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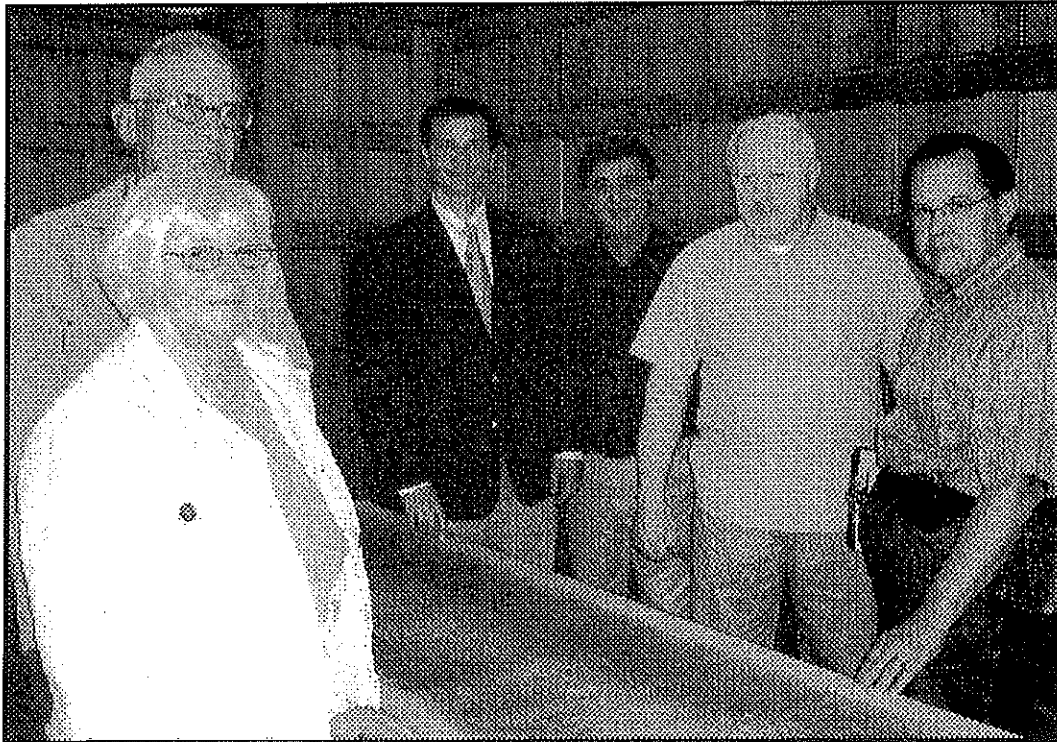
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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PRESERVING HISTORY



Kay and Tom Fortman, Todd Pelfrey, Tom Castaldi, Walter Font and Bob Schmidt look over the original railroad blueprint that was donated by CSI to The History Center. Photo courtesy The History Center

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CSI DONATES OLD BLUEPRINT

The Canal Society of Indiana (CSI) donated a circa 1920 Norfolk and Western Railroad blueprint of its tracks from the east side to the west side of Ft. Wayne to The History Center on May 5, 2009. The 37 ft. long blueprint was given to CSI in 1999 by Tom Fortman of Larwill.

Fortman had worked for Norfolk and Western and had purchased an old cabinet when the railroad was cleaning house. He found the rolled-up, musty and tattered blueprint back in a dark corner of the cabinet. When he opened it he saw that it showed the route of

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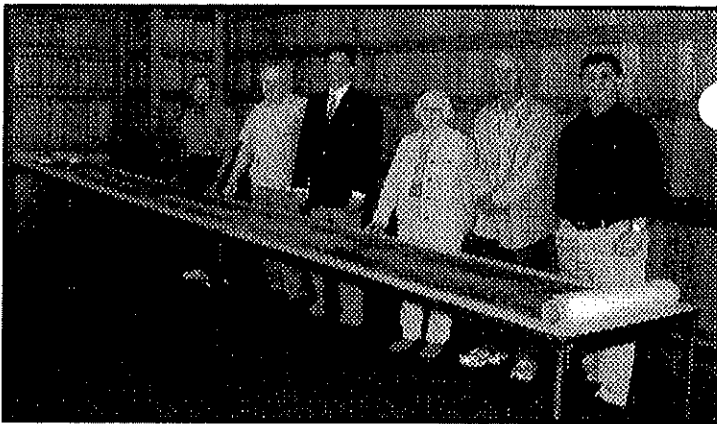
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the Wabash & Erie Canal through Ft. Wayne and the location of Moot's Lock No. 3.

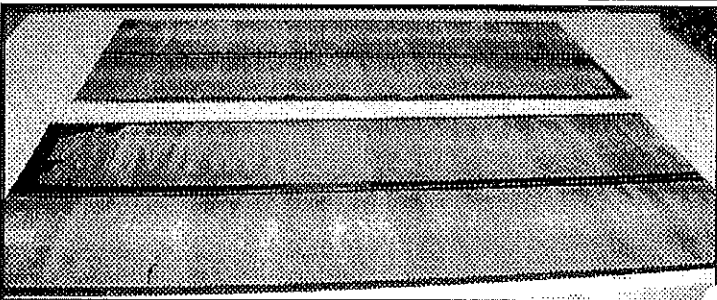
In 1999 Fortman was working on the U.S. 24 widening project west of Huntington, IN. Bob Schmidt, CSI president, was at the site of W & E Canal's Clear Creek Flood Gate that was being removed in conjunction with the project. Fortman asked Bob if the Canal Society would be interested in the blueprint. The answer of course was "YES!"

The blueprint was a valuable source for CSI since it showed the exact location of Moots Lock, a rare cut stone lock on the W & E that is buried under the tracks almost a block east of Glasgow Avenue near the end of Grant Street. Today Deister Machine Company, Inc. (founded 1912) sits between it and the end of the street. It also showed the junction of the St. Joseph Feeder Canal with the mainline of the W & E as well as portions of the canal and basins through the downtown area.

The length and condition of the blueprint made it difficult to use. It needed to be given to an entity that had means of preserving it. CSI director and Allen County Historian, Tom Castaldi, took the blueprint to Mike Scott at Perspectives Inc. in Ft. Wayne to have it digitized and have a smaller, more easy-to-handle print made of it.



Above: About 24 feet of the original railroad blueprint is shown to Bob Schmidt, Walter Font, Todd Pelfrey, Kay and Tom Fortman and Tom Castaldi at The History Center. P - History Center
Below: The new prints of the blueprint each have 2 fourths of the original shown side by side and are easier to use. P - B. Schmidt



a.m.. Accepting the blueprint from CSI's Tom Castaldi and Bob Schmidt and Tom and Kay Fortman, who originally donated the blueprint to CSI, were Todd Pelfrey, executive director, and Walter Font, curator, of The History Center.

After CSI directors present at the "Wait Til You Get To Wabash" tour voted to give the original blueprint to The History Center (Ft. Wayne Allen County Historical Society's Museum), a meeting was set for May 5 at 10

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CANAWLERS AT REST

JOHN SMITH NEWMAN

b. April 10, 1805
d. March 1, 1882

By Robert F. & Carolyn I. Schmidt



In 19th century Indiana many persons throughout the state were involved in a variety of transportation projects. Some of them, like John S. Newman, are buried in Crown Hill Cemetery next to governors and distinguished citizens of the Hoosier state. Both John and his wife's family were deeply involved in politics and the early development of Wayne County establishing a place for them there in early eastern Indiana history. A lawyer by profession, during his lifetime in Indiana John was the president of a canal company, a railroad and a bank. Who was this man who played such an important role in Hoosier transportation and banking?

and outbuildings and had carried away crops and livestock. Again this destruction was repeated in 1798.

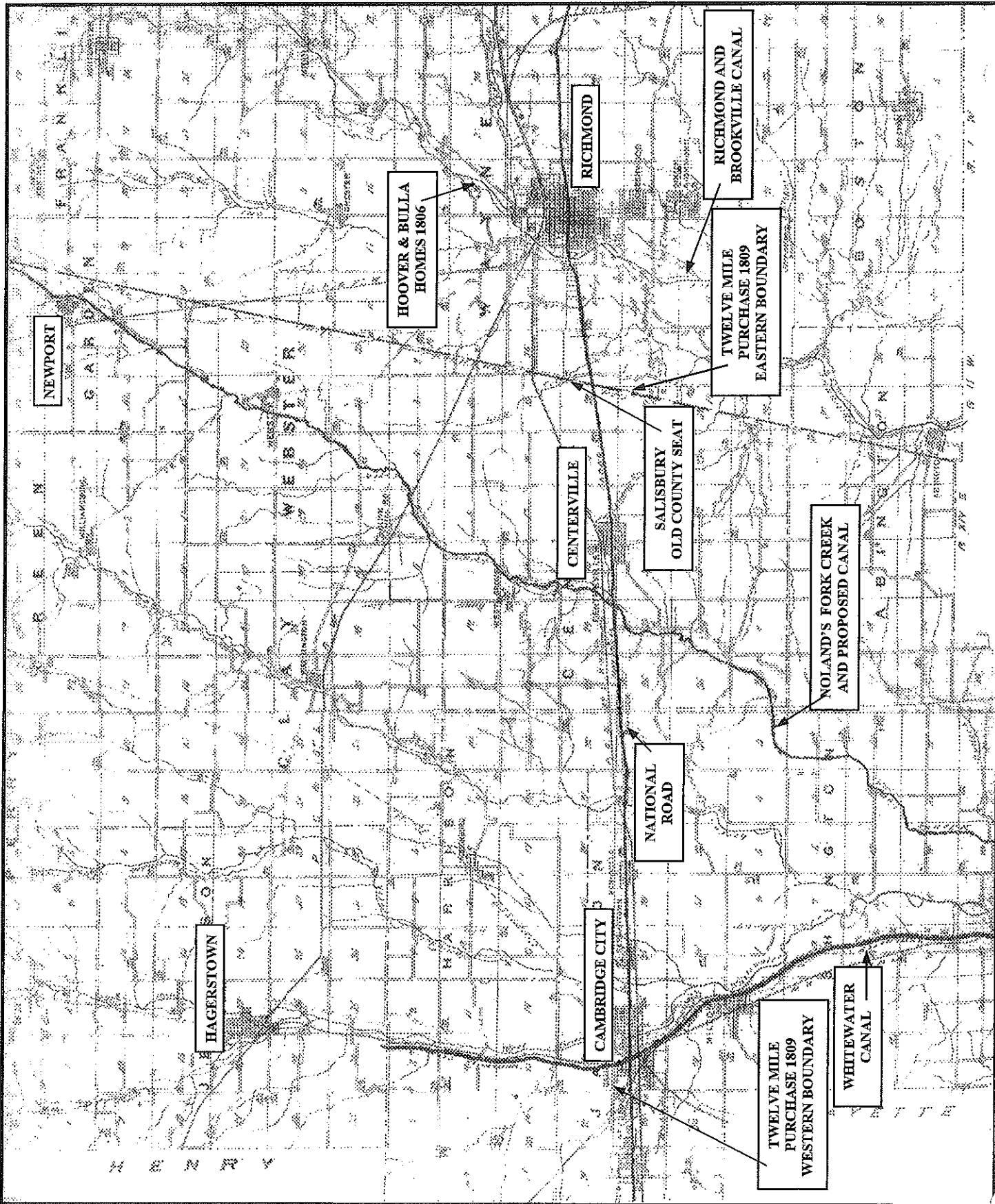
In 1800, Andrew, at age forty-eight, and some neighbors set out on horseback for the Northwest Territory looking for a better farming location. The Quakers also sought to escape the slavery issues in North Carolina. The Ordinance of 1787, which established the Northwest Territory, forbade slavery. The group explored areas of today's Warren and Montgomery Counties in Ohio (statehood in 1802). It was a strenuous trip. One of the party, Martin Davenport, died before they returned to North Carolina.

Around the time of the American Revolution many Quaker families had settled along the banks of the Uwharrie River in Randolph County, North Carolina. This location is about 30 miles south of Greensboro. Here we find the family of Andrew Hoover on a large farm of 500 acres, but only 36 acres were in good rich bottomlands, the rest were in poor uplands with pine forest and scrub brush. In 1776 Andrew had married Elizabeth Waymire, the daughter of Rudolph Waymire, his father's old friend. Their first child, a daughter named Mary, was the mother of our subject John Newman. She was born on March 3, 1777, and was the first of the Hoover's ten children.

Some of the Quaker families in the area set out for the Ohio country in the fall of 1801. That year they wintered about ten miles south of Dayton in Warren County. After additional exploration, some decided to locate on the Stillwater River about ten miles north of Dayton in Montgomery County. The land was flat and looked very fertile so in the spring of 1802 they moved their families there. That September Andrew and Elizabeth set out from "Hoover Hill" with their family of eight children and the families of their two daughters, Thomas and Mary Newman and William and Elizabeth Bulla. They arrived at the Stillwater River but found the community in ill health due to ague and malaria. They stayed through the winter before moving south into Warren County near Waynesville and Lebanon where Andrew purchased 200 acres. It appears that when the Hoovers moved, the Newmans and Bullas stayed in the Stillwater area, in fact they may have come earlier with the Quaker settlers of 1801.

Andrew Hoover's father, also named Andrew, had established a mill at the forks of the Uwharrie. A small community was gathered around this area called "Hoover Hill." Andrew Jr.'s farm was nearby and this is where Mary grew up. She married a local Quaker, Thomas Newman, on April 30, 1796. She was nineteen and he was twenty-two. In 1795 a severe flood in the community had submerged the bottomlands, family homes,

Tom and Mary Newman had three young chil-



WAYNE COUNTY, INDIANA IN 1876

Illustrated Historical Atlas of the State of Indiana 1876 published by Baskin & Forster Co., Chicago, Illinois

dren when they moved from North Carolina, Joseph (b. 1797), Elizabeth (b. 1799), and Rebecca (b. 1800). Their next son James S. was born in Ohio in 1803 and then John S. born April 10, 1805. Only a year after John's birth tragedy struck with the death of his mother, Mary, on May 18, 1806. She was just 29 years old with five small children ages 1-9. Mary was buried at a Quaker meeting house fourteen miles north of Dayton. Since Tom was unable to care for so many young children by himself, one-year-old John was sent to live with his grandparents, Andrew and Elizabeth Hoover, then in their mid-fifties. John fit right into the family since their youngest daughter, his aunt Sarah (b. 1798) was eight years old and younger than his oldest brother.

The Hoover family was always looking for a better location. Andrew's eldest son, David Hoover (age 24), explored the Indiana Territory from the Falls of the Ohio (Louisville) to Vincennes, the territorial capital, with his friends John Smith and Robert Hill. They didn't care for the area. In March of 1806 David Hoover and some others left the Stillwater River and traveled due west following a section line through the woods for some 40 miles. They arrived in the area where future Richmond, Indiana, would develop. Why did these men stop there? Just three miles west of Richmond was Indian Territory. It was not until 1809 that Governor William Henry Harrison acquired the "Twelve Mile Purchase." This land included much of western Wayne County, Indiana, up to Cambridge City. After the War of 1812 when Indian hostilities were over, Quakers began pouring into that area.

On returning home in the spring of 1806 David described the area he had explored to his father as "a land of promise." In June 1806 Andrew Hoover returned with David to the Whitewater area and they purchased property. In August of that year Andrew moved his family with two-year-old John S. Newman to a site about two miles north of Richmond, Indiana. William and Elizabeth (Hoover) Bulla wanted to get away from the unhealthy situation on the Stillwater and soon followed.

They settled on the Middle Fork of the Whitewater River in what was to become Wayne County and later constructed a mill there. The living conditions for these settlers were very primitive. They lived in log cabins and had to clear the land before they could plant crops. As he grew up young John had to help with the chores on his grandfather's farm.

David Hoover's

friends, John Smith and Jeremiah Cox, had established towns around 1816. Smith called his old town Smithville and Cox called his town Coxborough. In 1818 David combined Smithville and Coxborough and laid out and named the town of Richmond.

Wayne County had been organized in 1810 by the Indiana Territorial legislature. For sometime there was a disagreement as to the location of the county seat. Finally a court directed that it be located halfway between Centerville and Richmond on the old Greenville Treaty Line. The site selected was called Salisbury, after the town in North Carolina near Greensboro. David Hoover, who was justice-of-the-peace in 1810, associate judge of the circuit court in 1815, and clerk of the circuit court 1817-1831, preferred Salisbury, since it was close to his home in Richmond. When Indiana became a state in 1816, the legislature immediately passed a bill stating that Centerville would be the county seat. It is worth noting that Rebecca Hoover, David's sister married Isaac Julian, who was a staunch supporter of the Centerville faction. In 1818 Centerville, being more centrally located finally became the county seat of Wayne County. The old original log courthouse was moved to Centerville. It is the only remaining log courthouse that remains in the Northwest Territory. By this time much of the legal and commercial interest was gathered around this governmental center.

As Centerville became a magnate for politicians and lawyers, one of the prominent political figures moving into the community in Dec 1823 was Samuel Hannah and his family. The Hannahs had originally moved west in 1815 from Brownsville, a town in Pennsylvania about 30 miles above Pittsburgh on the Monongahela River. Sam's wife, Eleanor, and two daughters Anna (b.1812) and Eliza (b.1813) traveled by flatboat down the Ohio to Cincinnati, and then, like the Hoovers, moved on to Warren County, Ohio. Samuel taught school there for two years. Sam decided to look for better opportunities and in 1817 moved his family into the Whitewater valley and settled on a farm near Milton in

DAVID HOOVER 1781-1866



SAMUEL HANNAH 1779-1869 ELINOR BISHOP HANNAH d.1864



Washington Township. When Samuel was elected Sheriff of Wayne County in the fall of 1823, he decided that he needed to move to Centerville. He resigned his post as Sheriff in 1825 and in 1826 was elected a representative of Wayne County in the Indiana House for one term and was elected again in 1843. He was elected by the legislature to serve as treasurer of the State of Indiana for 1847-50.

Since John's uncle David Hoover was the Clerk of the Wayne County Circuit Court when John moved to Centerville in 1827 at the age of 22 to study law, he easily got a job as deputy clerk of the Wayne County courts. He soon met the young little "Liza Jane" Hannah, who was then 14. John was attracted to Eliza and began courting her. John S. Newman was admitted to the bar in May 1828 and began practice with his uncle's firm. Gainfully employed and able to support a family, John and Eliza Jane Hoover were married on Oct 1, 1829. She had just turned 16 on Sep 13th and he was 24 on April 10th.



ELIZA JANE (HANNAH)
NEWMAN

state representative in the first session of January 1825 when the capitol was moved from Corydon to Indianapolis. He also served in 1826, 1829-1831. David Hoover served in the Indiana Senate 1832-34 and 1841-43. John's aunt Rebecca's husband, Isaac Julian, was in the 1822 legislature. Julian's sons, Jacob and George, served in the 1840s. So John had numerous political connections through family members. It is also worth noting that another son of Andrew Hoover, John Hoover, was the great-great-grandfather of the thirty-first president of the United States, Herbert C. Hoover, of West Branch, Iowa.

John S. Newman, at age 29, became a representative from Wayne County in the Indiana House in 1834 probably with the help of his uncles. He was a Whig and later a Republican. He served for one term. It appears after this time that in addition to practicing law, John was also involved with a commercial mercantile business with his father-in-law, Samuel Hannah, who was County Clerk during the period 1830-37. The establishment was known as Hannah & Newman.

A law was passed by the legislature in 1837 that provided "it shall be the duty of the Circuit Court of each county to appoint three suitable persons as examiners of common-school teachers." The Wayne Co. court records show that John S. Newman was appointed as one of these examiners for 1838.

The White Water Canal was authorized by the Legislature as part of the 1836 Mammoth Internal Improvement Bill. As planned it would extend from Cambridge City (platted 1836) on the National Road to Lawrenceburg on the Ohio River. Groundbreaking took place in Brookville on September 16, 1836. Construction was completed from Lawrenceburg to Brookville by 1839. The works beyond came to a halt with the Indiana financial crisis in 1839. On January 20, 1842 the White Water Canal Company was created to complete the canal, which it did. The canal reached Connersville in June 1845 and Cambridge City by October 1845. The Hagerstown extension was completed in 1847.

John S. and Eliza Jane Newman became parents for the first time in 1831. Their daughter Mary was born. They eventually had six children, two of which died at an early age. They lived in a large white brick house on North Morton Street known as the Pritchard property. Judge John Newman built the north end of the house and Achilles Williams built the south end.

In addition to Sam Hannah, his father-in-law, and Solomon Meredith, his brother-in-law, serving in the Indiana legislature, several of John Newman's uncles also served in it and were even more involved in Indiana politics. Henry Hoover, David's younger brother, served as

John S. Newman practiced law in Centerville for many years. He was a law partner of Jesse P. Siddall, who arrived in Centerville in 1843/44. The firm was called Newman & Siddall. They were partners for about 10 years. During this time John Newman was very comfortable in his law practice and was apprenticing others in his law firm. His cousin, Jacob Julian, studied with him and became a lawyer and later a state representative. Oliver P. Morton studied with him in 1846 and later became Indiana's Civil War Governor (1861-1867) and U.S. Senator (1867-1877). Morton was admitted to the bar in 1847. John and Oliver developed a lifetime friendship.

At this time John also began to branch out into other activities. One of the first of these was planning the Noland's Fork Canal. This canal was to run from Centerville and follow Noland's Fork Creek southwest to the Whitewater Canal at Connersville in Fayette County. On January 13, 1845 the Indiana legislature passed a bill authorizing the creation of the Noland Fork Canal Company or, if that proved impractical, a railroad. The company was authorized capital stock of \$75,000 and a beginning construction date within five years of March 1845. Although it looked like it would fit neatly into the transportation network being developed, as far as we know, it never "got off the ground."

In January 1847 John Newman was elected president of the White Water Canal Company that was headquartered in Connersville. His salary was set at \$1,000. The company had acted under state charter since January 20, 1842 and various persons had been its president including James Conwell (1842) and Samuel Parker (1843- resigned 1847). In a contested election for the board of directors in 1848 there were two ticket factions - the Newman ticket & the Parker faction. The Newman ticket prevailed and John remained president for five years.

The state was in a financial crisis in regards to the debt owned for the state's internal improvement projects. Charles Butler, a lawyer from New York, came to Indiana and negotiated a plan to turnover the Wabash & Erie Canal to private control. On July 31, 1847 Indiana transferred the Wabash & Erie Canal to a private trust headquartered in Terre Haute. Hoosiers demanded a new state constitution that would prevent the type of borrowing in the future as had been done for Internal Improvements, which had led to the financial crisis.

A Constitutional Convention assembled in October of 1850 to consider modifications of the constitution. One hundred fifty delegates were appointed by the legislature. Representing Wayne County were: John S. Newman (Circleville), James Rariden (Cambridge City), Othniel Beeson, and John Beard. George G. Shoup of Franklin County was also one of the delegates. John S. Newman was Chairman of the Committee on Special and Local Legislation and Uniformity of Laws.

In the detailed minutes of the convention, Newman is mentioned several times concerning women's right to own and inherit property in their own name. He also was concerned about the protection of Negro rights. These human rights issues were of great concern to all of the Quaker community. Other minutes show that he was vocal on the time for the legislature to meet. He favored the biennial meetings that were proposed but thought the legislature should meet on the first Monday of December vs. the revised first Thursday

after the first Monday in January. He felt that sessions starting in January might not end in time for the members to be "home to attend to the spring business" -- farming. The proceedings of the convention lasted until February 10, 1851 and the constitution was official implemented November 1, 1851 after being approved earlier by the electorate.

In January 1850 the legislature had authorized the sale of the Central Canal. As circumstances would have it, the auction at the door of the Capital occurred on Saturday, November 16, 1850. The sale was to George G. Schoup, James Rariden and John S. Newman, all were members of the Constitution Convention, which was meeting at the time, and also were directors of the White Water Canal. These men were well known to one another. George Schoup from Laurel, Indiana, had married Jane Conwell, daughter of James Conwell, a legislator who laid out Laurel. James Rariden, a lawyer friend from Centerville, had worked with David Hoover.

Why did John Newman, Schoup and Rariden purchase the Central Canal for \$2,425? I am sure it was strictly a speculative lawyer-type adventure for they either found or had a buyer transferring the canal three months later on February 7, 1851 to Francis A. Conwell, who represented the Central Canal Manufacturing, Hydraulic, and Water Works Company of Rochester, NY. All of these negotiations occurred while the Constitution Convention was in session.

The Constitution Convention minutes indicate that John was out of his seat for part of the time. He was probably negotiating with others to purchase the Central Canal. Also during the convention a newspaper column in the *Jeffersonian* was discussed that accused Whitewater Canal men and others of plundering the people. John S. Newman was mentioned as follows, "He has the honor, I believe, to be the President of the White Water Canal; and doubtless he too, will feel greatly complimented by this polite notice through the columns of the *Jeffersonian* -- a paper that circulates extensively among his immediate constituents. But let any man look into the honest face of John Newman, and tell me whether he believes that he could be guilty of plundering the public, and trampling upon the rights of the people for the benefit of a soulless corporation, although he may be the President and a large stockholder in it. Sir, it is an unmitigated calumny, to which no honorable man can give credit for a moment; and I hurl it back with indignation into the very face of the calumniator, whoever and wherever he may be -- there let it stick until it blisters."

John's father-in-law, Samuel Hannah, was in the legislature in 1843-44. He moved to Indianapolis in 1847 when he was elected Indiana State Treasurer and

served until 1850. On January 20, 1851 the legislature created the Indiana Central Railroad Company chartered to build a railroad from Indianapolis to the Ohio state line. On March 3, 1851 Hannah was elected its first president, but he resigned so on July 15, 1851. John Newman became president and served until October 13, 1864. After Samuel resigned as the railroad's president, he remained involved as Treasurer of the railroad from May 1852 – January 1864 when he retired. He died in Indianapolis September 9, 1869.

The Indiana Central Railroad was completed by September 19, 1853 when regular train service began. John S. Newman moved his family to Indianapolis in 1860 due to his increasing railroad responsibilities. John's brother-in-law, Solomon Meredith, was the financial agent for the Indiana Central Railroad. In many ways the company was a family affair.

By the 1850s-60s canals were beginning to feel increased pressure from the railroads. The White Water Canal was plagued with floods and much structural damage. On July 22, 1863 the canal was sold to the Indianapolis & Cincinnati Railroad Company, H.C. Lord president. Fortunately John Newman had moved on to railroads.

The Merchant's National Bank of Indianapolis was organized on January 17, 1865. On September 1, 1866, John Newman became president of this newly

formed bank located at 23 N. Meridian Street. Its headquarters were permanently moved to 48 East Washington St in Indianapolis in 1904. John remained there for several years into the early 70s. During this time he was also on the Indianapolis City Council from 1869-1872.

John and his wife Eliza were both involved in many other activities in their later years. One of these efforts was the American Association for the Advancement of Science. The association held annual meetings to "promote intercourse between those who are cultivating science in different parts of the United States." John not only attended the 20th meeting held in August 16, 1871 in Indianapolis, he was one of the local committee of ninety-five that arranged it. Both he and Eliza attended the meeting held in Dubuque, Iowa, in August 13, 1872. They are both listed as members of the early pioneers in a State Board of Agriculture report of 1879.

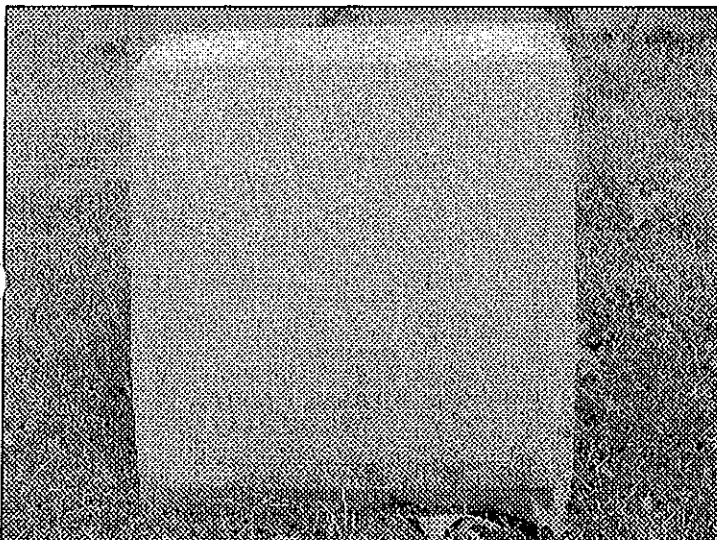
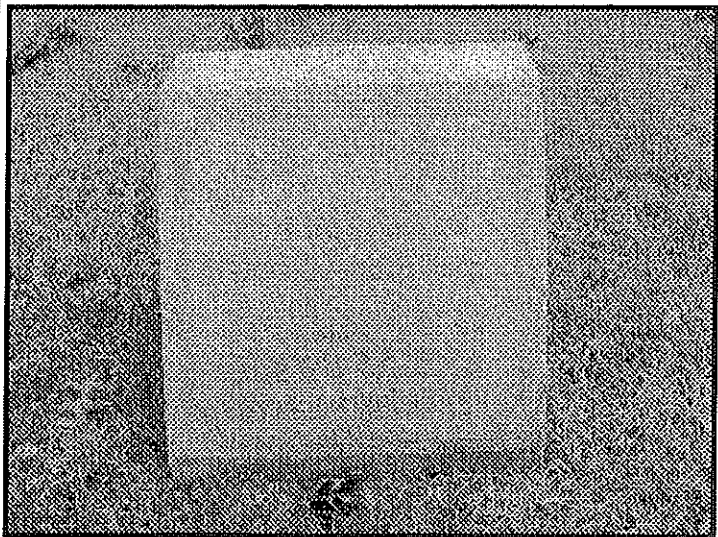
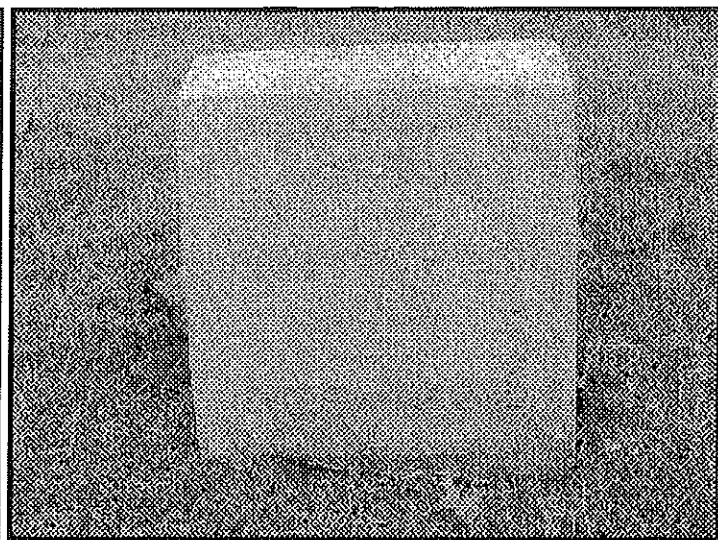
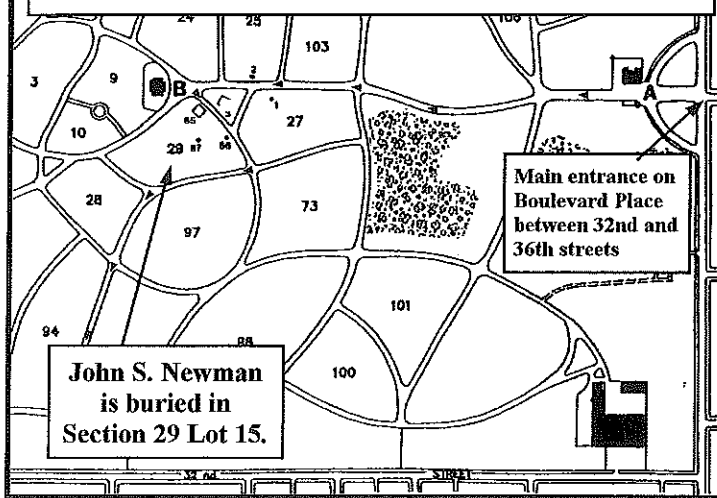
The Federal Census of 1850 shows John's valued real estate at \$3,000 and he was listed as a lawyer. The 1860 census does not give his worth but lists him as a R. R. Pres.. In 1870 his real estate was \$31,000, personal estate \$70,000 and he was a banker. In 1880 he is listed as a retired banker.

John S. Newman died March 1, 1882 at age 77. Eliza Jane (Hannah) died February 27, 1891, also age 77. Both are buried in Section 29 Lot 15 at Crown Hill cemetery near the Gothic Chapel.

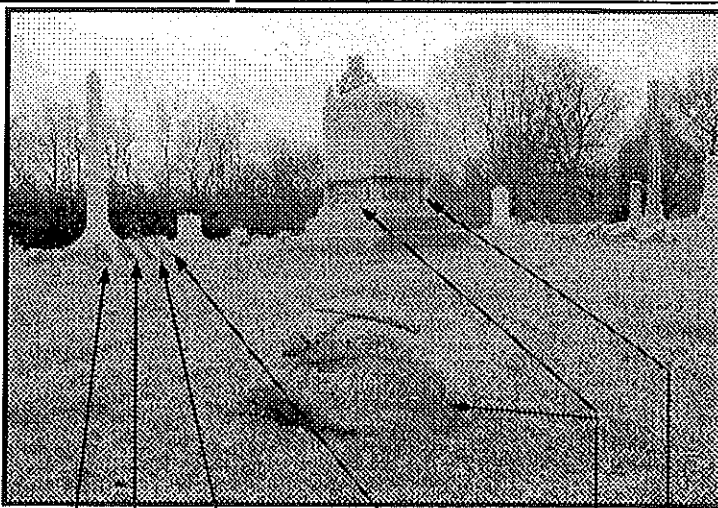
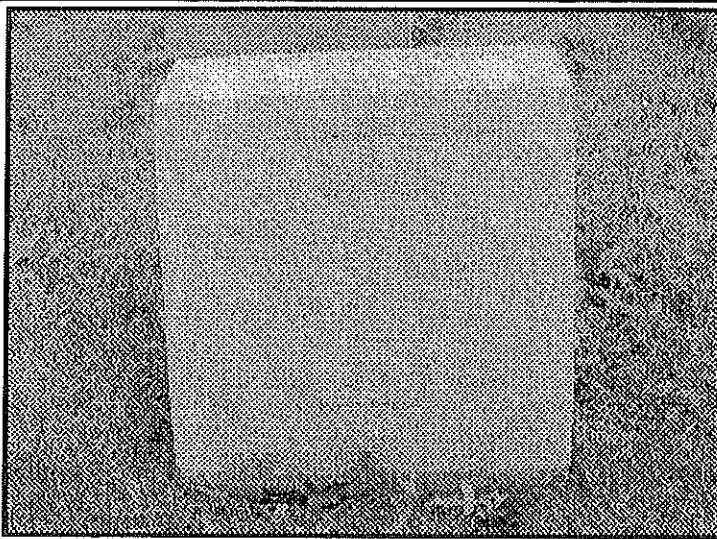
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A Portion of
CROWN HILL CEMETERY
Indianapolis, Indiana

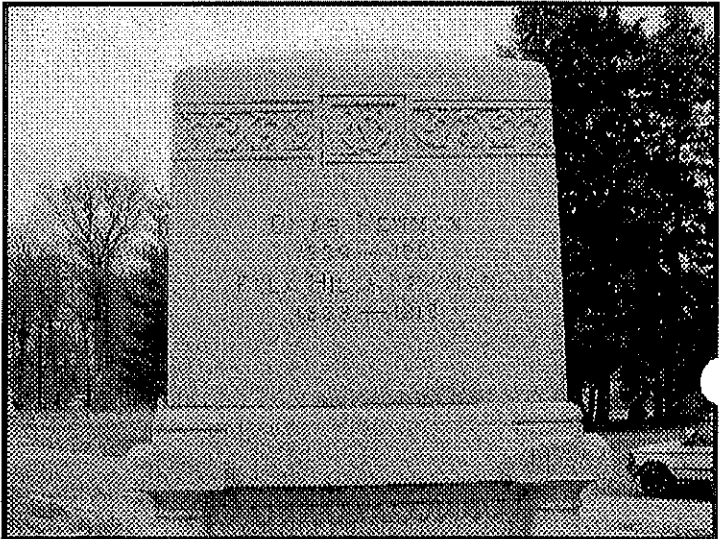
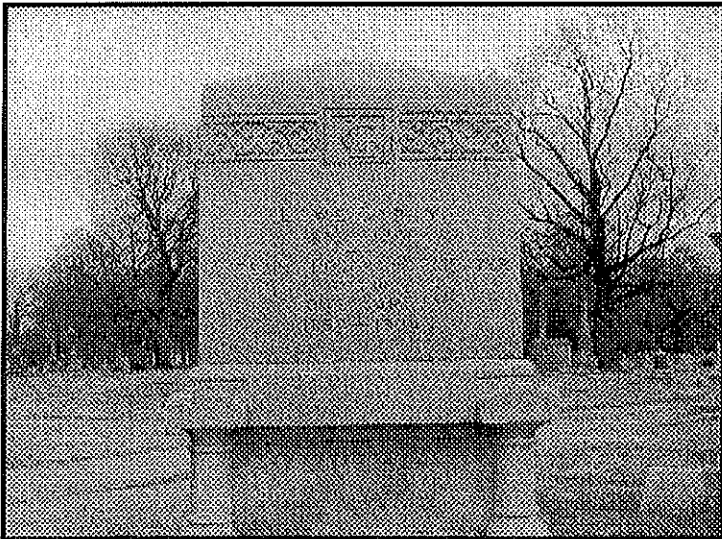
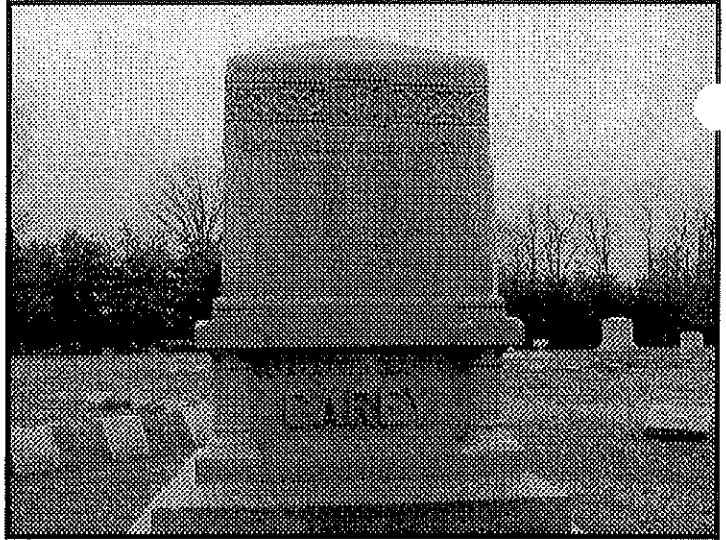
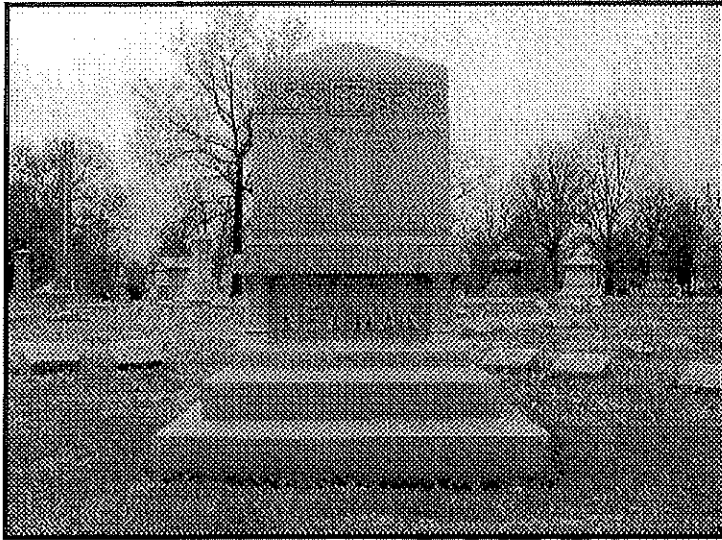


Photos by
CHARLES HUPPERT
Walter Newman U.S.A. 1839-1864
Ann Sarah Newman 1832-1835
Frederick Newman 1841-1842



John S. Newman April 10, 1805 - March 1, 1882
I WILL BE SATISFIED WHEN I AWAKE IN THY LIKENESS
Eliza J. Newman Sept 17, 1813 - Feb 27, 1891

Walter, John, Eliza then Ann and Frederick
Looking west the stones face north
NEWMAN
CAREY



Southeast side:

NEWMAN

I WILL BE SATISFIED WHEN I AWAKE IN THY LIKENESS.

Northwest side:

LOWE CAREY

1859-1900

ANGELINE ROXANN PARMENTER

WIFE OF

LOWE CAREY

1854-1934

Northeast side:

CAREY

UNTIL THE DAY BREAK, AND THE SHADOWS FADE AWAY.

H. C. Carey

1826-1895

MARY NEWMAN

HIS WIFE

1831-1900

Northwest side:

OMAR NEWMAN

1836-1901

ELLA HILLS NEWMAN

1838-1918

Photos by

CHARLES HUPPERT

Children of JOHN S. and ELIZA J. (HANNAH) NEWMAN

MARY E. NEWMAN 1831-1900 married Dr. Harvey G. Carey of Sidney, OH later Centerville and Indianapolis

ANN SARAH NEWMAN 1832-1835

GERTRUDE NEWMAN Feb. 1834-1910 married Ingram Fletcher, Indianapolis banker and son of Calvin Fletcher, died in Florida

OMAR NEWMAN 1836-1901 married Ella Hills, engaged in lumber trade in Chicago

WALTER NEWMAN 1839-1864 1st lieutenant in the U. S. Army, during Civil War contracted disease, died Indianapolis 1-1-1864

FREDERICK NEWMAN 1841-1842

NOLAND'S FORK CANAL

An act to incorporate the Noland's Fork* Canal Company to intersect the Whitewater Canal at the feeder dam above Connersville was put before the General Assembly of the State of Indiana. The act was approved January 13, 1845 and can be found in *Laws of a Local Nature Passed and Published at the Twenty-ninth Session of the General Assembly of the State of Indiana* published in 1845 by J. P. Chapman, State Printer. It follows:

An Act to incorporate the Noland's Fork Canal Company.
[APPROVED JANUARY 13, 1845.]

WHEREAS, It is desirable to construct a canal from Centerville, in Wayne county, or from some point as near thereto as practicable, to intersect the White Water Valley Canal at the feeder dam above Connersville; therefore, for the purpose of inducing the investment of private capital for the completion of the Noland's Fork Canal.

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana*, That John S. Newman, James Rariden, William Morton, James Forkner, Myers Seaton, Charles Cohen, Nathan Hollingsworth, Sebastian Niff, Dickson Hurst, Solomon Brumfield, and Ephraim J. Merritt, of the county of Wayne, and State of Indiana, their associates and successors be, and they are hereby constituted and made a body politic and corporate, and shall be and remain such forever under the name of the Noland's Fork Canal Company, and by that name, may contract and be contracted with, may sue and be sued, in all courts having competent jurisdiction, and do all other things legitimate for such company to do; and they are hereby invested with all the powers and privileges in any wise necessary or expedient to carry into effect the proper business of the association.

SEC. 2. In consideration that said company shall, within five years from and after the first day of March, 1845, complete said canal, they shall be entitled to receive tolls upon the same, not exceeding eight per cent over and above the net profits of said canal and water privileges arising therefrom.

SEC. 3. That the capital stock of said company shall be seventy-five thousand dollars, which may be increased if necessary, either for the construction of said canal, or any appendages needful for the enjoyment of the same, or for the construction of mills, machinery, or manufacturing establishments, requisite or expedient, for the profitable use of the hydraulic privileges growing out of said canal, or for keeping up, maintaining, and carrying on the same.

SEC. 4. That as soon as twenty-five thousand dollars of capital stock shall have been subscribed, the stock-

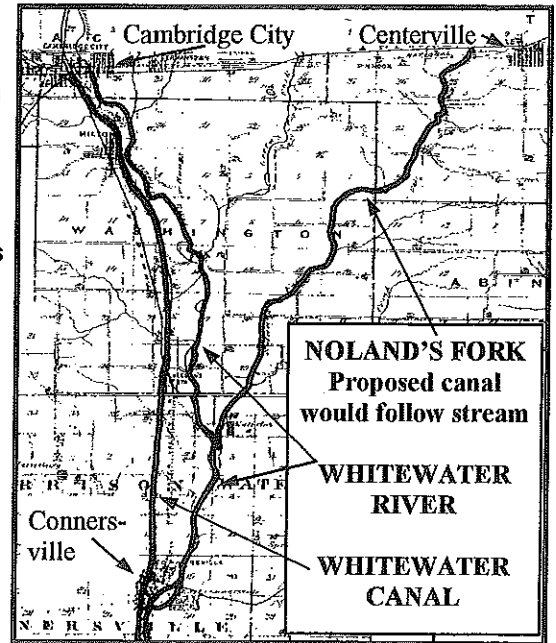
holders may elect nine directors, each of whom shall be a stockholder — said directors shall hold their offices for one year and until their successors shall be chosen, as hereinafter provided; at said election, and at all subsequent elections,

each stockholder shall have one vote for each share up to ten; one vote on every two shares up to thirty; one vote on every three shares above thirty and up to one hundred: *Provided*, No person or company shall have more than one hundred votes.

SEC. 5. The persons named in the first section of this act, or any six of them shall, as soon as may be convenient or expedient after the passage of this act, meet at some convenient place, and cause books to be opened for subscription of the capital stock of said company, giving reasonable notice of the time and place of opening said books. The books of subscription shall be kept open so long as such persons may deem expedient; and if there shall be a surplus of stock subscribed, said persons are empowered to make the requisite reductions per cent according to the amount subscribed, and fifty dollars shall constitute a share in said capital stock.

SEC. 6. That the fifth, seventh, eighth, ninth, tenth, eleventh, twelfth, sixteenth, seventeenth, eighteenth, nineteenth, twentieth, twenty-first, twenty-second, and twenty-third sections of an act, entitled an act to incorporate the White Water Valley Canal Company, approved January 20th, 1842, and all the provisions of said sections be extended to the benefit of said Noland's Fork Canal Company, and shall be considered as constituting a part of this act of incorporation; *Provided*, That said canal shall be so constructed as to give Nathan Hollingsworth the water and water privileges of said Noland's Fork of White Water, by means of a lock or otherwise, for the use of his mills, in such manner as to secure to him all the water of said stream in times of low water; and equal facilities in using the same to what he now enjoys, and which he is not entitled to by law.

SEC. 7. *It is further enacted*, That in case the above named persons, thus incorporated as the Noland's Fork Canal Company, shall after their organization, and a



thorough survey of the proposed route for said canal, deem it inexpedient to construct the same, the said company may, by the consent of the stockholders, be, and they are hereby constituted a body corporate, with full power to construct a railroad from the town of Centerville, in the county of Wayne, to intersect the White Water Valley Canal at the town of Connersville, in the county of Fayette, or at any other point on said canal above said town of Connersville, they may deem most expedient.

SEC. 8. That the provisions of an act, entitled an act to provide for the continuance of the construction of all or any part of the public works of the State by private companies, approved January 28th, 1842, be, and the same are hereby extended to the company as constituted in the first section of this act, so far as they may be applicable; and the company so constituted, shall be known by the name of the Noland's Fork Railroad Company; *Provided*, That said road shall not be considered as forming any part of the system of public works of this State.

SEC. 9. The privileges hereby granted in the foregoing sections of this act shall continue for the term of seventy-five years from the passage thereof, and no longer.

SEC. 10. This act shall be in force from and after its passage.

The Noland's Fork Canal was never built, nor was the Noland's Fork Railroad ever built.

*Noland's Fork was a fine mill stream in Randolph County, Indiana, that ran through the center of Wayne County to empty into the west fork of the Whitewater River on the north part of Fayette County near Waterloo. The stream was named for Daniel Noland, the first settler in its valley who located about four miles southwest of Centerville in Center Township/ later Washington Township. Center Township originally had an area of about 49 miles being 9 miles long north to south and about 3½ miles wide at its north end and expanding to 6¾ miles wide at its south end. Noland's Fork entered the northeast corner and passed through to its southwest corner.

JOHN HANAWALT

By Mark Smith

Recently while doing research on the Rothrock family, I found this extract from the biography of Valentine Hanawalt about his father, John Hanawalt, and found he built boats for the Wabash and Erie Canal.

"John Hanawalt, father of Valentine, was born in Mifflin County, Pennsylvania, in 1813 and departed this life in Monticello, Indiana in 1861. He was one of

the pioneers of this state, his first settlement being in White County, in 1835. Later he removed to Carroll County, but in a few years returned to the region of first choice. By trade he was a ship carpenter, and the occasion of his residence in Carroll County was that he might carry out a contract for building canal-boats for the Wabash and Erie Canal. His wife, who was of German extraction, was a Miss Catherine Rothrock in her girlhood. She lived to attain the age of seventy-two years, dying in 1884. Both parents became identified with the Methodist denomination about 1840 and were faithful exponents of their profession. Grandfather Joseph Hanawalt, of German descent, was a Dunkard in religion."

An entry on Rootsweb shows a census in Logan Township, Fountain County in 1850 with John residing there as a boat builder. By 1860 he had moved back to Monticello as a carpenter.

If the name Rothrock sounds familiar, it should. The entire family were known for nothing else but boat building---they were the Henry Ford's of canal boat construction both in Attica and Pittsburg, Indiana.

John Hanawalt passed away in Monticello, Indiana, and was laid to rest in the Old Monticello Cemetery. His Rothrock cousin, Hezekiah, was laid to rest in the Pike Creek Church of the Brethren Cemetery just a few miles from the county seat.



CONCERTS ON THE CANAL LOCATION CHANGED

Once again the Indiana Historical Society presented a series of concerts on the Central Canal in downtown Indianapolis in May, June and July. Due to building renovations at the Indiana History Center, the location for the concerts was moved two blocks north to the American College of Sports Medicine, located at 401 W. Michigan St. Concerts were from 6-8 p.m. An outdoor grill and cash bar were set up at the site and free seating was available on the Canal walk area behind the reserved tables. Tables could be rented on the grass and in the shade. The cost was \$40 for a table of eight for nonmembers and \$35 for members. Half-tables were available for \$30 or \$25 for members.

For information about future concerts, visit www.indianahistory.org.

Canal Place Names with Origins from Classical Age Mediterranean Empires and City-States by Richard F. Brown, Jr., AICP

Mediterranean empires and city-states made significant cultural advances during the Classical Age [approximately 500 BCE (before the common era) to 500 CE (common era)]. These societies include the Greeks, the Persians, the Phoenicians, the Carthaginians, and the Romans. The chart accompanying this report identifies canal and canalized river communities in the United States whose place name origin can be traced back to some aspect of Classical Age societies, such as a person, place, event, or term. This does not mean all of these communities were specifically named for certain aspects of the Classical Age, though many were, but that the origin of the place name has a correlation to that era.

While compiling the list, decisions were made on what to include and what not to include. The first consideration had to do with canal place names with Biblical origins, such as Bethlehem, Nazareth, Jerusalem, and Goshen. Instead of including these, some of which certainly existed during the Classical Age, it was decided that they will be listed in a separate future article on canal place names based on religious places, people, and terms.

Several other place names were not included on the list that may have some potential for being related to the Classical Age, but alternative origins are more likely. These include Paris (name of Troy's lover), Seneca (a famous Greek poet), and Laurel (a wreath given in Greek and Roman victory celebrations).

Another consideration to be made was whether to include places whose name had partial connection to the Classical Age, such as Indianapolis or Spotsylvania County. The "polis" is certainly Greek in origin, but the name Indianapolis was not derived from Greek history or terminology. However, Metropolis, as in the Illinois River town, can be easily tied to Classical Greece, as there is an ancient city with the same name there. The names of "Spotsylvania" or "Pennsylvania" are much harder decisions, because "sylvania" is clearly tied to the Roman god of woods and fields, "Silvanus" (en.wikipedia.org and www.unrv.com). Since the largest jurisdiction used in the list is at the county (parish) level, Pennsylvania was left off the list, but Spotsylvania was included.

During settlement of the eastern United States, it was fairly common practice to name communities for people and places of the Classical Age. The principle reason for naming places this way was identified by William R. Farrell in his 2002 book entitled *Classical Place Names in New York State*. He describes the reason as follows:

"... classical names had much to do with the spirit of the new republic, and embodied staunchly republican values by equating themselves with such characters as Cincinnatus, who in a time of crisis left his plow to lead the Roman people as dictator (a temporary position appointed in times of grave threat) and rather than abuse his position as dictator, he defeated the enemy and returned to his plow and restored the republic. Or Solon, the Athenian lawmaker who wrote the city's democratic constitution, and rather than be under pressure to change it, left Athens for ten years to allow his constitution a chance to prove itself. Values such as these of self sufficiency and a sense of duty to the state were honored in the ideal of the early American republic, and with vast tracts of land in the west being settled, New York wished to be at the forefront." (Farrell)

One of the clearest and most concentrated examples of utilizing Classical Age place names from the central part of upstate New York in the vicinity of Syracuse. Since New York was behind on its quota of soldiers during the Revolutionary War, the state increased the incentive for enlistment in the Continental Army beyond the 100 acres offered by Congress to 600 acres by offering another 500 acres per soldier (en.wikipedia.org). New York then established the two million acre Military Tract of Central New York, which consisted of 28 townships to provide this land for returning soldiers (en.wikipedia.org). The vast majority of these townships (24) were given Classical Greek or Roman names. Applying classical names to them has been attributed to a clerk named Robert Harpur in the office of New York Surveyor General Simon DeWitt's office (en.wikipedia.org). The classical names given to townships within the tract include:

TOWNSHIP NUMBER/NAME	TOWNSHIP NUMBER/NAME	TOWNSHIP NUMBER/NAME	TOWNSHIP NUMBER/NAME
1: Lysander	8: Aurelius	15: Fabius	22: Ulysses
2: Hannibal	9: Marcellus	16: Ovid	23
3: Cato	10: Pompey	17	24: Virgil
4: Brutus	11: Romulus	18	25: Cincinnatus
5: Camillus	12: Scipio	19: Homer	26: Junius
6: Cicero	13: Sempronius	20: Solon	27: Galen
7: Manlius	14: Tully (Tullius)	21: Hector	28

SOURCES: http://en.wikipedia.org/wiki/Central_New_York_Military_Tract and <http://home.twny.ir.com/hrw/history/military.html>

However, moving westward over the Appalachian Mountains and across the Great Lakes, pioneers appear to have utilized Classical Age place names more as a reference to former home towns in the northeast. For example, Classical Age place names are quite common in the lower peninsula of Michigan, which was heavily settled by pioneers moving westward from New York State and New England. Some examples include cities such as Sparta, Utica, Troy, and Romulus, as well as townships like Aurelius.

Another source of Classical Age place names, particularly in the Mississippi River valley is Don Antonio Soulard, the Spanish Surveyor General (theiblibrary.org). Don Antonio Soulard was an admirer of Roman and Carthaginian history and named a number of the streams after ancient heroes of this era (theiblibrary.org). The following paragraph from the [library.org](http://theiblibrary.org) website for Marion County, Missouri gives a brief account of the surveyor general's impact on place names in the Mississippi valley:

"In this county he named what we now call Bear Creek for the great Carthaginian warrior Hannibal; the Bay St. Charles he rechristened "Scipio River" in honor of Scipio Africanus, the Roman general who conquered Hannibal and subdued Carthage. Two Rivers was already named, but the next stream above he called Fabius in honor of Fabius Maximus, the Roman general so skillful in retreat (the ancient Franz Sigel!) who preserved Rome when Hannibal invaded it, by avoiding a general engagement and wearing out the Carthaginians." ([the library.org](http://theiblibrary.org))

The Spanish Surveyor General had a significant indirect influence on the naming of some communities of the Mississippi River valley. An example can be drawn from one the most historic cities in Missouri; for it was his assignment of the name of the famous Carthaginian General "Hannibal" to a small creek in present day Marion County (now known as Bear Creek) that led to the naming of Mark Twain's hometown (www.hanmo.com and thelibrary.org). Fortunately for all of us, this charming riverside city is known as "Hannibal" and not as "Bear Creek, Missouri."

For canal-era communities, the most commonly applied names from the Classical Age include:

- Concord(ia) (10)
- Rome (9)
- Athens and Liberty (8)
- Troy and Utica (7)
- Alexandria, Atlas, Carthage, and Ph(o)enix (6)
- Milan (5)
- Florence, Ionia, Palmyra, and Phil(adelphi)a (4)
- Augusta, Aurora, Eureka, Macedon(ia), Malta, Memphis, Ravenna, Sparta; Syracuse; and Verona (3)

The chart starting on the next page provides a summary of each place name. The most surprising Classical Age place names that were not found for a canal community were Corinth, Marathon, and Solon. It was also surprising not to find Sparta more often, given the better known history of that city-state. Of course, to those of us who live here in mid-Michigan, Sparta has been adopted in many ways, especially through Michigan State University.

The states with the most canal places with names derived from the Classical Age include:

- New York (46)
- Ohio (36)
- Illinois (30)
- Pennsylvania (21)
- Indiana (17)
- Michigan (9)
- Florida and Wisconsin (7)
- Missouri (6)
- Alabama, Louisiana, Ontario, and Tennessee (5).

As always, if anyone knows of additional canal places whose name may have its origin from the Classical Age please forward them and they will be included in a future update to this article.

PLACE (a)	STATE	COUNTY	ORIGIN	SOCIETY	CANAL(S)
Akron	Ohio	Summit	Greek word meaning "high."	Greek	Ohio & Erie and OH & PA
Albion	New York	Orleans	Classical Greek name for Great Britain.	Greek	Erie/NY State Barge
Adelphi (Marietta)	Ohio	Washington	Greek for brothers.	Greek	Ohio navigation
Alexandria	Louisiana	Rapides	Greek city in Egypt founded by and named for Alexander the Great in 332 BC. It went on to become one of the world's pre-eminent cities during the Classical Age.	Greek	Red navigation
Alexandria	Missouri	Clark			Mississippi navigation
Alexandria	Pennsylvania	Huntingdon			PA: Juniata
Alexandria	Virginia	Indpndt. City			Alexandria
Alexandria Bay	New York	Jefferson			St. Lawrence Seaway
Alexandria Town	New York	Jefferson			St. Lawrence Seaway
Alpha	New Jersey	Warren	First letter of the Greek alphabet	Greek	Morris
Ambrosia	West Virginia	Mason	Mythological food/drink of the gods	Greek	Kanawha navigation
Apollo	Pennsylvania	Westmoreland	Greek god of music, light, and truth	Greek	PA: Western
Aqueduct	New York	Schenectady	Latin term for a water conduit system developed by the Assyrians and utilized most extensively by the Romans.	Assyrian, Greek, and Roman	Erie
Aqueduct (Welland)	Ontario	Niagara			Welland
Arcadia Town	New York	Wayne	Region in Greece whose name comes from the mythological figure of Arcas.	Greek	Erie
Arena Town	Wisconsin	Iowa	Roman place of combat	Roman	Fox-Wisconsin-navigation
Athens (Lemont)	Illinois	Cook	Greek goddess Athena	Greek	Illinois & Michigan
Athens City/Twp.	Ohio	Athens			Hocking
Athens Village/Twp.	Pennsylvania	Bradford			PA: North Branch
Atlantic Beach	Florida	Duval	Sea of Atlas	Greek	Intracoastal Waterway
Atlantic Beach	North Carolina	Carteret			Intracoastal Waterway
Atlantic Beach	South Carolina	Horry			Intracoastal Waterway
Atlantic City and County	New Jersey	Atlantic			Intracoastal Waterway
Atlas Township	Illinois	Pike	Sea of Atlas	Greek	Mississippi navigation
Attica	Indiana	Fountain	Greek state surrounding Athens	Greek	Wabash & Erie
Augusta	Georgia	Richmond	Feminine form of Augustus	Roman	Augusta
Augusta	Kentucky	Bracken			Ohio navigation
Augusta Township	Ontario	Leeds			St. Lawrence Seaway
Aurelius	New York	Cayuga	Roman Emperor Marcus Aurelius	Roman	Cayuga
Aurora	Indiana	Dearborn	Roman goddess of the dawn	Roman	Ohio navigation
Aurora	Kentucky	Marshall			Tennessee navigation
Aurora	New York	Cayuga			Cayuga & Seneca
Caesarea	Ontario	Durham	City named in honor of the emperor.	Roman	Trent-Severn
Caledonia Township	Michigan	Shiawassee	Roman Empire name for Northern Scotland	Roman	Shiawassee navigation
Caledonia Town	New York	Livingston			Genesee Valley
Caledonia	Ontario	Haldimand			Grand River (Ontario)

PLACE (a)	STATE	COUNTY	ORIGIN	SOCIETY	CANAL(S)
Camillus Town and Village	New York	Onondaga	Roman General Marcus Furius Camillus	Roman	Erie
Carthage	Mississippi	Leake	Phoenician colony that became a major city-state due to its strategic location and the Carthaginian capital. Fought three Punic Wars with Rome and later the third most important city in the Roman Empire.	Phoenician; Carthaginian & Roman	Mississippi navigation Black River Cumberland navigation
Carthage	New York	Jefferson			
Carthage	Tennessee	Smith			
Carthage Lake	Illinois	Henderson	See Carthage	See Carthage	Mississippi navigation
Cassandra	Pennsylvania	Cambria	Seer cursed by Apollo	Greek	Allegheny Portage
Cato Town	New York	Cayuga	Roman statesman and politician	Roman	Erie
Cicero Township	Illinois	Cook	Roman statesman, theorist, and philosopher Marcus Tullius Cicero.	Roman	Illinois & Michigan
Cicero Town	New York	Onondaga			Erie
Cincinnati	Ohio	Hamilton	Roman General Lucius Quinctius Cincinnatus	Roman	Ohio nav.; Miami & Erie; Cincinnati & Whitewater Illinois navigation
Cincinnati Twp.	Illinois	Pekin			Illinois navigation
Cincinnati Twp.	Illinois	Pike			Mississippi navigation
Concord Township	Illinois	Bureau	Concordia is the Roman goddess of agreement, understanding and harmony.	Roman	Illinois & Michigan
Concord Township	Indiana	Elkhart			St. Joseph navigation and Erie & Michigan (pr.)
Concord	Kentucky	Lewis			Ohio navigation
Concord Township	Missouri	Pemiscot			Mississippi navigation
Concord City and County	New Hampshire	Concord			Merrimack navigation
Concord	Ohio	Scioto			Ohio navigation
(Wheelersburg)					
Concord Township	Ohio	Miami			Miami & Erie
Concordia Twp.	Iowa	Des Moines			Mississippi navigation
Concordia Parish	Louisiana	Concordia			Mississippi navigation
Constantia Town	New York	Oswego	Daughter of a Roman emperor	Roman	Erie
Constantine Village and Township	Michigan	St. Joseph	Roman emperor who converted to Christianity.	Roman	St. Joseph navigation
Cyrus	West Virginia	Wayne	Cyrus the Great of the Persian Empire.	Persian	Big Sandy navigation
Daphne	Alabama	Baldwin	Mythical Greek woman	Greek	Tombigbee Waterway
Delphi	Indiana	Carroll	Place of Apollo's oracle	Greek	Wabash & Erie
Delphos	Ohio	Allen	Son of Apollo; Delphi named for him.	Greek	Miami & Erie
Delta	Mississippi		Letter in the Greek alphabet	Greek	Mississippi navigation
Delta County	Michigan	Delta	Letter in the Greek alphabet	Greek	Michigan & Superior (pr.)
Demopolis	Alabama	Marengo	Greek for "city of the people"	Greek	Tombigbee Waterway

PLACE (a)	STATE	COUNTY	ORIGIN	SOCIETY	CANAL(S)
East Athens	Pennsylvania	Bradford	See Athens	Greek	PA: North Branch
East Hannibal	Illinois	Pike	See Hannibal, Missouri	Carthaginian	Mississippi navigation
East Sparta	Ohio	Stark	See Sparta	Greek (Spartan)	Nimishillen & Sandy (pr.)
East Syracuse	New York	Onondaga	See Syracuse	Greek	Erie
Etna	Pennsylvania	Allegheny	Greek goddess of the volcano	Greek	Allegheny navigation
Eureka	Ohio	Gallia	Greek for "I've found it!"	Greek	Ohio navigation
Eureka	Wisconsin	Winnebago			Fox-Wisconsin navigation
Eureka	West Virginia	Pleasants			Ohio navigation
Fabius Township	Missouri	Marion	Roman politician and general	Roman	Mississippi navigation
Flora	Indiana	Miami	Roman goddess of spring and flowers	Roman	Wabash & Erie (opp. shore)
Florence	Alabama	Lauderdale	City founded by Julius Caesar in 59 BC.	Roman	Tennessee navigation
Florence	Illinois	Pike			Illinois navigation
Florence	Indiana	Switzerland			Ohio navigation
Florence Township	Illinois	Will			Kankakee navigation
Galen Town	New York	Wayne	Roman physician and philosopher of Greek origin	Greek/Roman	Erie
Gallia	Ohio	Gallia	Roman (Latin) name for France (Gauls)	Roman	Ohio navigation
Gallipolis City and Township	Ohio	Gallia	City of the Gauls (French). Also a peninsula in ancient Greece (now Turkey)	Roman/Greek	Ohio navigation
Gallipolis Ferry	West Virginia	Mason	See Gallipolis	Roman/Greek	Ohio navigation
Genoa Village/Town	Wisconsin	Vernon	Phoenician colony	Phoenician/Roman	Mississippi navigation
Greece Town	New York	Monroe	Named for Greece in 1822	Greek	Erie
Hannibal	Missouri	Marion	Carthaginian general who nearly defeated Rome in the 2 nd Punic War.	Carthaginian	Mississippi navigation
Helena	Arkansas	Phillips	Helen of Troy	Greek (Trojan)	Mississippi navigation
Helena	Wisconsin	Iowa			Fox-Wisconsin navigation
Herculaneum	Missouri	Jefferson	Hercules	Greek	Mississippi navigation
Homer Village/Twp.	Minnesota	Winona	Greek Poet Homer	Greek	Mississippi navigation
Ilion	New York	Herkimer	Greek for of the name of Troy	Greek	Erie
Ionia City; Township & County	Michigan	Ionia	Ancient Greek Region now in Turkey	Greek	Grand navigation
Ithaca City/Town	New York	Tompkins	Island home of Trojan war hero Odysseus	Greek	Cayuga & Seneca
Juno Beach	Florida	Palm Beach	Queen of the Roman gods.	Roman	Intracoastal Waterway
Jupiter	Florida	Palm Beach	Roman name for Greek god Zeus, ruler of the gods.	Roman	Intracoastal Waterway
Lacon City/Township	Illinois	Marshall	District in ancient Greece (Laconia)	Greek	Illinois navigation
Levanna	Ohio	Brown	Italian mountain known since Roman times as "the peak of the rising sun."	Roman	Ohio navigation

PLACE (a)	STATE	COUNTY	ORIGIN	SOCIETY	CANAL(S)
Liberty city & county	Texas	Liberty	Roman goddess of freedom "Libertas."	Roman	Trinity navigation
Liberty Township	Indiana	Parke			Wabash & Erie
Liberty Township	Missouri	Marion			Mississippi navigation
Liberty Township	Ohio	Butler			Miami & Erie
Liberty Township		Fairfield			Ohio & Erie
Liberty Township		Ross			Ohio & Erie
Liberty Township		Trumbull			Ohio & PA (Mahoning)
Lima Township	Illinois	Adams	Roman goddess of thresholds.	Roman	Mississippi navigation
Lysander	New York	Onondaga	Spartan naval commander	Greek (Spartan)	Erie and Oswego
Macedon	New York	Wayne	Greek kingdom of Macedon, birthplace of Alexander the Great.	Greek (Macedon)	Erie
Macedonia	Pennsylvania	Bradford	Birthplace/home of Alexander the Great.	Greek (Macedon)	PA: North Branch
Macedonia	Pennsylvania	Juniata			PA: Juniata
Mahon	Indiana	Allen	Carthaginian General Mago Barca (brother of Hannibal) named this capital city of the island of Minorca	Indirectly Carthaginian	Wabash & Erie
Malta Village/Twp.	Ohio	Morgan	Island in the Mediterranean Sea, name means "honey" in Greek.	Greek;	Muskingum nav.
Malta	Pennsylvania	Northumberland		Phoenician; Carthaginian and Roman	PA: Susquehanna
Manlius Township	Illinois	LaSalle	Roman philosopher	Roman	Illinois & Michigan
Manlius Town	New York	Onondaga			Erie
Marseilles	Illinois	LaSalle	Named for the city in France founded by the Greeks in 600 BC.	Greek	Illinois & Michigan
Memphis	Alabama	Pickens	Egyptian capital	Egyptian	Tombigbee Waterway
Memphis	Tennessee	Shelby		Greek	Mississippi navigation
Mentor	Kentucky	Campbell	Greek mythological teacher/tutor	Greek	Ohio navigation
Messina (East Syracuse)	New York	Onondaga	Greek colony on Sicily	Greek & Roman	Erie
Metropolis	Illinois	Massac	Greek for "mother city"	Greek	Ohio navigation
Milam Township	Indiana	Allen	Capital of the Western Roman Empire	Roman	Wabash & Erie
Milan City & Twp.	Ohio	Erie	and place where Constantine I granted religious freedom to Christians.		Milan Ship
Milan (Canal Fulton)	Oho	Stark			Ohio & Erie
Milan	Pennsylvania	Bradford			PA: North Branch
Minerva	Ohio	Stark	Roman equivalent of Athena, goddess of wisdom.	Roman	Beaver & Sandy
Minoa	New York	Onondaga	Greek colony city on Sicily	Greek	Erie
Mt. Etna	Pennsylvania	Blair	See Etna	Greek	PA: Juniata

PLACE (a)	STATE	COUNTY	ORIGIN	SOCIETY	CANAL(S)
Naples	Illinois	Scott	Neopolis (Naples)	Greek	Illinois navigation
Neptune Beach	Florida	Duval	Roman god of the sea	Roman	Intracoastal Waterway
Nero	Louisiana	Plaquemines	Roman emperor	Roman	Mississippi navigation
New Athens City/Twp.	Illinois	St. Clair	See Athens	Greek	Kaskaskia navigation
New Florence	Pennsylvania	Westmoreland	See Florence	Roman	PA: Western
New Liberty	Illinois	Pope	See Liberty	Roman	Ohio navigation
New Philadelphia	Ohio	Tuscarawas	Greek for city of brotherly love	Greek	Ohio & Erie
New Smyrna Beach	Florida	Volusia	Greek city-state of Smyrna in Turkey.	Greek	Intracoastal Waterway
Nile Township	Ohio	Scioto	River in Egypt	Egyptian	Ohio navigation
North Apollo	Pennsylvania	Westmoreland	See Apollo, PA	Greek	PA: Western
Omega	Ohio	Pike	Last letter of the Greek alphabet.	Greek	Ohio & Erie
Orion	Wisconsin	Richland	Greek mythology hunter.	Greek	Fox-Wisconsin navigation
Ortona	Florida	Volusia	Ancient city in the Roman Empire.	Roman	Intracoastal Waterway
Palatine Town	New York	Montgomery	Palatine is an ancient part of Rome.	Roman	Erie
Palatine Bridge	New York	Montgomery		Roman	Erie
Pamelia Town	New York	Jefferson	Greek female name meaning "all honey."	Greek	Black River
Palmyra (Lemont)	Illinois	Cook	Important independent trade center and caravan crossroads in present day Syria.	Aramean and Roman	Illinois & Michigan
Palmyra	New York	Wayne		Roman	Erie
Palmyra Township	North Carolina	Halifax			Roanoke navigation
Palmyra	Tennessee	Montgomery			Cumberland navigation
Phenix City	Alabama	Lee/Russell	See Phoenix	Greek	Chattahoochee navigation
Phenix Township	Illinois	Henry	See Phoenix	Greek	Hennepin
Philadelphia City and County	Pennsylvania	Philadelphia	Greek for city of brotherly love	Greek	PA: Delaware and Schuylkill navigation
Philo	Ohio	Muskingum	Philo of Byblos: Phoenician scholar and Roman citizen.	Phoenician	Muskingum navigation
Phoenix	Louisiana	St. Bernard	Mythical bird that rose from its ashes.	Greek	Mississippi navigation
Phoenix	New York	Onondaga		Greek	Erie
Phoenixville	Pennsylvania	Montgomery			Schuylkill navigation
Platea	Pennsylvania	Erie	Greek battle site	Greek	PA: Beaver-Erie
Port Homer	Ohio	Jefferson	Greek poet Homer	Greek	Ohio navigation
Ravenna Township	Minnesota	Dakota	Ravenna once served as capital of the Western Roman Empire.	Roman	Mississippi navigation
Ravenna City/Twp.	Ohio	Portage			Ohio & PA
Rome	Georgia	Floyd	Capital and founding city of the Roman Empire.	Roman	Coosa navigation
Rome	Illinois	Peoria			Illinois navigation
Rome	Indiana	Perry			Ohio navigation
Rome	New York	Oneida			Erie
Rome Village/Twp.	Ohio	Lawrence			Ohio navigation
Rome	Tennessee	Smith			Cumberland nav.

PLACE (a)	STATE	COUNTY	ORIGIN	SOCIETY	CANAL(S)
Rome City	Indiana	Noble	See Rome		Erie & Michigan
Romulus Town	New York	Seneca	Co-founder of Rome	Roman	Cayuga & Seneca
Sardis	Ohio	Monroe	Seat of the Roman pro-consul	Persian & Roman	Ohio navigation
South Carthage	Tennessee	Smith	See Carthage	See Carthage	Cumberland navigation
South Greece Village	New York	Monroe	See Greece	Greek	Erie
South Ionia	Michigan	Ionia	See Ionia	Greek	Grand navigation
South Rome	Illinois	Peoria	See Rome	Roman	Illinois navigation
Sparta Town	New York	Livingston	Greek city-state of Sparta	Greek (Spartan)	Dansville Sidecut
Spotsylvania County	Virginia	Spotsylvania	Roman god of woods and fields: Silvanus.	Roman	Rappahannock navigation
Sylvan Beach	New York	Oneida	Roman god of woods and fields: Silvanus.	Roman	Erie
Syracuse	New York	Onondaga	Greek city-state and colony on Sicily.	Greek	Erie
Syracuse	Ohio	Meigs			Ohio navigation
Tarentum	Pennsylvania	Allegheny	Roman name for Greek colony of Taras in southern Italy.	Roman	Allegheny navigation
Thebes	Illinois	Alexander	Greek city-state and ancient city in Egypt.	Greek & Egyptian	Mississippi navigation
Titus	Indiana	Harrison	Roman Emperor Titus	Roman	Ohio navigation
Titusville	Florida	Brevard			Intracoastal Waterway
Titusville	New Jersey	Mercer			Delaware & Raritan
Troy	Indiana	Perry	Greek mythological city-state.	Greek (Trojan)	Ohio navigation
Troy	New York	Rensselaer			Erie
Troy	Ohio	Miami			Miami & Erie
Troy Township	Illinois	Will			Illinois & Michigan
Troy Township	Indiana	Fountain			Wabash & Erie
Troy Township	Indiana	Perry			Ohio navigation
Tyre Town	New York	Seneca	Ancient and significant Phoenician city.	Phoenician	Erie
Ulysses Town	New York	Tompkins	Mythical Greek King of Ithaca	Greek	Cayuga & Seneca
Ursa Township	Illinois	Adams	Female Greek name	Greek	Mississippi navigation
Utica Village/Twp. (b)	Illinois	LaSalle	Phoenician colony, then later served as Roman capital of Africa.	Phoenician and Roman	Illinois & Michigan
Utica Village/Twp.	Indiana	Clark			Ohio navigation
Utica	Michigan	Macomb			Clinton-Kalamazoo
Utica	New York	Oneida			Erie
Utica	Pennsylvania	Venango			French Creek
Utopia	Ohio	Clermont	Greek for "not place"	Greek	Ohio navigation
Venice	Louisiana	Plaquemines	City founded by Roman refugees.	Roman	Mississippi navigation
Venus (Nauvoo)	Illinois	Hancock	Roman goddess of love.	Roman	Mississippi navigation
Verona	Pennsylvania	Allegheny	Roman colony	Roman	Allegheny navigation
Verona Town	New York	Oneida			Erie
Verona Beach	New York	Oneida			Erie

PLACE (a)	STATE	COUNTY	ORIGIN	SOCIETY	CANAL(S)
Vestal Town	New York	Broome	Attendants of the Greek goddess Hestia, of home and hearth	Greek	Chenango (portion planned but not built)
Victoria County	Ontario	Victoria	Roman goddess Victoria for victory.	Roman	Trent-Severn
Victoria City/County	Texas	Victoria			Victoria Barge
Victory	Wisconsin	Vernon	Roman goddess Victoria for victory.	Roman	Mississippi navigation
Vulcan	Illinois	St. Clair	Greek/Roman god of fire.	Greek & Roman	Mississippi navigation
West Carthage	New York	Jefferson	See Carthage	See Carthage	Black River
West Memphis	Arkansas	Crittenden	See Memphis	Egyptian	Mississippi navigation
West Phoenix	New York	Onondaga	See Phoenix	Greek	Oswego
W. Sparta Town	New York	Livingston	See Sparta	Greek (Spartan)	Dansville Sidecut
West Troy (Watervliet)	New York	Albany	See Troy	Greek	Erie

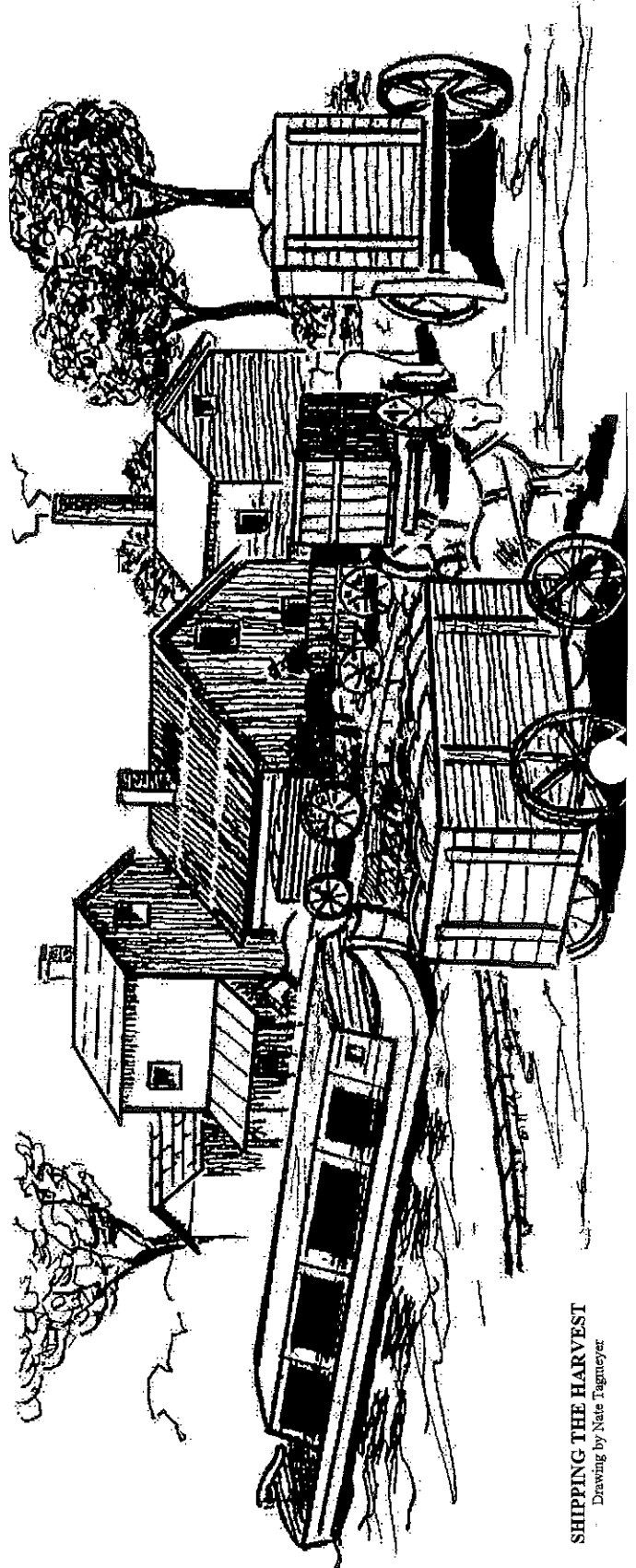
NOTES:

Twp: Abbreviation for Township; (pr.): abbreviation for proposed.

A "Town" in New York and Wisconsin are the equivalent to townships.

(a) In those cases where canal places are listed with another name in parenthesis adjacent to it [such as Aqueduct (Welland) or Athens (Lemont)]; the first name listed is the former canal place name and the name listed in parenthesis is the current canal place name.

(b) Utica, Illinois is officially called the Village of North Utica. It is referred to by both names, but more often as just Utica (<http://www.utica-il.com/> and http://en.wikipedia.org/wiki/Utica,_Illinois).



SHIPPING THE HARVEST
Drawing by Nate Tagneyer

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New_Athens,_Illinois; Odysseus; Old_Erie_Canal_State_Historic_Park; Omega; Orion_(mythology); Ortona; Palatine_Hill; Palmyra; Phoenicia; Ravenna; Rome,_Illinois; Romulus; Sardinia; Silvanus_(mythology); Sicily; South_Carthage,_Tennessee; Sylvan; Sylvan_Beach,_New_York; Syracuse; Titus; Tompkins_County,_New_York; Troy,_New_York; Tyre,_Lebanon; Utica; Utica,_Illinois; Utica,_New_York; Utica,_Tunisia; Utopia; Venice; Venus_(planet); Verona; Victoria_County,_Ontario; Victory,_Wisconsin; Victoria_(mythology); Vulcan_(mythology); Watervliet,_New_York; and West_Sparta
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THE CANAL BOAT CASE: WHO DONE IT? SEQUEL

By Carolyn Schmidt

In 1996 following the CSI "From The Forks To Paradise" spring tour, members received a small blue booklet entitled "The Canal Boat Case: Who Done It?" along with their newsletter since the case covered part of the area seen on the tour. It included depositions taken by Alphonso A. Cole,* a lawyer in Peru, Miami County, IN, from the crew of a canal boat in the disappearance of a passenger's carpet bag just below Silver Creek near Lagro, Wabash County, IN.

Although no one was convicted of the crime the Miami Circuit Court ruled in favor of the plaintiff at the time. However, its decision was appealed to the Indiana Supreme Court during the May term of 1855 and was overturned. Your editor recently found the report of the case from the Supreme Court of Judicature of the State of Indiana on the internet. Here follows the Supreme Court case of Doyle vs. Kiser.

In the original case John Kiser, the plaintiff in the suit, on his return journey from California, went aboard the packet-boat "Empire," owned by Captain Doyle, the defendant, at Fort Wayne, IN, taking with him his carpet-bag containing articles of clothing, etc., and nearly 4,000 dollars in gold. He paid his fare, as a passenger simply, to Lagro, a point westward from Fort Wayne on the Wabash & Erie Canal, and deposited his carpet-bag with the luggage of other passengers on the deck of the boat, the place generally used for such purpose. The passage from Fort Wayne to Lagro occupied the whole night of October 25, 1850, which was cloudy and dark. According to a witness, the carpet-bag weighed about twenty-five or thirty pounds, and, on arriving at Lagro, was missing from the boat. It was found the following March in the Wabash and Erie Canal from sixty to eighty rods above Cheesbro's lock on the heel-path side of the canal, which had no water in it at the time. A witness said, "There was a hole cut in the bag, which was froze together." The bag contained various articles of clothing, etc., and three stones as large as a man's fist, such as were found about the lock in the canal at Huntington, "about five miles back from where the bag was found." The identity of the bag found with that lost was admitted along with the articles it con-

tained minus the stones and corresponded with the articles alleged to have been lost including a miniature of Kiser himself.

Kiser did not communicate with any officer of the boat about the contents of the carpet-bag during the passage. Although the boat had a small safe, testimony varied as to whether or not the passengers were notified to have articles of value placed in it or keep them at their own risk. The boat was in the habit of carrying articles of freight, but did not book or check baggage.

It was proved that Doyle, the defendant, owned the boat. The evidence strongly showed that the carpet-bag was robbed of most of its gold by one of his boatmen.

The above information was admitted to the Supreme Court of Indiana as well as the affidavit of Kiser to prove the contents of the lost carpet-bag. The Court presented the points of law to be decided. Could the judgment of the earlier court in favor of Kiser be overturned and Doyle not have to pay?

The first question the Supreme Court had to address was: Are common carriers of passengers liable for articles of value not transported to supply any wants of the traveler on his journey and not made known to the carriers or their agents or paid for as freight, but put aboard of the conveyance by the passenger simply as luggage and so treated by himself on his journey?

It was argued that stage-coach proprietors, packet-boat owners, railroad companies, and others, may be engaged in the transportation of passengers only, or of passengers and freight, or of freight only; and some little confusion seems to have crept into the cases arising upon these employments from a failure to observe the distinctions growing out of the variety of pursuit. Similar cases were presented. A stage-coach proprietor has received, to carry for a reward, a box, in which he was told there was "a book and tobacco," but which contained, also £100 in money, and which, being lost, he has been held liable for the entire contents, because, there being no fraudulent concealment, the carrier having asked no questions and made no conditional acceptance, he was a guarantor of the package he had undertaken to carry. But there was no passenger in the case and the box was not baggage but carried as freight and paid for as such.

In another case the plaintiff paid 5s, for the ferrriage of his phaeton and horse, which, according to the defendants' scale of charges, was the charge for 'a light four-wheeled phaeton and one horse,' and he did not communicate the fact that the carriage contained, in the box-seat, jewelry and watches worth several thousand pounds. The phaeton and the jewelry were "injured" before they reached the other side of the river and the ferryman was held liable.

It was argued that according to the majority of opinions upon the subject, "that if any thing is delivered to a person to be carried, it is the duty of the person re-

ceiving it to ask such questions about it as may be necessary; if he asks no questions and there be no fraud to give the case a false complexion on the delivery of the parcel, he is bound to carry the parcel as it is. Even though in the instance where the article was carried and paid for as freight it seems scarcely reconcilable with principles of common honesty. The case is as if Kiser had gone to the proprietor of the packet, told him he had an ordinary carpet-bag, which he wished to have carried for hire, paying for it specially as such, disclosing nothing as to the gold."

On examination it was discovered that the above two cases differed too materially in their facts from Kiser's case that they had no authority in it. Two other cases where travelers had sued for lost baggage and nothing more were quoted but were decided to have no validity in the case.

The Supreme Court decided that these cases did not meet the one now before them. "Here no package was delivered and paid for as freight; and the suit is not for lost baggage proper, but for other property which was never delivered and paid for as freight, but which was got on board the boat under the guise of baggage, when it was not, to avoid the payment of freight."

"But it is said that the evidence shows that the gold in question was purloined from the carpet-bag by a hand employed upon the boat, and that, on this ground," Doyle was liable. "It is the general doctrine that a master is liable for the torts of his servants committed while acting within the scope of their authority as such. And upon general principles of the law a carrier is responsible for freight which he undertakes to carry. But these doctrines have no application here, for the gold... never went to the possession of the proprietor of the packet-boat, and his servants had no authority from him touching it. It was never in his charge; had it been he would have been liable; but he never became liable for it as a carrier; ...and we confess we are not able to assign a reason....why he should be liable....of the acts of his servants in regard to property he himself was never entrusted with. If those servants, at any town where the boat might have stopped, had stolen money from the drawer of a merchant of the place, it would hardly be pretended the proprietor of the boat would have been liable; and how is the present case to be distinguished? At all events, he can not be held liable in this case, but upon proof of gross negligence on his part, if at all, and such proof was not made."

Two other points made in the case are quoted as follows:

"It is said the carpet-bag in question never was, in fact, delivered to the custody of the carrier. We think the delivery was sufficient as to the carpet-bag and the articles of ordinary baggage it contained. The delivery was in the usual mode by which baggage was received. The boat was not in the habit of checking or noting baggage by any written memorandum.

"It is insisted, also, that the affidavit of the plaintiff was not admissible to prove the contents of the lost carpet-bag; but we think the weight of authority and reason of the case are, that such affidavit is admissible to prove the contents, in such a case as this, to the extent of the articles of ordinary baggage. That being the limit of the right to recover, should be the limit of the right to make the proof. On this point we shall not review the authorities. See them collected in a note to *The Great Northern Railway Company v. Shepherd*, 9 L. and E. Rep., supra; and *The Mad River &c. Company v. Fulton*, 20 Ohio, supra.

"As the jury, in this case, gave the plaintiff a verdict for his gold, under instructions of the Court favorable to such finding, and the Court confirmed the verdict by a judgment, it must be reversed with costs, and the cause remanded for further proceedings."

In an index of Albert. G. Porter's *Reports of Cases argued and determined in the Supreme Court of Judicature of the State of Indiana* published by Merrill & Company of Indianapolis, Indiana in 1856, the determination by the court is more clearly stated as follows:

Held, that the delivery by Kiser was, as to the carpet-bag and the articles of ordinary baggage it contained, sufficient.

Held, that Doyle was liable for the value of the ordinary articles of baggage, but not for the gold.

Held that Kiser's affidavit, so far as it related to the ordinary articles of baggage, was properly admitted.

Common carriers of passengers are not liable for articles of value not transported to supply any wants of the traveler, as such, on his journey, and not made known to the carriers or their agents, nor paid for as freight, but put about the conveyance simply as baggage and so treated by himself on the journey.

Articles treated as baggage may consist of clothing, money for defraying traveling expenses, a few books for the amusement of reading, a watch, a lady's jewelry for dressing, &c.

* Alphonso A. Cole (1818-1862) moved to Peru in 1834. At age 17 he became a canal engineer in Delphi, Carroll County, IN. He kept a notebook of canal water levels. He probably was an apprentice working under a regular canal engineer. He was also a farmer, a lawyer, and a state legislator (1849-1851). In his diary he describes his trips to New York City by canal and steam boat. He awaited a steamer in N.Y.C. to go to the California gold fields to visit his brother James Omer Cole who was the great-grandfather of Cole Porter. His papers and the depositions were found by Louise Cole when cleaning out the Cole Building attic.

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

[Elizabeth Seymour Coffin continued]

getting her education in an elite private school in Massachusetts. A talented lady...painter, librarian and collector of artifacts. She came to Annapolis in 1849. She and her son, Frank "Batch," were always affectionately known as walking encyclopedias. His home was the local museum and referred to as "The Working Man's Library" of Annapolis. She was featured in the New York Times...noting her collection and her paintings.

The following obituary was found in the files of Eugene A. Coffin on a tattered and torn draft in pencil on lined notebook paper that had faded and browned. It was transcribed by David E. Coffin in 2005.

"Elizabeth Ann Seymour, daughter of George and Elizabeth Dunham Seymour, was born in Stockbridge, Mass on April 7, 1828. She was christened by Parson Field, the father of Cyrus W. and Henry M. Field, and was a playmate of their sister Mary Field. She came to Annapolis with her father and four young brothers in 1849 and has lived here over fifty-nine years. She was the only person who has lived in the town continuously for so great a number of years.

"She was married to Wm. Wilshire Coffin in 1853. Five children were born to them; the two oldest daughters died while young, the husband in 1879, leaving the two sons Frank Seymour and John Morton and one daughter Mr. Emma Martin not mourning but waiting til the shadows are a little longer grown, and five grandchildren who loved their Grandma so devotedly and do not yet realize their loss. One brother Sydney A. Seymour lives in San Jose, California.

"Mrs. Coffin was especially fond of all the children who all loved to bring her flowers and receive in return her kind words. She will be greatly missed not only by her own family, but by all the community for veritable "She lived in a house by the side of the road and was a friend to man." Mrs. Coffin was appointed librarian of the famous McClure Institute at Annapolis in 1857, and held the position for ten years, which gave her the opportunity to become familiar with the best authors, and until failing eyesight prevented was a great

reader. She enjoyed her favorite pastime painting and sketching and gathering relics of other days and other times of which she leaves a large and interesting collection over which she has spent many happy hours showing them to her friends.

"On June 10th at 12:15 she passed from this life to a blessed reunion with loved ones gone before."

When Elizabeth Seymour Coffin passed away in 1908, her five living grandchildren were Donald Wilshire Coffin (b. 1898, d. 1947), Kenneth Boyd Coffin (b. 1900, d. 1992), John Ralph Coffin (b. 1903, d. 1997), Sibyl Naomi Van Voorhees (b. 1905, d. 1995) and Eugene A. Coffin (b. 10-8-1912, d. 1-1-2002), all children of John Morton Coffin and Grace Belle Penney.

Wm. W. and Elizabeth S. Coffin's obituaries list the following:

William Wilshire Coffin (b. 1820, d. 7-30-1879)

Rockville Tribune July 30, 1879

Elizabeth Coffin (b. 4-7-1828, d. 6-10-1908)

Rockville Tribune Wed. June 17, 1908

Wm. Wilshire and Elizabeth Coffin's youngest son, John Morton Coffin and his wife, Grace Penney Coffin, lived in a home near his father's place where he farmed and also was involved in the construction of county bridges and roads. They were blessed with six children:

Ruth Elizabeth (b. 1896, d. 1957) m. Frank P. "Cappy" Anderson, no children

Donald Wilshire "Shux" (b. 1898, d. 1984) m. Helen Purnell, son Donald

Kenneth Boyd "Kate" (b. 1900, d. 1992) m. Pauline Nickel, dau. Sue

John Ralph "Jack" (b. 1903, d. 1997) m. Lucille Bowen, daus. Mary, Donna, Naomi

Sibyl Naomi "Sib" (b. 1905, d. 1995) m. Ted VanVoorhees, son Paul

Eugene Arthur "Gene" (b. 1912, d. 2002) m. Rath M. Davies, sons Edward and David. They first lived in his father's house where David was born.

Wm. W. and Elizabeth S. Coffin are buried in the Annapolis-Coffin Cemetery. It was established on their farm. The Articles of Association for the Annapolis Cemetery follow:

Sept. 26, 1873, Election of 5 trustees to procure and hold suitable grounds for a cemetery for the town of Annapolis and vicinity - held in the Temperance Hall — On motion of Sam. T. Ensey, Isaac N. Hunt was elected president of the meeting and John D. Connelly appointed as Secretary. Meeting adjourned.

October 1, 1873, Meeting was called to order

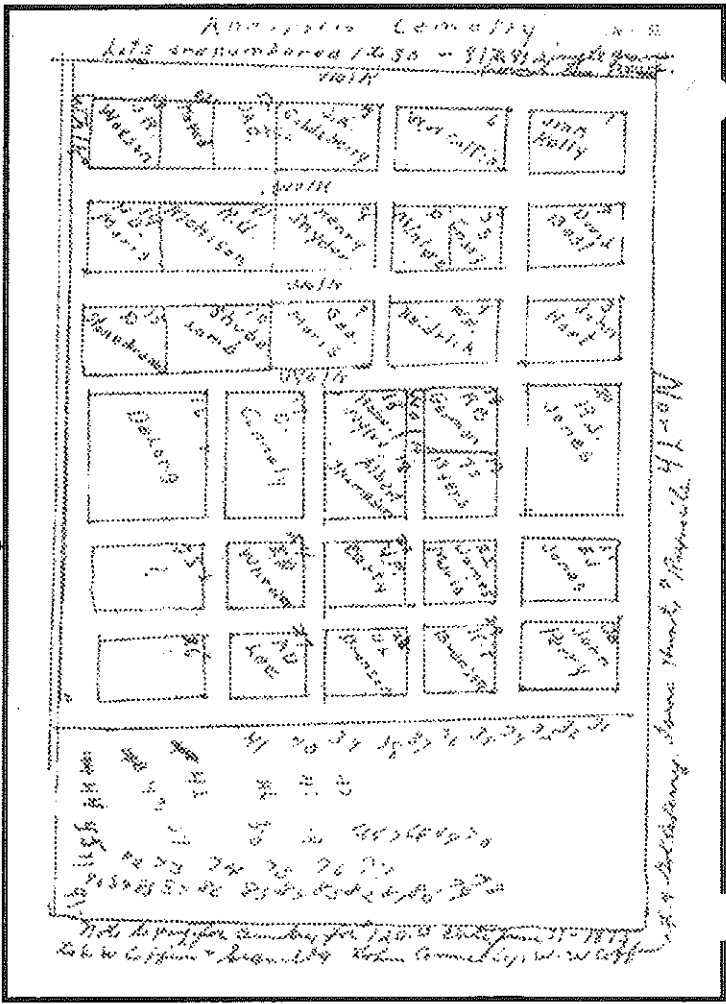
THE HOOSIER PACKET - AUGUST 2009

by Isaac N. Hunt, president. On motion, the election of trustees resulted in the election of George Wilkins, John D. Connelly, Allen T. Kelly, Joseph Vickory, Isaac N. Hunt, for the term of one year, name adopted as "Annapolis Cemetery Association." Misc. R. B. 2 p 479

The official name of the cemetery is the "Annapolis Cemetery." However, many locals refer to it as the Coffin cemetery since it was on their farm. A map of the cemetery drawn by Frank Seymour Coffin shows that lots 31-91 are rows of single graves. It also has written on the bottom: "Note to pay for cemetery for \$120.00 Date June 21, 1873 to W. W. Coffin, Signed by John Connelley, W. W. Coffin, J. H. Goldsberry, Isaac Hunt, and ? Reynolds."

The Annapolis Cemetery is located in the SW 1/4 of the NE 1/4 Sec. 12 Twp. 16-17N Range 7-8W. John R. "Jack" Coffin maintained the cemetery as long as he was able.

Frank Seymour Coffin also made the following list of burials but did not include the soldiers buried in the single graves. Grover Myers decorated the soldiers graves with flags and said that county records show more than a dozen buried there. After Frank's death William (Billy) Best died in 1933 and is not on the list. Best was the last person buried in the Annapolis Cemetery. David E. Coffin, Wm. W. Coffin's great-grandson added the later information to the chart.



LOT	NAME	MARKER	REMARKS	INFORMATION ADDED LATER
1.	Anson M. Kelly	yes	1832-1862	
2.	David Best	yes	1806-1881	
	Rebecca Best			
3.	C. G. Wheeler	no	Removed	
4.	Wm. Heidrick	no		
	Rebecca Heidrick	no		
	Infant of Elisha Harvey	no		
	Unknown	no		
	Unknown	no		
5N.	Bennie Ensey	yes	7-29-1872, 8-2-1876	
5S.	Zenina Ephlin McIntyre	no		
6.	W. W. Coffin	yes	1820-1879	William Wilshire, son of Jethro Carty, buried with infant son Berkley, w.o. John M., dau. of U. F. Carty Lot 23
	Minnie Coffin	yes	1868-1890	Sarah Harriet, dau of W. W. and Elizabeth Seymour Seymour, dau. of George, w.o. W. W. Elizabeth Ann, "Libbie", dau. of W. W. and Eliz. Seymour
	Hattie Coffin	yes	1854-1885	
	Elizabeth Coffin	no	1828-1908	
	Elizabeth Coffin	yes	1856-1874	
7&12N	Maud Goldsberry	yes	1874-1876	
	Carrie Goldsberry	yes	1860-1875	
8	Infant of Henry Snyder	no		
9	Dora Ethel Maris	yes	1874-1875	
	Cora Maris	yes	1886-1887	
10	Infant of Shube Lamb	no		
11	Sarah Atcheson	yes	1874-1875	
12&13	J. R. Wasson	no	removed to Howard	
14	Infant of Tom Maris	yes		
15	D. Stonebreaker	yes		
16	Margaret DeLong	yes	1841-1908	
	Annie DeLong	yes	1809-1896	
	Guy DeLong	yes	1879-1897	
	? DeLong	no	soldier	
17	C. T. Connelly	no		

THE HOOSIER PACKET - AUGUST 2009

LOT	NAME	MARKER	REMARKS	INFORMATION ADDED LATER
18W	Infant of Chas. Connelly	no		
BE	Robert Wylie	yes	1878	
	Infant of Albert Thompson	no		
	Infant of Albert Thompson	no		
	Infant of Albert Thompson	no		
	Infant of Albert Thompson	no		
19E	Lou Carty Byers	no		
19W	Adeline German	yes	1842-1925	
	R. B. German	yes	Co. G. Ohio 159 Inf.	
	Albert German	no		
	Louella German White	no		
	Infant German	no		
20	Henry Jones	no		
21	Ed Jones	no		
22	James Maris	no		
	Anna Maris (Hunt)	no		
23	U. F. Carty	yes	1837-1894	Born 1-1-1808 Guilford, NC d. 10-6-1884 obit. in paper [found by author]
	Martha Carty	same	1835-1889	Wrought iron fenced plot
	A. B. Carty	yes	1860-1890	w.o. U. F.
	Walter Carty	yes	1873-1893	
	Homer Carty	yes	1858-1882	
				[Minnie Carty Coffin, buried in Lot 6, had a sister named Laura who married David Shirk. John Morton Coffin visited them in Lodi, IN.]
24	E. D. Wheeler	no		
	Sarah Wheeler	no		
	Clarence Wheeler	no		
25	unoccupied			
26	Unknown			
27	Infant of D. E. Lee	no		
	Infant of D. E. Lee	no		
28	Isaac L. Branson	yes	1830-1874	
29	Kit Branson	yes		
	Mary Stanley	yes		
30	Infant of John Perry	yes		
31-37	Unknown			
38	Rob Jones	yes	1877	
39	Katie Jones	yes		
40	Unknown			
41	Wm. White	yes	1821-1830	
42	Watson Ham	yes		
43	Elizabeth Ham	yes		
44-46	Unknown			
47-48	Tim Rardin & children	yes		
49	Emanuel Denman children	yes		
	Richard Perew's children	yes		
50	Aaron Hockman	yes		
	Margaret Hockman	yes	1925	
51	Unknown			
52	Copner child	no		
53-72	Unknown			
73	Henry Burton	yes		
74-90	Unknown			
91	F. D. Shumaker	yes	Man who drowned in Sugar Creek	

Annapolis was the leading manufacturing and cultural town in Indiana, west of Cincinnati, Ohio, and Richmond, Indiana, in the early and middle 1800s. It was larger than the cities of Indianapolis and Chicago, and by the middle of the 1800s had over 60 businesses and manufacturing concerns. The *Annapolis Business Directory 1860-1861* states the following:

"Annapolis, Indiana — a post village in Parke Co, Penn Twp. Near Sugar Creek, 7 miles north of Rockville, the capitol of the county, 65 miles west by north from Indianapolis. It contains a Methodist Church, a literary institution, the Western Manual School, a library association, and the McClure Institute. One Masonic Lodge, farm mercantile establishments, one hotel, two woolen Mfg. Co., and a variety of trades and professions. Population 400. Post Office established in 1836, Sidney Hadley Postmaster.

"The town's demise began when the proposed extension of the C. H. & D. Railroad (Cincinnati-Hamilton-Dayton) westward to Indianapolis and then to Decatur and Springfield, Illinois to form the C. I. & W. (Cincinnati-Indianapolis & Western) was moved just south of Annapolis to just north of what is known as "Old Bloomingdale." (cont. in next month's *The Hoosier Packet*)

A Monthly Time Book
of
Section Thirty Commenced
1838-1840

Prior to **Alexander Sankey Latty** becoming a judge in Paulding County and a substantial land owner, he was a part time Time-keeper (paymaster) in 1838, 1839, and 1840 on the Wabash and Erie Canal for the section between the Indiana state line and the vil- lage of Junction. This part of the canal went through Carryall, Crane, and Emerald townships in Paulding County.

This record book was found in the attic of Judge Latty's home in Defiance. Until the home was sold in 1985, the home (built be- tween 1861 and 1867) had remained in the Latty family. Thanks to **Jean Gaskill** the homeowner, and the archives at Bowling Green University, the best of the Alexander Latty collection (over 1,000 items) have been indexed and is now available on three rolls of microfilm. Last summer the Paulding County Chapter of OGS purchased the set for the Paulding Carnegie Library. Our chapter is purchasing the microfilm for the OGS Library in Mansfield, also.

Ray Keck has carefully studied the names and transcribed them. The following is a list of most of the canal workers from 1838- 1840. There are some names that are on the timesheets that are now unreadable.

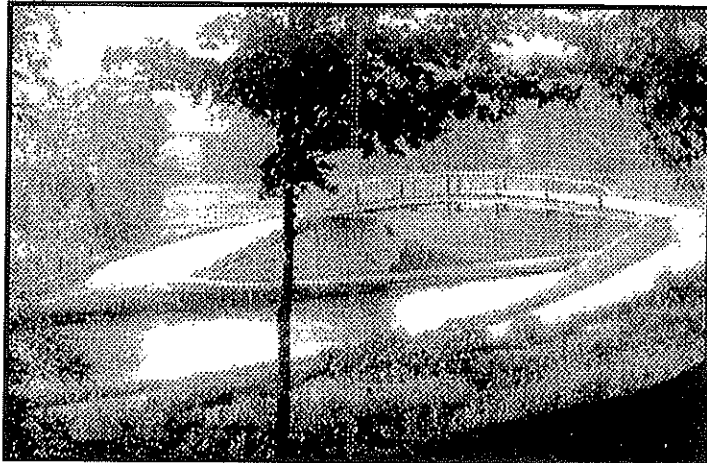
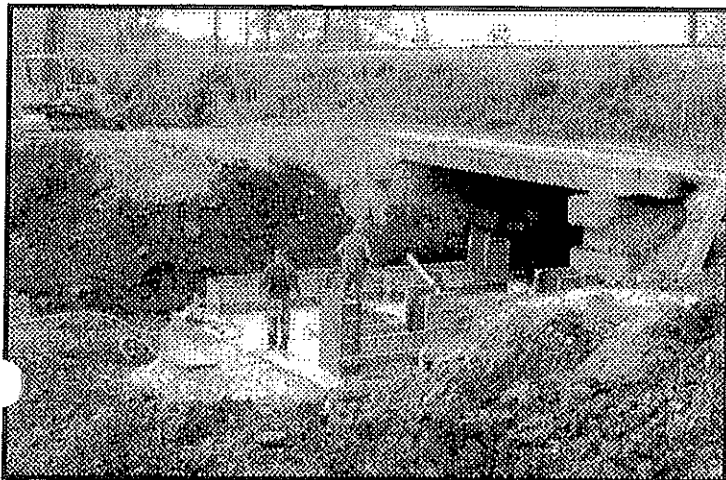
Anthony Ase	Doc S. Coverdale	Patrick Flynn	Amos Keller	Henry Mochain	Gottlieb Sathenite
Peter Acker	Mathias Cramer	Cs. Fohlneer	Ferry Kelly	F. Molden	G. Schmidt
Joseph Bailey	Dennis Cremmins	Thomas Foley	Patrick Kelly	John Morly	H. Schriten
Francoise Baker	A. Crowley	Adolphus Fox	Thomas Kelly	Adam Most	John Schuyler
Tarvis Ball	John Daly	Powell Frederick	William Keys	Clyment Moundlean	Sebatian Schwartzwald
John Baptiste	Owen Daly	William Frickey	Patrick King	James Murphy jr	M. Sing_____
Dan Barber	Peter Daly	August Garde	Patrick Kirk	James Murphy sr	John Smith
Edmond Barry	Edmond Day	A. Gartey	C. Kohlwoar	Anthony McAnulty	Thomas S_____
John Bary	George Deems	Conrad Glass	L. Kullarwoure	Patrick McAnulty	Huber Strain
A Base	Morris Deneen	James Good	Fra. Lafayette	Marten McAvoy	John Strole
Levi Bell	Jacob Dermott	Thomas Goren	M. Lambart	C. McCarter	B. Subey
Louis Bentz	John Dermott	Patrick Gorman	John Lane	Thomas McClean	John Sullivan
Nicholas Bentz	Peter Dermott	Sam Gordon	William Lorean	Allen McCreary	J. Toiberkeusk
H Beubein	William Dermott	George Green	J. Lareman	James McFadden	George Urtman
John Bhring	Anthony Docherty	George Greenwood	N Lareman	J. Nebus	Ed. Veily
A. Blum	Richard Dollard	Harrison Griffiths	Michael Lauer	Daniel Neston	Fred Waggeman
G. Boshan	William Dollard	D. Groifenhau	John Lavelle	Michael Noons	C. Walsh
B. Bounta	James Donnolly	Jack Guise	H. Leffler	C. Noye	Edward Walsh
Louis Boyer	Peter Donnolly	Samuel Hackley	F. Leonard	Edward Nugent	Patrick Walsh
G. Brian	John Donohue	Maurice Haly	John Linga	Henry Offenstok	John Waters
John Broderick	Christ. Drost	George Hamer	Adam Lufner	Thoas Olds	Chas. Wentworth
Michael Brown	J. Dourko	George Hamer jr	Peter Lynch	Charles Oquille	Thomas Wentworth
Rudolph Brunsoma	Louis Dupre	H. Hand	Patrick Lynett	Francis Oquille	Eberhart Werner
William Buckley	Joseph Engel	H. Hanensheim	John Mabbs	Adam Oste	James White
D. Buiks	Joseph English	Rich Hart	William Mabbs	Joseph Out	Thomas Witty
G. Buiks	John Fahy	John Harvey	Thomas Madden	Michael O Brian	J. Wochele
Patrick Burk	Patrick Farrell	James Hays	Hesekiah Mager	Owen O Brian	Anthony Wortz
William Burns	Dennis Fee	John Hays	F. Magemur	Ed. Paige	George Yohan
F Bussin	George Fell	John Heberkemp	John Mahoney	? Parker	Franz Zuber
George Butch	Patrick Fige	M. Herber	James Mallen	John Peters	
Joseph Butch	Christ. Filger	William Hetz	David Manworan	H. Philemaker	
Terrence Cantlin	Wilhelm Filler	Cz. Heyman	James Marshall	Cyril Plume	
Terrence Canty	A. Fillinger	H. Heyman	Peter Martin	Gustav Poching	
N. Clyne	Thomas Fillinger	? Higman	E. Marner	Philip Poed	
? Coch	Michael Fitzsimmons	George Hinley	Jack Mathogue	Peter Pohn	
Dennis Cochlan	Patrick Flanely	C Hitzman	John Mehann	Rich Powell	
James Cogan	John Flannery	B Hoffman	F. Melkey	Frederick Powers	
John Cogan	F. Fletcher	Philip Hoffman	L. Menner	Pierce Powers	
William Cogan	David Flickering	Jack Hoisman	Samuel Merchant	Oliver Prentiss	
Charles Coleman	Patrick Flinn	? Hunsyen?	Charles Miller	John Quinn	
James Collins	A. Flint	John Johnson	Joseph Miller	Thomas Reed	
Louis Cook	George Flores	Joseph Johnston	H. Minden	Christ. Reynard	
Jacob Coons	John Florey	John Jones	F. Mitey	Urs? Richmond	
Terry Cotter	John Flynn	Michael Kearney	C. Mizing	John Rinehardt	

This list is
courtesy of
Terri Gourney,
President and
Newsletter Editor
for the Paulding
Genealogy
Society.

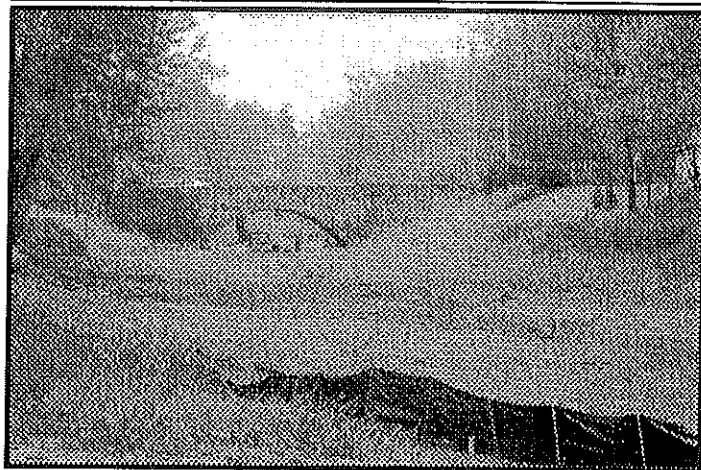
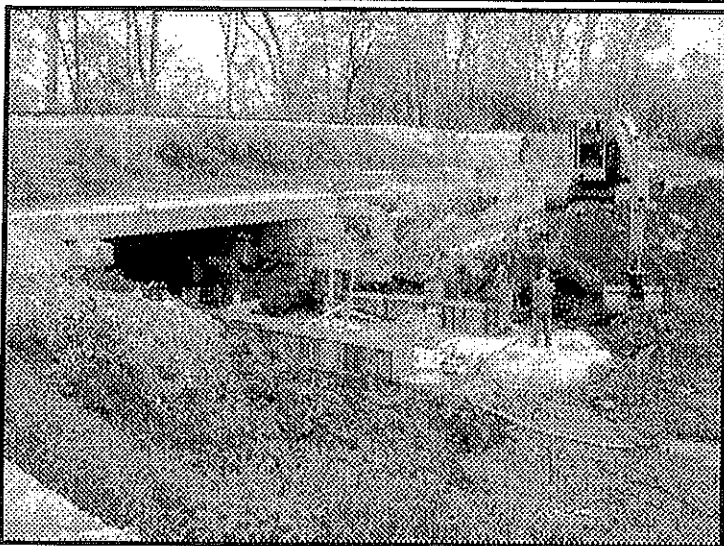
GETTING READY FOR NEW BOAT

Canal Park in Delphi will have a guard lock at the end of the canal boat turning basin. It will have operational balance beams so that visitors can open and close the gates to see how they operated. The concrete floor was poured on May 6. Then forms to receive the second pouring were built. This will form the foundation for the cut stone walls and will be below the water level. The cut stone for the walls has been donated by contractor Ron Dust, who has also provided some of the equipment needed for the project. The lock gates were built earlier this year by volunteers. The guard lock should be completed in time for the opening of public rides on the new canal boat on June 20, 2009 during the Heritage Transportation Festival.

closed in periods of flooding to protect the canal downstream. This replicates the historic Paragon Guard Lock two miles north of Canal Park where boats would enter/exit the Lake of the Wabash. A Guard Lock's flood protection function should not be confused with the more common Lift Lock that would allow a boat to change elevation. The existing bridge can be adapted to look like the towpath "change bridge" below.



Above: Put your finger on the photo and trace the towpath that Mules would follow going up, over and down to the other side of the canal like they did at Paragon. Photo courtesy Dan McCain
Below: The stone arch bridge under which the canal boat will travel is re-pointed. Photo by Bob Schmidt

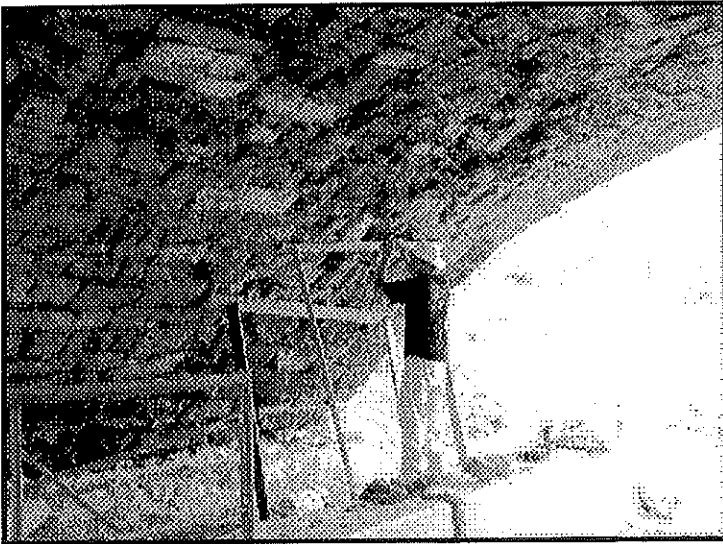


Above: Setting forms for second concrete pour of guard lock.
Below: The poured foundation walls are atop the already poured concrete floor. Photos by Dan McCain

The canal boat will have to pass beneath this stone arch bridge located at the Washington Street entrance to Canal Park. The County Highway contracted to have the stones re-pointed and some replaced to protect its historic integrity. One objective was to then evaluate the bridge's capacity for tour busses entering Canal Park. The contractor was able to do this work before the water level was returned to normal in early June.

Imagine the fun kids and adults will have opening the gates to our Guard Lock outdoor exhibit. It's being constructed while the canal water is still drawn down. Historically the massive guard gates would be

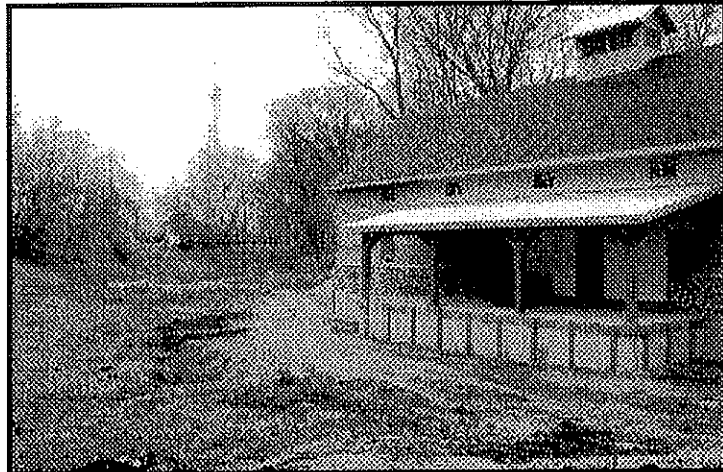
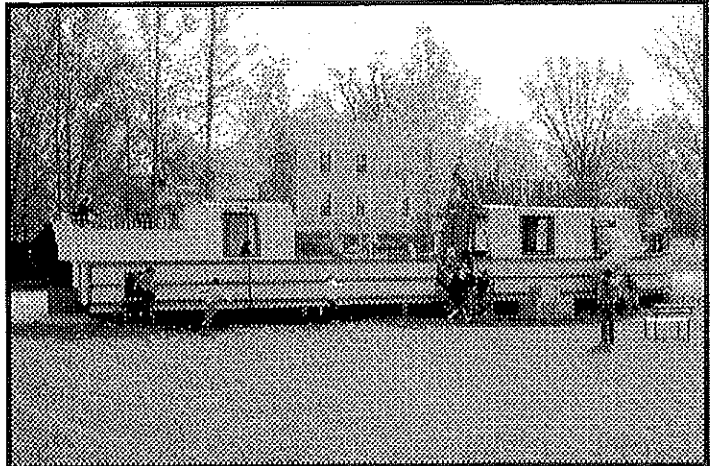
Stone repairs were made alongside Canal volunteer's work as they installed the underwater barrier guides to guide the new boat. The barriers will keep the boat from being damaged by the rough stones.



The boat lift inside the Warehouse and an overhead door were installed before the replica canal boat arrived in Delphi on June 3rd. The lift mechanism can raise 40,000 pounds and allows the new craft with its aluminum hull to rest above the ice in wintertime.

Water being returned to the canal, the arrival of the new boat, and the new guard lock and canal warehouse will attract more visitors to the park. Currently visitors enjoy the playground canal boat, Canal Interpretive Center and the trails.

Above: Barrier guides in the foreground were placed to keep the boat centered under the bridge. Photo by Dan McCain
Below: The basin is being reconstructed by the new warehouse that will house the boat. Photo by Bob Schmidt

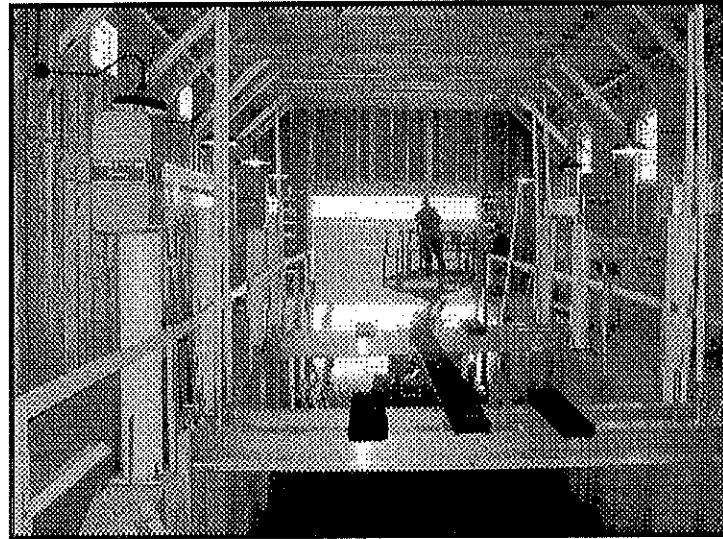


Above: The most "kid friendly" exhibit we have ever built is the Playground Boat, which doesn't move and isn't over water, but the kids swarm over it. Maybe it is popular because it's old fashioned and isn't full of electronic gadgetry.

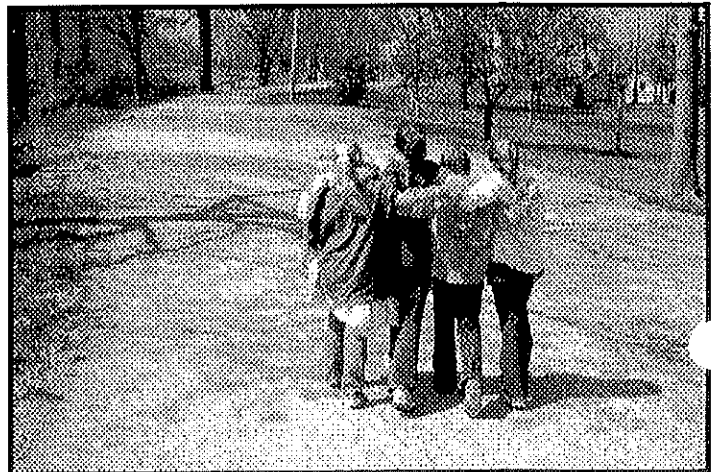
Photos by Dan McCain

Above: Visitors come from as far off as Turkey like this lady who was traveling with a group sponsored by Rotary International and visited the Canal Interpretive Center's historic clothing exhibit.

Below: Others live nearby and enjoy the trails with their pals.



The boat lift has been installed inside the warehouse and workers put up the new overhead door. Photo by Dan McCain



JOURNEY'S END

One Man's Journey. Published in 2008

Journey's End: Relics and Ruins of Indiana's Transportation Legacy is the latest book by photographer John Bower, who was named an Indiana Artisan in 2008. A CSI member from Bloomington, Indiana, John has captured remnants of Indiana's early transportation history before they were lost. The book shows various modes of transportation - old wagon wheels, ferries, tow boats, train engines, rail cars, interurban cars, bi-planes, early cars and trucks; buildings in which they were produced - carriage companies, a windshield wiper manufacturer, automobile companies including Haynes, Chevrolet, Studebaker; buildings associated with their operation - livery stables, buggy repair shops, filling stations, garages, bus stations, railroad depots, round-houses, railroad towers, interurban powerhouses, light-houses, airport hangers, tourist cabins; and structures over which or through which they ran - bridges, covered bridges, trestles, viaducts, culverts, piers, tunnels, over-passes. The text written by John and his wife Lynn is both informative and reminiscent of days gone by. There is also a foreword by Brian Bryn.

Probably of most interest to canawlers are the photographs of Gordon's (Millville) Lock #24 near Metamora, the hydraulic concrete aqueduct and waste weir for the Whitewater Canal at Connersville, City Run Culvert for the Whitewater Canal at Milton, Lock #47 for the Wabash & Erie Canal at Riley, and the Tulip Trestle in Greene County that CSI visited on the "Across The Cross-Cut" tour. John's black and white photos bring out details of these structures that might be missed when visiting the sites.

This beautiful book was published by Studio Indiana, 430 N. Sewell Road, Bloomington, Indiana 47408 in 2009. It, along with John's five earlier books, help keep Indiana history alive through photography.

DONATIONS TO CSI LIBRARY

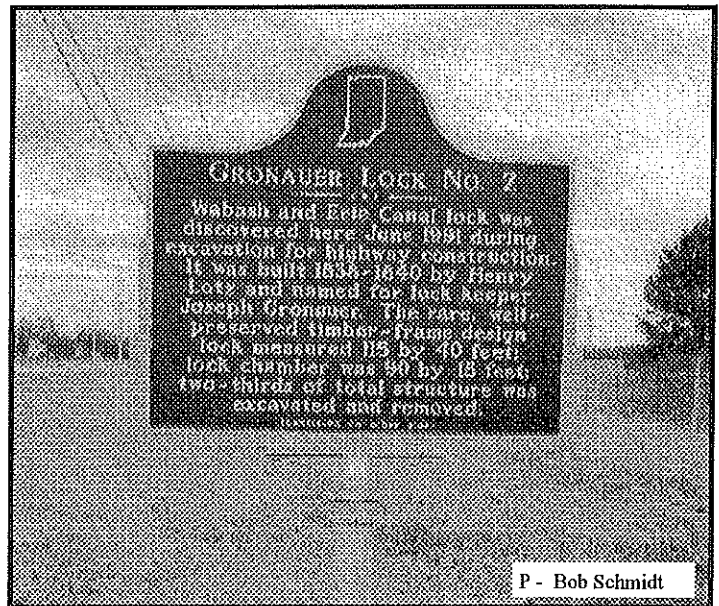
CSI sincerely thanks the following members who have generously donated the following books to the CSI Archives and Library:

John & Lynn Bower, Studio Indiana, written and photographed by them:

- Lingering Spirit*. Published in 2003
- Guardians of the Soul*. Published in 2004
- 2nd Stories*. Published in 2005
- After the Harvest*. Published in 2007
- Silent Workplace*. Published in 2008
- Journey's End*. Published in 2009

Sue Simerman:

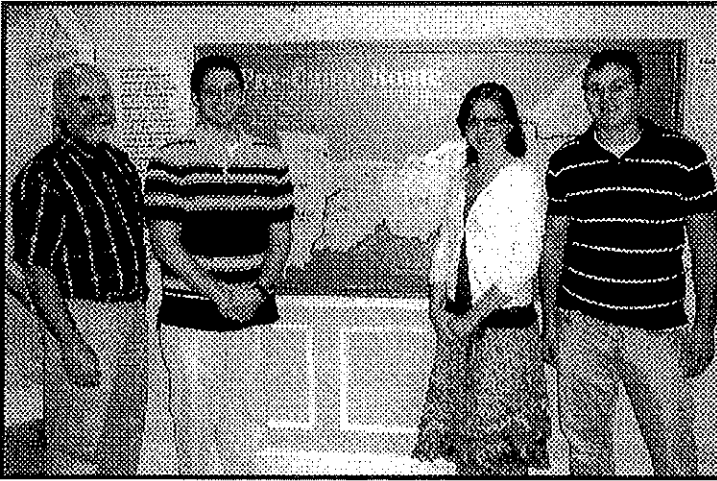
Hoying, Louis, Rita and David. *Pilgrims All: A History of Saint Augustine Parish Minster, Ohio 1832-1982*. Minster, OH: St. Augustine Parish. 1982.



GRONAUER LOCK #2 MARKER RE-INSTALLED

The Gronauer Lock #2 state format marker, placed along U.S. 24 east of New Haven, Indiana, on September 26, 2003 following its dedication at Park Hill Center, was unintentionally backed into by a truck or trailer about two years ago and twisted from its base. An attempt was made to repair it, but it fell down and was lying in the weeds. After several calls were received by CSI enquiring what had happened to it, Tom Castaldi, Allen County Historian who also served as a CSI advisor at the time before being elected to the CSI board, contacted the Indiana History Bureau about replacing it. He also asked Todd Pelfrey, Executive Director of The History Center in Ft. Wayne, to photograph the downed marker. Since the New Haven Kiwanis Club had paid half the match for the original marker, CSI president Bob Schmidt contacted Joe Mitchell requesting help from them once again to raise funds for the needed match to replace the marker. They contributed \$375. Tom Castaldi was notified in late March that the marker was being sent to the Fort Wayne location of the Indiana Department of Transportation. Sometime later they re-installed the marker. Getting the marker replaced proves that many different groups working together can get a project done. Thanks to all the above for their help and cooperation and to those who donated funds. The Gronauer Lock marker once again stands to remind passersby of Indiana's rich canal heritage.

Linn W. Loomis, written by him:



Associate Professor Bernie Dahl, Tom Fellagy, Ashley Dawson and Michael Sibik stand before one of the many canal exhibits in Delphi's Canal Interpretive Center. Photo by Bob Schmidt

dry lock with steps so that hikers could climb the steps much like a boat would be raised in a lock and placing etched glass scenes of what the canal once looked like in front of the canal prism of today. They also suggested embedding plaques with information about the canal in town sidewalks, using fancy paving patterns, placing banners on light posts, logos on planters or decorative bridge railings, murals on buildings, and pedestrian bridges over creeks such as Rattlesnake Creek. They spoke about how to have promotions for donations and encouraged grass-root efforts.

Attendees suggested mile markers along the trail to show how far a hiker had traveled and how far he still had to go or markers that showed how far it was from the point they were standing to other canal towns. They suggested vista points at places like France Park and the Carrollton Bridge. They expressed concern that brass etched plaques in sidewalks might become filled with dirt or gravel and that etched glass scenes might be broken. Would plexi-glass be an alternative?

STUDENTS PREPARE PLAN

Ashley Dawson, Tom Fellagy and Michael Sibik, Purdue University Landscape Architecture students, took on the challenge of examining how to deal with the concerns of producing a trail to connect communities' already-completed trailways. After much field and classroom study under the direction of Bernie Dahl, Associate Professor of Landscape Architecture, the students prepared ideas and presented their initial Canal Towpath Trail Concept Plan at the Wabash-Erie Towpath Corridor meeting on March 25, 2009 at the Honeywell Center in Wabash. Following suggestions from attendees they returned to the classroom and produced an eleven by seventeen inch colorful booklet and CD to show to businesses and governmental entities in an effort to gain interest in developing a trail connecting Logansport to Lafayette basically along the old towpath. They then presented their finished project at a Wabash-Erie Towpath Corridor meeting on May 6, 2009 at the Canal Interpretive Center in Delphi.

The booklet covers a short history of the Wabash & Erie Canal, complications that might be encountered in joining the existing trails or building new ones, a bike route that could be easily set up before all the trails are connected, what a typical trailhead might include, streetscapes for along the trail when it passes through a town, a design for a park at Burnett's Creek Arch, and trail options. They talked about the economic benefits that arise from trail building such as urban renewal, revitalizing businesses, building new hotels, restaurants, and bike shops, and increasing property values. They said trails also offer historical, educational and health benefits as well.

They had some unique ideas such as building a

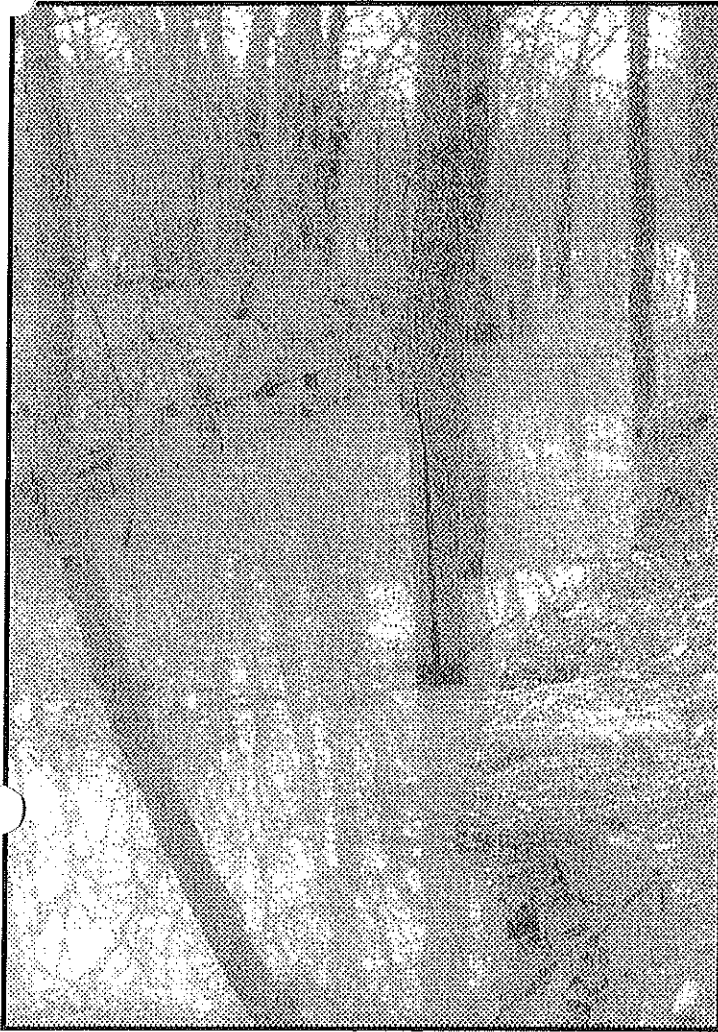
The students thought that it would be fairly easy to mark a 4' bike lane. Once implemented the bike trail would generate more interest in the towpath trail. Once the towpath trail was completed between Logansport and Lafayette, communities to its north and south then would become interested in connecting their communities to it.

CSI SPRING TOUR IN NEWS

The *Wabash Plain Dealer* ran an article on Monday, April 20, 2009 entitled "Canal Enthusiasts Tour Wabash County Sites" on its front page. Under a colored picture of the Kerr Lock at Lagro with Bob Schmidt describing how the lock was constructed was an article with Tom Castaldi explaining how CSI takes tours in the spring and fall before foliage takes over a canal site or after it has died off. He pointed out that our initials are those of the well know investigative programs seen on television and that we are solving mysteries too — "the mystery of what was once" about canals and the history of the area through which they were built.

The article said CSI toured St. Patrick's Catholic Church, the Wabash County Historical Museum and drove past Boyd Amusement Park, an early interurban park. It pointed out that those attending came from all over Indiana as well as Illinois, Michigan and Ohio. Bob Schmidt explained how CSI was formed, told about "The Hoosier Packet" its news and journal, said the trips give members an opportunity to "kick the dust and see what's out there," and encouraged readers to visit our website at www.indcanal@aol.org.

**PICTURE OF BURIED LOCK
RESULT OF NEWSPAPER ARTICLE**



Fisher Lock #17

After the article about CSI appeared in the *Wabash Plain Dealer* CSI received a letter from Edward Cochley of Wabash, Indiana. He thought we might be interested in a picture taken about 50 years ago of the old canal lock west of Wabash. He said it is now buried under the approaches for a bridge on old State Rd. 24, over the railroad about a mile east of the small town of Rich Valley.

What a great picture to add to our archives. It is of Wabash & Erie Canal Lock #17 probably better known as the Fisher Lock, for Stearns Fisher, who was a canal contractor and superintendent.

The photo of the lock shows that the cut stone was not in as good a condition as that of the Kerr Lock, which CSI visited. The hollow quoin in the lower right is crumbling. It appears that several courses of stone have been removed on the upper left side. The picture was

taken at a time when the Wabash River was very high.

Ed says he is the treasurer for the Wabash County Historical Society that receives *The Hoosier Packet*, which he enjoys reading. When they are finished with it, it is sent to the Wabash Carnegie Library.

We thank Ed for thinking of us. We welcome all early pictures of Indiana's canals and their structures.

HANGING ROCK

Hanging Rock, an ancient reef-like mass formed from the remains of shelled organisms and uncovered by glacial and stream erosion during the ice age, was seen on the CSI spring tour. It was designated as a National Natural Landmark on May 23, 1986 since it has national significance. It was donated recently to ACRES Land Trust to ensure its permanent protection.

LION KING'S BARN

Historic Landmarks Foundation of Indiana is working with the Kelley family, the current owners of Terrell Jacobs' 1940s U-shaped elephant barn, cat barn, and residential quarters, to identify a way of saving these historic circus buildings. Jacob's, "the Lion King," set up his own circus in Peru, Indiana, after working for several well known ones. The barns are across the road from the Grissom Aeroplex along U.S. 31. Mike Beauchamp portraying Terrell Jacobs was a highlight for CSI spring tour attendees.

**WHITEWATER VALLEY RAILROAD
SCHEDULE FOR 2009**

The Whitewater Valley Railroad that runs every Saturday and Sunday from the beginning of May through the end of October passing many Whitewater Canal Locks leaves Connersville at 12:01 and is in Metamora from 1:30 to 3:30 p.m. before returning to Connersville. In Metamora a shuttle train operates east-bound along the Whitewater Canal on the weekends. First and third Fridays of each month the Train to Dinner leaves Connersville at 6 p.m. for the Laurel Hotel, pre-paid reservations are required. www.whitewatervalleyrr.org

August 29-30 there will be a live steam locomotive in Metamora in addition to the regular through train.

September 7 there will be a Labor Day train on Monday.

September 12-13 there will be a live steam locomotive in Metamora for a Civil War event.

October 2-4 during Metamora Canal Days an additional train will be added on Friday leaving Connersville for Metamora at 10 a.m.

October Fall Foliage Trains from Connersville to Metamora leave every Thursday and Friday in October at 10 a.m. and stay in Metamora from 11:30 to 1:30.

METAMORA CANAL BOAT RIDES

Rides on the "Ben Franklin III," a horse drawn canal boat, are offered Wednesday through Sunday on the hour, beginning at noon in Metamora, Indiana. Glide serenely down the canal waters past historical buildings, cross Duck Creek aqueduct and turn around near Gordon's (Millville) lock.

ABOITE NEW TRAILS

In celebration of its 100th year, Brooks Construction of Ft. Wayne has donated the critical trail connections between the Indiana Department of Transportation's (INDOT) Trail on SR 14 to Aboite New Trails' (ANT) Scott Rd. Trail. INDOT is providing the crosswalks and intersection crossings at Scott Rd. and SR 14. ANT plans to complete 3 more miles of trails this year. This is one step closer to completing the 41-mile cross-country trail corridor linking New Haven's scenic trail system, Ft. Wayne's River-greenway and Aboite New Trails. Ft. Wayne's Towpath Trail is a part of this huge trail project.

CENTRAL CANAL: GREEN SPACE, ARCHIVES OR SUB MEMORIAL?

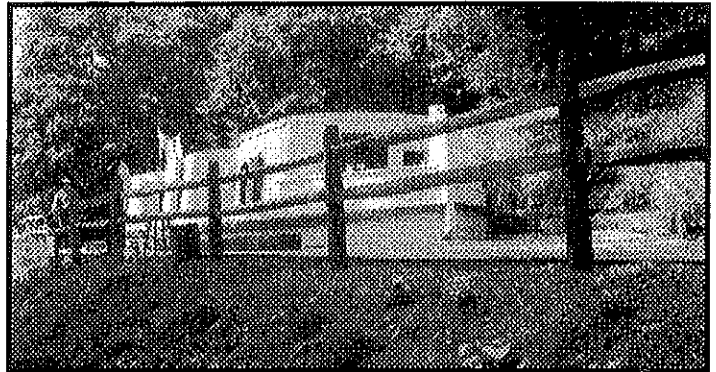
The downtown section of the Central Canal in Indianapolis is almost fully developed. Open space is at a premium in the continuous corridor of building facades. In 2007 citizens formed Canal Park Advocates, which CSI supported, to stop a hotel from being built on the property and keep the one-acre parcel of grassy land along the canal east of the Indiana History Center as an "outdoor room" where visitors from all over can sit and enjoy outdoor films and concerts. Currently the park is being promoted as "Lincoln Park" since Abraham Lincoln once spoke nearby. However, it has been learned that the Indiana Commission on Public Records is proposing to build a new state archives on the site.

We have also been notified that a proposal is underway to build a memorial to the submarine U.S.S. Indianapolis on another half-acre of green space along the Canal Walk located immediately north of the current cruiser U.S.S. Indianapolis memorial. Unlike the cruiser, the submarine did not engage in any battles to qualify it

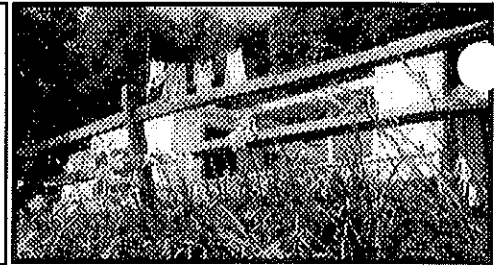
as a war memorial and is being proposed only for its name. It's planned 19.5-foot-tall steel sail, 34.5-foot-tall antennae and 55-foot-long concrete hull would overwhelm the green space.

ROSCOE VILLAGE'S STATIONARY CANAL BOAT

Laura Migliore, CSI member from Ft. Wayne, IN, went with a tour group of ladies to Coshocton, Ohio to visit Roscoe Village on the Ohio and Erie Canal. While there she took photographs of the stationary canal boat that shows what life was like for families living aboard.



Roscoe Village's Stationary Canal Boat In Coshocton, Ohio
Photos by Laura Migliore



SAVE THESE DATES!

October 16-18, 2009

**Canal Society of Indiana's
Fall Tour**

**"PILGRIMAGE
TO MECCA"**

**Miami & Erie Canal
St. Marys to Piqua, Ohio**

Headquarters: Country Hearth Inn & Suites,
1410 Commerce Dr., St. Marys, Ohio,
(419) 394-2710 Block room rate: \$67.51 + tax
Mention: Bob Schmidt, Canal Society of Indiana