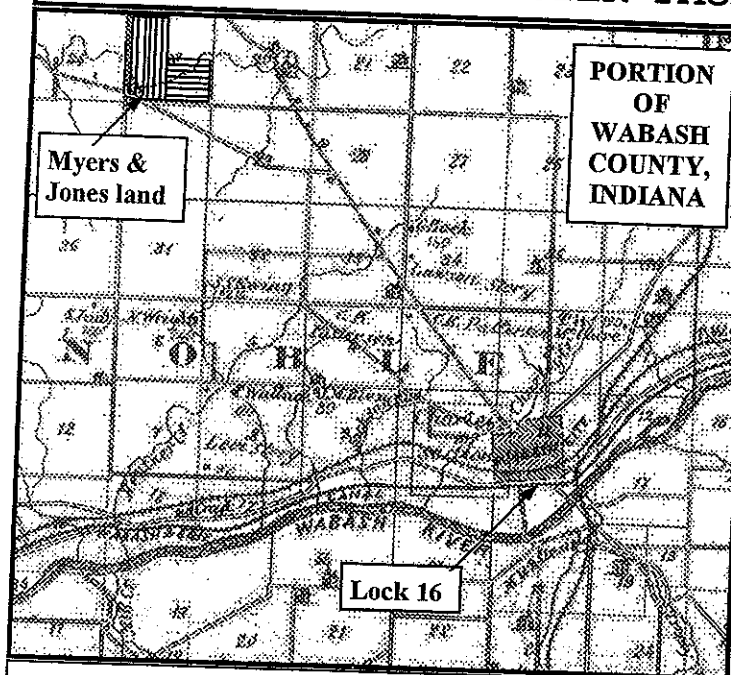
Lemuel and Peter Lewis Myers knew that accommodations would be needed to house the canal workers and others employed in relation to the Wabash & Erie Canal. In the summer of 1834 they erected "Jones & Myers Boarding House" in Wabash, Indiana. It was a structure composed of two large hewed-log buildings, each two stories high, with a large space between them. This space was later boarded up and used for the entry. The site of this building was conveniently located near their work on the canal. Later the Whiteside Block was built on the site.

In 1835 David Cassatt built a boarding house/tavern on the northwest corner of Canal and Allen streets. The "Cassatt House" competed with the "Jones

Lemuel and Myers began constructing Wabash & Erie Canal Lock 16, which was located at the back of today's *Wabash Plain Dealer* along the railroad track in Wabash. However, during its construction Peter Lewis Myers died.

To complete the Lock 16 contract Lemuel worked with David Cassatt and Jacob D. Cassatt, his son. The lock was made of cut stone and lifted/lowered canal boats 9 feet between canal levels.

Most of the locks on the Wabash & Erie Canal were built of timber because stone was scarce. However, the Salamonia Quarry located at Lagro, Indiana, was not too far away and its stone was transported to Wabash to build the lock.



PORTION OF WABASH COUNTY, INDIANA

Myers & Jones land

Lock 16

W $\frac{1}{2}$ and SE $\frac{1}{4}$ of Section 19 was owned by Peter L. Lewis and Lemuel Godfrey Jones in Wabash county, Indiana. Lemuel also owned some lots in the town of Wabash.

The 1847 Report of the Chief Engineer, Jesse Lynch Williams, says:

"The stone of which this lock is built are very imperfect, and wholly unfit for lock masonry. By frequent repairs, this lock may be made to stand eight or ten years. The wing wall forming the tumble, has fallen down and must be repaired during the ensuing winter. Gates will need rebuilding in 1850."

They had used inferior stone for their lock and it had begun to crumble. At the time of the report the lock had been in service for 12-13 years. With repairs it lasted until the canal ceased operation in 1872. It was never replaced. Its stones are probably beneath the building or railroad tracks today.

Lemuel G. Jones appears again in Wabash history when a grand jury was called for the naturalization of John D. Kuntz on August 24, 1835. Grand jurors brought into court by William Johnson, Sheriff of Wabash county, were Thomas Curry, Solomon Seamans, Ezekiel Cox, Ira Burr, Sylvester F. McClain, Mahlon Pearson, Jacob I. Barretto, Joseph S. McClure, Thomas Hays, Jacob D. Cassatt and Anthony H. Keller. Also placed on the panel to serve as grand jurors were the following bystanders: Lemeul G. Jones, Isaac Finley, Isaac Thomas, Isaac Fowler and Benedict Lowry. The court then appointed Isaac Thomas foreman of the panel of sixteen. Citizenship was granted to eighteen others as well.

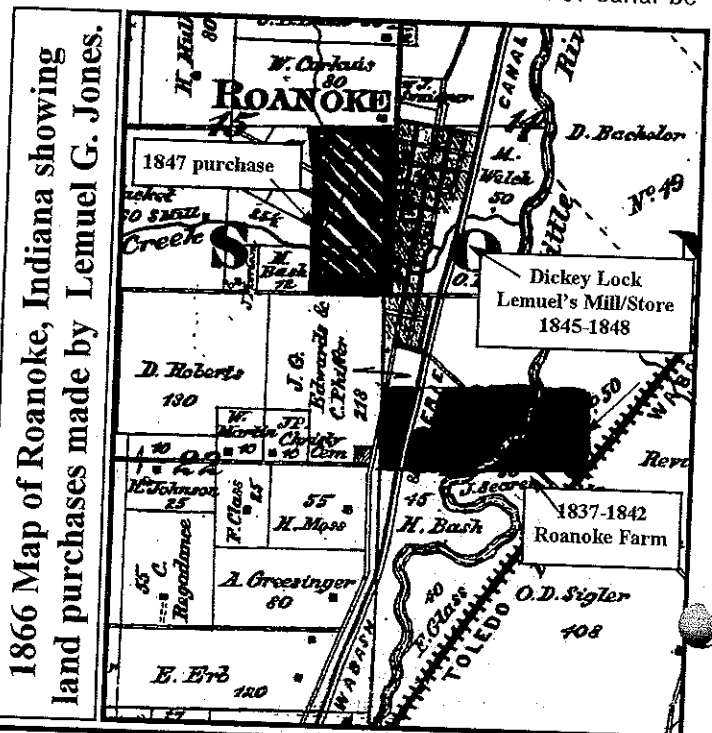
On September 22, 1836, during the summer re-

cess of the Probate Court of Wabash county, Lemuel filed an application with the Clerk to be appointed administrator of Myers' estate. He was appointed during the courts second term on Monday November 14, 1836, Judge Elmer H., Cox, ratified and confirmed the acts of the Clerk, William Steele, that appointed and issued letters to Lemuel G. Jones, as administrator of the estate of Peter Myers deceased.

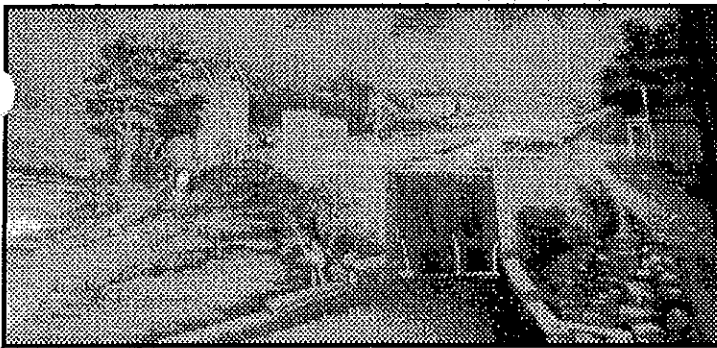
In 1837 Lemuel purchased 48.22 acres in Huntington county. This land later became known as "Roanoke Farm" or "Col. Jones' Farm". The first logging in Jackson township took place on this land. Around 1840 David Voorhis lived on this farm for a short while until he moved 2 miles northwest of the town. Around 1842 Lemuel leased and then sold the farm to Conrad Viberg. Viberg had known Lemuel when they both lived in Fairfield county, Ohio. He had been one of Lemuel's canal foreman in Wabash, Indiana. Viberg worked with Lemuel for three years, took a year off to farm and then resumed his job as foreman until the canal was completed.

Besides his duties as Myers' administrator, Lemuel had another contact with the Wabash Probate Court. The court was actually held in his home during the February term in 1839. The officers present were Judge James Hackleman, Clerk William Steele and Sheriff William Dickerson. After this term adjourned, further terms were held in the home of Jacob D. Cassatt.

In 1845 Lemuel built the first sawmill in Jackson township, Huntington county, Indiana on land leased from the state. It was powered by water from the Wabash & Erie Canal. It was on the west bank of canal be-



1866 Map of Roanoke, Indiana showing land purchases made by Lemuel G. Jones.



Christopher Mulkins' painting of Dickey Lock and Lemuel's mill and store hangs in the museum in Roanoke, Indiana.

Photo by Sue Simerman

building plans were Samuel Edsall, P. H. Taylor and William Rockhill. The cornerstone was laid June 19, 1847.

The session also appointed John S. Bayless and Lemuel G. Jones to memorialize the Thirty-First Session of the General Assembly of the Indiana State Senate held in Indianapolis on December 7, 1846, seeking the passage of an act to incorporate the trustees of the Fort Wayne Female College. At that assembly William Rockhill motioned that the bill to incorporate the trustees be read the first time. He then motioned that the rules be suspended and the bill read a second time and referred to the committee on corporations. Leave was granted.

side Dickey Lock #4. Two years later Lemuel began erecting a large flouring mill. Mr. Bilby opened a small frame store across from it on the east bank of the canal in 1847. Lemuel completed his mill in 1848, purchased Bilby's store and began merchandising. He operated the store for three years. His customers were principally those who ran the canal boats. Lemuel sold "Roanoke Mills" and his lease to Chapman and Horton on November 26, 1849. On February 1, 1850 Chapman sold his interest to his partner, Theo. V. Horton, making Horton the sole proprietor. The mill operated for many years and was the largest and most successful of its kind in the county. It was destroyed by fire in the 1880s. Years later Christopher Mulkins, a Roanoke artist, painted Dickey's Lock and Lemuel's mill and store from his memory.

Lemuel's mill and store became the nucleus of a flourishing settlement that was a prominent shipping point and principal trading place between Fort Wayne and Wabash. George A. Chapman owned the land on which the settlement grew and decided to lay out the town of Roanoke on the south half of the southwest quarter of Section 14, Township 29, Range 10. His original plat of September 11, 1850 shows forty lots, the first four that bordered the canal being fractional lots and the rest varying from 100 x 225 feet to 93½ x 225 feet. The settlement so impressed canal boat captain Dana Columbia that he erected the first home in Roanoke. The original plat was quickly filled and several additions were made to the town.

Prior to 1846 the North Indiana Conference of the Methodist Episcopal Church began working to establish a great institution of learning in Fort Wayne. Initial steps were taken in September of that year at a conference session in Laporte, Indiana. This was followed by a very enthusiastic meeting of Ft. Wayne citizens. Former governor Samuel Bigger presided over this session, which decided to establish the Fort Wayne Female college immediately on grounds donated by William Rockhill at the end of West Wayne street. Those in charge of the

The first section of the bill that was passed in 1847 reads:

"SEC. 1. That a seminary of learning shall be and the same hereby is established in the town or vicinity of Fort Wayne, in Allen county, and State of Indiana, to be known by the name and style of "The Fort Wayne Female College," which shall be founded and maintained forever upon a plan the most suitable for the benefit of the youth of every class of citizens and every religious denomination, who shall be freely admitted to equal advantages and privileges of education, and to all the literary honors of said college, according to their merit, under the direction of fifteen trustees to-wit: James Whitcomb, Richard W. Thompson, William Rockhill, William G. Ewing, Lemuel G. Jones, John G. Walpole, Samuel Edsall, Benjamin Mason, Wesley Park, Samuel Shyrock, Henry Williams, Thomas Sale, Joseph K. Edgerton, Asa Fairfield, and George M. Boyd, who with their successors shall be trustees of said college, and shall hold their first meeting at the place of its location, on the third Saturday of June, eighteen hundred and forty-seven." They were to meet annually and one-third of them were to go out of office each year.

The Fort Wayne Female College soon united with the Fort Wayne Collegiate Institute, organized for young men in 1852, and became Fort Wayne College, more commonly known as the Methodist College. It eventually became Taylor University and was located in Upland, Indiana. In recent years the Fort Wayne Bible College closed and Taylor University set up its Fort Wayne campus in the Bible College's buildings. Unfortunately Taylor's Fort Wayne campus was officially closed on May 31, 2009.

As Lemuel's canal work waned, he moved to Fort Wayne to live with his sister, Eliza, her husband, George R. Hartman, and their children. The 1850 census shows him in their household. His mother was still alive and she and his sister, Christina, were living in the home of his brother, Michael Jones, in Ohio.

THE HARTMANS

The 1850 census shows Lemuel G. Jones (48), a canal contractor with real estate valued at \$28,000, living in the Fort Wayne, Wayne township, Allen county, Indiana home of his brother-in-law and sister, George R. and Eliza Hartman.

	1850 Census	Ancestry.com	1860 Census
George R. Hartman	48		58
Eliza	33		44
Theresa C.	14	b 9-12-1834	on her own
Homer C.	12	b 6-4-1836	23 Attorney at Law
Lemuel Rasselas	9	b 9-26-1839	21 Hotel Clerk
Mary E.	8	b 11-18-1841	19 Housemaid
William H.	6	b 3-27-1844 twin	16 Telegrapher
Henrietta M.	6	b 3-27-1844 twin	16 Housemaid
George B.	11 mo.	b 9-12-1846	13
Lemuel G. Jones	48		deceased
Charles Wilton		b 1-28-1855	deceased?
Wilton Wesley		b 8-8-1857	2

The 1850 census also shows Lemuel's mother (70) and sister Christina (39) living in the home of his brother and wife, Michael (38) and Catherine (38) Jones in Pleasant township, Fairfield county, Ohio.

Eliza Hartman's obituary appeared in the *Ft. Wayne Weekly Sentinel* on January 14, 1891 and said:

Mrs. Eliza Hartman, widow of Geo. H. Harman, died Thursday night at her home, 167 West Washington street, of heart trouble, aged nearly seventy-six. Mrs. Hartman was born in Pleasantville, Ohio, near Lancaster, and came to Fort Wayne in 1840, the year the Wabash and Erie canal was opened, and has been a resident here ever since. Mr. Hartman died in 1870. Mrs. Hartman leaves six children to mourn her loss. She was a good, kind and true woman, a loving mother, esteemed for her many good traits of character. She leaves a large circle of friends, among whom she will be sadly missed.

Deadly Cholera crept into Fort Wayne in the summer of 1849, its first victim being a canal laborer. By the end of 1854 it had claimed 600 people.

Upon the discovery of gold in California in 1849 and probably as a means of escaping Cholera, many Ft. Waynians went to seek their fortune in the west. Frederick Becker, who had come to live in Ft. Wayne from Europe in 1848, built many large "prairie schooners" and a local company was formed to go to the gold fields:

John Aveline
 Samuel Ballow
 Myron F. Barbour
 C. R. Bartlett
 J. A. Bartlett
 H. D. Bartlett
 Louis T. Bourie
 B. Cocanour
 Charles F. Colerick
 Joseph D. Dugan
 S.A. Herrington
 Lemuel G. Jones

Dr. John M. Kitchen
 Charles Lamb
 Lucien Martin
 William Pratt
 James T. Shelden
 Dr. William Shelden
 George E. Smith
 George W. Suttentfield
 Madison Sweetser
 Wm. Van Alstine
 Sabina Wallace
 Joseph W. Whitacker

Some of the men planned to return to Ft. Wayne while others bid farewell. Many hard earned dollars were spent to no avail.

Lemuel never returned to Ft. Wayne. A brief obituary for Col. Lemuel G. Jones, who was born in Fairfield county, Ohio on December 19, 1803 and died in

Marysville, California on March 9, 1858, ran in a Fort Wayne newspaper. He was 55 years old.

Marysville is on the Feather River in Yukon, California next to Sutter county, California. It was incorporated and its first mayor elected in 1851. Marysville's Historic Cemetery was established in 1851 but the list of its first 20 years of burials have not been found. Lemuel may be buried there.

No evidence has been found showing that Lemuel served in any military capacity. We assume Col. was an honorary title bestowed upon him by his friends. No records have been found showing that he was ever married or had children.

As mentioned before, prior to Peter Lewis Myers' death, Lemuel and Peter had purchased land in and adjacent to Wabash. Once Myers died and their canal contract completed, these lands probably reverted to Lemuel, the surviving partner. Following Lemuel's death, Myers' nephew, who lived in Wabash, tried to recover his uncle's supposed interest in these lands from Lemuel's heirs. "The matter was eventually compromised on terms not very favorable to the plaintiff's claim."

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Special thanks to the librarians in Huntington and Wabash counties for their help with deed records and location of properties.

ANNAPOLIS: AND ITS W & E CANAL CONNECTIONS

Part II

(continued from last issue)

By Charles Davis

This article is a sequel to my earlier articles in *The Hoosier Packet*: "Annapolis: Joe Cannon" November 2003
"Davis Plots Old Deeds of Annapolis" October 2008

(The Ensey family and the Franklin House hotel continued)

The Franklin House, once owned by Samuel T. Ensey and later called the Annapolis Hotel by Christopher W. Goshorn, has Goshorn's name on the sign in front of the hotel as seen on the picture in the September issue of *The Hoosier Packet*. Goshorn purchased the SW¼ of the SW¼ of section 19 in Washington township and an acre and 91 hundredths in section 24 on April 13, 1893 from William Morrison.

Fred Thompson, who grew up in Annapolis and the grandson of Nelson McClure who sawed the timbers for the Wabash and Erie Canal Feeder Dam at Coke Oven Hollow, states: "Christopher tore down the hotel and built a nice house out of it east of the old

Family Tree of the Ensey Family

John Ensey (b. 5-15-1783, Maryland, d. 10-2-1872)
m. 3-15-1810

Sarah Thompson (b. 3-2-1794, Cincinnati, OH, d. 12-7-1864)

Samuel Thompson Ensey (b. 1-15-1811, Montgomery Co., OH, d. 8-18-1887)
m. 3-44-1841 bur. Highlawn Cemetery, Terre Haute Sec. 2, S½ Lot 258, lots 76-77

Elizabeth Harris (b. 1825 Montgomery Co, IN, d. 2-24-1902)

William Newton Ensey (b. 1843, Russellville, IN, d. 7-1-1905)
m. 1868 Hardeysburg, IN bur. Betheny Cemetery, Washington twp, Parke Co., IN, Row 61, Route 236

Phoebe Russell (b. 10-11-1846, Howard, IN, d. 2-8-1942)

Clayton Russell Ensey (b. 1870, d. 1944)
m. ? bur. Mount Moriah Cemetery, Sec. 4, Union twp., Road 100E, Parke co., IN

Claudia R. (b. 1869, d. 1950)

Clayton Russell Ensey II (b. ?, d. ?)
m. ? bur. ?

Doctor Philip Lyle Ensey (b. 11-8-1924, d. 5-9-1983)
m. 12-28-1946 bur. ?

Doris Ann Alexander (b. 6-13-1928, d. ?) 2nd m. 6-18-1988 John Daniel
Stevenson

Children:

David Philip Ensey (b. 7-29-1956, d. ?)
m. 1-29-1993 to 2nd wife

Cheryl Sue Hennessy (b. 8-14-1857, d. ?)

Children:

Jason Philip Ensey (b. 7-28-1993, d. ?)

Sally Ann Ensey (b. 3-8-1956)
m. 9-8-1990

Dennis Wayne Anderson (b. ?)

Children:

Alexander James Ensey Anderson (b. 1-13-1992)

Jonathon Philip Ensey Anderson (b. 5-19-1998)

Compiled by Doris Stevenson and Charles Davis.

Bloomington town on a 40 acres tract." Although Fred died in a Clarwater, Florida, nursing home in the 1960s, his reminiscences were found in the Thompson/Teague Genealogy in the Rockville library. The house he described is still standing and in pristine condition. It sits along U.S. 41 on the dividing line between Penn and Washington townships.

Christopher W. Goshorn (b. 1836, d. 7-28-1910) was born in Hamilton county, Ohio. His wife Eura (b. 1833, d. 10-10-1910) was born near Cincinnati, Ohio and died at her son Edward's home in Bainbridge.

Before Eura died she sold off the land and home built from remnants of the old hotel to their children:

Jacob of Mecca

William E. of Bainbridge

Edna C. Hodgson of Hancock county, OH

Blanch G. Meyer of Cook county, IL.

Newt and Phoebe Ensey once owned the furniture that is in a side room in Billy Creek Village in Rockville that is set up as Gov. J. A. Wright's law office. Doris Ensey Stevenson donated the furniture to the village.

GREAT DEMOCRATIC JOLLIFICATION AT ANNAPOLIS declared the *Tribune*. "The jollification here on last Saturday night was a Democratic success. Their numbers were few, but their jollifying was immense. At dark the small boys started their Blaine bon fire, with cheering for Blaine Johnston and Pickard, which was taken up by the older ones with their bells, tin pans, horns and everything else that would make a noise. Six young ladies from the country marched the street shouting for Cleveland, while a hundred ladies made the night hideous with shouts for Johnston. At eight o'clock the Democrats commenced in earnest. On the United B. church and Curley's shop are banners bearing the words: 'G.O.R.P. Dead.' As these banners were lit up, the bells in the Methodist and Brethren church were tolled, making the Republican feel that to lose Blaine was to lose everything. Their shooting was done with a piece of iron fifteen inches square, five inches thick, with a hole in the center that would hold a pound and a half of powder. After filling the hole with powder, they would place three anvils on top, and when fired the report was equal to that of a cannon. At the sixth shot it burst. One piece, four inches square struck the E. M. church, going clear thro' into the house. Another struck a piece of timber eight inches square a few feet from where they were shooting on which four men were standing, cutting it in two, while another piece struck the roof of Henry Lamb's house, making quite a hole. To say nothing of the drinking, quarrelling and the stones that were thrown into the crowd, it was as much a Republican jollification as it was Democratic." *Rockville Tribune* November 20, 1884

Alexander H. Lee (b. 1826, d. 10-21-1905) was born in Ohio and learned the potter's trade. He moved to Indiana with his wife Jane (b. 1830, d. 12-14-1910) and then Annapolis in 1847. He bought an interest in the Annapolis pottery with David L. Atcheson and the firm was called Atcheson and Lee. The original pottery had been established in 1840 by David L. Atcheson, David Huggins and Jacob Bennage, all from Mogadore, Summit county, Ohio, the great stoneware center of the U.S. at that time.

The pottery stood on lots 3 and 6 in block 6 on Main Street in Annapolis. It was expanded to adjoining lot 4 in block 6 in 1853 when John W. Welch bought lot 4. DRB 14 p 226 It was a large two story building with many windows and was painted red like a barn. It had adjoining sheds and a nearby stable where the pottery horses were kept. The sheds were used to house the finished pottery. Lee was also in partnership with several men over the years and at one time he and Francis Redford ran the Stumptown Pottery that was started by Sam Jordan.

Alex Lee was considered a very kind person and an intelligent man. In appearance he resembled Santa Calus with his white beard, round tummy and a twinkling smile. He hauled clay to the shop and delivered the finished pottery by wagon to the surrounding towns. He would stop just before crossing the Jackson covered bridge, on the south side, at Rockport Mills and drink from the mineral spring on the hillside close to the mill. The road at that time was located down over the hill just behind the mill and store entering the bottoms to get to the bridge.

Lee shipped his stoneware by boat on the Wabash and Erie Canal during the canals heyday. In 1900, Alex was the oldest potter in Indiana, having worked at the potter's trade in and near Annapolis from 1847 to 1902. He and Jane, his wife, moved to Indianapolis in 1904 to live with their children over the winter since Alex was in poor health. They were not able to return to Annapolis. Alex died on October 21, 1905. Jane died on December 24, 1910 in her son, James Lee's, home at 1621 West Morris Street in Indianapolis. Their children were:

Leonadus (b. 1851)

James (b. 1854)

Martha (b. 1856)

Charlie (b. 1856 ?)

Isabel Lee Sutherland (b. 1858, m. 10-9-1875) Edward Y. Sutherland

Emma (b. 1863)

Carrie (b. 1864)

Alexander (b. 1868)

Indianapolis News December 27, 1910; Indianapolis Star December 26, 1910; Rockville Republican January 4, 1911; Rockville Tribune October 25, 1905; Rockville Republican July 18, 1900; Fred Thompson biography December 22, 1962 in the Teague/Thompson Genealogy.

News From The Past

Fred Thompson (b. 1-3-1878, d. after 1962 in Florida) was a nephew of Alex. H. Lee and as a child helped Alex deliver his stoneware by wagon after the canal closed. He married Anna Land (d. 1962) on October 22, 1898. In 1912 Fred and his family lived near Waveland, Indiana. *Rockville Tribune* 1912

Cy Martin, a later Annapolis potter made clay impressions of children's feet. He dried, glazed and put the name of the child, the child's birth date, and fired them for a family relic. *Rockville Tribune* September 12, 1900

Milt Dean was the school Hack Driver at Annapolis. *Rockville Tribune* September 25, 1877

Riley Swaim, of Dutch origin, was a native of Randolph county, North Carolina and moved to Parke county in 1844. He settled in Annapolis where he worked as a wagon maker for two years. In 1846 he did a large business making dump carts for the laborers who were constructing the Wabash and Erie Canal in the county. After the completion of the canal here in 1848, Mr. Swaim bought a farm in Liberty township that year. On March 4, 1858, he married Sarah McMasters, daughter of Andrew McMasters of Liberty township. In 1860 he bought a farm just north of Tangier, Indiana. He built a fine two story house on it. This house and farm were later owned by the Park Brown family., who is well known for breeding and raising Clydesdale draft horses. Riley and his family moved to Labette county, Kansas in the fall of 1880.

Lot 1 Block 1 Pickett's 1st Addition
and Lots 2-8 Planning Mill

A partial list of deeds of Lot 1 of Block 1 of Pickett's First Addition established in 1837 in Annapolis and businesses that were conducted there follow:

1. John Pickett to Alfred Hadley \$150. Lots 1-8 Block 1, Pick. Nth Add. Aug. 15, 1837 DRB 4 p 82
2. Alfred Hadley to Wm. Maris & Washington Hadley Lot 1, 60' off west side, lot 2 blk 2, May 3, 1849 DRB 11 p 308
3. Wm. Maris to Wash. Hadley \$240, Undiv ½

**CANAL SOCIETY OF INDIANA
BOARD OF DIRECTORS MEETING**

November 7, 2009

10 a.m. - 3 p.m.

ABOITE FIRE STATION
11321 Aboite Center Road
Ft. Wayne, Indiana

3 p.m. Hike on Towpath Trail

Columbus Evening Republican
February 3, 1909

GREAT CANAL SYSTEM MAY BE RECOMMENDED
Rivers and Harbors Committee Has Bill in Mind
News Concerning Indiana

Washington, Feb. 3. There are indications that the committee on rivers and harbors will report a bill providing for preliminary survey of a great canal system. In doing this the committee will not commit Congress to the building of the canals; the only object at this time will be to ascertain whether the proposed waterways are feasible and to arrive at the probably cost of constructing them. If the plans that are now fairly well matured are carried out the bill will provide for a survey of an Atlantic coast canal, a canal skirting the Gulf of Mexico, a canal connecting the great lakes with the Ohio river and a canal connecting Lake Erie with Lake Michigan. A survey of the lakes-to-the-gulf waterway through Illinois and by way of the Mississippi is already being made. The lakes-to-the-Ohio canal probably would extend from Toledo to Cincinnati.

Representative Gilhams, of the Ft. Wayne district, is hopeful that the bill will provide for a survey of the proposed canal from Toledo to Chicago by way of Ft. Wayne. If the surveys contemplated are ordered an extra force of engineers for the War Department will have to be provided.

Brian Banta, CSI member, Edinburgh, IN

The Valley Times
1856

CASH FOR LABORERS!

We wish to hire, for which we will pay Cash:

Ten good, steady Men, who can have employment by the year, at good wages, to drive teams;

Ten Colliers;

Two hundred Wood Choppers;

Also - Fifty men to dig Ore and work about the Furnace. (Germans preferred.)

For all of which we will pay good first-rate wages in cash, at the Richland Furnace, situated one mile and a quarter east of Bloomfield, Greene county, Indiana.

Apply to A. DOWNING & CO.,

ANDREW DOWNING, Richland Furnace;

A. L. VOORHEES, Indianapolis;

J. J. PECK,

CHAUNCEY ROSE, Terre Haute

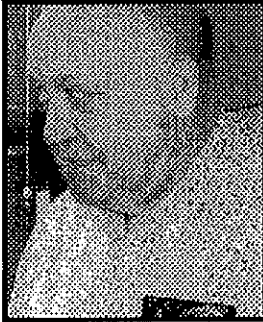
February 24, 1856

Mildred Uland, Greene County Historical Society

IN MEMORIAM

Edgar James Hurley

Ed Hurley, CSI member from Fort Wayne, Indiana, passed away at age 78 on Thursday, August 13, 2009 after having heart bypass surgery. He was born July 11, 1931 to Ross and Lucille Blake Hurley of Fort Wayne. He was an Army veteran of the Korean War. Pauline M. Huett became his wife on December 24, 1954. Ed loved to Square Dance, enjoyed boating activities and lived life to the fullest. Surviving are wife, Pauline; daughter, Kathryn Lahrman; brother, Vern Hurley; three grandchildren; and four great-grandchildren. Visitation was held



from 3-5 p.m. at Covington Memorial Funeral Home in Fort Wayne on Monday August 17. A Celebration of Life Service followed at 5 p.m.

Ed made a model of the Aboite Creek Aqueduct and showed it to the CSI Board of Directors in 2007. It is used in the old Aboite School to demonstrate how the Wabash & Erie crossed Aboite Creek.



CANAWLERS LISTED IN 1860 FEDERAL CENSUS FOR WAYNE TOWNSHIP, ALLEN COUNTY, INDIANA

In last months issue of *The Hoosier Packet* we listed all the canawlers found in the 1850 census in Allen County. Of those listed 101 were from Wayne township in which the city of Fort Wayne is located. As seen here in the 1860 census, Wayne township had 49 of its 259 residents with canal related occupations. Note that some are listed as boatmen while others differentiate whether they are bowsmen, cooks, drivers, or steersmen.

CANAL SUPERINTENDENT
Edgerton, Albert

CANAL SECTION SUPERINTENDENT
Bratten, Jas M

CANAL COLLECTORS
Segur, Wm R

CANAL LABORERS
Clark, Lewis

BOAT BUILDERS
Shilling, Jacob
Wefel, John

CANAL BOAT CAPTAINS
Brase, Fred
Donovan, Timothy
Haggerty, Hugh
Hegan, Ian
Jurgens, Wm
Kramer, Fred
Weisenberger, Jacob
White, Peter

CANAL BOATMEN
Adkins, Amos
Booker, John
Cook, Myron
Drake, William R
Gooden John
Gross, Richard
Hitzman, Fred
Ita, Wm.
Kewey, Dedenck
Koch, Anthony
Lennings, Dedenck
Mertz, Alex
Miller, George
Nelson, Elmer C
Parker, John
Sonnott, Peter
Smith, John
Strubley, Wallace
Thorne, Martin
Whitney, Samuel

BOWSMEN
Rose, Morgan
White, Saml

COOKS
Rose, Christine
Strachman, John

DRIVERS
Emerson, Almond
Hagerty, Nath
Hitzman, Fred
Van Pelt, James
Van Pelt, Zera
Whelps, William

STEERSMEN
Campbell, John
Cronk, Alham
Haskel, Wm
Miller, Gottlobe
Schriber, Gabriel

TOWN LEFT BEHIND WHEN GREAT MIAMI RIVER CUT NEW CHANNEL

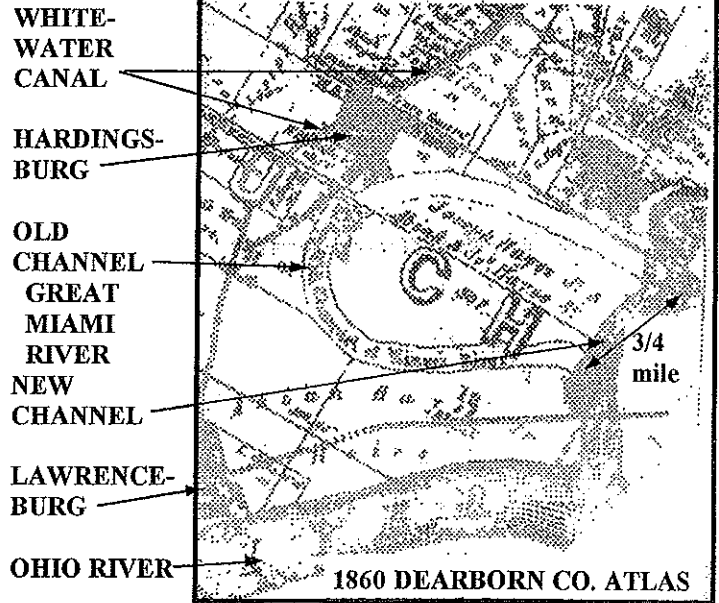
On November 23, 1847 the flooded Great Miami River cut a new channel, shortened its route to the Ohio River and left the town of Hardingsburg, Indiana, without a riverfront. About two weeks prior, Hardingsburg had lost its transportation on the Whitewater Canal that traveled through it. Great storms and floods had washed out the dam at Harrison, Ohio on November 12, 1847 for the second time.

An article from the *Cincinnati Atlas* was carried in the *Republican Farmer* on December 7, 1847 that described this change in the river bed. It said that a freshet had cut out a bend of 4-5 miles in the Great Miami River from a point about 1 3/4 mile to a point about 1 mile above where the river empties into the Ohio River. Water was rushing through the 20-rod wide, three-quarter-mile long, new cut through the neck while the old bend had standing still water. The curve was the only part of the Great Miami that was in Indiana. The river was now totally within Ohio. This was almost true, however, the 1876 Atlas and the 1998 Gazetteer both show the Great Miami slightly within Indiana's eastern state line.

Originally platted as Hardingsburg, Hardingsburg is an unincorporated town in Lawrenceburg Township, Dearborn County, Indiana. This event left it without any kind of water communication. The upscale area of Hardingsburg that had fine homes declined over the years as the old channel became an ox-bow lake. Ox-bow Wetlands of Oxbow Inc. are presently located there as are an auto junk yard and a cement plant.

The Whitewater River, which was the source of water for the Whitewater Canal, flows into the Great Miami River, which in turn flows into the Ohio River. It was so flooded at the time that it destroyed much of the Whitewater Canal. The *Republican Farmer* of January 19, 1847 said that the Godley's Mill lock was washed away, the Harrison basin broken, embankments and towpath from the feeder to the lock carried off, and many culverts, bridges, and other canal fixtures destroyed. An observer from Harrison, Indiana, at the time said that the Whitewater Canal's embankment was entirely under water and the feeder dam was washed out. The water was covered with the bodies of drowned hogs. The Whitewater Canal was not navigable for months.

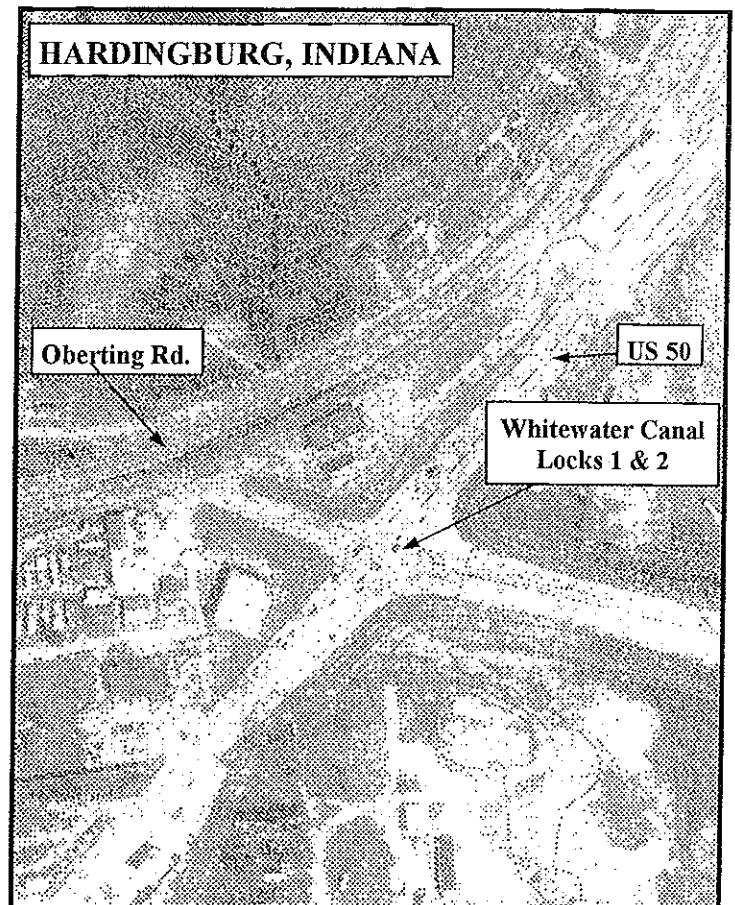
The Whitewater Canal passed into Ohio to circumvent high hills that otherwise would have required many locks or a tunnel to pass through. It returned to Indiana just above Hardingsburg. CSI visited the Ox-bow Wetlands area to see Whitewater Canal remains on its



"Canal Passages" tour on October 20-22, 2006.
 Chuck Whiting, CSI Director, Lawrenceburg/Greendale, IN

WHITEWATER CANAL LOCKS 1 & 2 LOCATION PINPOINTED

By Chuck Whiting



Art Wenzel, Assistant Dearborn County Surveyor, has convinced me that locks 1&2 were in the

area of the road intersection on the northern side of Hardingsburg due to the change in elevation in that area. Detailed topographical maps are attached. Each yellow line is a 2 foot change in elevation and each red line is a 10 foot change in elevation. North is at the top of the maps.

Art read a 16 foot drop from Oberting road to US-50. From the detailed maps the area in Hardingsburg and south through Lawrenceburg is relatively level. Determining the location from the section numbers gives the following results:

The locations of the culverts in sections 6 and 7 contracted by David Guard can be located on the maps. They are 1500' apart. If the dividing line between the two sections is near the northern culvert, section 4 containing the locks covers the road intersection. I assume section 1 starts at the small turning basin in Lawrenceburg as the four block basin wasn't in the original lists of contracts. Measuring from the small basin instead of the river results in section 4 with the 7' and 8' locks covering the area of the road intersection.

CAPTAIN FULLER PORTRAYED BY STONEROCK

By Gail Ginther

Kevin Stonerock has developed a new character for his repertoire of historical interpretations that of Thomas Jefferson Fuller, a true-to life canal boat captain. During Labor Day weekend 2009, in conjunction with the Metamora Old Time Music Festival, he presented his program at 1:30 and 3 p.m. on Saturday and Sunday at the Whitewater Canal State Historic Site thanks to support from the Duke Energy Foundation and the Whitewater REMC Community Trust.

Captain Fuller has been a boating man about as long as he can remember. He got his start working on a flatboat crew, but when "canal fever" hit Indiana in the 1830s, he and his brother "lit out" for Fort Wayne and made their mark on the Wabash and Erie Canal. Now the year is 1850 and Captain Fuller has his own boat, the "Missouri Jane" and is hauling goods and passengers on the unpredictable Whitewater Canal. He has been around these canals since the beginning, and if you catch him at the right time, he is always happy to tell newcomers of his experiences and what to expect if they choose to journey or ship goods with him. He'll tell all about his boat, his crew, your accommodations, his prize mules "Rock" and "Red", and a host of other things. You might even learn a thing or two about the canal itself!

For more information about Kevin, his work, and his his-

toric interpretive work visit his website:
<http://www.kevinstonerock.com/>

WHITEWATER CANAL NEWS FROM THE PAST

CSI director Chuck Whiting of Lawrenceburg found the following article about the Whitewater Canal in the *Lawrenceburg Political Beacon* of June 15, 1839. He notes that the first packet boats left Lawrenceburg for Brookville on June 6, 1839 about a week earlier.

BUSINESS IMPROVING.

That the business of this place is very much improving of late, is evident from the fact that it is becoming quite a common occurrence for steam-boats to discharge entire cargoes at our wharf. Indeed, it was but a day or two since, that *five steam-boats* were lying our landing at one time, and all discharging cargoes, some of which went no higher up. We were told that the freight bill of one concern alone, amounted to over \$2,000 within the past week.

Our streets are crowded with drays, and they all appear to be doing well. — Our town is full of mechanics and day-laborers, and they all find enough employment and liberal wages. Dwelling and business houses are springing up all around us, and yet they cannot keep pace with the demand for them. Rents are very high, and still men, who are settling among us, are glad to secure comfortable tenements at any price.

If such is the business character of our town *now*, what will it be when the White-Water Canal shall be in full operation to Connorsville, or Cambridge City? When the whole White-Water valley shall be pouring into her lap the rich products of her soil, and the citizens of that delightful region receiving in return through the same channel, their merchandise, their salt, their iron, their hard-ware, their groceries, &c. &c. When the immense water power which the Canal will afford, not only here, but at various points along the line, shall be applied to the propelling of mills and machinery? When all this shall be brought about, (and that it will be to very great extent in less than twelve months, we have every reason to believe,) it will, in a very short time, give an impetus to business here, which we would not

have acquired in twenty years, jogging on in the old fashioned way, without any of these facilities.

We remember well, (and it requires no great stretch of memory either) when it was a rare thing for a steam-boat to stop at our landing (as for wharf we had none) and discharge a bale of goods —when there was not business enough in all our town to keep a single dray employed —when our mechanics could be seen loitering about the groceries and street corners, drinking brandy cock-tails and talking politics —when our streets were almost impassable on account of the mud — when there was but little of public spirit or enterprise in the character of our citizens —when no improvements were going forward, and every thing around bore the aspect of inactivity and lassitude. But the scenes have been shifted, and are still shifting. Our wharf has been extended some 4 or 500 feet on the river, and is still being further extended. Our streets have been graded, paved and graveled, and are still being further improved. In short, a new character and spirit seem to have been infused into our citizens, and they are now manifesting a determination to *go ahead*. And, with the blessing of Providence, there is nothing to keep them back.

OVERBECK HOUSE

An article by Paul Baudendistel appeared in "Along The Byway," the newsletter for the Whitewater Canal Scenic Byway Organization. It told about the night he spent during the 2006 Whitewater Canal Walk in the home of CSI director Jerry Mattheis and his wife Phyllis. It was once the home of the Overbeck sisters and their studio. The Overbeck sisters were well known for their pottery and sketches. Baudendistel claims to have seen a ghost of a woman sitting in a chair that faded when he arose to use the restroom. He thought he could identify her from a picture of the six sisters, but unfortunately could not.

The Overbeck House is on the National Register of Historic Places and has been restored by Jerry and Phyllis. It is located at 520 E. Church Street in Cambridge City and is toured by appointment only. Learn more about it on the Overbeck website.

PRESIDENTIAL PATHWAYS ESTABLISHED IN OHIO

Connecting to the Whitewater Canal Scenic Byway in Indiana, the Presidential Pathways Scenic Byway in Ohio recognizes two United States presidents, William Henry Harrison and Benjamin Harrison, who lived in Southwest Ohio. Fifty-two miles of roadways in Hamilton and Butler counties were designated as this byway by the Ohio Department of Transportation. They tell the

story of development in the westward movement into the Northwest Territory, the Civil War, and the Underground Railroad with sites such as canals, tunnels and covered bridges built along the route that were the engineering marvels of the day. Other museums and state parks are also along the route.

The Presidential Pathways group helped to organize the portion of the Whitewater Walk through their counties this year. The Indiana counties covered on the walk were Dearborn, Franklin, Fayette, Union and Wayne. It was the 4th annual walk for the Whitewater Canal Scenic Byway and was held September 20 through September 27, 2009.

CENTRAL CANAL COMPROMISE

In August 2009 when residents living along the Central Canal in Indianapolis learned that Veolia Water Indianapolis was to begin installing a layer of material with rocks on top of it to stop erosion along the 7-mile-long canal an uproar arose. Residents claimed the timing was bad for the installation in that it would destroyed the nests of six species of turtles that laid their eggs during the summer above the water line along its muddy banks. It is estimated that 5,000 turtles live in the canal.

After meeting with over 50 residents the officials from the water utility announced on Tuesday September 8 that they will delay the construction project to the spring of 2010 thus allowing the eggs to hatch and giving the fledgling turtles a chance to survive. They will do their best to protect the turtles during construction, will replenish native plants, get rid of invasive plants, and will replace trees with others farther from the water's edge.

The Central Canal supplies about 60 per cent of the city's drinking water, carrying it from the White River at Broad Ripple to the filtration plant. Currently about 14 million gallons of water is lost each day through obstructions and leaks as the water flows down the canal to the plant.

I & M CANAL WALK/RIDE HELD

The Illinois and Michigan Canal Corridor Association held its third annual I&M Canal Walk or Ride Celebration on Saturday, September 12 at Canalport Park in Morris, Illinois. Hikers/bikers had from 8-11 a.m. to follow along the beautiful and historic canal. Walkers covered from one to five miles while bikers went ten to twenty-five miles. They returned to Canalport Park for a party, which included music, snacks and awards and concluded at noon. All pre-registered participants re-

ceived an event T-shirt and goodie bag.

SMALL NUGGETS BECOME GOLD MINE

(continued from page 2)

Most of the "Big Give" funds are being used to complete the Wabash & Erie Towpath Trail, which will provide a connection between the ANT and the downtown city trails. This eventually will link with New Haven's Trails and pass through Fort Wayne to the Whitley County line.

After hearing Fort Wayne representatives' presentation, the National City League judges once again awarded the designation of "All American City" to Fort Wayne. It is one of five cities to have received this honor 3 times. CSI is proud to have played a nugget role in building this gold mine.

A major portion of Towpath Trail was just completed as described in the last (Oct 2009) issue of the Hoosier Packet. The connective final link should be completed next year.

THRALL FEATURED

Michael Thrall, CSI member from Indianapolis and a legislative assistant with the Democratic Caucus Staff at the Indiana House of Representatives, was featured in an article about the Indiana Historical Society in its "INPerspective" magazine for September/October 2009. He was interviewed and asked why he joined the Indiana Historical Society, what he liked about being a member, what was his favorite events, what was the last book he read, and what were his hobbies?

Mike said he had just finished reading *Gene Stratton Porter; Novelist and Naturalist* by Judith Reick Long. He became interested in learning more about Porter after visiting her father's church and cemetery on the Canal Society of Indiana's 2009 spring tour at Wabash, Indiana. Besides the Indiana Historical Society and CSI events, he enjoys NASCAR stock car racing and the history of the Indy 500. He has attended 36 straight Indy 500's since 1974 and a total of 39 in all. He also is interested in the life of Alvin P. Hovey and the role he played in Indiana's history.

W & E CANAL BOATS CARRIED MAIL

By Tom Castaldi

Recently I received a query about mail being carried by canal boat. This led me to check back through my resources where I uncovered the following information:

The Wabash & Erie did in fact become an official mail carrier. I have a letter that was sent on a canal boat from Urbana, Ohio, to Lagro, Indiana, dated July 2, 1851.

In J. David Baker's, *Postal History of Indiana*, "The 1836 Postal Act, effective July 2, provided in Section 42 for the Postmaster General to contract the carrying of mail on canals. Just two years later, an other Postal Act declared the railroads to be post routes, thus allowing the mails to be carried on the railroads." "No postal markings or letters known to have been carried on Indiana canals have been recorded by the author. The Postmaster General Reports do not show any steamboat or railroad post routes in Indiana prior to 1845, or any canal post routes at any time."

The above may not be an accurate statement. Look carefully at the following from a Miami County Sentinel dated May 23, 1850, that Carolyn Schmidt sent me years ago:

"Daily Mail for the Wabash. The following note from the Hon. G.N. Fitch, conveys the gratifying intelligence that the Post Master General has at length consented to establish a daily mail on the Wabash. This is an important matter to all our business men, and will tend to obviate many difficulties under which they have theretofore labored."

"Washington, May 9, 1850. Much solicitude has been expressed on the Wabash and Erie canal for a daily mail. The Representatives from Indiana and Ohio interested in the matter, have made frequent application for it. The Post Master General was unwilling to grant it. Recently, however, he has yielded to repeated personal solicitation, and a strongly worded written application from those Representatives, and promised the asked for facility. He will probably direct its commencement in a few days."

"The Postmaster General has accepted Samuel Doyle's bid for carrying the daily mail between Toledo and Lafayette. It will be a daily mail during navigation and tri-weekly the balance of the year. \$5,000 per annum is the price paid for its transportation."

This last announcement is supported by W.R. Fudge, *Early Postal Service in Fort Wayne* (Old Fort News, June 1946). "The first daily mail service came to Fort Wayne by way of the canal. Messrs. Doyle, Dickey and Doyle were given the contract to carry mail daily from Toledo to Lafayette on their packets during the season of navigation and on horseback during the winter months."

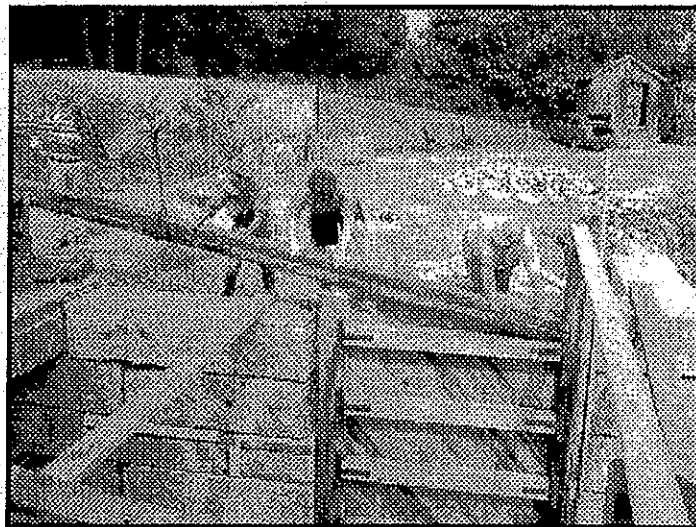
NEWS FROM DELPHI

McCAIN SPOKE AT HISTORY CONFERENCE

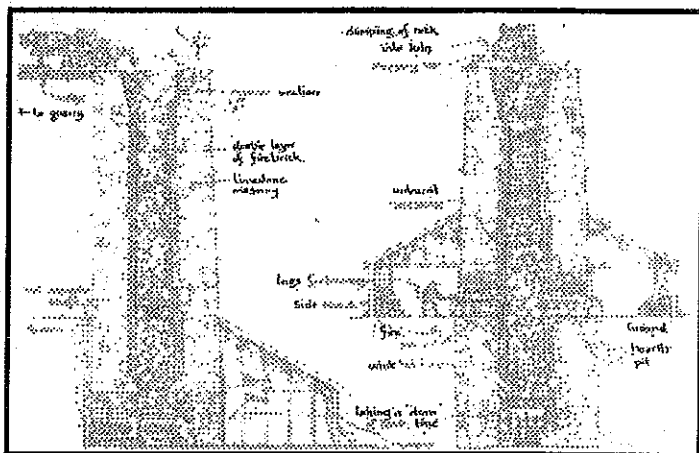
Article and photos by Dan McCain

Dan McCain attended the Americana Association of State and Local History (AASLH) on Thursday through Saturday, Aug. 27-29 in downtown Indianapolis. This annual event is their national meeting of (primarily) museum directors and staff. Three years ago Dan went to this conference when it was in Phoenix, AZ. That year, 2006, the Canal Assoc. received the coveted Albert Corey Award given to the Wabash & Erie Canal Association for *"the best new volunteer driven museum in the United States."* This was quite an honor for all the crafty volunteers that made this Canal Interpretive Center possible. The framed award is now on display in the Canal Center to remember the citation.

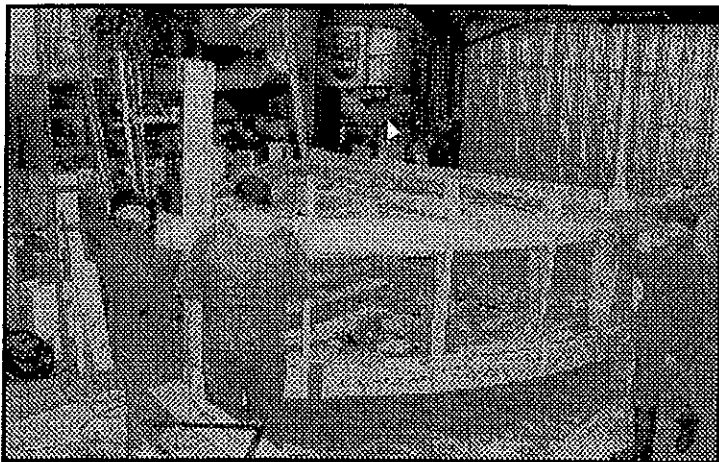
This year on August 27 he had an opportunity to speak and present what members of the Carroll County Wabash & Erie Canal, Inc. have been doing since the creation of the indoor museum. Since that Corey Award the volunteers have completed so many important outdoor interpretive exhibits that it is hard to count all of them: building full size playground canal boat not once but twice due to arsonist, restoration of 70-ft. span Stearns Truss bridge for use on trail, erection of Mule Barn, building the 1850s Chicken Coop and Outhouse, constructing the Guard Lock replica, etc.



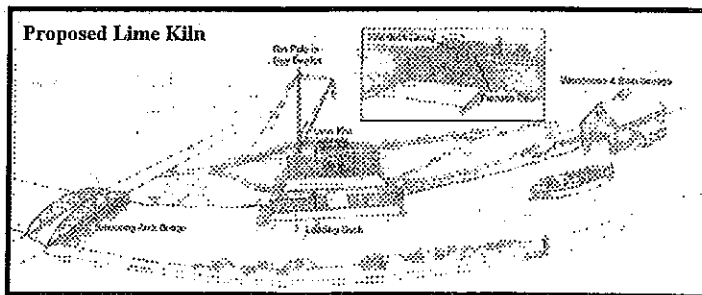
outdoor exhibits. Just now the guys are getting geared up to begin the next spectacular exhibit--the outdoor LIME KILN interpretive exhibit.

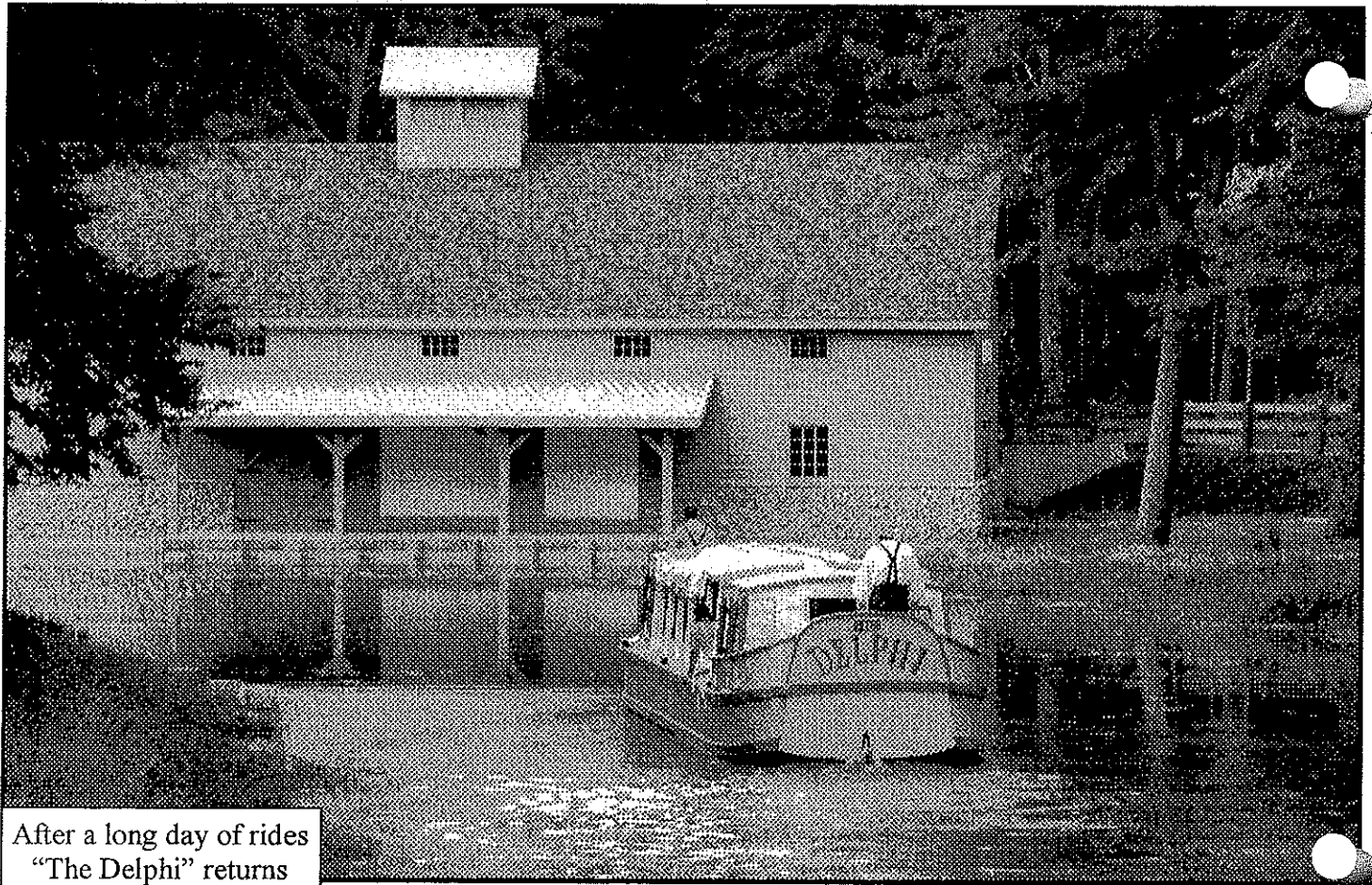


We are preparing to rebuild the "McCain" kiln that was located north of the Odd Fellows Cemetery in Delphi. It seems that after Daniel McCain died (my great, great grandfather's brother) his widow and boys "traded" their land (and beautiful house) with Wm. H. Bradshaw, who owned the land up north of the cemetery. There was abundance of bedrock and so they set up these kilns sometime in the 1860s or 70s. The design was patented and was much more efficient than the ones Hubbard and Harley had at the Canal Park Annex. These kilns could be fired 24/7/365 instead of being fired and then totally evacuated before refilling.



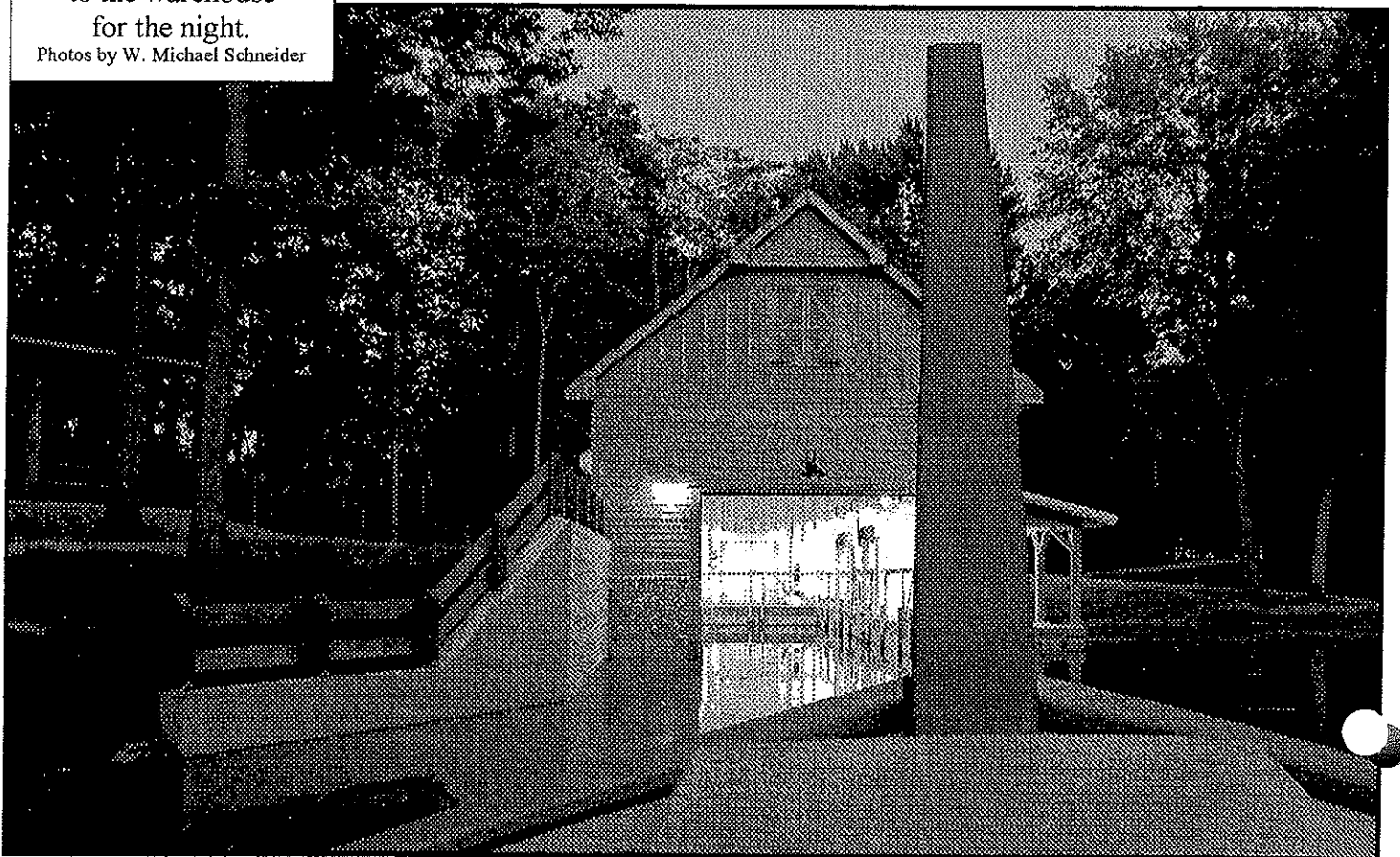
These 5-10 regular volunteers meet every M-W-F morning throughout the year -- some even drive considerable distance to get here to work. They are a blessing to our community. Dan tried to capture the dedication they exhibit in his Power Point presentation showing the volunteers (many who were involved in the museum construction projects) as they work now on the





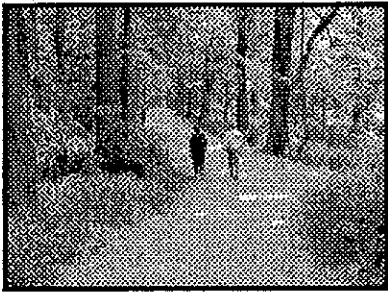
After a long day of rides
"The Delphi" returns
to the warehouse
for the night.

Photos by W. Michael Schneider



**SEPTEMBER
TOWPATH HIKE**

On September 12, 2009 at 3 p.m. hikers gathered at the Canal Interpretive Center in Delphi to prepare for a 90-minute, 2-mile-long hike led by Lois Johnston, a registered Nurse. The healthful activity transcended the towpath trail along the old Wabash and Erie Canal from the Center to where the canal crossed Deer Creek. On the way hikers saw the fall tree canopy over the towpath, views of the watered canal, the Blue Stearns Truss bridge and Sunset Point where Deer Creek meets the Wabash River. Interpretive signs along the trail highlighted the canal era paper mills, Lock #33 and the Irish Construction Camp.



from the stern it became clear that we needed a bow person to perform the turn while the steersman concentrated on keeping the rudder protected and the bow from getting too close to the shore. We continued to learn how to operate her while shearing more pins and scraping the rub rail on the side of the boat. Once our boat crew passed our piloting test they helped train other boat crews in operating the boat.

About the time we prepared to introduce the boat to the public and offer our first public rides the motors began overheating. Fuses blew and the free rides we were offering on June 20 resulted in vouchers for free rides at a later date. We even had to install our spare motor as first one then the other burned out.

By June 25 Bill Hubert with Scarano conferred with David Popejoy, our resident boat electrician, to decipher the problem. We received one new motor but still had issues with the power supply. Finally the problem was diagnosed. No charge was getting to the batteries and had not been since we received the boat June 2. Bill climbed on a plane from Albany, NY on June 26, flew into Chicago and rented a car for the trip to Delphi. He and Dan McCain worked into the night before getting the charging system to run. The next morning they had to tweak it again to get it to operate but we were finally able to offer rides without "The Delphi" overheating.

**REVIEW OF THE CANAL'S UPS AND DOWNS
THIS PAST SEASON**

By Captain Steve Gray



Our first season with the colorful canal boat "The Delphi" has been one of ups and downs beginning with the elation of her arrival all secured within her plastic cocoon. Unfortunately she arrived

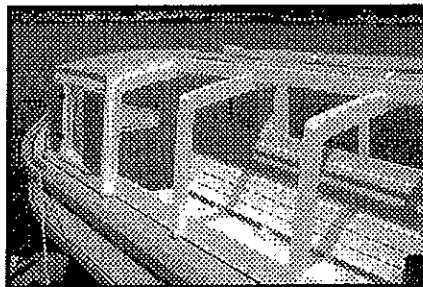
during a storm and had to be unloaded in the rain. Mud was tracked onto her from the loose soil around the freshly seeded boathouse as we secured her and prepared to test her. After filling her 7 ballast tanks we tested her under the supervision of Bill Hubert from Scarano, the Albany, New York company that built her.

During testing we sheared both pins on the two motors making it necessary to pole "The Delphi" back to the dock. A spare shear pin was found and the Delphi limped back to the boathouse without the aid of the bow thruster. More shear pins were ordered to be delivered the next day.

"The Delphi," which can carry up to 40 passengers, became a training vessel over the next few weeks with different captains at the helm. After a few mishaps trying to turn her



The motors have been re-built and breakers and a vent screen have been replaced since this time. I offer our profound thanks to Bill Hubert for all his efforts to get us up and running.

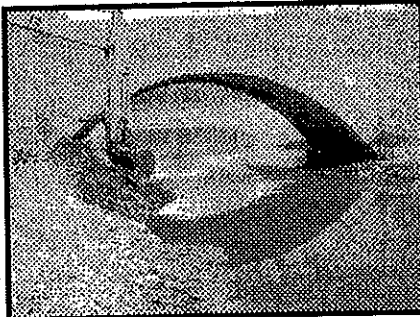


The next test of "The Delphi" and our crew was Canal Days, July 4 and 5. Because of the overheating issue we decided to offer rides on the hour to enable the motors time to cool off and the batteries time to recharge. July 4 we gave 6 full boat rides and July 5, five rides. In all we had about 375 passengers, many on the 4th who waited in the rain for a ride. "The Delphi's" charging system easily recharged after each day's operation erasing our fears that we couldn't handle multiple back to back rides. From this point on most of our problems were behind us.

"The Delphi" wasn't our next issue; it was an injury to our crew. On July 18 while inspecting the bow thruster (motor in the front of the boat) Ron Cripe and Don Smith had the hatch fall on their heads while down in the motor compartment. Don had a cut in his scalp

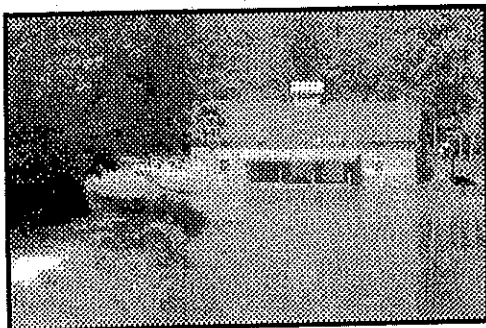
that required 8 stitches. Ron was knocked into the hold aggravating an old injury and resulting in some numbness and tingling. Although "The Delphi's" bow thruster only needed minimal work to return to operation, this accident reminded us all that we need to remain safe in whatever we do while operating the boat.

We operated from mid July to September with only one new challenge, water. We anticipated having to deal with too much water making it difficult to travel under the Washington Street Bridge but didn't realize we would hit bottom traveling under this same bridge because the water was too low.



The normal diversion of groundwater from the Delphi Quarry easily fills the canal but dry weather this summer cut the inflow. August 22 & 23 we scraped bottom and had to confine our trip from the dock to the guard lock at the south end and back to the stone arch bridge. We made it back to the boathouse but canceled our trips on Sunday. Since that time we have fared much better with near normal discharge through the help of the quarry's water management. After one more weekday charter and one weekend we completed our season. We stopped early to drain the canal and allow installation of the new dock for use next year.

We have faced some of the same challenges our canawler forefathers faced and some they didn't. The delight of our passengers has made this all worthwhile. We have had no complaints even when we shortened our ride due to low water conditions. Instead we have heard how much they enjoyed the ride and how many others they were going to tell about the Wabash & Erie Canal in Delphi, IN. I would estimate we have had over 2,000 people ride "The Delphi." Many have come from out of state. The log in the Interpretive Center indicates traffic through the museum is up 2 to 3 times over last year and the more than \$6,000 raised through "The Delphi's" operation will fund our "floating museum" program as well as other canal activities in the future. We can expect to see



more exposure of our canal in 2010. The Delphi is kept inside the warehouse when not in use and in the winter will be raised above the ice.

More News From The Past

Dawson's Ft. Wayne Daily Times March 10, 1859

Mr. Williams, Chief Engineer of the Wabash and Erie Canal, has telegraphed to Lafayette, that the business men along the canal from Toledo to Terre Haute, have furnished means to open the work for the business of the season. We shall just keep that item in our book of remembrance, and see in time, what it now means. The bottom of the canal ain't quite so loose as it was a week ago.

Canal navigation, indeed Lake navigation, is open earlier this year than has been known before.

The water in the Wabash & Erie Canal at this point, has been let out, in order that repairs may be made before "the bottom falls out." This great work will most assuredly again become what it has been — the artery of Indiana — but not till the "blood suckers" are taken off, and we think the recent stroke of policy on the part of some who trembled for bread and butter has given an intelligent idea to the people of just what is the ailment. Since the Legislature refused aid, Mr. Dowling, resident Trustee, calls on the citizens along the canal to aid in keeping up the work. Citizens! look well before you leap. Another year and all will be well. Take off the leeches, and the blood will be abundant.

Dawson's Ft. Wayne Daily Times March 11, 1859

CANAL CIRCULAR

Trustees office W & E Can.
Terre Haute, March 7, 1859

Dear Sir: The Legislature having adjourned without passing a law authorizing the Trustees to lease the canal, as requested by the citizens of the State and the Trustees, I deem it my duty to inform yourself and others that we cannot maintain navigation on the same by any means at our disposal. While we, as Trustees, cannot abandon the work or lease it to private individuals, without the authority asked of and denied by the Legislature, we are nevertheless most anxious to have the canal preserved for the use of the people, believing that the bondholders, who have already sacrificed so much to meet the demands of the State, will cheerfully consent that the work shall be preserved by those who have a direct interest in its maintenance. If there are those sufficiently interested to secure an object so desirable, it will afford the Trustees sincere pleasure to unite in any legal measure which shall be deemed best to accomplish that result.

It is important that if any measures should be adopted by the citizens along the line to maintain the work, it should be done at once. The Trustees will be gratified to confer with yourself and other citizens at any time after the 20th of March. By that time, you will have ample opportunity to learn the wishes of those interested.

Very truly, THOS. DOWLING, Resident Trustee

The business men of Fort Wayne have agreed to raise \$5,000 subject to draft by the Superintendent and the same to be placed to their credit, on tolls. The County of Allen raises \$1,000. — That is a kind of an ease-a-way from the assumption of the bondholders, &c. Strange times these, and strange things transpiring.