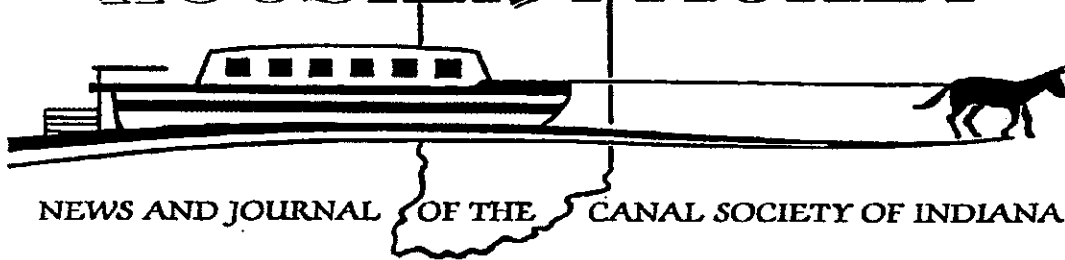


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WABASH HAS IT ALL



Tracy Stewart (right), Executive Director of Wabash County Historical Museum, welcomed members to the "History Hunters" brown bag luncheon on January 22, 2009. Mike Beauchamp, CSI member from Wabash, presented an outstanding program as Terrell M. Jacobs, "The Lion King" and owner of Modoc, America's most famous elephant.

Photos by Bob Schmidt



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WABASH WELCOMES CSI

By Carolyn I. Schmidt

Canal Society of Indiana (CSI) tour planners can't "Wait Til We Get To Wabash" on April 17-19 for our spring tour. The Wabash County Historical Museum is gearing up for our visit and can't wait for us to see not only their permanent exhibits of the Wabash & Erie Canal and Frances Slocum, but also the outstanding display of the "Portraits of Lincoln" from the Lang Collection that will run from February 12 through July 4, 2009, according to museum director, Tracy Stewart, who spoke with Bob and Carolyn Schmidt at the "History Hunters" brown bag luncheon.

EDITOR: CAROLYN SCHMIDT

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Approximately 50 people attended the History Hunters brown bag lunch presentation at the Wabash County Historical Museum by Mike Beauchamp. Photo by Bob Schmidt

History Hunters is a series of lectures held every other month at noon in the museum. Attendees are encouraged to bring a brown bag lunch. The next program of the series will be held March 26 and will be about Abraham Lincoln. The January meeting featured CSI member, Mike Beauchamp, as Terrell M. Jacobs "The Lion King." Mike, who in real life is with the Beauchamp and McSpadden Insurance Agency in Wabash and is owner of Modoc's a coffee shop and grocery that has elephants parading on both sides of the street corner outside its front door, has collected memorabilia about Jacobs over the years and enjoys sharing Jacobs' life story with others.

which shoots blanks, selling tickets to the circus. He wanted everyone to come and see his cat act. He said that he had moved to Wabash at age three and lived on Race Street. As a young boy of three or four he was good at training the animals to sit, roll over, etc. He would gather all the neighborhood cats and dogs and put on shows for his friends. After the program, an attendee verified this saying that the neighbors would often have to go to Jacobs' house to get back their animals.

Jacobs' mother died when he was 10 and sometime thereafter the family moved to Peru, Indiana where many circuses had their winter grounds. He became a volunteer menagerie boy and mucked out the cages. They would not hire him because he was so young, so at the age of 15 he set off for California. There he was hired as menagerie boy by the Al G. Barnes Circus and eventually got a break as a lion tamer. MGM pictures saw him in the cage with the lions and put him into their movies. He even set a world record and is in the Guinness Book for being by himself in a cage with 52 lions and tigers. He married Dolly Fuller, an aerialist and equestrian. They became free lance performers working with many of the famous circuses of the time. The hard circus life led to a divorce. He died from a heart attack while still in his 50s. He was known also as "The Man With a Thousand Scars," had over 514 stitches and had lost his left eye. His lioness, Sheba, who once saved his life, is pictured on his tombstone in Falls Cemetery in Wabash.

"The Lion King" entered the room in lion taming attire complete with tall boots, cap, whip and a gun, lines for five days in 1942 after Jacobs' elephant, Modoc, made national head- (continued on page 20)

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Canals Designated as UNESCO World Heritage Sites

by Richard F. Brown, Jr., AICP

The United Nations Educational, Scientific & Cultural Organization (UNESCO) was established in 1945 (www.portal.unesco.org). Beginning in 1972, UNESCO started designating World Heritage Sites to preserve those significant places which represent the natural and cultural heritage of the world (www.whc.unesco.org). The following is the mission of the World Heritage Sites program:

- "Encourage countries to sign the World Heritage Convention and to ensure the protection of their natural and cultural heritage;"
- "Encourage States Parties to the Convention to nominate sites within their national territory for inclusion on the World Heritage List;"
- "Encourage States Parties to establish management plans and set up reporting systems on the state of conservation of their World Heritage sites;"
- "Help States Parties safeguard World Heritage properties by providing technical assistance and professional training;"
- "Provide emergency assistance for World Heritage sites in immediate danger;"
- "Support States Parties' public awareness-building activities for World Heritage conservation;"
- "Encourage participation of the local population in the preservation of their cultural and natural heritage;" and
- "Encourage international cooperation in the conservation of our world's cultural and natural heritage."

www.whc.unesco.org/en/about

To date, 851 places have been designated as World Heritage Sites and another 1,464 are on a tentative list (www.whc.unesco.org). Surprisingly, a review of the list shows only three canals have had this important distinction bestowed upon them, with three others on a tentative list for inclusion. These canals are:

CANAL	COUNTRY	YEAR
DESIGNATED CANALS		
Canal du Midi	France	1996
Canal du Centre	Belgium	1998
Rideau Canal	Canada	2007
TENTATIVE		
Augustow Canal	Belarus and Poland	Tentative
Lingqu Canal	China	Tentative
The Grand Canal	China	Tentative

SOURCES: www.whc.unesco.org/en/list and www.whc.unesco.org/en/tentativelist

It was quite a surprise to not see a single historic canal from United States or the United Kingdom included in either list. Certainly, one would think at a very minimum, a few of the better-known canals such as the Chesapeake & Ohio; Erie; Ohio & Erie; or perhaps the Soo Locks would be deserving of this special recognition. Many canals throughout the United Kingdom are certainly worthy too. Perhaps canal societies and preservationists from both nations need to contact the appropriate

agencies that are responsible for filing nominations from their country and make the case for adding historic canals from the United States and United Kingdom onto the World Heritage Site list. Many canals should automatically qualify under the first, second, fourth, and fifth criteria bullet points.

According to the UNESCO website, "sites must be of outstanding universal value and meet at least one out of ten selection criteria" (www.whc.unesco.org). UNESCO's ten selection criteria for designation are:

-
- "To represent a masterpiece of human creative genius;"
 - "To exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;"
 - "To bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared;"
 - "To be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;"
 - "To be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;"
 - "To be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance. (The Committee considers that this criterion should preferably be used in conjunction with other criteria);"
 - "To contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance;"
 - "To be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features;"
 - "To be outstanding examples representing significant on-going ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals;"
 - "To contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation."

(www.whc.unesco.org/en/criteria)

SOURCES:

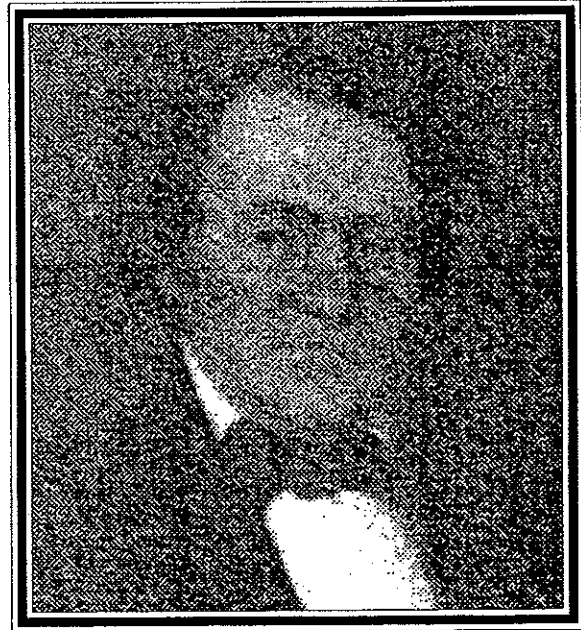
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CANAWLERS AT REST

ROBERT LOGAN

b. January 29, 1808
d. December 26, 1872

By Carolyn I. Schmidt



Robert Logan was born in Scotland in 1808. He became a bound boy in the marble quarries there and learned how to dress stone. Bound boys were often orphans, but sometimes poor parents would sell their boys to a master, who, under the terms of the indenture, or legal agreement, was supposed to train him in a craft or trade while supplying him with room and board for about 7 years or until the boy became of age (ages 14-21). Some masters were very cruel and others were kind and fair.

He married Elizabeth White in England where she had been born to a wealthy family. Her family objected to the marriage because Robert was so poor.

In the early 1820s Robert and Elizabeth Logan came to the United States and settled in Pike County. Upon his arrival he had only \$1 in his pocket. With the first money he earned, he bought Elizabeth a silk dress.

The Logans built their first home, a small log cabin with a stick chimney, on a knoll located just east of the village of Highbanks and about three hundred yards south of the White River.

Highbanks had been founded in 1813 when Woolsey and William Pride moved to an area that had very high and steep river banks on the East Fork of the White River. Its plat was recorded on November 19, 1819, after Judge Elijah Hammond, Joseph Chew and their families arrived. The town became a trading center with William Mitchell, the shoe maker; Mrs. James McCain, the custom weaver; Archibald Campbell, the blacksmith; Harvey Green, the carpenter; Nathaniel Payne, the mason; Richard Chew, the store operator; Isaac Anderson, the miller of both saw and grist; Thomas Hutchins, the teamster; Marcelles Chew, the log

raft builder; William DeMotte, the doctor; and Robert Logan, the meat packer who also ran the general store. There was a ferry across the river operated by Joseph C. Williams. Many Pike and Daviess County residents traded at Highbanks. Steamboats even stopped at the small village. It was re-platted in 1837.

At Highbanks, the Logan's reared their children. The names of seven Logan children were found via the Federal Census as follows:

	1840	1850	1860	1870
Robert	30-40	42	52	62
Elizabeth	20-30	37	47	57
Sarah		15		
Amanda		10		
Albert		8	18	
Robert Jr.		6	16	26
Andrew		4		
Alice M.		1	11	18 (21)
Joseph W.			6	16
Ellen (Robert Jr.s wife)				20

Robert conducted a thriving business at Highbanks. He purchased livestock from his neighbors' farms. He butchered and cured the meat in his large slaughterhouse and stored it in his large warehouse until he had enough to take it by flatboat to New Orleans. His packing plant was located about two hundred yards south of the river bank and a short distance northeast of his home. The salt used in curing the meat drained into the ground making it infertile for years following the plant's closure.

The flatboats that Robert used were constructed about a mile up the White River from Highbanks at a place called Rock Eddy. This spot was chosen because it was very deep, even when the water was at the lowest stage in the summer, and because large trees grew

out over the river from the banks that could have a pulley and rope attached to them to turn the boats right-side up. The boats were built at low water during the summer months. Trees were cut, logs sawed to needed lengths, and gunnels hewn from them. The gunnels were put into the water and boards were nailed to them creating the flooring. Once the rest of the boat was completed the flat boat was righted, water bailed out and it was left to dry before it was ready for use.

Robert made many trips to New Orleans on these boats that were easily and economically constructed. They were often sold for their timber in New Orleans. Sometimes he returned home by steamboat or train to Evansville where he purchased a horse and then rode the additional 50 miles home on horseback with the saddlebags filled with silver.

After arriving home from a prosperous trip, he told Elizabeth and their hired girl that they could have all the money in the saddle bags if they would bring them inside for him. He was very amused when they could not lift or carry the heavy-laden, silver-filled bags.

Another time when Robert arrived at Evansville on a return trip, he made a bid on some real estate at an auction. Robert's appearance led the auctioneer to say that the sale was for cash only, thinking that Robert would drop out of the bidding. Imagine his surprise when Robert won the bid and paid cash for the property.

Although financially rewarding, flatboating was a hazardous business. Matthew Foster lived about three miles from Highbanks and was hired by Robert as an oar-man on a flatboat. On his first journey to New Orleans the boat was loaded with salt, pork and corn. On the return trip back to Pike County, it carried sugar and molasses. Later, when flatboats sold at good prices for the timber in them, Matthew had to return home on foot. More about Foster can be found in the Canawlers At Rest: Goodlet Morgan article in the February 2009 issue of *The Hoosier Packet*.

Robert and Matthew Foster built many flatboats to carry the venison-hams, pork, corn and wheat to ports all along the Mississippi River. During their many trips they saw the need for barrels in the South in which to ship molasses and sugar. Since wood for barrels was plentiful and cheap in Indiana, they hired men to cut staves and hoop poles, shipped them by flatboat southward, and sold them to the southerners, who then constructed the barrels.

Robert Logan also sold everything from the bare necessities to luxuries at the large general store he built and ran on East Main Street in Highbanks. He acquired

the merchandise in Evansville and transported it to his store by an ox drawn wagon. At that time settlers usually bartered for goods rather than dealing with money. They came by wagon from miles around and by ferry boat from Daviess County to exchange their produce for Robert's merchandise.

In Robert Logan's store ledger at Highbanks he recorded the following transactions:

January 22, 1850	Madison Traylor	
	1 set knitting needles	.05¢
January 23, 1850	Thomas Hutchins	
	2 plugs tobacco	.10¢ @
	20 yards factory	.10¢ at .10¢ yd.
	Box Wright's pills	.25¢
	Money purse	.10¢
January 26, 1850	Woolsey Pride, Sr.	
	Set of knives & forks	\$1.60
February 4, 1850	Woolsey Pride, Sr.	
	4 yards blue jean at \$.60 per yard	
	6 pounds coffee at \$.16 2/3 per lb.	
April 22, 1850	(death of neighbor)	
	4 yards shrouding	
	1 spool cotton	
	2 3/4 yards luster	
	1 2/3 yards coffin lining	
	1 yard velvet	
	1 paper of tacks	
	Five dozen brass tacks	
May 6, 1850	Samuel White	
	6 pounds sugar at \$.08 1/3 pound	
	Bottle castor oil	\$.15
	Bottle medicine	\$.25
August 27, 1850	Thomas Whaley	
	Fourth grade reader for son William	\$.35
	Second grade reader	\$.15
October 29, 1850	Micajah DeBruler	
	Spelling book	\$.10
	Bushel salt	\$.65
December 18, 1850	Robert M. Craig	
	3 pounds coffee	\$.16 2/3 per pound
	Candy	\$.05
	Other entries showed the following prices:	
	Eggs	\$.06 and \$.07 a dozen
	Butter	\$.09 and \$.10 a pound
	Whiskey	\$.35 a gallon
	Molasses	\$.50 a gallon

Women's shoes \$1.25 a pair
Childrens' shoes \$.75 a pair

Robert Logan's grandson related the following incidents, which give us insight into Robert's personality:

When Robert heard a noise in the smoke house, he went out to investigate and saw a man run out carrying a ham. He called out, "Hey, shouldn't you weigh that ham?" The thief dropped the ham and began to run. Robert chased him and, upon catching and recognizing him, insisted that he take the meat home to his needy family.

Another time was when one of the many itinerant travelers sought work from Robert to make enough to last him until he reached his next destination. He was given work but died a few days later without Robert having learned anything about his hometown or his relatives. Robert buried him in the Logan cemetery. He even placed a tombstone on the grave site.

Robert Logan and Matthew Foster went into another business together besides their flatboating. They opened a river trading post on the Buffalo Trace about ten miles east of Delectable Hill at a place known as Portersville, Indiana.

Once Robert's business had prospered and his family had increased in size, he built a large colonial-style home across the road from his original cabin. It overlooked the river at a higher elevation.

Robert had extensive land holdings, which he farmed. He built a large barn in which he constructed a special threshing floor for horses to tramp the grain thus separating the grain from the chaff (husk).

Sandstone was quarried at Highbanks by Robert, thus putting to use the training he received as a bound boy. He cut the foundation stone for an early Pike County courthouse. He carved a set of massive stone pillars for John and Margaret Scaper's home in Highbanks. He also cut and dressed the sandstone foundations of the Gullick Home at 9th and Main in Petersburg sometime between 1858-1860.

The quarry that supplied stone for the White River aqueduct was located very near his home. It has not been determined if he had any part of its construction.

Probably the largest testament to Robert's ability to cut stone is Lock 3 on the Cross-Cut Canal, which is now known as Lock 47 on the Wabash & Erie Canal in Riley, Indiana. According to William J. Ball, resident ca-

nal engineer in 1853, "the best lock in the State of Indiana" (Lock 47) was built at Riley by Robert Logan of Pike County. It was special in that most of the locks on the 468-mile-long Wabash & Erie Canal were built of timber and not fine cut stone. It was 10 feet tall and over 100 feet long if one includes the approaches to the lock chamber. It raised/lowered canal boats 8.5 feet. The lock fell to ruin after the canal was abandoned in 1874.

The stone for Lock 3/Lock 47 is from James Lee & Sons quarry located about a mile west of Putnamville, which was on the National Road. The Second Annual Report of the Department of Statistics and Geology states: "Samples, taken, as a rule, from the exposed parts of the quarry when first opened in 1838-40, may be seen in piers, etc., of the bridges and culverts on the National road and in the locks of the canal... The stone is a close-grained, hard, silicious limestone, weighs 166.36 pounds per cubic foot, with the small ratio of absorption of 1 to 170."

In Stan Schmitt's "The Riley Lock," which appeared in the Winter 2000 issue of *Indiana Canals*, he relates the following:

"The 1830 route survey for the Cross-Cut Canal called for the construction of seven stone locks between Terre Haute and the summit. In 1837 contracts for two locks were let and 'some progress made in quarrying and cutting stone for these locks, although no masonry has yet been laid. The stones are of a durable quality and will form substantial masonry, thought cost of quarrying and dressing will be great.'

"A copy of the contract for lock number 3 [third lock on the Cross-Cut but 47th on the Wabash & Erie] was found in the Indiana State Archives." It reads as seen on the next page. This contract was concluded on May 3, 1837, with Robert Logan and Isaac Barnett agreeing to finish construction by November 1, 1838. The report of 1838 stated that locks were being built of cut stone "very substantial and perfect locks, though costly."

This lock was in Section 22. Alpheus McMaster was the contractor for all the lock gates in this section.

Today only the western wall of Lock 47 remains fairly intact with a few stones of the eastern wall visible nearby. The stones of the east wall were closer to the road and it is not uncommon for stones to be removed for use as corner stones for barns or for building other structures once the locks are abandoned. Today the lock chamber is filled with four or five feet of sediment. The location of its bypass can be seen. A park at the lock site is planned.

RILEY LOCK #3 ON CROSS-CUT CANAL (#47 ON WABASH & ERIE CANAL)

THIS AGREEMENT, made and concluded this 3 third day of May in the year 1837 between Robert Logan & Dave Barnett of the State of Indiana party of the first part, and the BOARD OF INTERNAL IMPROVEMENT OF THE STATE OF INDIANA, by Thomas H. Blake acting Commissioner, for and on behalf of said state, on the second part, WITNESSETH; That the said party of the first part contracts and agrees to construct in a good and substantial, and workmanlike manners, all the part of the line of the Cross Cut Canal which is included in section No. Twenty Two (22) reference being herein had to the location and map of said line made by Wm. Jas. Ball Engineer, agreeable to the following plan, that is to say: First, in all places where the natural surface of the earth is above the bottom of the Canal and where the line requires excavation, all trees, saplings, bushes, stumps, and roots, shall be grubbed and dug up at least sixty feet wide; that is _____ on the towing-path side of the centre, and _____ wide on the opposite side of the centre of the Canal; and together with all logs, brush and wood of every description shall be removed at least twenty feet beyond the outward line of said grubbing on each side; and on the space of twenty feet on each side of said grubbing, all the trees, saplings, bushes and stumps shall be cut down close to the ground, so that no part of any of them shall be left more than one foot in height above the natural surface of the earth, and shall also, together with all logs, brush, and wood of every kind be removed entirely from said space. And the trees, saplings, and bushes shall also be cut down fifteen feet wide on each side of said space so to be cleared, and also all trees which in falling will be liable to break or injure the banks of the Canal, and where the situation of the line may require, the grubbing, low chopping, and clearing shall be extended in breadth, so far that no uncleared land may be occupied by the embankment or excavation. And no part of the trees, saplings, brush, stumps, wood, or rubbish of any kind, shall be felled, laid, or deposited on either of the sections adjoining this contract. Second, the Canal and banks shall be so constructed and formed, by excavation or embankment, as either or both may be necessary, in order to bring the same to the proper level, as designated by the Engineers or either of them in the employment of said Commissioners: so that the water may in all places, be at least forty feet wide in the Canal at the surface, twenty-six feet wide at the bottom, and four feet deep: Each of the banks shall be at least two feet perpendicular measurement, above the top water line; and such a slope shall be preserved on the inner side of the banks, both above and below the top water line; that every foot perpendicular rise in said banks shall give a horizontal base of one foot nine inches. The Towing-path shall be at least ten feet wide at its surface, and shall be raised to such height above the top water line as may be designated by the Engineer; and wherever a difference in the elevation of the towing-path shall occur, the ascent or descent shall be such as may be directed by the Engineer: The towing path shall be smooth and even, shall be composed of the best materials which the adjoining excavation will furnish, and shall be so contracted that the side next the Canal will be six inches higher than the opposite side, at the surface, with an uniform and regular slope, so that the water may run off from said path: In all cases where the materials excavated shall raise a spoil bank on either side of the Canal, above the exterior surface of the Canal banks, it shall be placed so far from the edge of the Canal as to give room for a ditch to be made eight feet wide in the bottom, and two feet deep, between said spoil bank and the towing-path, or bank opposite, as the case may be, and sluices or passages for the water shall either be left or cut through said spoil banks as often as the Engineer having charge of the work may direct, so that the water may drain off freely from the banks in an opposite direction from the Canal: The bank opposite the towing-path shall in no place be less than six feet wide at the surface, and shall be smooth and even, and shall be four inches lower at the back than on the face of the bank; and neither of the banks shall have a slope of lesser base in proportion to its height on the outer than on the inner side, except where there is a redundancy of stuff increasing the width of the bank beyond the requisition aforesaid: All loose and porous materials, and those which are perishable or permeable to water shall occupy the outer extremities of the banks, and for a distance of at least ten feet, measured outwardly from the extremity of the top water line on each side of the bank shall be composed both above and below the top water line, of the most pure, solid, compact, and water-tight earth which the adjoining excavation can supply; and no vegetable mould, muck, leaves, roots, grass, weeds, herbage, logs, sticks, brush, or any other substance of a porous or perishable nature, shall be admitted into any part of the banks. Third, in all cases of embankment, and where the bottom line of the canal is as much as two feet above the surface of the earth, all the trees, bushes, saplings, and stumps, on the space occupied by the canal and its banks, shall be cut close to the ground, and together with all logs, brush, and wood of every description, shall be removed from a space of at least forty-five feet wide on each side of the centre of the canal; and from a strip fifteen feet wide under each bank, to be so situated that the outer side of said strip shall be perpendicularly under the outer extremity of the banks, all the trees, bushes, stumps, and roots shall be thoroughly grubbed, and together with all the logs, brush, roots, grass, herbage, vegetable and porous earth, shall be removed entirely without said bank, so that the banks may unite securely with the solid earth. And in all cases where the natural surface of the earth is below the surface of the water in the canal, a muck or puddle ditch shall be dug under the centre of each bank, of the depth and width which may be directed, in order to guard effectually against leakage. And the said part of the first part further covenants and agrees to build, found, and erect, in a good substantial and workmanlike manner, Lock No. Three (3) conformably to the plan and specification for the same, exhibited at the time of receiving proposals for constructing the work included in this contract.

And the said part of the first part, further covenants and agrees to erect and build, in a good substantial, and workmanlike manner, all and any such aqueducts, culvert or culverts, bridges, or other mechanical structures, in such place or places, on said section No. Twenty Two (22) and of such materials, form dimensions, and plan, as the acting Commissioner, the principal Engineer, or any other Engineer in the employ of the acting Commissioners, may direct.

And it is mutually agreed, that all the works on said section, or appertaining thereto, shall, during their progress, at all times be subject to the examination and careful inspection of the acting Commissioner or any Engineer, or Agent of the Board, employed for that purpose. And the part of the first part shall conform to such rules as to the manner of doing any and of all the various kinds of work necessary for the construction of a canal on said section, works or devices connected therewith, as may, from time to time, be given or prescribed by the acting Commissioner, or any Engineer having charge of that part of the line; and the said party of the first part further agrees, at all times, to conform to any alteration, or deviation from the present Canal line, or level, and to any alteration in the plan, form, or manner of constructing the Canal, or any of the works or devices connected therewith or appertaining thereto, which may be prescribed or directed by the Commissioner or any Engineer having charge of the work. And it is further agreed that the work specified in this contract, or contemplated thereby, shall be fully completed, by the party of the first part, by the first day of November 1838.

And to prevent all disputes and misunderstandings between the parties, it is mutually agreed that Wm. Jas. Ball or some other competent Engineer to be selected by said Board or the acting Commissioners on this part of the line, shall be the inspector of said works, and shall decide whether they have been performed agreeable to the requisitions of this agreement and the instructions given as aforesaid by the Commissioner or Engineer. And it is further agreed, that if, in the opinion of said inspector, the party of the first part shall refuse or neglect to prosecute the work specified in this agreement in such a manner as to give reasonable assurance of its full completion by the time herein specified thereof, or shall neglect or refuse to conform to such rules and instructions as may be given in relation to the manner of doing the work, or to such alterations in the line, level or plan of constructing the Canal, as may be made agreeably to the stipulations of this agreement, or shall perform, or suffer to be performed, any part of the work in an unfaithful or unworkmanlike manner, the said inspector shall in either case have power to determine that this contract is abandoned and forfeited by the party of the first part, and such a determination shall

THE HOOSIER PACKET - MARCH 2009

absolve the second party from every obligation imposed on them by this agreement; And the said Commissioner may immediately thereafter proceed to dispose of the said section in the same manner as if this contract never existed. And it is further agreed, that whenever this contract, in the opinion of the inspector aforesaid, shall have been completely performed, in every respect, by said party of the first part, (provided the same shall be done by the time specified,) the said inspector shall certify the same in writing under his hand, together with his estimate of the amount of the various kinds of work herein specified, which shall have been done under this contract, which estimate shall be final between the parties; and thereupon the said party of the second part hereby covenants and agrees to pay, within ten days after notice of said certificates and estimates, to the said part of the first part, the sum which, according to this contract, shall be due, agreeable to said estimates of the Engineer, at the following rates or prices, to wit:

For the grubbing and clearing, per chain of four poles in length Twenty Dollars (\$20) cents: For earth excavation, estimating all earth necessarily excavated between and under the banks, including loose pieces of rock or stones of less than one fourth of a cubic foot, (which are to be estimated as earth excavation) per cubic yard Sixteen (\$0.16) cents; For excavation of loose or detached pieces of rock or stones, (those only to be estimated under this item which are over one fourth of a cubic foot each,) per cubic yard _____ cents; For excavation of all solid rock which may occur in this contract, per cubic yard _____ cents: For each cubic yard of full embankment necessarily made, (to be measured in the bank,) Eighteen (\$0.18) cents: For each cubic yard of single embankment, (to be measure in the bank,) Eighteen (\$0.18) cents: Provided, That when any embankment is or can be formed, in whole or in part, from the earth necessarily excavated in the construction of the adjoining parts of the Canal, nothing shall be allowed for such embankment, or such part thereof as is or can be so formed, unless the earth to form the same shall be necessarily removed over one hundred feet measuring in the direction of the centre line: For excavation of lock pit, per cubic yard Twenty five (25) cents: For excavation of aqueduct or culvert pit, per cubic Yard _____ cents: For puddling around lock, aqueduct, or culvert, per cubic yard Thirty seven (\$0.37) center: For gravel in lock cribs, or in aqueduct or dam abutments, per cubic yard _____ cents: For embankment around lock, per cubic yard Twenty five (\$0.25) cents: For square timber in lock cribs, per cubic foot _____ cents: For timer in foundation of aqueduct or culvert, per cubic foot _____ cents: For round ties in abutments and lock cribs, per foot run _____ cents: For pavement of stone about lock, aqueduct, or culvert, per cubic yard _____ cents: For protection of loose stone on Canal banks, per cubic yard Six Dollars (\$6.00) cents: For the bridge framed, raised and floored _____ dollars: For lock gates and miter sills, complete, with all necessary fixtures Eight hundred (\$800) dollars: For masonry in cut stone lock, per cubic yard Eleven Dollars (\$11.00) cents: For dry masonry in lock walls, per cubic yard _____ cents: For masonry in culverts, or dam abutments per cubic yard _____ cents: For timber in aqueduct trunks, per cubic foot _____ cents: For upright and cap timbers or combined or dry wall lock per cubic foot _____ cents: For three inch plank in lock foundation, per square foot Seven (\$0.07) cents: For two inch oak plank in lock foundations, or in aqueduct trunks, per square foot Five (\$0.05) cents: For two inch oak plank used in facing lock walls, per square foot _____ cents. For iron used in lock facing, or in aqueduct trunks or dams, including spikes, per lb. Twenty five (\$0.25) cents: For bridge embankment, per cubic yard _____ cents.

And whenever the grubbing, clearing, or excavation of any of the different kinds herein specified, embankment, or any other work to be done under this contract, shall be increased or diminished by conforming to any alteration of the line, level, or plan of the work now made, agreeable to the direction of the acting Commissioners, or any Engineer having charge of the work, as herein before agreed, the quantity or amount of such increase or diminution of any or all the kinds of work herein specified, shall be estimated by said inspector agreeable to the foregoing rules, and the sum to be paid to the contractor shall be increased or diminished accordingly, agreeable to the rates and prices herein before specified.

It is further expressly agreed, that the party of the first part shall not sub-contract any portion of the work without the consent of the acting Commissioner, but shall constantly superintend in person the work herein specified, and all parts thereof (except so far as sickness or other unavoidable accident may prevent,) and a failure to comply with this requisition shall be considered and adjudged a forfeiture and abandonment of this contract on the part of the said party.

It is further mutually agreed, that, at any time when in the opinion of the inspector aforesaid, the part of the first part shall neglect or refuse to prosecute the work specified in this agreement, or any part thereof, so as to give a satisfactory assurance that it will be completed by the time stipulated herein, that the acting Commissioner shall be authorized to appoint agent to superintend said work, or such part thereof as he may deem proper. The agent so appointed shall be authorized to employ hands and to purchase the necessary materials for carrying on and completing all or any part of the work to be performed under this agreement; and his receipt for money paid him by the Commissioner shall be a good and sufficient voucher against the part of the first part, and all money so paid to the agent shall be charged to, and on a final settlement of the accounts, deducted from the sum which under this agreement may be payable to the party of the first part.

And it is further agreed by the contracting parties, that during the progress of the construction of the work herein contemplated, estimates shall be made by the Engineer having charge of the work as often as the acting Commissioner may deem necessary for the successful prosecution of the work: and the Engineer shall give his certificate of the quantity or amount of labor which the party of the first part shall have performed necessarily under the stipulations and conditions of the agreement, and the party of the second part hereby agrees to pay, within ten days after notice of the estimate and certificate of the Engineer, shall have been made, to the party of the first part, one half of the amount, or sum, which, according to this contract, shall at the time be due, according to the estimates of the Engineer, for the labor which shall have been performed.

It is also further agreed and understood by and between the parties hereunto, that the party of the first part is held liable for the payment of the wages of all laborers who may be employed on the jobs herein contracted, or on any works connected therewith, whether they be employed by the party of the first part, or by any sub-contractor or agent under the said party, and when, in the opinion of the acting Commissioner, it may be necessary to secure the laborers employed as aforesaid, their wages, and he may think justice requires it, he is hereby authorized to pay to the said laborers the amount of their claims, and then receipts for the payment so made shall be good against the party of the first part.

It is further understood, that all the stone quarried in excavating the Canal, shall belong to the state of Indiana, unless used in constructing some of the works herein contemplated.

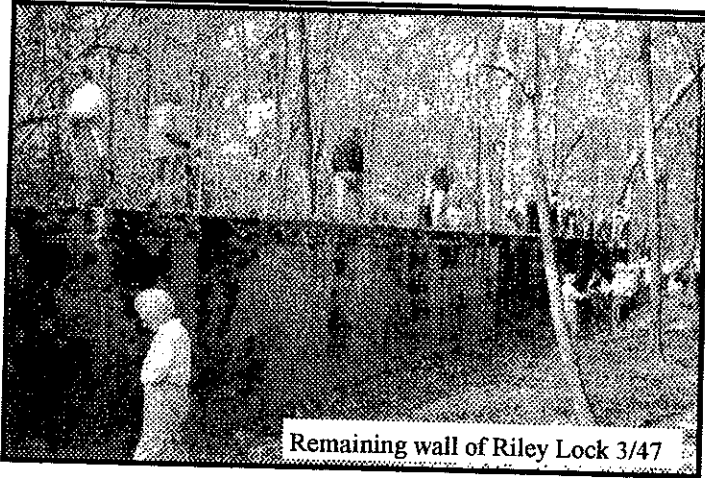
It is further understood and expected that the party of the first part will use all reasonable exertions to discourage and prevent the use of spirituous liquor by the laborers engages on this contract.

And it is further agreed, that the work embraced in this contract shall be commenced on or before the 10th day of May next 1837.

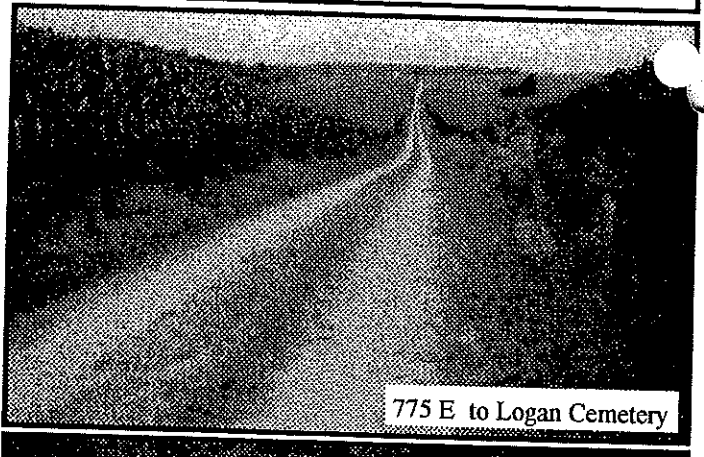
Grubbing & Clearing new creek channel per chain \$10.00 Excavation of creek channel per cub. Yd. @ \$0.16 cents IN TESTIMONY

WHEREOF, we, the parties in this agreement, hereunto set our hands and seals, the day and year first above written.

(SIGNED TRIPLICATES) Robert Logan [SEAL]
Dave Barnett [SEAL]
[SEAL]
Thos. H. Blake [SEAL]

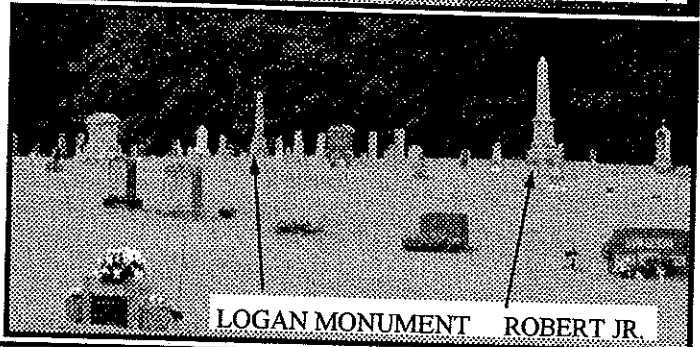


Remaining wall of Riley Lock 3/47



775 E to Logan Cemetery

Besides his private interests, Robert ran for the office of Representative of Pike County. He was elected to that office in 1843, 1845, and 1869. While serving in this capacity in 1846, Logan township was named in his honor. It was one of two townships in Pike County named for a local resident, with the other being Lockhart township named in honor of Judge James Lockhart.



LOGAN MONUMENT ROBERT JR.

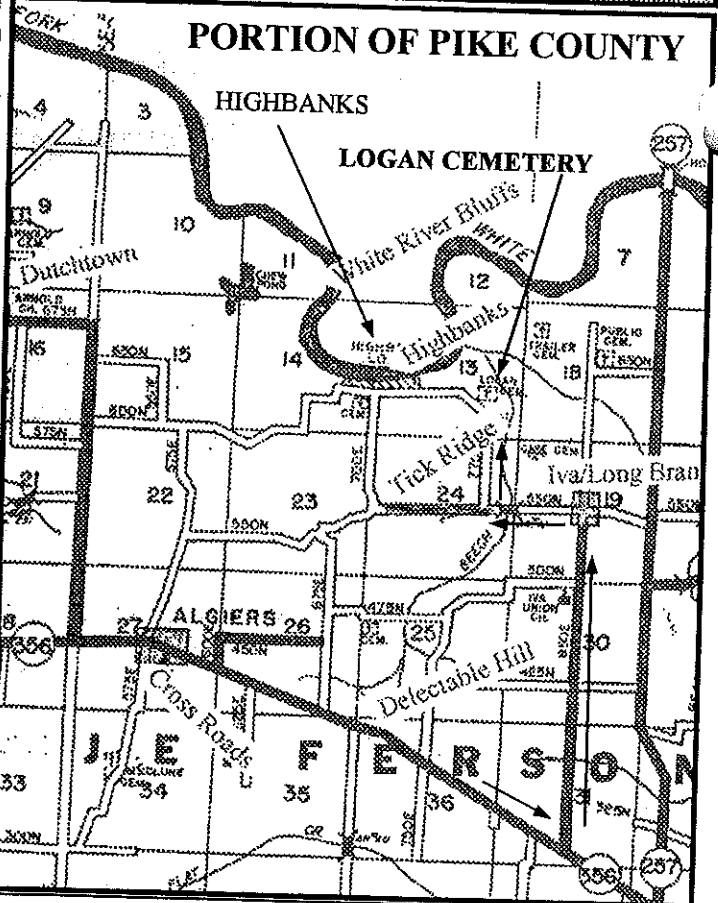
Being highly respected in the community, Robert was made the bonded executor of John Russell's estate on May 16, 1846; witnessed Joseph Chew's will on April 26, 1847; qualified as executor of Chew's estate on May 29, 1847; appointed executor in Charles Russell's will on September 16, 1848; appointed executor of Isaac Knight's will in June 5, 1846; and was qualified and gave bond as executor on Nov. 2, 1848 for Knight.

The 1850 census shows Robert's estate as \$2,500. The 1860 census shows Robert as a merchant & farmer having a Real Estate value of \$29,425 and a Personal Estate of \$17,000. By 1870 he was a retired merchant and his Real Estate was valued at \$100,000 and Personal Estate at \$30,000.

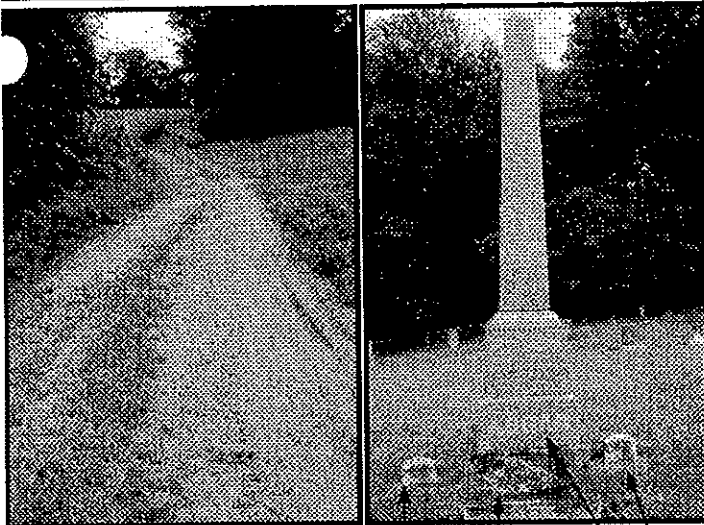
Robert Logan donated a large tract of land from his farm on which the Logan Cemetery was created in the 1850s. It was located to the east of his home at Highbanks. None of his home remains, but the cemetery is very well kept.

To find and reach the cemetery was somewhat a scary proposition. When following the gravel road 700 E to the east of his home site, it became narrower and narrower, passed through a wooded area where the road had been cut between two narrow banks, became a grass track that led to a field, and then became so indistinct through a woods that we (Bob & Carolyn Schmidt) turned around at the entrance to the field and decided to try another route.

We returned to the main road and went to 775 E, the next graveled road. We followed what was little



Special thanks to Shirley Behme, genealogy librarian at the Pike County Public Library in Petersburg, Indiana, for her help with research on Robert Logan and for marking ghost towns and old cemeteries on this map.



Road to Cemetery
All photos by Bob Schmidt

Elizabeth LOGAN Robert
old base new stone

more than a grass-field road up and down several steep hills and through acres and acres of corn before the road made a turn to the left near some trees. We thought we would once again come to an impassable spot, but after passing the trees a beautifully mowed cemetery appeared inside a chain-link fence. A stone outside its gate said, "Logan Cemetery, Established early 1830s, This memorial erected in 1995 in memory of our loved ones." After walking across lush soft mowed grass we found the Logan marker high on a hill in the northeast corner.

Robert, his wife, and many of his children and grandchildren are buried there. Two small stones mark his and Elizabeth's graves on either side of a large pink marble or granite stone. The new stone was purchased in Scotland and shipped to Pike County many years after his death. It sits atop part of Robert's original tombstone and reads as follows:

Front west side:

Robert Logan
b. Jan. 29, 1808
d. Dec. 26, 1872
Elizabeth Logan
b. Feb. 22, 1813
d. Jan. 4, 1973
Andrew J. Logan
b. Feb. 19, 1846
d. Aug. 18, 1858
Linda Logan (Andrew's wife) sister
b. Jan. 11, 1851
d. Jan. 16, 1851

South side:

Joseph W. Logan
b. Jan 20, 1854
d. Dec. 15, 1872
Sarah J. Logan (Joseph's wife) sister
b. Sept. 19, 1834
d. Nov. 25, 1850

East side:

Mary E. Gray
b. Mar. 22, 1830

d. April 5, 1847
Henry Gray
b. Nov. 26, 1819
d. Jul 19, 1855

North side:

Amanda E. Thomas (Amanda Logan)
b. Feb. 7, 1840
d. Feb. 11, 1858

To the south of the Logan marker is a tall gray granite marker for his son, Robert W. Logan. He died Oct. 4, 1878 at the age of 34 years. His wife, Ellen Logan Hargrave 1850-1928, is buried beside him.

Robert Logan, Sr. died in 1872 a wealthy man. A search for his obituary was unsuccessful. The Pike County Public Library in Petersburg only had microfilm of the *Pike County Press-Dispatch* from 1874 through succeeding years.

The small town of Highbanks declined once the railroad was constructed between Washington, Indiana, and Evansville, Indiana. In 1963 only Foster Logan, Robert Logan's great grandson, and his wife were living there. They too eventually left and moved nearby to Algiers, Indiana.

Sources:

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Schmitt, Stan. "The Riley Lock," *Indiana Canals*. Ft. Wayne, IN: Canal Society of Indiana. Winter 2000.

TOHICKON CREEK AQUEDUCT

When the 60-mile-long Delaware Canal was built in 1832 as part of the 1,200-mile-long canal system in Pennsylvania, it had 23 locks and 10 aqueducts to help pass canal boats up and down an elevation change of 165 feet. The aqueduct over Tohickon Creek was the longest spanning 203 feet. Originally built of timber in 1831, it was rebuilt four times, the last being of concrete, which was condemned in 1990.

When it was decided to replace the aqueduct a few years ago, the structure's width was determined by the remaining stone piers, but no picture remained of the original structure. Engineers had to decide what type of covered-bridge style would best suit the condition of the site. The Burr arch-truss seemed a good choice since the arch would provide stiffness and the truss stability.

Since the towpath was below the bridge elevation they ended up using an outrigger deck that was supported by canted posts that bear on the downstream trusses like those used on Roebling's Aqueduct on the Upper Delaware River. Looking at a cross-section of the flume, one notes that the posts act as transverse braces for the trusses and reduce the design load. A wooden façade hides an impermeable trunk liner. Long truss chords and the transverse beams between them are made of glued-laminated timbers. The polymer layer between the bottom laminations doubles the strength of the beams. This is known as FRP glulam.

The impermeable liner of the flume protects the arches, trusses and transverse members. The aqueduct is sheathed in siding with truss roofing caps creating a "covered bridge." Completed in September 2001 at a price tag of \$2.2 million, the Tohickon Creek Aqueduct preserves history, boosts tourism, and demonstrates FRP glulam, the new timber technology.

Dick Winchell, CSI member, Evansville, IN

CANAL BASIN GROWS SHAD

The shad-growing facility in the old canal basin on the Susquehanna and Tidewater Canal at Havre de Grace, Maryland, was begun in December 1985 and completed in 1990. The facility covers 1¼ acres, is 500 feet long x 100 feet wide, and is within the boundaries of the old canal basin. Susquehanna River water is pumped into the pond through six outlets on the north end by two underground pumps. Water depth is kept at 1½ feet at this end and slopes to a depth of 5-feet at the outlet spillway on the south end. The old Tidewater Lock, which has been de-silted, blocks replaced in its walls, and all four wooden mitre gates taken out, is used to periodically release the young shad into the Susquehanna River.

The facility is stocked with 50,000, ½-inch-long three-week-old, larval shad. They are released when they reach two inches in length.

The City of Havre de Grace maintains the property, which includes a museum building, tidewater lock, and area around the canal basin. The Maryland Department of Natural Resources is responsible for releasing the shad and restocking the facility.

Dick Kudner, CSI member Perrysburg, OH

PORTAGE CANAL PATH

Today transportation improvement projects encouraged by federal funding are being viewed for multi-modal use. Bicycling and walking are now being taken into consideration. In Michigan, the city of Portage has restored the Portage Canal and built a bicycle/pedestrian path on its banks through downtown Portage linking to the existing Ice Age Trail and the Columbia County Bikeway Trail. It also connects to the Wisconsin River levee trail. The scenic trail will provide easy access to the canal for bicyclists, canoeists and walkers.

Dick Kudner, CSI member, Perrysburg, OH

REVAMPING THE RIVER LOCKS

Shipping grain on the Upper Mississippi River, with its 70+-year-old, obsolete lock and dam system is looking up. In 2007 Congress passed the Water Resources Development Act that directs the Army Corps of Engineers to rebuild five Upper Mississippi River locks and two Illinois River locks. They will be expanded from 600' to 1,200' and cut the time in half required for barges and a towboat to pass through them. They will also increase reliability. This will help keep costs in check and help compete with foreign nations such as Argentina, Brazil and China.

Although the project only addresses seven locks and not the rest of the 600' ones, the locks selected to be rebuilt had either the largest volume of traffic or had the highest money spent on maintenance or unscheduled closures. It is hoped that the other locks will be modernized in the future.

The Water Resources Development Act of 2007 was for \$23 billion. \$3.6 billion was for improvement projects, including lock replacement and environmental restoration on the Upper Mississippi and Illinois Rivers.

Sue Simerman, CSI director, Ossian, IN

ANTIQUe SHOP EXPANDS

Across the road from the National Road Antique Shop in Cambridge City, Indiana, is a state format marker that reads:

Cambridge City

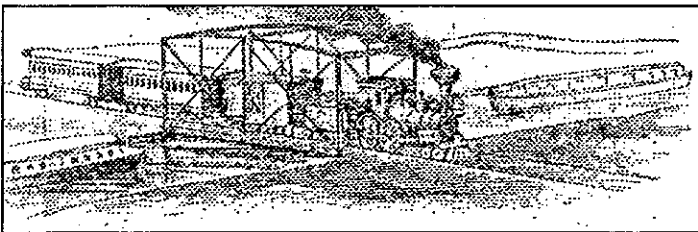
A transportation center, platted 1836 along the Whitewater River, the Cumberland/National Road, and the Whitewater Canal route. Four steam railroads served the town: interurban electric railroad opened 1903. Cambridge City Historic District listed on National Register, 1991.

Finding 8,000 square feet of space in a corner building built in 1920 on U.S. 40 in Cambridge City with its rich and colorful transportation past led Rick and Beth Leisure to open the National Road Antique Mall in 1999 with only three booths. By 2007 they had expanded to 60 booths and decided to open 6,000 square feet more on the upper level. They pulled 40,000 nails from the upstairs ceiling to expose rafters. Brick walls were also exposed. They hope to have a café upstairs in the future and give back to the community by converting the basement into a Western Wayne County museum.

The Vinton House, an old National Road and Whitewater Canal Inn, is located just down the street and is also operating as an antique mall. It has a canal museum on its third floor.

This small town of about 2,000 citizens supports more than five antique shops. It is a great place for antique shopping as well as for learning about early types of transportation.

Don Haack, CSI director, Ft. Wayne, IN



LARSON ON "CANAL FEVER"

John Larson, professor of history at Purdue University, is a canal enthusiast who is positive about the Wabash & Erie and Indiana's other canals when he speaks. Although many Indiana residents view the public works project as a "disaster" that ultimately forced Indiana into bankruptcy, Larson points out that at the time in 1830 Indiana legislators had an important decision to make whether to follow New York's example with its highly successful Erie Canal that had eliminated state taxes and brought in millions of dollars or choose railroads when only 23 miles of track had been laid and the "Tom Thumb" steam locomotive was being beaten by horses. Ohio was building canals to which Indiana could connect and open up the state's interior to commerce.

Building canals had positive effects: they created jobs, they increased land values, they helped settle Indiana's interior. It wasn't that dumb of an idea at the time.

Bob Schmidt, CSI president, Ft. Wayne, IN

ARAMINGO CANAL UNEARTHED

In November 2008 archaeologists found the rough-sawn log sides of the 160-year-old Aramingo Canal while working at an I-95 ramp site in the Philadelphia, Pennsylvania area. They could see where the branches had been cut off the logs. Earlier in 2007 they had unearthed the eastern wall of the canal within and lower than the massive brick foundations from one of the Cramp Shipyard buildings.

The Aramingo Canal was begun when 52 residents, who owned property along Gunnar's Run, incorporated the Gunner's (note spelling change) Run Improvement Company in 1847. Canalization of the slow running natural stream allowed boats to take goods to the Delaware River and soon it was being used by Brown & Woelpper Saw and Planing Mills, Dyottville Glass Works, Gillingham & Garrison Saw and Planing Mills, Hughes and Patterson Rolling Mill, Laibrandt & McDowell Stove Works, and Lewis White Lead Works. It was declared an official highway in 1856 by Congress.

The very industries that developed along its banks led to its demise. The waste they dumped into it was not carried to the Delaware river as they anticipated but clogged the canal. It became an "ink-black" open sewer that smelled horrible and was accused of causing malaria and typhoid fever. Also subscription dues to cover the cost of construction and maintenance were not always paid by those who used it.

Originally the canal was to extend 5.5 miles out from the Delaware, but in all likelihood it only reached Tioga Street. In 1895 the city added sewers to drain it leaving it only open to Norris Street. It was completely covered by 1902.

The Aramingo Canal has been determined to be worthy of nomination for the National Register of Historic Places but the Pennsylvania Department of Transportation does not wish to spend the time or money to nominate it. Hopefully some sort of plaque will be placed along its route.


The unearthed timbers will probably be reburied to prevent them from decaying. A document or video may be produced about the canal.

Linda Barth, CSI member, Somerville, NJ

NEWS FROM THE PAST

Ft. Wayne News-Sentinel May 30, 1850

DOYLE'S DAILY LINE.



A PACKET of this line will leave every evening going east, at 8 o'clock, and going west at 10½ o'clock. Fare paid at the office to any point on the line. The following Boats compose the line on the Wabash Canal.

Indiana, Capt. Wm. Sturges.
 Illinois, Capt. I. Baker.
 Ohio, Capt. Geo. Dutch Davis.
 Missouri, H. N. Wolverton.

Small packages taken any place on the line by pre paying the charges at the office.

GEO. W. HOSKINSON, Agent.
 May, 15th, 1850.

DOYLE'S DAILY LINE

A Packet of this line will leave every evening going east, at 8 o'clock, and going west at 10½ o'clock. Fare paid at the office to any point on the line. The following Boats compose the line on the Wabash [& Erie] Canal.

- Indiana, Capt. Wm. Sturges.
- Illinois, Capt. I. Baker.
- Ohio, Capt. Geo. Dutch Davis.
- Missouri, H. N. Wolverton.

Small packages taken any place on the line by pre paying the charges at the office.

GEO. W. HOSKINSON, Agent.

May, 15th, 1850

Ft. Wayne News-Sentinel June 13, 1850
 From Toledo Republican

Mr. Doyle and the extension of his Packet Lines.

Mr. Doyle the proprietor of the splendid and extensive lines of Packets on the Wabash and Miami Canals is now in our city. He informs us that he intends to proceed at once to Terre Haute, and establish a Daily Line of Packets between that place and Lafayette. This will add one hundred miles more, to the already extensive lines of Packets now terminating at Toledo. — This packet line will then extend over five hundred and eighty four miles of canal, employing fifteen first class canal packets and three hundred and fifty horses. The lines, through their whole length, are in the most complete order. — It may be mentioned as an evidence of this remarkable discipline and energy, which Mr. Doyle has introduced into the management of his Packet business, that notwithstanding the great distance traversed daily

by his Packets, that they arrive and depart from this port, with unvarying regularity. We are informed that irregularity or detention has occurred in the time of arriving and departing, except when the canal has been out of repair. Last season, when the cholera unhinged all other kinds of business, the Packets did not miss a trip. Mr. Doyle's energetic spirit overcame all obstacles and though he ran his boats with but few passengers, and for months, at a heavy loss, yet they were kept up, on the whole line with their accustomed regularity.

We also learn that Mr. Doyle has put his steam canal packet Niagara, on the artificial Lake or reservoir between Salina and St. Mary's [Ohio], where she makes daily trips, connecting with the main line. The Lake, though an artificial one, has become one of the most beautiful in the country. It is 14 miles in length, covering an area of 17,000 acres. The Niagara is a beautiful craft, and she runs 7 miles an hour on the Lake.

No town in the United States has an equal extent of Canal Packet travel with Toledo. Mr. Doyle is doubtless the most extensive Packet proprietor in the Union — he is a perfect Napoleon in this line. *Tol. Rep.*

CANAL MEMORIES AIRED

In 1976 the Logansport, Indiana, radio station aired interviews with old time residents about the part in a program called "Airing." In the October 10, 1976 broadcast, Wilmer Flory interviewed Bernice Settlemyer about the Wabash & Erie Canal and Margaret Packard was encouraged to "butt in whenever you want to."

Bernice said, "Well, at the time that this Mayor [Jordan] Vigus took his office, it was the same time when the [Wabash &] Erie Canal really came into Logansport. And it came in 1838 as far as Berkley Street and then they were unable to continue it for two years. And they had a big circle there where they turned [the boats] around and went back...But that helped the farmers a lot to get their produce on the boat to the eastern seaboard. Then in 1840, they continued it [the canal] on down...through Lafayette. And I was very fortunate in meeting an old lady....She had real snow white hair and we called her Grandma Cook....she was the grandma of a friend of mine. When we would go fishing together, she always wanted to go out past Georgetown, and then she would talk about when she was a child 12 years of age, she came on the Wabash-Erie Canal from Dayton, Ohio. And her family settled in Dayton, Indiana,...in the Lafayette vicinity and she was raised there. And she came with her parents,...and a sister and three little brothers that she had the care of them on the boat, which kept her really hopping all the time and concerned about their safety, because they were rousting about. And for a little exercise, they were allowed to get off the boat and follow the towpath and the mules that

were pulling the boat. I guess there were three and they were hitched separately. And so they [the children] could run off a lot of their excess energy behind the mules, which traveled...about 5 to 6 miles an hour. And she stayed all night at the inn at Georgetown. It was standing at that time and it was a large rectangular building....it had the door, the main door and then the windows on either side of the door which probably designated a bedroom. And at that time when they went through Logansport, the water [canal] went under the street....They said that the road [bridge] was built high over and probably came down the post office hill and slanted clear on down to about where the telephone building is now and the boats went under it...I was thinking of the bridges today, but that's where it [the City of Bridges] originated. Well, then later though this was changed in about 1860, they tore those [bridges] all out and made gates because the city kept moving up. And I imagine that took more room than they could allow. And then of course the big buildings and the docks and so forth were built. And I can remember some of those and I guess the only one that's left is the one that Logansport Lumber Company uses. It's along the Erie Avenue side.

Wilmer interjects: "Well, let's see there are some buildings on Fifth Street I think still standing.

Bernice: "Is that right. The last one I knew about was where..."

Wilmer: "The Cash Feed Store was right there at the junction?"

Bernice: "Well no, then on down on High Street; they tore it down and it's a packing place now."

Wilmer: "But the buttness is there on Eel River on the south side there where the old brewery was. They're still there, where they built the canal [aqueduct] across the Eel River. And those three little islands in the river, that's what supported the canal [aqueduct's piers]."

Bernice: "She said when they crossed the river, everybody had to be inside [the canal boat]. Nobody could stay out on the deck. I suppose [she meant] the children, because they were afraid they'd tumble into the river. And she really enjoyed remembering it and talking about it, and every time we drove past she'd tell us all over again, you know, how much fun it was traveling on this large boat."

Wilmer: "Say, did they ever bring the mules on the boat?"

Bernice: "She never told about it if they did."

Wilmer: "It seems to me that they had relays and occasionally they'd bring the mules, the tired ones, on the boat and the fresh ones, they'd hitch 'em up, and they'd pull the boat awhile."

Bernice: "She told me about the locks. There was one still down there past Georgetown that we got out of the car and walked over to observe it. And it was due to an obstruction they couldn't walk on the tow-path, they'd have to walk around something, a high bank or cliff or something. And they'd put the large logs in the bottom of the canal, which I've learned was about 4 feet deep. And this would make the water ripple and so that the boat would not really stall, and so they couldn't get a hold of it on either end. And she said when they'd go over that, why the boats would bump and bubble and swing and sway and that was real fun, but she thought it was real scary."

Wilmer: "Did they tell you where they attached the rope to the canal boat?"

Bernice: "No, she didn't say."

Wilmer: "Now up there at the [Cass County] Historical Society you know, we have a model city of Logansport back in canal days. And ... the rope was on the front of the boat. Now that isn't right. The rope had to be attached about half-way back and then the rudder kept it in the canal. Otherwise, it'd tow it right into the bank.... And when one canal boat passed the other, they'd guide it [the one going downstream] to the opposite side of the canal and the mules would back up and the rope would fall under the water. Then the other mules would pass by and then they'd go on."

Bernice: "... the canal was wide then...It said 40 feet and...what has remained...was just a little, not much wider than a good size ditch....you could still follow it, but I imagine they'd taken the road...out of part of it, [and] that we were on part of it."

Wilmer: I don't know whether the roads both-ered the canal or not but wherever it came to a stream; how did the canal cross the streams?"

Neither of the women knew the answer so Wilmer continued: "Well, they went over the stream. Now down west of Logansport ...from France Park...there's one of these arches [arch stone culvert] and the canal went on top and the crick went underneath...at the bottom, underneath the crick level, they had timbers, oh possibly 12 feet square [a platform], laid there one beside the other. And several years ago, down close to Georgetown, there's another one of those, and I got down underneath and examined those timbers and they're just as solid as they can be...You see the water

of the crick has been running over those for a hundred years or more and if they're submerged they stay much to say about the canal. sound...."

Margaret: "It's a preservative."

Wilmer: "Yea. But the canal went over the cricks that way on these arches [culverts]. And an interesting thing about those arches, it doesn't appear that they have any mortar in the joints. But the stones are keyed so that one presses against the other and that maintains the arch after all these years....Now is there anything else about the canal?"

Bernice: "Well, we all know that was quite a boom to the City of Logansport because all the city was below Third Street, at that time, when it first came in, and it gradually worked the business up along the canal. And of course, all the farmers as far up as Plymouth came this way with their grain instead of going on to Michigan City, and it really made Logansport a very active community."

Wilmer: "Now before 1816, there were no permanent white settlements in Cass County, just Indians and forest and when the canal came in, of course, there was a tremendous influx of immigrants from the eastern seaboard,...and the Michigan Road brought them up from the south and Logansport populated itself rather rapidly from those two sources. At one time, Logansport was called the capital of northern Indiana and rivaled Chicago...."

They go on to talk about how the railroads came and what Europe has done with their network of canals.

Wilmer: "Now you know for the Wabash Valley Association several years ago, the Army Engineers surveyed the Wabash River thinking possibly they might reactivate the canal, and it would have been quite a boom to the farmers. Any stable thing like coal, grain, lumber, which is not perishable, could be transported on the canal much more cheaply than it could either by truck or by rail."

Bernice: "Well, it closed just exactly one hundred years ago in 1875. So, we're on the anniversary of its closing."

Wilmer: "Yes, We were very fortunate in transportation above other counties in Indiana and culturally we were rather fortunate too because we got quite a number of famous actors and actresses and musicians that came from Chicago on the way to Indianapolis and St. Louis, and they went through Logansport, and they stopped over here at the old [Dolan] Opera House..."

After a brief discussion on the Opera House, the

Lincoln's Treasurer: Hugh McCulloch Exhibit at the History Center in Fort Wayne

In commemoration of the 200th birthday of Abraham Lincoln, this exhibit will be on display through June 30. The exhibit shows how Fort Wayne native Hugh McCulloch shaped Abraham Lincoln's presidency and legacy. McCulloch was a banker who helped launch the national banking system and was secretary of the Treasury during Lincoln's presidency. He also participated in events concerning the Wabash & Erie Canal as related in the December 2008 and January 2009 issues of "The Hoosier Packet."

Lincoln-related books and DVDs are available in the museum shop, including the book *Hugh McCulloch: Father of Modern Banking* by Susan Lee Guckenberger, offered on sale for a limited time at \$18.09 (Lincoln's birth year).

The museum is open Monday through Friday from 10 a.m. to 5 p.m., Saturday from noon to 5 p.m. and the first Sunday of each month from noon to 5 p.m. Admission is \$5 for adults, \$3 for seniors and students, and free for History Center members and children ages five and under.

The History Center is located at 302 E. Berry St. in Fort Wayne. For more information call (260) 426-2882 or visit www.fwhistorycenter.com.

ABOITE NEW TRAILS

Aboite New Trails (ANT) is working tirelessly to lay the groundwork (er asphalt) for a successful trail-building season in 2009. Here's what they've got cookin':

TRAILS

Four new trail miles! Watch SR 14, Covington and Homestead Rds., and the Towpath for additional trail progress in 2009.

ONE STEP CLOSER CAMPAIGN

While thermometers may not be climbing anywhere else in Fort Wayne, ANT's sign thermometers recently climbed from \$350K to \$600K. Thanks to generous donations, they're certainly One Step Closer to creating a continuous 41-mile cross-county trail, with access to and from downtown!

Thanks to the passion and drive of its volunteer

corps and donors, ANT has accomplished so much in 5 short years. And now it's only 3 trail miles away from changing a way of life for all Ft. Wayne area residents. These trails will connect to Ft. Wayne Greenways Trails.

combining the two sources of information with a vigorous and fruitful fancy, will produce a narrative that will throw the exploits of the old Robin Hood entirely in the shade.

MORE "RUN DOTY RUN"

While doing research for "Canawlers At Rest" articles on microfiche, your editor ran across news articles that tied to the story about Silas Doty entitled "Run Doty Run," which appeared in the December 2008 issue of *The Hoosier Packet*. They were carried in two different issues of *The Fort Wayne Times* as follows:



May 8, 1851
Silas Doty

The notorious individual, who was recently taken from this city, by the Sheriff of Hillsdale county, Michigan, has been tried in that county on several charges, and sentenced to the Michigan penitentiary for seventeen years. The good people of Steuben county, "and the regions round about," will breathe "freer and easier."

May 22, 1851
Doty.

The name of Doty has become a familiar notoriety, throughout the northern portions of Indiana — it is identified with what may not inaptly be designated a kind of criminal heroism. He has, for years, been the "Robin Hood" of the border country, between Indiana and Michigan, preying indiscriminately upon the settlements of either, and enjoying by turns the penitentiary hospitalities of both. Silas Doty is no common man. Nature has been lavish in endowing him with qualities that would have raised him to eminence in any profession or calling that he might have espoused. He chose that of a malefactor, and, as he would have done in any other line of business, in that he became eminent, both by his numerous trespasses upon the rights of community, and by his unparalleled success in eluding the penalties due to his crimes. Few men ever run such a career of crime, with so great impunity — so general an exemption from the indictments of a violated law.

The future romancer will gather up the tradition of our north border country, and delve into the legal archives of all the counties on both sides of the line and

The *Detroit Advertiser* give the following sketch of the late sentence of Doty:

That notorious old evil-doer, familiarly known to man, woman, and child throughout southern Michigan, as "Sile Doty," was brought up for sentence a few days ago, before his honor Judge Pratt. Pratt surveyed the prisoner for a few moments severely, in order to impress him with a becoming sense of his situation, after which he addressed to him a severe lesson upon his past transgressions and wicked ways, having concluded which, and the prisoner having meekly intimated that he had nothing to say in mitigation of his sentence, Judge P. addressed him thus:

"Doty, how old are you?" "Fifty-three, your honor." "Doty, the enormity of your offence demands that you be sentenced to the State Prison for twenty years. But, Doty, we are reminded by words of Holy Writ, that the days of man's years are three score and ten; I shall, therefore, in clemency towards you, and being guided by the scriptural limit of human life, sentence you to the State Prison for *only* seventeen years!" Doty was almost overwhelmed with a sense of his deep obligation at the clemency of the Judge.

Through further research the following act was found in *Local Laws of the State of Indiana Passed at the Thirtieth Session of the General Assembly* published in Indianapolis by J. P. Chapman, State Printer, in 1846.

An Act changing the venue, in the case of the State of Indiana against Silas Doty, from the county of Allen, in the twelfth judicial circuit of Indiana, to Elkhart county, in the ninth judicial circuit of said State.

[APPROVED DECEMBER 31, 1845]

Whereas, Silas Coty, of Steuben county, Indiana, now stands indicted for the murder of one Lorenzo G. Noyes, and said indictment is now pending in the Allen circuit court against him: AND WHEREAS ALSO, the said Doty has, by his affidavit and petition, prayed a change of venue from the country and circuit in which the same is now pending, owing to the prejudice of the president judge of the said twelfth judicial circuit, to some other county, in another circuit of said State: Therefore,

SECTION I. *Be it enacted by the General Assembly of the State of Indiana*, That the venue in the above case of the State against Silas Doty is hereby changed from

the county of Allen, in the twelfth judicial circuit of Indiana, to Elkhart county, in the ninth judicial circuit of said State.

He tells how carefully he concealed from his wife as long as he could his nefarious occupation; but she grieved over him and yet never deserted him in his trouble.

SEC. 2. *Be it further enacted,* That it shall hereby be the duty of the sheriff or other officer of Allen county, in whose custody the said defendant or petitioner now is, as also that of the sheriff of the county to which the venue by this act is allowed, to be governed in all respects as they now are in like cases of venue, granted by the court and provided for by the ninety-third section of the fifty-fourth chapter of the Revised Statutes of this State, regulating change of venue.

SEC. 3. *Be it also further enacted,* That it shall be the bounden duty of the court to which the venue is granted by this act, to take cognizance of said cause, and to proceed therein to trial, judgment and execution, in all respects as if the indictment herein had been found and returned by a grand jury impaneled in such court.

SEC. 4. This act to take effect and be in force from and after its passage.

In Ethan Allen Doty's book, *The Doty-Doten Family in America*, published in Brooklyn, N. Y. by the author in 1897, the following is related:

SILAS DOTY, son David Doty and Martha Wilson, b. St. Albans, Vt., Aug 30, 1801; m. Bangor, Franklin Co., N. Y., spring of 1825, Sophia Adams. He d. at the residence of his son, William, Reading, Hillsdale Co., Mich., March 12, 1876.

Silas Doty was a kleptomaniac, and from his earliest boyhood showed an uncontrollable tendency to appropriate the property of others, not usually on account of its value, nor for any use of his own, but quite frequently to hide it away where it could not be discovered. Unfortunately this was not at that time recognized as a disease, and he became more and more an object of suspicion in the community and a great trial to his very worthy parents. He was soon led into bad company and his father was glad to assist him to emigrate to Michigan, at that time a territory and very sparsely settled. From this time he became notorious, and the story of his life is told in an octavo volume of 268 pages, published, 1880, by a Toledo, O., publishing house, and purporting to give an autobiography of him. This volume, while containing unquestionable many gross exaggerations, still gives enough to prove that the various terms which he served in the State prison of Michigan were fairly earned. The account gives correctly the names of his parents, of his brothers and sisters, and tells of his courtship and marriage of his wife, bearing testimony throughout to their respectability, their distress at his career, and their continued kindness to him.

If the account given is true, his raids were by no means confined to Michigan, having carried on his work in England and France, as well as in Mexico, California and the whole western country. After serving many short terms in State prison he was, in 1844, sentenced for life, but breaking out from jail he made his way to Mexico in 1848, while the war was in progress, and made friends with both General Taylor and General Scott by presenting them with valuable horses. In 1851 he was back in Michigan, and for a new offense sentenced to seventeen years' imprisonment. This was reduced to fifteen years by his good behavior in prison, but again and again he was returned to prison till near the close of his life.

Children:

CHARLES, d. Bangor, N. Y.

WILLIAM S., lived Reading and Detroit, Mich., but, 1881, said to have gone to Leadville, Col., or may live in Indiana, perhaps at Collinsville.

DELIA, prob. M. Mark Noble, and lived E. Toledo, O.

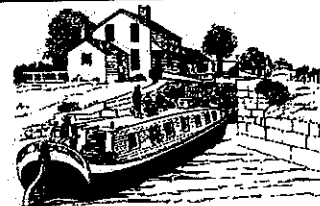
CAROLINE.

CSI DONOR RECOGNITION FOR 2009 (cont. from last month)

The following members have contributed over the basic \$25 membership level.

Other \$30-49

Jeff & Mary Koehler



Canal Society of Indiana

"WAIT TIL YOU GET TO WABASH"
Tour of the Wabash & Erie Canal
In Wabash County, Indiana

April 17-19, 2009

Holiday Inn Express (260) 569-1189 Wabash, Indiana
(mention CSI or Bob Schmidt when booking room)

THE MOORE BLOCK THROUGH THE YEARS

By Mark Smith

The edifice upon which the new "Zook Realty" sign has been recently affixed in Delphi, Indiana, has a past that is almost as colorful as the sign itself. The original structure was known during the very early days of the time period we canawlers affectionately call the "Canal Era" as the Dewey Block, built by Noah Dewey. The Dewey family claimed many states along the East Coast as home, ranging from New York to Connecticut and Vermont, and was probably linked to Admiral Dewey of Spanish American war fame.

Noah Barrell Dewey was born January 27th, 1812, in Gouverneur, New York, the son of Jesse Dewey and Frances Barrell. Noah passed away in 1856, and his "Dewey Block" was improved upon somewhat by the addition of a totally new and grander structure in 1863. The August 1863 Delphi *Journal* noted that "the cellar walls for the handsome brick block in process of erection by Martin, Moore, and Barnett, are almost finished, and when completed, the brick work will be pushed forward as rapidly as possible." By December 2nd of that same year the same press reported that "the brick work of the three and four story block of buildings on the Dewey corner is now completed, and will soon be under roof." The block was reported to be a credit to our place, and the builders.

Later on, by April 13th of 1864, we see that C. and G. Moore have removed to their new brick store on the Dewey corner and have "opened up" a nice stock of spring goods. They have one of the nicest establishments on the Wabash. Readers should know that Cameron Moore was another east coast merchant, whose point of origin was Penn Yan, New York, so named because it was adjacent to Pennsylvania, and a Yankee stronghold. Moore came to Carroll County when he was twelve, having first seen the light of day December 6th, 1824. In 1849, he came to Delphi from Madison Township and set up shop on the east side of the square in the Assion building, then launched out on his own in the structure just recently described. In his early days as a merchant in Delphi he would make voyages out East as his own purchasing agent for goods bringing them back on the canal.

Later merchants in the building were Samuel Wilson, Barnett and Nathaniel Mohr, who developed a thriving business in general hardware and agricultural implements. The firm dissolved in 1909, to turn over their holdings to the firm of Mount and Lane, a clothing store.

I would be totally neglectful of my duties as his-

torian should I not inform my readers that in June of 1902, there was a severe rupture in the business life and bliss of the Bowen Bank, which was located on Main and Union across from the present-day Stone House. According to reports, bankers Abner T. and brother Edward Wright Bowen had a severe parting of the ways, in which one of them (guess who) welded the safe shut in such a way as to necessitate use of hammers and cold chisels to gain access to the funds therein. Banker brother Edward Wright Bowen staked out temporary quarters in the Centennial Block (down the street a block or so) until he could remove to the "Moore Block" for a more stable business environment.

In 1912, there was another more stable banking institution that occupied the site as the Delphi State Bank. Its officials were J.A. Cartwright, President; T.A. Gay, Vice President; George Cartwright, cashier; and Nellie Haughey, assistant.

More contemporary use of this corner involved the Mode-O-Day Store in the 1960's. There was also a hall upstairs utilized for the Hibernian Society, a Roman Catholic heritage group.

Who would have thought that all this activity would have taken place on one corner in a city which claimed (and still does) "Delphi--She's Beautiful--Look Her Over"!

STEAM CANAL BOATS

By Mark Smith

Dear Canawlers: While performing a piece of research the other day on an entirely different subject, I found these two delightful articles on our favorite topic:

March 22nd, 1865:

"The steam canal-boats belonging to Frank Cook and Chris. Neff passed safely over the dam on last Friday. We understand they have started on a voyage to the Illinois canal, on the waters of which they will ply during the coming season."

March 22, 1865

"Quite an excursion party of ladies and gentleman accompanied Frank Cook, on his steam canal boat West Wind, on Monday, as far as Lafayette, where they disembarked and after viewing the sites in the Star City, returned home on the evening train."

Now, does that make sense----returning home on the evening train? Maybe he docked his boat somewhere?---Who knows.

Editors note: Steam boats were tried on the canal but created such a wake that they washed out the canal banks. They had a very short life on Indiana's canals.

breaking free from its tether and terrorizing the residents in Wabash and Huntington counties. Stealing pies; crashing through wash-lines; breaking into stores; trampling vegetable gardens; crisscrossing the Wabash River five times; chased by two posses, circus workers, angry farmers, state police, and even Governor Henry F. Shricker before being caught; and losing 800 pounds during that time, Modoc became the most famous elephant in America for one week that year.

Following Mike's performance one attendee remembered hearing her parents get a phone call from her brother saying he would have to spend the night at his girl friend's house because an elephant was between her house and his car. Her parents thought that was the strangest excuse they had ever heard for an overnight stay. Others in the audience brought pictures and clippings to share with Mike. They commended him on his wonderful performance.

Peru Circus brochures were given to those attending. This circus is put on by approximately 200 young people, ages 7-21, with 10 performances within an eight day period. They are celebrating their 50th year and will perform July 11-18.

CSI brochures and samples of *the Hoosier Packet* were distributed. Sally Bancroft, CSI member from Van Buren, also attended.

Talking with Tracey Stewart after the program, she said she was a Wabash native who has lived in Washington, D. C., Australia, New York, Chicago, Indianapolis, and Boston. When deciding where to move next she and her husband decided they wanted a quiet place, with some culture, with easy parking or within walking distance to places, etc. when she realized that Wabash has it all. Although she had planned to retire and do volunteer work, once in Wabash she became fascinated by the museum and soon she was hired. She loves living in Wabash and her job as executive director.

Years ago Charles Titus was also very impressed with early Wabash. He had booked passage between Lafayette, Indiana and Maumee City, Ohio on the canal boat "James Durbin" with its master Williams. He recorded his impressions in his journal *Into the Old Northwest: Journeys with Charles H. Titus, 1841-1846* edited by CSI member, Dr. George P. Clark. He reports, "About noon, on Friday, passed a little town called Wabash — one of the most beautiful I had seen since I had left home. It is the only one, so far, that is situated on high, rolling land. The town is north of the canal. Between the canal & the Wabash river, south of the town, is a beautiful tract of bottom land, of exceeding fertility. The land on the north of the canal being high and hilly, renders the town very healthy, and gives to it something

of the appearance of a New England village."

Yes, Wabash, the first electrified city in the United States, has beautiful architecture such as found on courthouse, old jail, the Honeywell House that features cultural programs, old homes and the wonderfully restored Dr. James Ford House. Later this summer Charlie Creek Inn, an old restored hotel, will open.

The beautifully landscaped Charlie Creek Gardens and trails at Paradise Spring provide opportunities for a leisurely stroll or brisk hike. A grant to continue the trail from Paradise Spring to the boat ramp on the Wabash River near Carroll Street has just been received.

Wabash's Honeywell Center is a fabulous attraction bringing in entertainment this year such as the Smothers Brothers, Cirque Dreams, Jerry Lewis, Michael Bolton, Tommy Tune and the Wizard of Oz. It also has a gymnasium, rooms for public events and Eugenia's restaurant.

CSI members Tom Castaldi, Dan White and Bob Schmidt, learned of Wabash's Reading Room Books, one of Indiana's largest used book stores, years ago. They have somewhat of a contest to see who can be the first to get the old history books and atlases sold there. The bookstore has new books as well.

Quilters from all over frequent Nancy J's, one of the area's best quilt shops. The ladies go by carload to the store to purchase rainbow colored stacks of quilt fabric and project books. Carolyn Schmidt learned about the store through the Applesseed Quilter's Guild in Ft. Wayne and likes to attend its spring sale.

Antique shops are dotted around downtown Wabash. If you get tired browsing there is a restaurant nearby where you can sit and enjoy a cup of coffee or eat an entire meal.

A sculpture of Lincoln sits on the corner of the courthouse lawn. Another of children is at the entrance to the Honeywell Center.

The Wabash Public Library has a great genealogy section and a meeting room. The friendly librarians are always on hand to help you find the microfiche or books that you need.

Sports are also important in Wabash. Parks and schools have fields and diamonds. On Saturday afternoon of the CSI spring tour a Civil War Baseball Game will be held at 4:30 on the lawn of Honeywell House sponsored by the Wabash County Historical Museum.

WABASH HAS IT ALL!