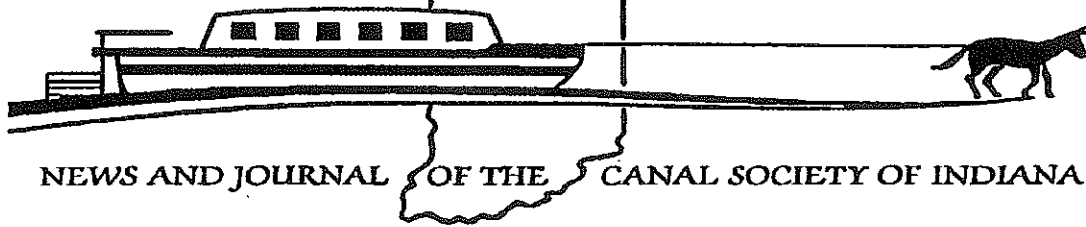


THE  
**HOOSIER PACKET**

ISSN 1545-421

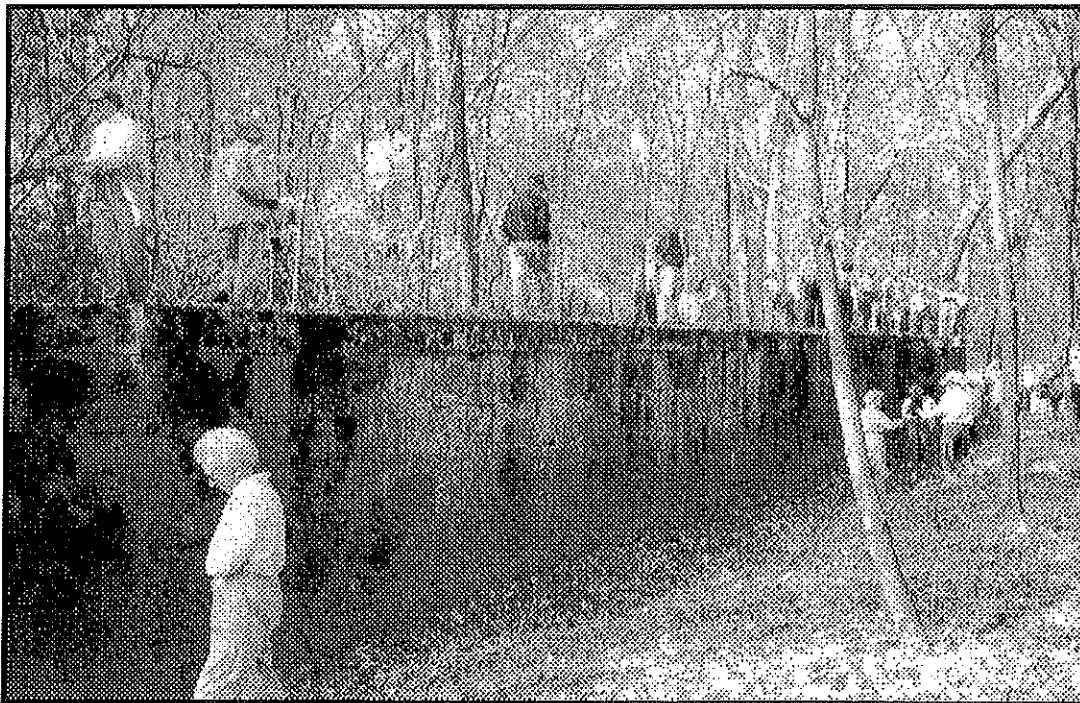


VOL. 9 NO. 1

P.O. BOX 40087 FORT WAYNE, IN 46804

JANUARY 2010

# ENHANCEMENT GRANTS



Transportation Enhancement grants have been awarded to Vigo County for its Riley Lock 47 Park project, which will restore the lock pictured above and create a park with an interpretive center and parking lot, and to Delphi for restoration of a 300-foot-long pedestrian bridge to be placed over the 4-lane Hoosier Heartland Highway for the Monon hiking/biking trail. See stories on pages 21 and 22.

## Features

1. 2009 In Review: CSI Directors' Meeting And Annual Report
9. Photolog of Canals of Scotland And Northwest England
11. Canawlers At Rest: Harvey Newton Putnam, "Hoosiers On The Move" Announcement, Welcome New Members
16. CSO Tour Of O&E Canal In Pickaway And Ross Counties
19. Speakers Bureau: Wabash County, Home Beside Feeder Canal
20. MVHC Annual Meeting, Lock 47 Park Grant
21. News From Delphi: Geological Survey of Indiana 1871-72, Trail Bridge Funded, Warehouse Mural Funded, Things Are Moving At The Canal
23. "The Gore"
24. Whitewater Canal News: Scenic Byway Map Published, CSI Directors' Meeting/Walk
26. "Pilgrimage To Mecca" Photo Tour

## 2009 IN REVIEW

Another fun packed, educational year was reviewed by the Canal Society of Indiana's (CSI) board of directors at its meeting on November 7, 2009 at the Aboite Fire Station in Ft. Wayne, Indiana. It was noted that canawlers had the opportunity to participate in three outstanding tours. They were kept current on canal happenings in Indiana and throughout the world as well as learning more about canal history and engineering through "The Hoosier Packet" articles. A great big Thank You! Is extended to all who planned and led the tours and who sent articles and pictures for inclusion in our news and journal.

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

Delphi launched its first authentic canal boat while Scenic Byways signs were put up along the Whitewater Canal. Trails were built, dedicated, and provide hiking/biking opportunities in many communities. Several CSI members received awards for their accomplishments regarding canals. CSI donated funds to aid local projects. Programs were presented by our "Speakers Bureau" to educate others about canals.

Directors reported on plans that are underway to build more trails and canal park exhibits in 2010. Two exciting CSI tours will take canawlers to see canal remains and other natural and historic sites. The World Canal Conference will be held in Rochester, New York, September 19-24, 2010.

Being a not-for-profit organization, we have no paid personnel. Our members make our society strong through their generous donations of time, money, and talent. Although new memberships are received through the CSI website, articles about our tours in newspapers, and our "Speakers Bureau" programs, every canawler is encouraged to recruit new members to keep up this strength.

Look over this year's review and see where you might be of help. Would you like to serve on the board? Would you like to plan or lead a tour? Do you have suggestions for articles or could you write an article for "The Hoosier Packet." Do you have artistic abilities that could help design logos or illustrate articles? Could you keep our website up to date? Would you like to host a board meeting? Do you have experience in creating brochures? Let CSI headquarters know if you can help.

CSI directors present were: Tom Castaldi, Jim Ellis, Don Haack, Lynette Kross, Dan McCain, Jerry Mattheis, Mike Morthorst, Bob & Carolyn Schmidt, Sue Simerman, Brian Stirm, and Chuck Whiting. Guests were: Phyllis Mattheis, Anne Whiting and Carol Wiwi.

Lunch was prepared by Carolyn Schmidt. A hike along the new Towpath Trail in Ft. Wayne followed the meeting.

CSI Directors Meeting and Hike Photos by Bob Schmidt



Continued on page 24

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Speaker Wabash- Erie Canal

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Speaker, tours -appointment  
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2009 Year 28

**BOARD OF DIRECTORS**

Sandy Billing-Terre Haute  
Richard Brown, Jr.-Okemos, MI  
Tom Castaldi - Ft. Wayne  
Jim Ellis- Ft. Wayne, Treasurer  
Gail Ginther-Metamora  
Don Haack-Ft. Wayne

Charles Huppert-Indianapolis, V-Pres.  
Jeff Koehler-Center Point  
Lynette Kross-Plymouth  
Bette Lockhart-Marion  
Dan McCain-Delphi  
Gerald Mattheis-Cambridge City

Mike Morthorst-Cincinnati, OH  
Sue Simerman-Ossian, Secretary  
Brian Stirm-Delphi  
Bob Schmidt-Ft. Wayne, President  
Carolyn Schmidt-Ft. Wayne, Editor  
Charles Whiting Jr.-Lawrenceburg  
Mick Wilz-Brookville

**COUNTY HISTORIANS**

Allen Co.- Thomas Castaldi  
Clay Co. - Jeffrey Koehler

Miami Co.- Kreig Adkins  
Wells Co.- Craig Leonard

Vigo Co. - Mike McCormick

These men receive and answer numerous phone, E-mail and posted messages from persons seeking information that may involve canal business or its builders.

**MAJOR CSI EVENTS/ACTIONS**

Assisted students, authors and genealogists in canal research  
Participated as a consulting partner on Indiana Department of Transportation projects :  
U.S. 24 New Haven to Defiance  
Terre Haute S.R. 461 Corridor  
I-69 Corridor  
S.R. 62 Lloyd Expressway Evansville

Board meeting: Nov. 7 Aboite Fire Station, Ft. Wayne, IN Directors - 13 Guests - 3  
On-line:

Canal Society of Indiana website: [indcanal.org](http://indcanal.org)

Wabash & Erie Canal Towpath Trail's forum promoted on [wabasheriecanal.blogspot.com](http://wabasheriecanal.blogspot.com) - Tom Castaldi

CSI funded:

\$2,000 Carroll County Wabash & Erie Canal, Inc.  
300 Whitewater Canal Byways for signage  
400 CSI membership in various related organizations  
200 Peru marker matching grant (funding not yet accepted by Miami county)

Markers: Gronauer Lock Marker reinstalled, New Haven Kiwanis provided matching funds \$400

CSI members attended:

American Canal Society meeting in St. Marys, OH  
Canal Society of Ohio tour of Sandy & Beaver Canal  
Canal Society of Ohio tour of Ohio & Erie Canal  
World Canal Conference

Central Canal

Central Canal stakeholders meetings  
Indiana State Museum Foundation/Trustee board meetings.  
Indiana County Historian Roundtable meetings

Whitewater Canal Hagerstown to Lawrenceburg

Western Wayne Heritage Meetings  
Took part in annual Whitewater Walk, Mattheis' displayed and talked about 1871 lithograph of Cambridge City  
Canal Days in Cambridge City  
Byway conference in Connersville, 3-panel Whitewater Canal Chart displayed by Mattheis'  
Whitewater Canal Scenic Byway meetings and annual meeting  
Chicken maze at Metamora  
Dearborn County Historical Society meetings

Wabash & Erie Canal Toledo to Evansville

Maumee Heritage Corridor meetings/annual meeting  
Allen County Fort Wayne Historical Society board meetings  
Allen County Ft. Wayne Historical Society lecture series  
Towpath Trail Task Force meetings in Ft. Wayne  
Aboite New Trails Hike on Towpath Trail in Ft. Wayne  
Pioneer Heritage Festival in Huntington  
Wabash & Erie Canal Towpath Trail meetings in Wabash, Lafayette, and Delphi led by Tom Castaldi  
Wabash, Indiana Speaker Series  
Delphi 4th of July Canal Festival  
Annual Carroll County Wabash & Erie Canal, Inc meeting  
Carroll County Wabash & Erie Canal Archives meetings

CSI Members visited canals outside Indiana

Arizona Canal in Scottsdale, Arizona  
Bridgewater Canal in Manchester, England  
Caledonian Canal in Inverness, Scotland  
Falkirk Wheel in Falkirk, Scotland  
Forth & Clyde Canal in Glasgow, Scotland  
Hennepin Canal in Illinois  
Illinois & Michigan Canal in LaSalle, Illinois  
Ohio & Erie Canal in Ohio  
Old Santee Canal Park in Moncks Corner, South Carolina  
Union Canal in Edinburgh, Scotland

**ACTIVITIES FOR EACH CANAL BY AREA**

**INDIANA'S CANALS**

**(Miami) Wabash & Erie Canal**

- Local History Month celebrated in May in the Maumee Valley** Included canal history  
**Toledo, OH** Fred Folger was docent on 4 Sandpiper cruises on Maumee River passing W&E Canal sites  
**New Haven** Gronauer Lock #2 Marker repaired and reinstalled, Canal Days Festival held  
**Ft. Wayne** Towpath trail constructed, Press conference on towpath trail announced major grant for project, Eagle Marsh open house held, Aboite New Trails "One Step Closer" campaign kicked off, W&E Blueprint Map given to Ft. Wayne Historical Society, Hike for the Blind on towpath trail, Oprah's Big Give matched for trails, Alwyn A. Carder's book, *The Odyssey of the Blue Swan*, was edited by his cousin, Carolyn S. Partlow, and published by Au thor House in Bloomington.  
**Wabash** W & E Towpath Trail Chapter met, CSI toured area, Genealogy Society heard about canals, Chuck Huppert spoke as part of lecture series, Article about CSI tour in *Plain Dealer*,  
**Peru** 34th Annual Heritage Days  
**Delphi** Lime kiln removed, Trail of Death and Canal Towpath signage erected, Interpretive panels installed, Playground boat reconstructed after fire, Research notebooks made available to public, Dan McCain received Eli Lilly Life time Achievement Award, Canal Warehouse completed, Chicken Coop made for park, Temporary wharf built, Canal dredged and banks seeded, July 4th Festival held, New canal boat arrives and used for season, Volunteers sought, Third Saturday workdays and National Trails Day held, Interurban trail planned, Park planned at Burnett's Creek Arch, New interactive web site and touch screen monitor added, Video shown on how to harness a mule, Guard Lock built, Purdue students presented landscape plan, Bike concession added, Railroad baggage building stabilized and painted, Towpath trail hikes given, Received a \$1.6 million transportation enhancement bridge grant  
**Lafayette** John Larson canal article published in newspaper, Residents get a Taste of the Canal from Delphi volunteers,  
**Terre Haute** Received a \$500,000 transportation enhancement grant for Riley Lock 47 park

**Central Canal**

- Indianapolis** Fire destroyed Cosmopolitan Hotel Damages Historic Landmarks Building along canal, Park proposed across canal from Indiana Historical Society, Dyed green for St. Patrick's Day, Series on concerts held along canal, CSI opposed hotel being built on proposed park site, Submarine USS Indianapolis exhibit proposed along canal, Tom Castaldi received AASLH award and Dan McCain spoke at meeting, Gondola rides given on canal  
**Broad Ripple** Canal erosion repairs delayed until frogs eggs hatched, Mike Thrall featured in Indiana Historical Soci article

**Whitewater Canal**

- Cambridge City** More antique shops added near Vinton House, Interpretive sign about Wayne county transportation erected alongside Vinton House, Wayne County students study county and canal history, Canal Days Festival held, Vinton House manager died, Floyd Cole restores Vinton House 3 front entrances using insulated glass for \$10,350 funded by pet clinic, Directing water away from Vinton House addressed, Annual pet clinic fundraiser held, Canbridge City tour booklet put on line,  
**Connersville** Whitewater Valley Railroad continued excursions from Connersville to Metamora  
**Metamora** Transportation Enhancement \$689,600 Grant Received to purchase 33 acres in Metamora for visitors center, interpretive center, and museum, Whitewater Canal Historic Site got new director, Canal dredged, Mill shaft replaced, Rides of Ben Franklin III given Wed-Sunday, Metamora Economic Development Corp. held Haunted Vil lage to raise funds for Canal Interpretive Park  
**Brookville** Tecumseh Landing Park and Brookville Reservoir Fishing Park opened by Whitewater Canal Trail, Inc., Con struction continued on trails  
**Four county walk** Held Sept. 20-27, 2009, Duke Energy \$2,500, Franklin County Community Fund, Whitewater Valley Railroad, Whitewater Valley REMC and Reid Hospital sponsored the event in Indiana  
**Whitewater Canal Scenic Byway** Sought donors for signs and erected them, Brochure created by committee

**CANALS ELSEWHERE**

- Aramingo Canal** Unearthed by archeologists in Philadelphia, PA  
**Arizona Canal** Backbone of Salt River Project water distribution system  
**Baray Canal** Baray, Cambodia rebuilding canal and experimenting in field irrigation increasing crop yield  
**Delaware Canal** Engineering article about construction of Tohickon Creek aqueduct  
**Erie Canal** New dredger purchased, part of great canal-loop for boaters,  
**Illinois & Michigan Canal Corridor** Boat rides given at LaSalle, Walk/Ride held  
**Miami & Erie Canal** Delphos Canal Days Festival, Presidential Pathways established in Ohio, Pathways dedication in *Cincinnati Enquirer*, Locktender's house under construction, Landscaping/lighting canal at Minster, Lock 13 recapped and re-watere towpath trail near Lock 14 got final stone paving  
**Ohio & Erie Canal** CSO tour

# THE HOOSIER PACKET - JANUARY 2010

**Ohio River** 250-ton door fell of Markland Lock at Warsaw

**Portage Canal** Hike/bike path built between Columbia County Bikeway Trail and Wisconsin River Levee Trail

**Susquehanna and Tidwater Canal** Canal basin at Havre de Grace used to grow shad

**Upper Mississippi River** Seven locks to be rebuilt

**Washington D.C. Canal** Historic print shows canal that no longer exists

## PUBLICATIONS

**Guide book for tour "Wait Til You Get To Wabash" and "The Wabash & Erie Canal Notebook II: Wabash & Miami Counties"** (191 pages) by Tom Castaldi

**Guide book for tour "Pilgrimage to Mecca"** (51 pages) by Andy Hite and Mike Morthorst

**The Hoosier Packet Vol.8 No. 1-12** Carolyn Schmidt, editor

## ARTICLES

**Canawlers At Rest Columns by Carolyn Schmidt, Bob Schmidt, and Chuck Huppert**

Hugh McCulloch	B. 12-7-1808	D. 5-24-1895	Home adjacent W&E Canal, Gave speeches in support of canal and internal improvements, Banker during canal scrip, Lincoln's Secy. of Treasury
J. R. Goodlet Morgan	B. 2-26-1825	D. 10-13-1907	Canal contractor, commissioner and investor in 1859 when W&E southern portion leased
Robert Logan	B. 1-29-1808	D. 12-26-1872	Quarried stone and built Riley Lock #47
Lucius Hubbard Scott	B. 3-29-1794	D. 4-22-1875	Platted Lamasco awaiting Central Canal, Committee chairman promoting completion of W&E Canal to the east, Director State Bank of Indiana
Robert Noble Hudson	B. 11-7-1819	D. 8-30-1889	Proposed compromise where W&E bondholders forgave half of Indiana's obligation in exchange for canal land deeds, Drafted "The State Debt Bill, fiscal agent in New York to exchange old canal bonds for new, Attorney, Legislator, Newspaper owner/editor, Soldier, Abolitionist
Richard L. Britton	B. 5-2-1790	D. 5-26-1850	Canal contractor, Had Peru platted, Land speculator
Christopher Hamman	B. 9-?-1815	D. 2-12-1890	Canal laborer Warrick County
John Smith Newman	B. 4-10-1805	D. 3-1-1882	President and director of White Water Canal Company, Purchased Central Canal along with George Schoup and James Rariden, Planned Noland's Fork Canal
Lazarus Brown Wilson	B. 3-2-1795	D. 4-10-1875	Resident engineer central part of W&E Canal, Bridge builder, Railroader, Soldier War of 1812
Conrad Viberg	B. 3-6-1808	D. 6-5-1893	W&E Canal foreman, Ran hotel for canal travelers, Allen co. sheriff
Lemuel Godfrey Jones	B. 12-19-1803	D. 3-9-1859	Ohio & Erie canal laborer, W&E Canal boarding house, Built Lock 16, Built sawmill powered by canal water at Dickey Lock, Roanoke
Thomas Good Bradford	B. 10-27-1815	D. 3-22-1893	W&E canal contractor in charge of 42 miles at Logansport

### Articles by:

#### Tom Castaldi

W&E Canal Boats Carried Mail

*Monthly*: Reached and estimated 408,000 thru *Fort Wayne Monthly* magazine articles "Along the Heritage Trail." (readership 68,000 per issue based on 2005 Major Market Study KPC Research):

March was about artist Horace Rockwell who traveled on the canal

April the Johnny Appleseed article mentions his supposed burial site near the old feeder canal bed on the Archer farm

July talked about the West Central neighborhood including drainage projects beginning in the canal era

August AASLH award article mentioned the canal

September's issue discussed William Fleming and his involvement in purchasing the Wabash Erie right-of-way for railroad development.

October issue about the Heritage Trail being 15 years old, has W & E and St. Joe Feeder markers, and connects of Towpath Trail

#### Richard F. Brown, Jr.

Canal Lighthouses of the U.S. and Canada

Canal Aqueducts of the Hoosier State

Canals Designated as UNESCO World Heritage Sites

Cottonopolis: The Industrial Revolution and Canals of Greater Manchester, England

Canal Festivals in the U.S. and Canada

Navigable Feeder Canals of the U.S. and Canada  
South Bend's Amazing and Bittersweet Race  
Classical Age Canal Place Names  
Native American Etymology for Cities, Towns, Townships, Hamlets, Villages and Counties Located Along Canal in the Great Lakes Region  
Past & Present Canalized Rivers of the U.S. and Canada  
Utopian Canal Communities  
Canal Town Predecessors: Native American Settlements and Villages in the Great Lakes Region

**Charles Davis**

Annapolis and Its W & E Canal Connections (Series of 9 articles April-November)

**Gail Ginther**

Captain Fuller Portrayed by Stonerock

**Dan McCain**

Processing Limestone to Make Plaster

Many articles about current events in Delphi's Canal Park and on Delphi's Trails, canal arsonist

**Phyllis Mattheis**

Local Collectors Share Items

**Bob Schmidt**

Small Nuggets Become Gold Mine

**Mark Smith**

A Trio in Business, A Grand Edifice, and An Establishment in Philadelphia

A Partnership Nestled in a Building

Burr and Brewer- A Preponderant Pachyderm

Toledo-Delphi: Parent-Child

Delphi's Canawler's Quiz

The Moore Block Through the Years

Steam Canal Boats

John Hanawalt

**Sue Simerman**

Kaskaskia River Lock and Dam #1

**Neil Sowards**

Wabash & Erie Canal Receipt

**Chuck Whiting**

Town Left Behind When Great Miami River Cut New Channel

**Current News Articles, Historical Clippings, Photographs, Etc.** Provided by numerous members

The following directors kept us up to date on the canals:

Tom Castaldi: Wabash & Erie Canal

Gail Ginther, Phyllis Mattheis, Chuck Whiting and Mick Wilz: Whitewater Canal, Whitewater Canal Trail, Scenic Byway

Gerry Hulslander: I&M and Hennepin canals; LaSalle canal boat

Chuck Huppert: Central Canal

Jeff Koehler: Cross-Cut Canal, Riley Lock, Culvert #151 Splunge Creek Reservoir

Lynette Kross: Hundreds of CSI tour photographs of Wabash tour and "Twilight" tour

Dan McCain, Brian Stirm: Carroll County Wabash & Erie Canal, Inc. and Canal Park

**TOURS**

**Canal Society of Indiana Spring Tour - April 17-19, 2009**

Holiday Inn Express - Wabash, Indiana

Two Ladies and a Bus Company, LLC

Tour committee: Tom Castaldi, Jim Ellis, Cynthia Powers, Bob  
& Carolyn Schmidt

Docent: Tom Castaldi

Logo: Nate Tagmeyer

Slogan: "Wait Til You Get To Wabash" courtesy of Susie Jones

Book : Tom Castaldi Wabash & Erie Canal Notebook III:

Wabash & Miami Counties, also Tour Route Book

Budget: Bob Schmidt

Checks for services: Jim Ellis

Name Tags: Carolyn Schmidt, Jim Ellis, Cynthia Powers

Thank you notes Cynthia Powers

Wabash goodie bags: Wabash Co. Convention & Visitors Bureau

Registration: Jim Ellis & Schmidts

Friday afternoon tour: Cynthia Powers docent, Jim Ellis — car ribbons

## THE HOOSIER PACKET - JANUARY 2010

banquet: Ugaldi's in Knight's Inn

night program: Annual meeting, election of board of directors and officers

night speaker: "Wait Til You Hear About Wabash" Ron Woodward, Wabash County Historian

Saturday tour route: Tom Castaldi docent with speakers: Paul Bever - "St. Patricks Church's Irish" and Bob Schmidt - "Lagro Arched Culvert & Kerr Lock" and "Paradise Spring"

morning refreshments: Jim Ellis

luncheon: Women's Club, Caterer Heather Chenault

afternoon: Dr. Ford Museum and Wabash County Historical Museum with speakers:

Pete Jones - "Wabash Light" and Mike Beauchamp - "Terrell Jacobs, The Lion Tamer"

banquet: Sponsored by Richard Ford's Charlie Creek Foundation with Charlie Creek Garden Golf Cart or Walking Tour

Sunday tour route: Tom Castaldi, Jim Ellis - car ribbons

refreshments: Jim Ellis Cookies for the weekend donated by Jim & Ruth Ellis

No. attended 56 From IN-50, OH-3, IL-2, MI-1

Attendees: Ken Baker, Sally Bancroft, Carl & Barbara Bauer, Mike Beauchamp, Maurice & Dorothy Bonecutter, Rick Brown, Sue Burger, Tom & Linda Castaldi, Earl Conn, Bill & Betty Easton, Jim & Ruth Ellis, Gail Ginther, Ed & Melverine Gruber, Mike Hawkins, Gerry & Jean Hulslander, Ed & Pauline Hurley, Christian & Julie Knoeller, Lynette Kross, Jerry & Phyllis Mattheis, Charlotte May, Dan McCain, Paul Moffett, Mike Morthorst, Mike Patterson, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Jack & Peggy Seigel, Bruce & Kay Sheldon, Steve & Sue Simerman, Ellsworth Smith, Susan Spurgeon, Brian Stirm, Michael Thrall, Frank & Mary Timmers, Allen & Becky Vincent, Chuck & Anne Whiting, Dick Winchell

Registered but unable to attend: Bette Lockhart, Angie Beauchamp, Tom & Mary Grimes, Dan White

### Canal Society of Indiana Summer Cruise - June 28-30, 2009

Super 8 and Comfort Inn, LeClaire, Iowa

Twilight River Boat Cruise and Tour of John Deere Factory

Tour committee - Bob & Carolyn Schmidt, Gerry Hulslander

Slogan: "Highfalutin" on the Twilight"

Finances: Bob Schmidt

Name Tags: Carolyn Schmidt

Registration: Bob & Carolyn Schmidt

No. attended 51 From IN-39, OH-6, IL-2, NJ-2, FL-2

Attendees: Ken Baker, Sally Bancroft, Bob & Linda Barth, Leon & Sandy Billing, Sue Burger, Tom & Linda Castaldi, Allan & Linda Corwin, Ken Dague, Jim & Ruth Ellis, Ed & Melverine Gruber, Gerry & Jean Hulslander, Jerry & Susan Knight, Jeff & Mary Koehler, Chris & Shirley Koehler, Lynette Kross, Steve & Kathy Lappe, Bette Lockhart, Bob & Dot MacIntyre, Charlotte May, Paul & Suzie Moffett, Mike & Tom Morthorst, Fred Patterson, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Steve & Sue Simerman, Tom & Ann Smith, Frank & Mary Timmers, Allen & Becky Vincent, Chuck & Ann Whiting, Larry Turner

### Canal Society of Indiana Fall Tour - October 16-18, 2009

Country Hearth Inn & Suites, St. Marys, OH

Two Ladies and a Bus Company, LLC

Tour committee: Andy Hite, Mike Morthorst, Bob & Carolyn Schmidt

Docents: Andy Hite, Mike Morthorst, Tom Fledderjohann

Logo: Carolyn Schmidt

Slogan: "Pilgrimage to MECCA"

Book: Andy Hite & Mike Morthorst

Budget: Bob Schmidt, checks for services: Jim Ellis

Name Tags, Thank You Notes, Centerpieces, Door Prizes: Carolyn Schmidt

Registration/Goodie bags: Carolyn Schmidt, Neal Brady

Friday afternoon:

meeting American Canal Society Directors at Country Hearth Inn & Suites, St. Marys, OH

tour of New Knoxville Heritage Museum: Tom & Diane Fledderjohann

banquet: Speedway Lanes Event Center, New Bremen, OH

night program: Slideshow of Miami & Erie Canal from St. Marys to Piqua - Mike Morthorst

Saturday:

tour route: St. Marys to New Bremen along Miami & Erie Canal

docents: Steve Dorsten, Andy Hite, Tom Fledderjohann, Mike Morthorst

morning refreshments: Schmidts, cookies donated by Jim & Ruth Ellis

luncheon: Speedway Lanes Event Center, New Bremen, OH

afternoon: MECCA Headquarters—Neal Brady, Fledderjohann lock site, follow canal

banquet: New Bremen Senior Center

program: "Miami & Erie Canal Corridor Association" Neil Brady

Sunday tour route: Lockington staircase locks - Mike Morthorst, Andy Hite

No. attended 56 From IN-27, OH-19, MA-2, MD-1, NC-2, NJ-1, NY-1, PA-2, Toronto, Canada-1

Attendees: Sally Bancroft, David Barber, Robert Barth, Maurice & Dorothy Bonecutter, Sue Burger, Tom Burkman, Allan & Linda Corwin, Charles & Elizabeth Derr, Tom & Diane Fledderjohann, Bill Gerber, Ed & Melverine Gruber, Jim & Barb Guest, Web Hall, George & Joyce Heilman, Andy Hite, Pauline Hurley, Dave Johnson, Clay & Franny Kauffman, Lynette Kross, Dick & Martha Kudner, Dan McCain, Susan McDonald, Bob & Dot McIntyre, Charlotte May, Paul Moffett, Mike Morthorst, Melissa Reed, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce & Kay Sheldon, Ellsworth Smith, Brian Stirm, Michael Thrall, Frank & Mary Timmers, Larry Turner, Margaret Van Vleet, Allen & Becky Vincent, Chuck & Anne Whiting, Terry & Rosanne Woods

**SPEAKERS BUREAU**

Date	# People	Event	Presenters
4-20-2009	23	Wabash County Genealogical Society	Bob & Carolyn Schmidt
4-27-2009	21	Little River Wetlands	Bob & Carolyn Schmidt
8-19-2009	40	Primetimers at Richmond Central Methodist Church	Jerry & Phyllis Mattheis
9-17-2009	25	Ottawa Woods Retirement Home	Gerald Hulslander
10-28-2009	21	James Ford Historic Home	Bob & Carolyn Schmidt

Broadcasts:

*Weekly:* Tom Castaldi reached an estimated 24,000 on FM Radio

"On the Heritage Trail" radio program reaches 12,000. It is recorded and broadcast on **WBOI FM 93.1** Northeast Public Radio in Fort Wayne. During 2008 four programs dealt in some manner with the Wabash Erie Canal. Several other mentions were made of the canal in relation to AASLH activities. [based on 6-7 am 2,200 listeners and 8-9 am 3,400 listeners. Averaged the two for a 3,000 average listenership of *On the Heritage Trail*.]

*Daily:* Tom Castaldi reached an estimated 120,000 on AM Radio Unaudited audience, (estimate 20,000 weekly)

"Historia Nostra - Our History" on **WLYV AM 1450**, Fort Wayne, is a series of short programs that air several times each day and continue to include:

Wabash Erie and St. Patrick's Church built by canal laborers, Fort Wayne's canal laborer's contributions, Canal contractor Francis Comparet, Blee family boat owners and manse owner, Canal construction was an attraction for both Irish and German immigrants, St. Joseph Hospital originally built as a hotel for canal travelers

Docents:

Canal Park Delphi:

Dan McCain spoke to thousands of visitors at Canal Park in Delphi who see the Canal Interpretive Center and walk the trails. Besides promoting the park he attends meetings around the state and elsewhere. Other Carroll County Wabash & Erie Canal volunteers are docents in the canal museum and on the trails for thousands of visitors.

Overbeck House Cambridge City:

Jerry & Phyllis Mattheis spoke to 80 third graders about the Overbeck family and canals

Wayne County Museum:

Phyllis Mattheis told 2 school groups (20 each) about the canal, canal boat keel and Metamora mural displayed

**IN MEMORIAM**

Earl Lewis Conn	9-20-2009	age 82	Muncie, IN
Linda Kay Davis	11-25-2008	age	Rockville, IN
Edgar James Hurley	8-13-2009	age 78	Ft. Wayne, IN

**NEW MEMBERSHIPS (15 individual) (10 family)**

Brookville Library — Brookville, IN	Jerry Lehman — Terre Haute, IN
Vern & Sandy Cripe — Delphi, IN	Laurel Library — Laurel, IN
Jonathan & Pasha Ferris — Milton, IN	John & Chris Newman — Delphi, IN
Richard Funkhouser — W. Lafayette, IN	Jon & Barbara Nicoson — Cory, IN
Brian & Janet Hackett — Murfreesboro, TN	Don Pergal — Indianapolis, IN
Michael & Judith Hummicky — Cupertino, CA	Richard Rennick Jr. — Covington, IN
Ron & Mary Ann James — Hometown, IN	Max & Lillie Sloan — Connersville, IN
Pete & Susie Jones — Wabash, IN	Brain Swihart — Ann Arbor, MI
Guy Kaeser — Harrison, OH	Charles & Maxine White — Bloomington, IN
Richard Kincaid — Terre Haute, IN	Margaret Van Vleet — Logansport, IN
Christian Knoller — Camden, IN	Nancy A. Wicker — New Castle, IN
David Kurvach — Newburgh, IN	Mike Zook - Nashville, IN
Charles Lake — Ft. Wayne, IN	

**ARCHIVES**

Donations to the archives were made by the following:

John & Lynn Bower: *Journey's End, Lingering Spirit, Guardian of the Soul, 2nd Stories, After the Harvest, Silent Work place*

Edward Cochley: *Photograph of buried Fisher Lock #17*

Terri Gourney: Monthly Time Book of Section Thirty of W&E Canal list

Lynn Loomis: *One Man's Journey* and several canal related folios

Sue Simerman: *Pilgrims All: A History of Saint Augustine Parish Minster, Ohio 1832-1982*

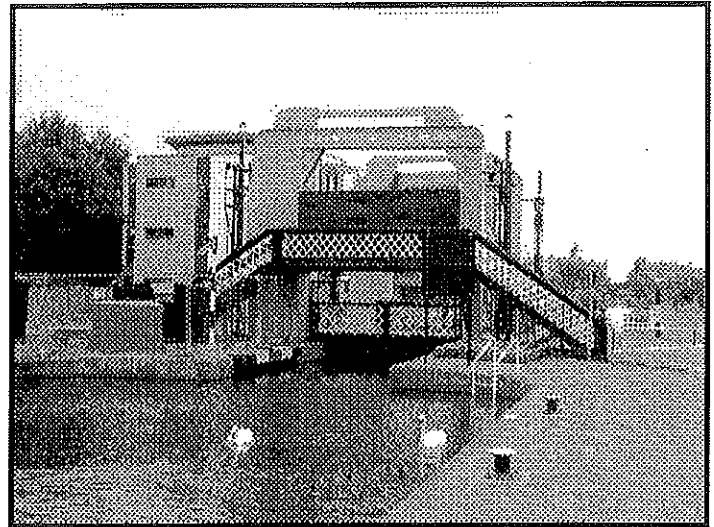
Bill Shive: Canal boat model (unfortunately it arrived in so many small pieces it could not be salvaged)



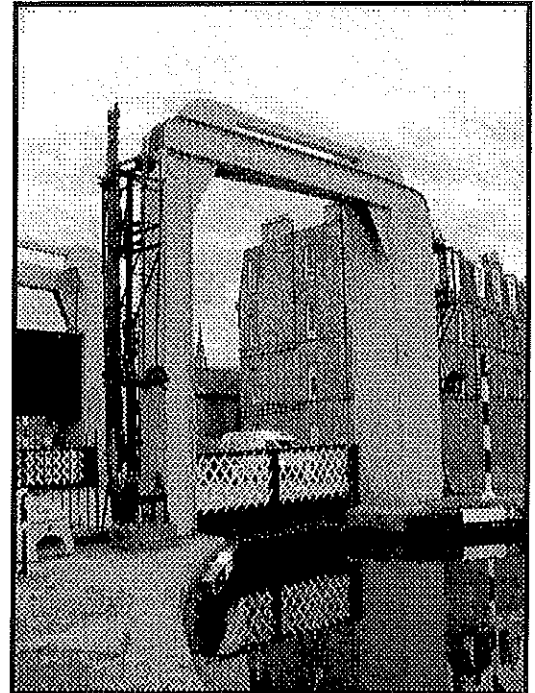
**PHOTO LOG OF CANALS  
OF SCOTLAND AND  
NORTHWEST ENGLAND**

by Richard F. Brown, Jr., AICP

During our family's amazing two week trip through Scotland and Northwest England in June of 2009, we were fortunate to see a number of canals. The following photo log summarizes many of the canal sites seen. All photos are by members of the Brown family.



Two views  
of the  
Leamington  
Lift Bridge  
on the  
Union Canal  
in  
Edinburgh,  
Scotland

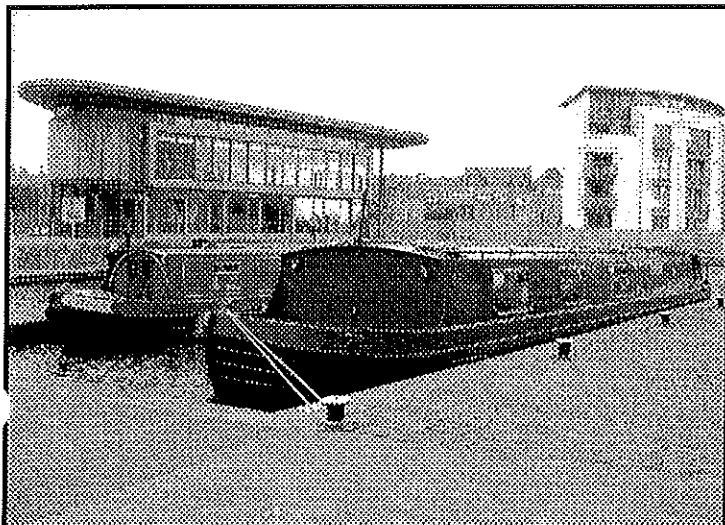


Union Canal in Edinburgh, Scotland



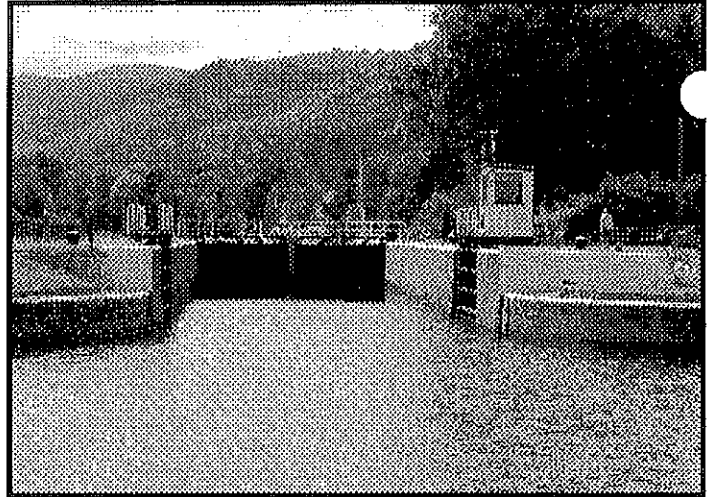
Bridgewater Canal in Manchester, England

Edinburgh Quay at the head of the Union Canal  
in the city's Fountainbridge section

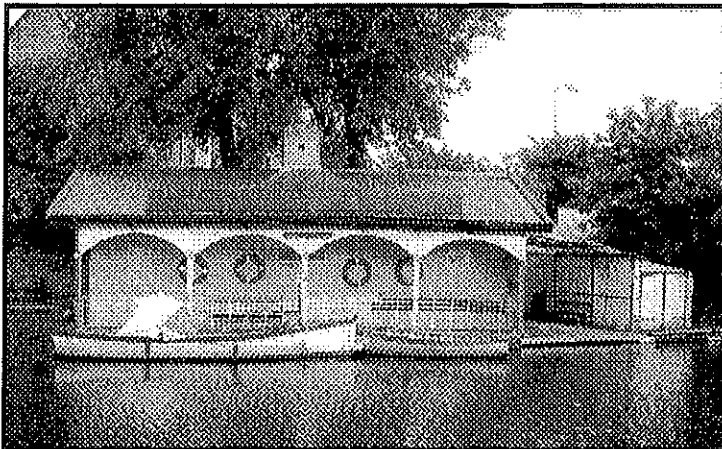




Union Canal in Edinburgh, Scotland  
from Lockhart Bridge Tender's office



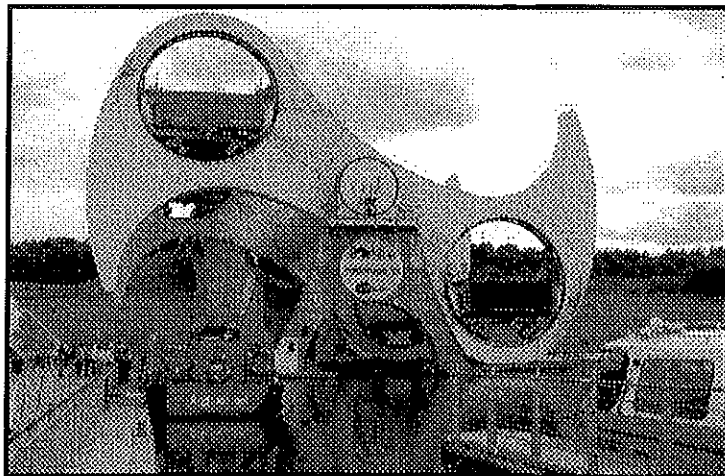
Approaching Dochgarroch Lock on the  
Caledonian Canal near Inverness, Scotland



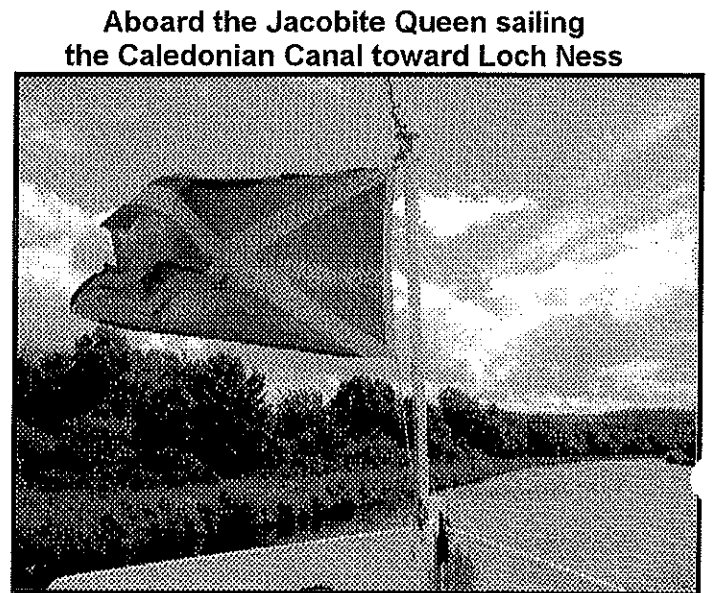
Canal Society of Edinburgh, Scotland  
Boat House on the Union Canal



Doch-  
garroch  
Lock  
Tender's  
office



At the Falkirk Wheel  
(More details in April 2010 issue of The Hoosier Packet)



Aboard the Jacobite Queen sailing  
the Caledonian Canal toward Loch Ness

# CANAWLERS AT REST

## HARVEY NEWTON PUTNAM

b. December 10, 1812  
d. June 13, 1879

By Carolyn I. Schmidt

Harvey Newton Putnam was born on December 10, 1812, to Malachi and Sarah (Blount) Putnam at Martinsburg, Lewis county, New York. His grandparents on his father's side were Andrew Putman (5-2-1742, 4-26-1819) and Lucy Parks (12-30-1744, 1814). His father, Malachi Putman, was born in Winchester, N.Y. on October 14, 1772, and died in Lowville, N.Y. at age 75 on April 18, 1847. On September 13, 1802, Malachi married Harvey's mother, Sarah, who was born in Herkimer, N.Y. on February 7, 1782, and died on September 12, 1868. Malachi and Sarah are buried in the Old Lowville Cemetery. They had ten children:

Calvin (Col.)	b. 03-20-1804	d. 11-03-1842	NorthAdams,NY
Minerva	b. 05-04-1806	d. 02-27-1809	
Perley	b. 01-24-1808	d.	Martinsburg, NY
Chauncey	b. 05-21-1810	d.	Danbury, CT
Harvey	b. 12-10-1813	d. 06-13-1879	Ft. Wayne, IN
John	b. 01-02-1815	d.	Postville, IA
Minerva	b. 07-05-1817	d.	Watertown, NY
Sereno J M	b. 12-20-1820	d. 08-20-1891	Janesville, WN
Seymour	b. 02-02-1822	d.	
Elizabeth A	b. 05-18-1824	d. 09-20-1886	Watertown, NY

Harvey's childhood was spent in mercantile pursuits in order to help support his siblings. By age 30 he had become a well-to-do general storekeeper and postmaster at Martinsburg, New York. He married Alvira L. (?) of Lowville, New York, who was born circa 1818. They had a daughter, Annette Elizabeth (Eliza), who was born in 1840, in Martinsburg.

In 1844 Harvey, Alvira and little Eliza left Buffalo, New York, by lake for Toledo, Ohio. At Toledo they boarded a canal boat for Ft. Wayne, Indiana.

At Ft. Wayne Harvey secured a job as bookkeeper at Smith & Foote's distillery. The establishment was located on the Wabash & Erie Canal basin just east

of the Comparet property. He worked there for five years before going into the grocery business at the northeast corner of Clinton and Columbia streets. Today this site is the parking garage for the Ft. Wayne City/County Building.

Due to poor health, Harvey gave up the grocery and became a canal boat captain of one of Hill & Orbison's fast passenger packets. He pursued this job for three summers. Later he was honored by having a canal boat, which ran on the eastern division of the canal, bear his name.

In 1857-58 Harvey represented the first ward on the Ft. Wayne city council. At the same time he worked in Messrs. Oakley & French's hardware store as a bookkeeper.

Sometime in the late 1850s Annette Elizabeth Putnam, Harvey's daughter, married Andrew Rodgers Henderson (3-31-1826, 5-15-1898), who had come to Ft. Wayne from New York in 1857 to take charge of a large woolen mill. He had been the superintendent of a woolen mill in the east. They lived at 115 East Wayne Street beside her parents' home. The site of these homes is now a one-half block long park beside One Summit Square.

Andrew and Eliza had one son, Charles W. Henderson, who was born circa 1861. The 1860 census shows Andrew's personal estate of \$175. He was 33 and she was 20 years old. It also shows Harvey owning property worth \$1,000 and a personal estate of \$200.

Harvey held his bookkeeping job until being elected in 1861 to become Ft. Wayne's city treasurer in 1862. He acted as treasurer for two years before returning to the hardware store for six months.

Once again his health became so bad that he moved to his farm four miles north of the city. He stayed there three years before returning in 1867 to Ft. Wayne to engage in the grocery business on Columbia street near Clinton with his son-in-law, A. R. Henderson. He left this job in 1868. He then worked for the Pittsburgh, Fort Wayne & Chicago Railway. The 1870 census shows him as a railroad bookkeeper with a personal estate of \$1,000.

On October 5, 1873 a scathing article entitled "Ward Workers" appeared in the *Ft. Wayne Gazette* that casts a light on how Harvey was perceived by his fellowmen. It was about politics and elections in the first ward of Ft. Wayne. When talking about the first ward it said that after Wm. Wadington's death it was assumed that his council seat would be turned over in fee simple to Henry Monning; however, this was not the case. It

said:

"Mr. Monning is an intelligent and shrewd German, and possesses an immense influence over the German Catholic vote, which largely predominates in this ward. It is true that at one time Mr. M. could commend nearly the entire Democratic vote of this ward, and, coupled with Mr. Wadington, was irresistible; but that time has passed. There is another large element in the ward composed of employees of the Pittsburgh, Fort Wayne & Chicago Railway shops, and these men became enraged at Mr. Monning a year ago last spring. Harry Campbell, foreman of the Pittsburgh blacksmith shop, was the regular Democratic nominee for Councilman, his opponent being **Honest Cap. Putnam**, the present incumbent. The railroad men, when the polls closed, found that Campbell had been defeated by a majority of fifteen and they openly charged Mr. Monning with casting his vote and influence for **Capt. Putman**. Mr. Monning, we believe stoutly denied the terrible charge of infidelity to his party, but last year when he ran for Council, the matter was brought up against him, and Mr. McKean, the Independent candidate, received the solid support of the railroad interest, carrying the ward by a majority of sixty."

The article ended by saying, "As the natural result of the petty quarrels above referred to, the First Ward, which really has a Democratic majority of over a hundred, is represented in the Council by two wide awake, active Republicans — Mr. W. T. McKean and **Capt. H. N. Putnam**. Would that the Democrats would quarrel more in other wards!"

In 1875 citizens of Ft. Wayne agitated for a municipally-owned waterworks system. According to *The Pictorial History of Fort Wayne, Indiana*, "The owners of the disused [St. Joseph] feeder canal, which brought the waters of the St. Joseph river into the city limits from a point seven miles north of the town, sought to sell the artificial waterway to the city under the claim that the water supply was sufficient and the quality satisfactory. Two factions engaged in a controversy over the advisability of using the canal water, while others were firm in the belief that the entire question should be deferred for further consideration. The council, however, engaged a competent hydraulic engineer, Moses Lane, who prepared and submitted plans for a system of water supply. The canal owners offered to construct a plant in accordance with the Lane plan at a cost of \$380,000, including the laying of 21.8 miles of pipe and the erection of a standpipe five feet in diameter and two hundred feet high.

"A majority of the members of the council favored the use of the canal water, but their further action was stopped by a restraining order secured by certain citizens, and before the time set for the point at is-

sue a councilmanic election was held which resulted in the defeat of every candidate who favored the use of canal water.

"The successful candidates [in the 1876 election], together with the hold-over members, were **N. H. Putnam**, **C. Hettler**, **E. L. Chittenden**, **E. Zorbaugh**, **W. H. Withers**, **D. B. Strobe**, **Joshua Holmes**, **Henry Schnelker**, **C. F. Pfeiffer**, **W. T. McKean**, **J. B. White**, **M. Baltes**, **C. A. Munson**, **D. L. Harding**, **T. Hogan**, **Silas Tam**, **Frank Wittenburg** and **John Wilkinson**."

His health caused Harvey to retire from his business ventures. However, he returned to the city council three times representing the first ward. At the time of his death he was serving his fourth term there. He was elected council man in 1857-58, 1873-74, 1876-77 and 1879.

Harvey was a devout and consistent member of the First Presbyterian Church. He acted as a collector for the church for years.

Although he had been an invalid most of his life Harvey was not seriously ill until May 28, 1879, when, while out and about, he became so ill that he had to be taken to his home and put to bed, never to rise. He was unconscious for the last few days of his life. He died at his home at 117 East Wayne Street at 4:30 p.m. on Friday, June 13, 1879, of kidney disease.

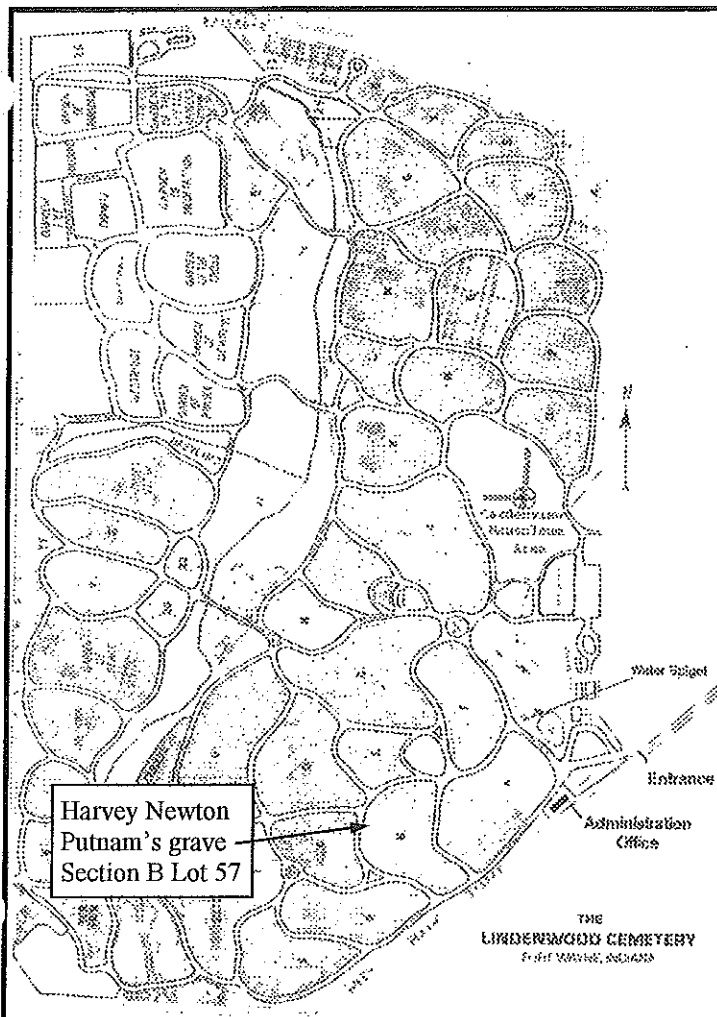
On Saturday night, June 14, 1879, the city council met to adopt the usual resolutions of condolence. His funeral was held at the First Presbyterian church at 3 p.m. on June 15, 1879. The city council, city officials and entire police force accompanied his remains to Lindenwood Cemetery in Ft. Wayne. His grave in Section B Lot 57 Grave 2 is marked by a small insignificant head stone.

His obituary described Harvey as "an upright citizen, sterling, faithful city office, an honorable gentleman and the devoted head of a happy family." He was said to have lived quietly and to have died without a struggle.

Surviving Harvey were Alvira, his wife; Elizabeth, his daughter the wife of A. R. Henderson; Charles W. Henderson, his grandson; a brother in Waukesha, WI; a brother in Adams county, NY; a sister in Watertown, Jefferson county, NY and a sister at Lowville, Lewis county, NY.

Alvira L. Putnam lived in her home next to her daughter and son-in-law for a while. The 1919 census shows her boarding with Christian Velos along with 9 other lodgers. She died on November 11, 1889, at the





Map of Lindenwood Cemetery, Ft. Wayne, Indiana from  
*Pioneers Resting in Historic Lindenwood*

age of 71. She was buried beside Harvey in Grave 1 in Lindenwood Cemetery. She has no headstone.

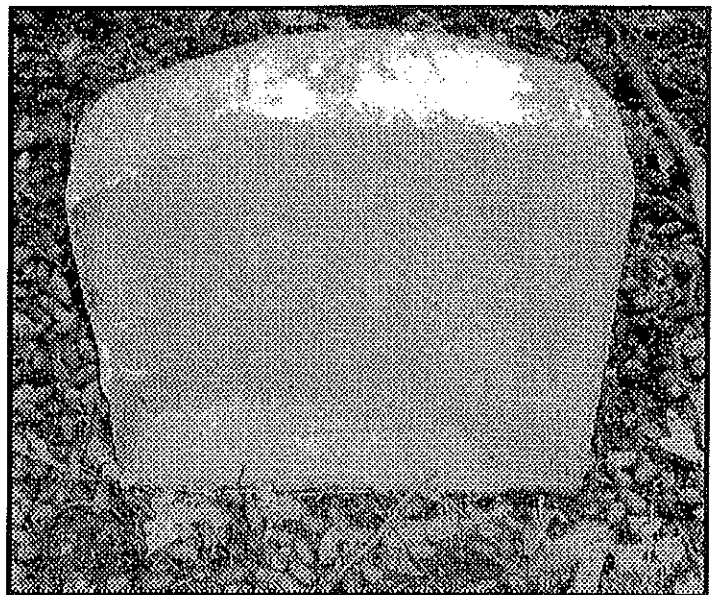
Annette Elizabeth (Putnam) Henderson died November 3, 1919. She is buried between her father and her husband, Andrew Rodgers Henderson, who died May 15, 1898.

Neither Alvira nor Eliza had headstones. No obituaries were found for them. Alvira's name was not even given in Harvey's obituary. She was noted simply as his aged wife and Eliza was noted as Mrs. A. R. Henderson.

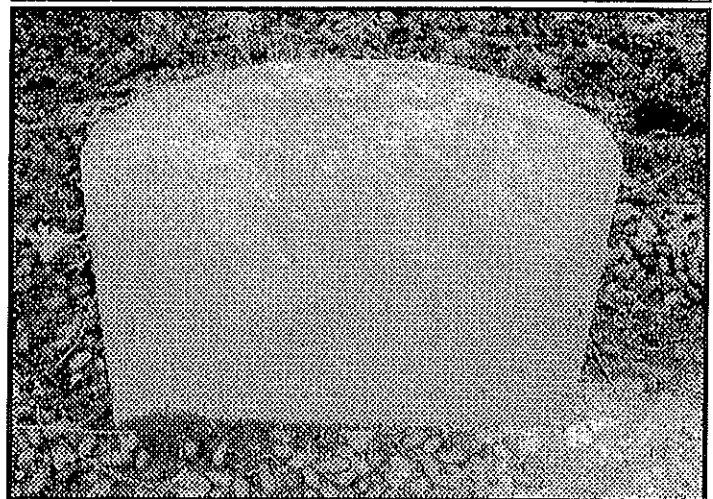
Charles W. Henderson, Harvey's grandson, went to Oregon. No information was found on him there.



H. N. PUTNAM

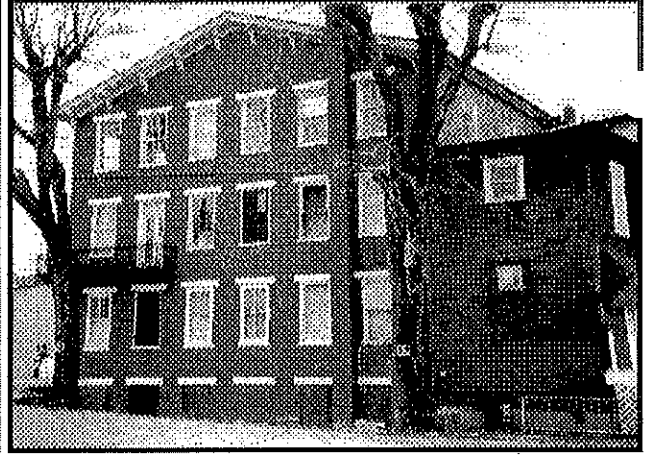
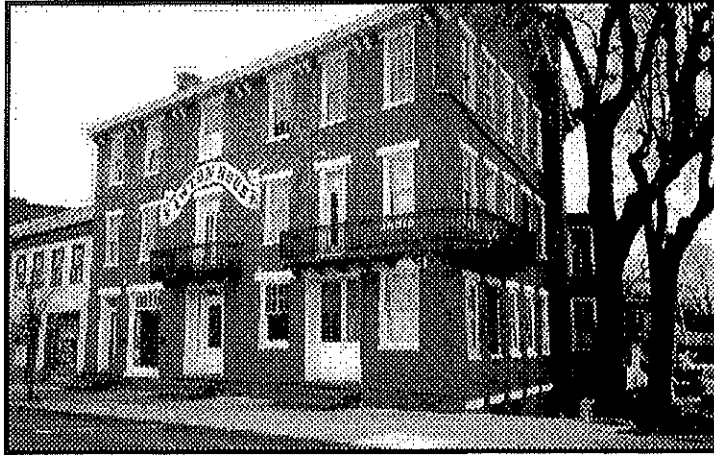


Above: H.N. Putnam on top of stone and Died June 13, 1879  
Aged 66 Y. 6 M. 3 D. on its side  
Below: A.R. Henderson Died May 15, 1898, Harvey's son-in-law  
Photos by Bob Schmidt



Sources:  
"A Good Man Gone. Death of Councilman H. N. Putnam."  
*Fort Wayne Daily Gazette*. June 14, 1879.  
Federal Census 1850, 1860, 1870, 1880, 1910  
Foster, Jim. *Historical Articles About Ft. Wayne, Indiana Taken From Newspapers 1847-1901*. "Ward Workers" *Ft. Wayne Gazette*. October 5, 1873.  
Griswold, B. J. *The Pictorial History of Fort Wayne, Indiana*. Chicago, IL: Robert O. Law Company, 1817.  
*Incomplete Mortuary Records of Ft. Wayne, Indiana January 1874-August 1938*. Peltier Funeral Home.  
Lindenwood Cemetery Burial and Interment Records.  
*Pioneers Resting in Historic Lindenwood*. Ft. Wayne, IN: Lindenwood Historical Foundation, 1978.  
Putnam, Eben. *A History of the Putnam Family in England and America*. Salem, MA: The Salem Press Company, 1908.

Special thanks to Rebekah Ashley for her help in locating cemetery records and grave sites for the Putnams and Hendersons in Lindenwood Cemetery.



These photos of the Vinton House in Cambridge City showed how it appeared before renovation in 1993. Photos by Bob Schmidt

**PUBLICITY ABOUT THE  
VINTON HOUSE  
FOUND IN  
CAMBRIDGE CITY NEWSPAPERS**

Copied by April Riggle, Manager of Vinton House Antiques 2002-2009  
Transcribed by Phyllis Mattheis October 2009

13 January 1847:

Advertisement for Whitewater Canal:

**CINCINNATI & CAMBRIDGE**  
( line drawing of packet boat)

Daily Line of Packet on the Whitewater Canal, Has now commenced running its regular trips **LEAVING: THE WHITEWATER CANAL BASIN**, every day at 2 o'clock p. m.; arriving at Cambridge next day, in the afternoon, where passengers can always find horses and carriages in readiness, at Mr. Reiser's, (*sic*) to convey them to any point they may desire, charges moderate.

Returning, **LEAVES CAMBRIDGE** every morning at 7 o'clock.. Fare through, each way, \$3.00, including board. For passage apply to McLure & Dickey, Whitewater Canal Basin, Cincinnati, and to Aaron Reiser, (*sic*) Mansion House, or Captain of Canal Boat, Cambridge City.

C.S. ANDREWS & Co. Proprietors October, 1846.

21 April 1847:

We notice that Mr. Riesor, (*sic*) of the Mansion House, has commenced building a large Tavern House on the corner of Main and Canal streets. We understand it is to be four stories high, containing about sixty rooms. We are glad to see this improvement commenced--a commodious Public House is much needed in the part of town Mr. Riesor (*sic*) has selected, and will, doubtless, meet with public favor sufficient to amply warrant him in fitting it up in City style.

(Note: Elbridge Vinton worked for Aaron Reisor at the Vinton House and purchased it about 1849 when Reisor

left for the California gold rush.)

13 February 1879:

Mrs. Vinton is visiting her daughter, Mrs. Stoddard, at Cincinnati.

Grandmother Johnsonbaugh is in bad health.

MISS SUSAN B. ANTHONY was greeted Monday evening with a larger audience (at Carpenter's Hall) than a lecturer usually gets here and we are glad to note it as evidence of the kind of progression that makes a demand for first class literary entertainments preferable to a "nigger show".

The man who says Susan B. Anthony is handsome lies. She is smart though. We guess we know about these things.

Susan B. has come and gone.

(She probably registered to stay at the Vinton House.)

5 June 1884

The Vinton House office is radiant in a new dress. The walls have been laid with the latest paper designs, and the ceilings decorated in a manner so artistic as to excite the admiration of every one. The paper came from the well known house of Nicholson & Bro., Richmond, and the designs are by Little, of the same city. The fresco work was executed by Mr. Nedmeyer, also of Richmond. The wood work and furniture has been replaced by new and more luxuriant, and everything betokens that spirit of elegance and home-like comforts for which Mine Host and his excellent family are so justly noted.

(Note: Elbridge Vinton and his family owned the Vinton Hotel.)

7 June 1888:

THE DEATH OF MRS. E. VINTON

On Friday morning at two o'clock the Lord summoned and the spirit of Mrs. Vinton took its flight to heaven. She had been an invalid for the past two years suffering in her latter illness more than words can tell. About nine months ago her affliction developed into a malignant tumor necessitating an operation which was performed at Indianapolis, by Dr. Harvey, last December, with apparent success. The patient was brought to her home last February and after her return her disease \_\_\_\_\_ a dropsical nature which baffled all medical skill. From this time she had been growing weaker and weaker until death brought her relief.

Mrs. Vinton was born in Centre county Penn., April 9<sup>th</sup>, 1830 and she was therefore 58 years, 1 month and 22 days old. She was the daughter of Frederick and Elizabeth Johnsonbaugh both of whom are deceased. In the year of her birth her parents came west settling on a farm, a short distance south of East Germantown, this county. In 1846 she was married to Mr. Elbridge Vinton and to them were born four children. J Charley, the first child, died in infancy, while Mrs. Geo. Stoddard, of Wyoming, Ohio, and Misses Lillie and Flora survive to comfort and cheer, if possible, the remaining years of their father whose heart is overflowing with anguish.

Mrs. Vinton was a woman whose aims were always high and whose services great in helping those who needed her assistance and wise counsel. As a wife she was loving, faithful, true and helpful. As a mother she was an ideal and to her children has imparted her native grace of mind, her inherent culture, her scrupulous (?) neatness and her unexampled thrift and industry. As a friend she knew fully what friendship meant and displayed in her character the conviction of her conception. She was always willing to inconvenience herself for the advantage of others who were finding life a hard battle. Always considerate, always kind, always tender with no work of reproach or acrimonious criticism against one who had fallen by the wayside. Her conception of life was to be happy herself and to make others happy and that her life was a success is evidenced by the hundreds of friends who feel aggrieved as though her death were a personal loss. It is the death of such a person that creates new ties between earth and heaven and brings them nearer together. Whatever is excellent is enduring and though her heart will become dust yet the kindly influence it shed in life will endure as long as grateful memories.

Funeral services were held at the family residence, Sunday afternoon, Rev. Lorimar, officiating. Floral tributes were numerous and most beautiful. She rests in Riverside cemetery.

19 Nov. 1920:

OBITUARY

Miss Lillie Vinton, second daughter of the late Elbridge and Kate Vinton, died last Friday at the Home Lawn

sanitarium at Martinsville, where she and her sister Flora had gone to recuperate their health a few weeks previous. The Misses Vinton assisted in an amateur entertainment at the Home Lawn less than a week previous and were apparently in improved health. Miss Lillie, however, who had practically been a shut-in for several years past from a broken limb, was frail from her long sickness, and when her heart failed she was unable to build her strength and quietly passed away.

Her remains were brought here Saturday by Walther Hathaway and wife of Columbus and Geo. Stoddard of St. Louis, who were present when the end came. Monday afternoon in the presence of many friends of the family who gathered at the Vinton House, services were conducted by Rev. McCormick of Milton, assisted in song by Miss Blanch Boyd. It was a most impressive scene--the old home with every memory of her 70 (?) years clinging to it, sending forth one of its daughters never to return, such as comes at some time to every home. In beautiful Riverside cemetery the remains were placed beside her kindred and naught was left but the memory of a useful and beautiful life.

Tour the Vinton House during the

*"Hoosiers On The Move"*

CSI Spring Tour of the Whitewater Canal  
Wayne County, Indiana

April 9-11, 2010

Plus hear more about:  
The National Road  
The Underground Railroad  
The Quaker Trace  
The Republican Party

Motel reservations: Richmond's Comfort Inn  
Phone 765-935-4766  
\$61.60 per night, including tax.  
Mention Canal Society of Indiana

**WELCOME NEW MEMBERS**

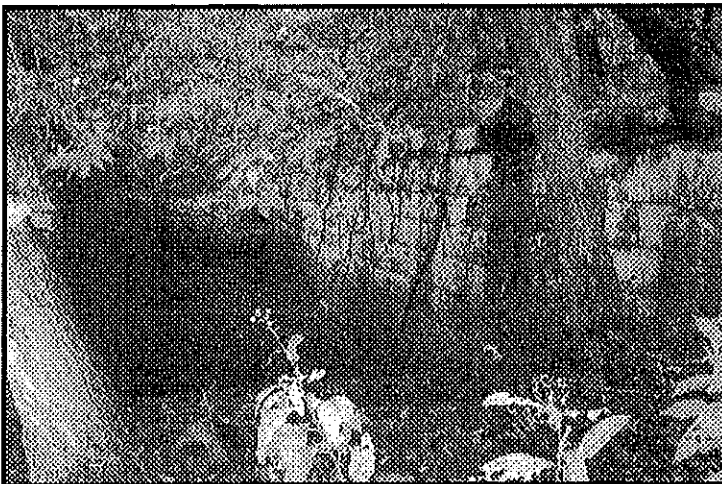
The following have joined the Canal Society of Indiana at the \$25 single/family membership level unless otherwise indicated.

Margaret Van Vleet - Logansport, IN  
Mike Zook - Nashville, IN

## CSO TOURED THE OHIO & ERIE IN PICKAWAY AND ROSS COUNTIES, OH

By Carolyn Schmidt  
All photos by Bob Schmidt

The Canal Society of Ohio held its fall tour on October 9-10, 2009 on the Ohio & Erie Canal from Millport to Three Locks. The canal was the impetus for the establishment of Millport. We had to cross a field guarded by a huge bull to reach Lock #31. Dave Newhart, led us to the lock and pointed out how the canal then crossed Walnut Creek.



A snorting black bull guarded Lock #31 pictured above.

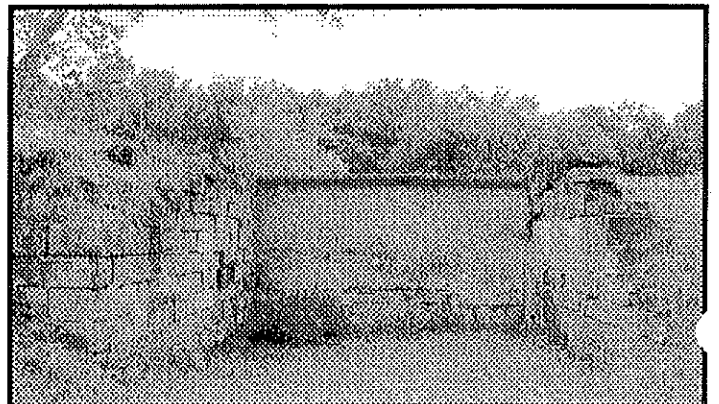
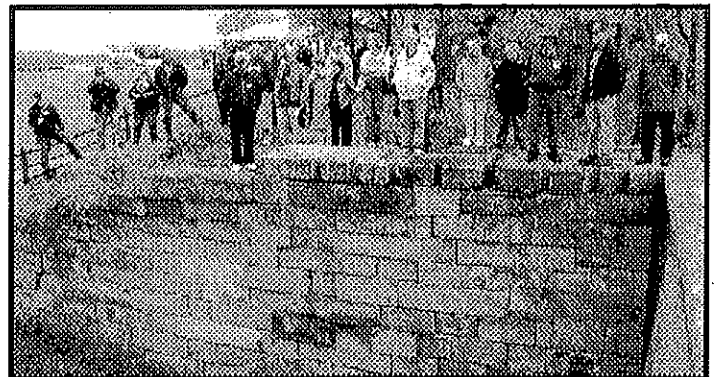
We then went to Circleville to see the location of the canal basin. A railroad track marks one side of the basin. At the site of the east abutment of the Circleville Aqueduct, the weeds were so tall that some of us got separated from the group and couldn't find it. We had to have a sneak peak of it as the bus crossed the creek.

Just below the Circleville Aqueduct we came to Spunkeytown and stopped to scramble down a hill to see the remains of a culvert that ran beneath the canal prism carrying water via a millrace from Big Darby Creek to the William Foresman & Bro. Mill. The stone arch culvert still supports the road today.



Remains of the stone arch culvert beneath the O&E canal were seen at the edge of the Scioto River.

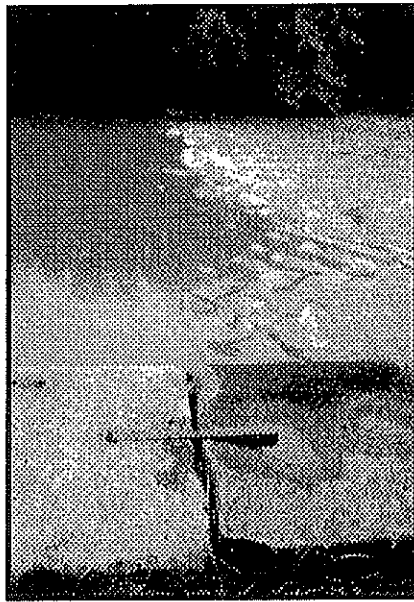
We passed the sites of Locks #33 & #34 before stopping in a park to see the bulkhead for the headgates of the Circleville Feeder Canal. We also saw a dam across the Scioto River, which pooled water to be fed into the canal.



Concrete replaces the bulkhead gates that watered the feeder.



Rough water in the Scioto River indicated where the old feeder dam was located that supplied water via a short feeder to the O & E. Canal. The cap stones of the bulkhead were held together by iron cramps for further stabilization.



The bus slowed down so that we could view a dam built in the canal by the WPA at Westfall. At one time a large warehouse and flouring mill had been located there.

We went to the canal town of Yellowbud. The story is that the town was named Yellow Bud because they could not spell Forsythia, a flowering bush common to the area. At one time a small canal aqueduct crossed Yellowbud Creek and a dry dock was located nearby.

We stopped at Andersonville United Methodist Church for lunch. Chili with pimento cheese sandwiches and vegetable soup with peanut butter sandwiches, an apple and cookies were welcomed by hungry canawlers.

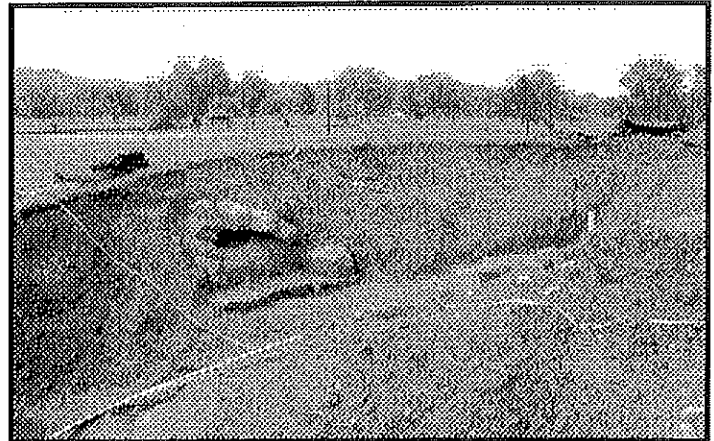
Stopping in a lane alongside a field we hiked about 1/4 mile to a small weed and water filled ditch that had been the canal. Some canawlers had trouble leaping across the ditch and ended up with pants legs soaked to about mid-calf. They then walked up the hill to an old corn crib and traversed a poison ivy infested area before reaching the remains of Deer Creek Aqueduct. Being highly allergic to poison ivy some of us decided to return to the bus.



Poison ivy kept some of the canawlers from going beyond this old corn crib to the site of Deer Creek aqueduct.

Of the 3 pier, 2 abutment Deer Creek aqueduct, only a portion of one abutment and one pier were left to be seen. Brick repairs were made to the structure at some time.

We passed near Andersonville often known as "Frenchtown" and Marfield Mills. An entrance to Camp Sherman built during World War I ran between Locks #35 and #36 splitting the canal. Near the old camp was a stone arch culvert from the canal that had been unearthed during a road project. They had left it uncovered so that our tour could view it. It was probably recovered the next week.

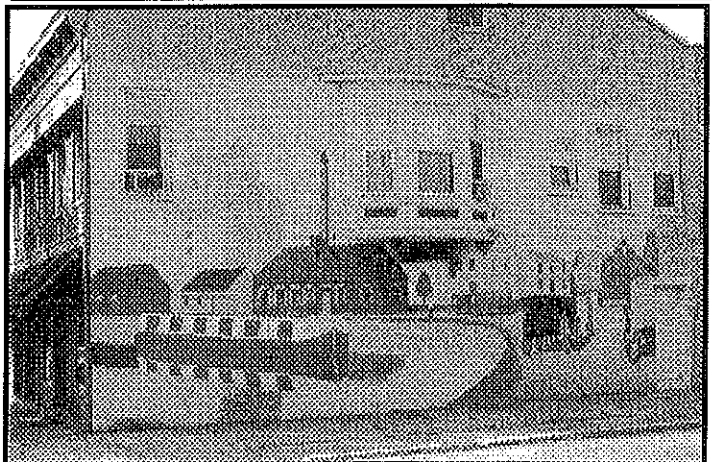


This arched canal culvert near Camp Sherman was unearthed by a road widening project and will be recovered.

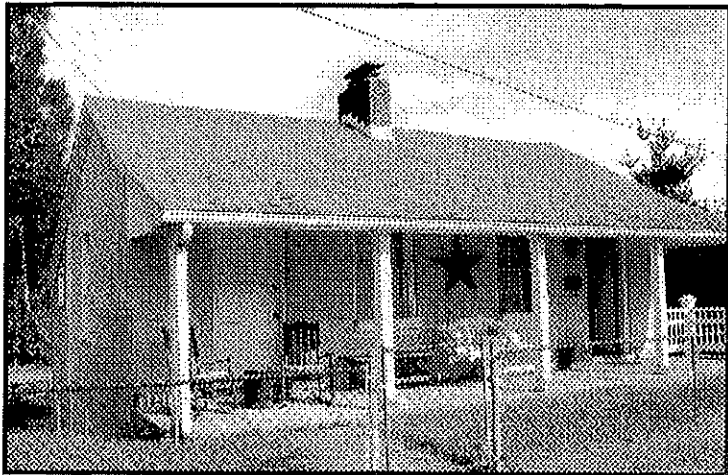
We stopped at the Marfield Warehouse in Chillicothe that the canal once ran behind. Dard Hunter now operates from this building a mail order business that carries artists tiles, canvases, stationery, and picture frames. He also makes fancy moldings for use in home restorations. He showed us the building's old office with fancy pillars and decorations and the rest of the warehouse with its back door on what was the canal.

There was a stop at the Canal Mural on Mulberry

A mural showed how the Chillicothe canal basin once looked.



Street for photographs. A plaque on the corner of Mulberry Street told about Chillicothe being the first state capital of Ohio. This was followed by a walk past Emmitt's Warehouse and Corn Exchange passing the sites where Lock #37 was located at Fourth Street and Lock #38 at Fifth Street before reaching a park where apples and bottled water were handed out. A building thought to be the locktender's house was seen alongside where Lock #38 had been located.



During the last leg of our journey we viewed the sites of the Chillicothe Hydraulic, Paint Creek aqueduct, Lunbeck's Locks #39 and #40, and lastly Three Locks #41, #42 and #43 and Tomlinson's Dam from the bus. It was a great tour although fairly cold and a little more challenging than many.

We returned to the hotel in time to dress for the banquet at the Chillicothe Country Club. Just as we sat down to dinner it was as if someone had cued the deer like in a Chevy Chase movie, for two of them strolled across the lawn munching the newly mown grass to meet up with three more on the hillside. CSO awarded the Pickaway Historical Society a plaque for their restoration of the area around the bulkhead lock south of Circleville.

Friday evening's event was held at the Ross Heritage Center in Chillicothe. A slide presentation of sites to be seen on Saturday was given by Dave Neuhardt. On Sunday some of the canawlers took an architectural tour of an 1848 mansion at the corner of Paint and Fifth streets, which is an apartment house that is being restored. A candy store owner had opened his store for the group and they visited it and its upstairs.

The 13 CSI members attending the tour were: Scott Bieszczad, Jim & Barb Guest, Nancy Gulick, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, and Larry Turner.

Tour participants were given a copy of an article that appeared in *The Chillicothe Advertiser* on February 6, 1891.

**THE LEVEE GOES DOWN.**

**THE RAGING CANAWL ON A RAMPAGE SURE ENOUGH.**

And Breaks Out a Waste Weir and 200 Feet of Levee at the Head of Walnut Street, Flooding the Park - A Bridge Goes With It.

The heavy and continuous rains last Saturday filled the canal on the Chillicothe level to overflowing, and by Saturday night the men in charge — Captain Guin, "Jumbo" King and John Cook — were kept busy keeping the water within its bounds. By two o'clock Sunday morning the water was gotten under control and the three men referred to started toward the waste weir, at the head of Walnut street, to shut off some of the overflow that was running into the Park Lake.

As they approached along the levee within 200 feet of their destination the overflow, as it shot across the waste weir into the Park Lake, suddenly became more terrific, followed by the breaking of heavy timber, and within a few minutes the ground almost beneath their feet began to cave in, going with the mad rush toward the Park Lake.

The waste weir and the high levee that separated the canal from the Park Lake had given way, and the heavy head of water in the canal was rushing like a Niagara over the broken levee into the Park Lake thirty-feet below.

As soon as possible the old waste weir at Kopp's bridge was opened and most of the force of the water was cut off in that way, but not until a gap of about 200 feet had been broken out of the levee and the bed of the canal washed some ten or fifteen feet deep.

One end of the old overhead bridge at the head of Walnut street having rested on that part of the levee that was washed out, the bridge came down with the general crash and fell on the State boat "The General," which was moored under it, and no doubt saved it from taking a header into the Park Lake, all the water and part of the ground under it having been washed away as will be seen by our illustration which was taken on Sunday morning. (hand drawing inserted here)

The State dredge boat was also moored at this point, but farther down and out of danger.

Although the opening of the waste weir at Kopp's cut off most of the water, there was still a heavy stream flowing down all day Sunday which completely washed the ground in front of the foundations of the Bouser and Marfield\* warehouses, and much fear was entertained as to the safety of these buildings until it was learned that their foundations had been lain fifteen or twenty feet deep — a precaution that had been taken when these structures had been re-built after the big fire in 1852.

All day Sunday the wash-out was the Mecca of sight-seers who came to view the wreck from all parts of the city, and a picturesque scene it was, too. The outlet of the Park Lake having been cut off by a high river, the flood from the canal soon deepened the waters in the lake until the island was completely submerged and the entire Park was almost one vast sheet of water.

On Monday the State Engineer, Superintendent Goddard and Gen. Jones, member of the Board of Public Works, arrived and gave orders to have the wash-out repaired at once. A coffer dam was built at Kopp's bridge which shut off the flow of water entirely, when a force of over a hundred men were put to work rebuilding the levee.

The waste weir, however, will not be rebuilt at this point, as it was a great mistake to build it at such a high elevation in the first place. The Engineer who built the structure six years ago said it was only a question of a few years until the water would get under it and push it out — and the break Sunday morning proved that he was right.

It is estimated that the canal will be open again inside of four weeks.

\*The Marfield Warehouse was visited on the tour.

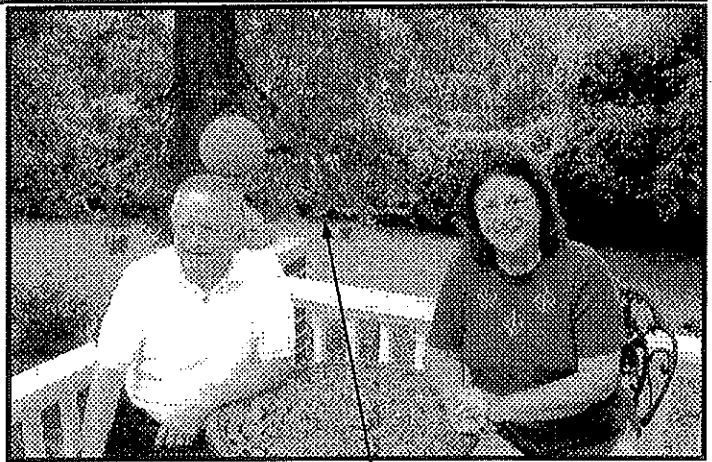
## Speakers Bureau

October 28, 2009 — Wabash, IN

Bob and Carolyn Schmidt spoke at the Dr. James Ford Historic Home in Wabash, Indiana, on Wednesday evening at 7 p.m. to 21 of its members about life on the canal. After briefly covering the history and engineering of the Wabash & Erie Canal, Bob talked about the people of the town who had worked on it. Peter Myers and Lemuel Jones had the contract to build Lock #16 in Wabash, but when Myers died David Cassatt worked with Jones to complete it. The mill at the lock, which used canal water to turn its stones, was built by Sanford Honeywell and operated by Robert Cissna. Stearns Fisher, who lived in Wabash county, was a superintendent in the upper Wabash valley area of the canal. Archibald Stitt was a canal contractor and supervisor on the canal from Lafayette to Huntington and has a street in Wabash named for him. Bob also related the story of how the "Prairie Hen" slipped by the "Indiana" under the cover of dark and won the race to be the first boat into Wabash when the canal was opened to that place.

Carolyn portrayed Caroline Smith, a woman whose husband operated a canal freight boat. She told of the trials her family faced working with mules and keeping the boat in repair. Their boat, the "Red Bird" basically operated on the canal between Peru and Toledo transporting grain, whiskey, lime, etc. to the east and bringing things not grown or made in Indiana back to towns along the canal. Her children lived on the boat and only attended school when the canal was closed during the winter months. Her husband was kicked by a mule while he was removing a stone from its shoe and died. Her young son at age 10 became the mule driver (hoggee) and they operated the boat the best they could. They barely made enough to scrape by and could not afford to keep the boat in good repair. She had difficulty getting through the locks because the locktenders favored boats with male captains and even log rafts over one under a woman's command. About 6 six years later, after her young daughter died of cholera, her son decided to go to the California goldfields to seek his fortune thinking that if she sold the boat she would have money to support herself until he could come back. She learned her boat was worthless and asked those in the audience if any of them would hire her.

The Schmidts were dressed in period clothing. They gave those in attendance CSI brochures and copies of past issues of "The Hoosier Packet." A short question and answer period followed their presentation.

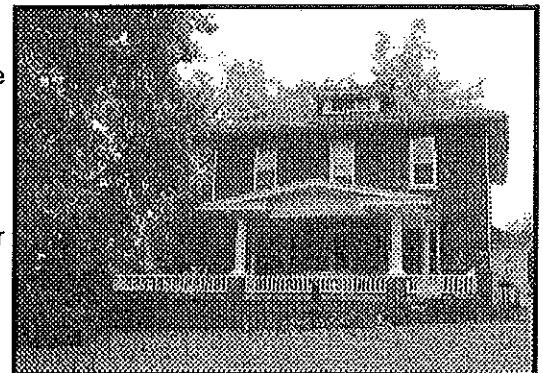


### HOME BESIDE FEEDER CANAL

CSI gets lots of E-mail and phone calls asking about property on the canal. Such was the case when Phyllis Hummer, wife of Jerry Hummer of Ft. Wayne, called for help with the home they had just purchased on Field Street. She said her neighbors told her it was on the Wabash & Erie Canal and that a previous owner might have shipped brick from his brick yard on the canal. When she described where her home was located, we immediately knew it was not on the Wabash & Erie Canal but on the St. Joseph Feeder Canal, which took water pooled by a dam across the St. Joseph River about 6½ miles north of Ft. Wayne and carried it to the mainline of the Wabash & Erie joining it near Rumsey and Wheeler streets in Ft. Wayne.

Bob and Carolyn Schmidt went to the Hummer home a few days later to look over the site. The brick house, which was built after the canal era in the late 1800s, sits high on a hill and overlooks where the feeder once ran. Thick bushes shield it from a street that has been built atop the canal alongside the river. The canal boats probably did not carry the brick from William's brick yard since the canal was abandoned by 1872. She did not know when the brick yard was established.

Phyllis was planning a neighborhood chili supper and wanted to give her new found information to her neighbors. We left her with canal maps and a book about the Wabash & Erie and the St. Joseph Feeder as well as brochures to give to her neighbors.



Photos by:  
Bob Schmidt

## MVHC ANNUAL MEETING



Members and friends of the Maumee Valley Heritage Corridor met Sunday, November 1, 2009 at Nazareth Hall, a former military academy for boys that was operated by Ursuline nuns from 1928-1982 and is now privately owned and used for weddings, meetings and special events. Prior to the meeting many of them enjoyed an excellent Sunday brunch buffet and then con-

gregated in an upstairs meeting room for the meeting in which some bylaws were amended and new directors elected. Dick Kudner, president, displayed the plaque that the organization had recently received from Ohio's governor for its work in creating the Maumee Valley Scenic Byway.

The guest speaker for the day was Andrew Cayton, a distinguished professor of history from Miami University at Oxford, Ohio. He has published several books and reviews and won many awards for his work. He is currently collaborating with Fred Anderson on *Imperial America, 1672-1764*, a volume in the Oxford History of the United States.

Cayton spoke about "The Significance of the Maumee Valley's Conflicts in Shaping North America." He said the Maumee Valley and the control of the Indians played a major role in how the newly formed United States was perceived globally. He pointed out that the Indians in the valley not only worked together with the various tribes that retreated to the area where the Auglaize and Maumee Rivers met, but they also had much contact with the French, British and Americans. They were bi-lingual and dressed and lived more like Europeans. The area was a melting pot of cultures. The Indian women were an important way for the Indians to gain or retain control of the land. They were encouraged to live with the white man for what they could get in return. For example Tecumwah and her son Richardville, whose father was French, controlled the portage at Ft. Wayne. Richardville became one of the wealthiest men in the mid-west. Cayton said that the Indian defeat of Harmar followed by the defeat of Arthur St. Clair made the Americans look weak, but after winning the Battle of Fallen Timbers the Americans showed they were in control and the United States became a global power.

Note: Later the Wabash & Erie Canal followed this important route between Toledo and Ft. Wayne. It opened the west to settlers and provided a way to get the rich harvests to eastern markets.

## LOCK 47 PARK TO BECOME A REALITY

"Never give up" are wise words. After three applications for a transportation enhancement grant, Vigo County officials learned on November 4, 2009, that they had been awarded a federal grant to complete their Lock 47 Park at Riley, Indiana. The park has been in the planning stage since 2002. The entire project is estimated to cost \$1.2 million.

The Crawfordsville District of the Indiana Department of Transportation was given \$940,000 to distribute from the Federal Highway Administration. They had to decide what they would fund from requests of 5 agencies wanting a total of \$2.7 million. Luckily Vigo County received \$500,000 of this money. The county will have to pay \$150,000 as it's part of the 80/20 match.

In 2002 the state awarded the county a \$400,000 grant for the park. The county at that time provided an \$80,000 match. In 2003 Indiana State University did a \$40,000 archeological dig at the lock site. In 2006 Vigo County obtained ownership of the 10-acre lock site northeast of Riley from the Indiana Junior Historical Society Alumni Association Inc. In 2007 the county received a written report from the dig. During these years application was made for a transportation enhancement grant under the category of historic transportation and rehabilitation of historic transportation facilities and structures.

The new grant provides enough money to fund and finish the project. The county will now hire Jeff Plunkett, president of Accidental Discoveries and an archaeological consultant from Noblesville, to complete the second phase of the archaeological and environmental study. Meanwhile another consultant will finalize the design plans and specifications. Then bids will be taken. Construction is proposed to begin in 2012.

The Riley Lock 47 project includes rehabilitation of the existing lock wall, constructing a replica lock wall, building an interpretive center, and creating a parking lot. A walking trail will lead visitors from the parking lot over low land and a pedestrian bridge to the lock site. The interpretive center will have old photos of the lock. It will tell the history of the 468-mile-long Wabash & Erie Canal that was built from 1832-1853, opened to Terre Haute in October 1849 and was abandoned in 1874.

Hip Hip Hooray!

# NEWS FROM DELPHI

The \$5,000 mural will be painted by artist Terry Lacy and should be done by the time the canal boat rides begin in the spring of 2010.

## THINGS ARE MOVING AT THE CANAL

### GEOLOGICAL SURVEY OF INDIANA 1871-72

#### WATER POWER

A short distance above Delphi, the Wabash river is dammed to supply the Wabash & Erie canal. After serving this purpose, a large surplus of water is left for manufacturing purposes. The present year, 1872, is known as the greatest season of drouth [drought] ever known. During this year, the amount supplied by the canal company to mills at different points is as follows, viz:

Delphi.....	4,000 cubic feet
Pittsburg.....	4,000 cubic feet
Lafayette.....	4,000 cubic feet
Not used.....	3,000 cubic feet

For an ordinary season, of low water the quantity not used amounts to 10,000 cubic feet. This supply is quadrupled during two-thirds of the year. It may be seen that this power, cheap, certain and effective, will prove a great source of wealth, and that this large amount of unused power will soon be utilized. Amount of fall secured by Pittsburg dam is thirteen feet. Connected with this power are woolen, saw and grist mills, at Pittsburg, and flax, paper and other mills at Delphi.

### TRAIL BRIDGE FUNDED

When the Indiana Department of Transportation announced the winners of the Transportation Enhancement funding, Delphi learned they will receive \$1.6 million to place the "Freedom Bridge" over the four-lane wide Hoosier Heartland Highway for their Monon Trail. This grant used the highway's Major Moves abutment construction as the match, which is just over \$400,000.

The Freedom Bridge is a 300-foot-long, single span, monster built in Lafayette in 1895. It was disassembled 10 years ago and transported to Conner Prairie. Unfortunately Conner Prairie couldn't use the bridge as their land on the other side of the White River was lost when they split from Earlham College. Thanks goes to all that sent in letters of support including Jim Barker, who provided us with good engineering estimates.

Hip Hip Hooray!

### WAREHOUSE MURAL FUNDED

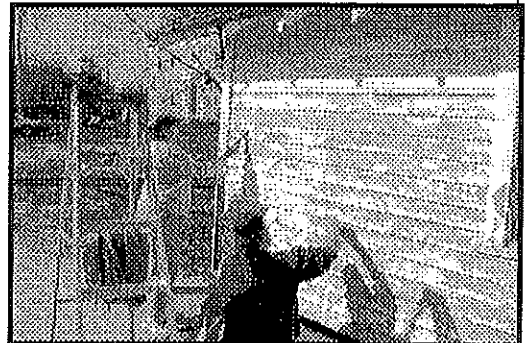
Directors of the Canal Society of Indiana voted to fund the mural on the large door on the side of the canal warehouse where the new canal boat is stored.

By Dan McCain

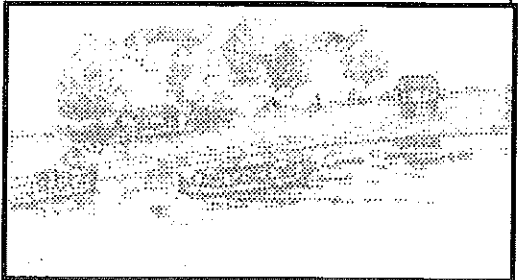
1. Moving day with help from Rollin Graybill brings a new building for Canal Park in Delphi.



2. Temporarily placed alongside the tow-path, Jean and Kevin Howell begin scraping old paint from the building. It will look like the 1844 Case House (background). When in place it will house a trailside bicycle concession.



3. Volunteers layout the basement level to make this appear as a "bank barn" beside the canal. Out of the lower level (foreground) will be rental paddle boats.



4. All along the waterfront will be improvements and additions for 2010. The new dock will be to the left. At trail level will be a "Toll Booth" for the boat rides. To the right will be the bike and paddle boat rental building.

Photos and illustrations provided by Dan McCain

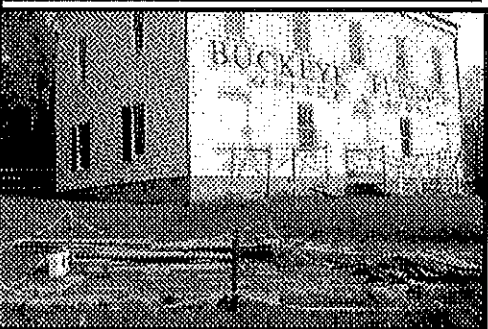




1. Ernie Avery, a retired farmer from Michigantown, gave us the building that becomes the bank barn. He also gave us a very old farm scale. It has a platform big enough to weigh a farm wagon, a pen of livestock, OR for us a "pen" of school kids all standing on the 8x16 ft. floor to be weighed at once.



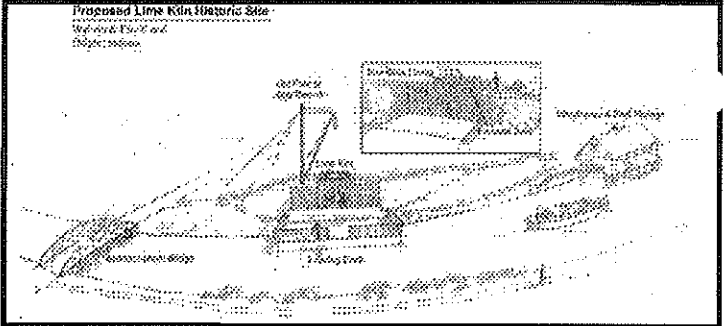
2. Ed Gruber explores the underside "workings" of the old scale. It will be placed alongside the canal boat warehouse in Canal Park Annex. When completed the scale will illustrate how products were received and shipped at a similar place for canal commerce.



3. Under the platform, now exposed, are the rusty iron pieces that reflect craftsmanship of a blacksmith. Note the "knife edge" balance point protruding upward in the left foreground.

4. A recent visit to a southern Ohio interpretive site where heavy "Pig Iron" products were being produced found a restoration underway. They were refurbishing the Buckeye Furnace Company Store (background) and a platform scale just like our volunteers will complete in Canal Park Annex next year.

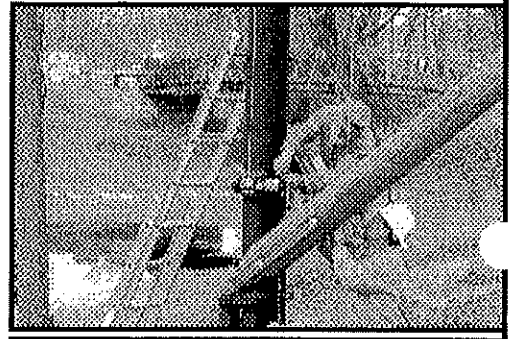
All photos on page by Dan McCain



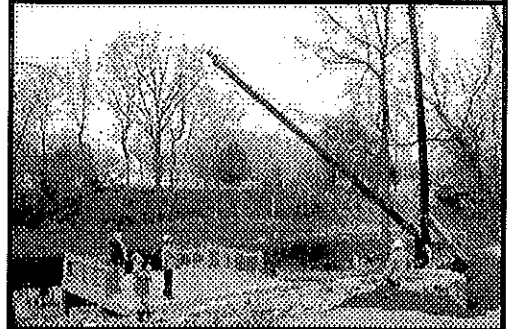
5. The platform scale will be nearby the lime kiln being re-constructed now by our volunteers. The site in 1857 was producing plaster, mortar and whitewash by Harley and Hubbard Lime Company.



6. The gin pole is being erected and fitted with help from Carroll County REMC crews. A crane like this was used in the 1850s to load limestone chunks into the kiln and finished products in barrels onto the dock.



7. Volunteer Roy Patrick rigs the cable winch that will operate the gin pole. Gary Kirk from REMC assists.



8. The "stiff leg" of the gin pole now works. It will illustrate how lime products would be loaded onto canal boats waiting at the dock. This interactive interpretive site is still waiting for a donor/sponsor. The Canal Association's TOTAL CANAL EXPERIENCE campaign is in full swing and many other varied exhibits are available for sponsorship. Help keep the campaign momentum rolling as the volunteers do their thing. If any of these outdoor exhibits attract your attention come work with our volunteers or consider supporting our Association. Email or call 765-412-4308 for details.

**"THE GORE"**

By Bob Schmidt

The Indiana Territory was carved from the Northwest Territory on July 4, 1800, but a triangular strip of land that would later be called the "Gore" (from Latin "gora") remained in the portion of the old territory that was intended to become Ohio. However, political in-fighting occurred between political factions in Ohio. The Federalists Party led by General St. Clair wanted to divide the Ohio territory into two states. The Democratic-Republican Party wanted the Ohio territory admitted as one state. The towns of Marietta, Cincinnati, and Chillicothe each wanted to be a state capital. The Chillicothe faction appealed to President Jefferson (of the Democratic-Republican Party) and Congress and they were successful in setting the western border as a north south line from the mouth of the Great Miami River. This border was on the Primary Meridian established earlier for land survey purposes and provided a straight line border between the territories.

The Ohio enabling act for statehood proposed on April 30, 1802 transferred the "Gore" to Indiana Territory. (This new territory had just been established in 1800 and was headquartered at Vincennes.) The "Gore" included Richmond, and intersected the Whitewater River just above Brookville. It then followed the west Dearborn County line and part of the Ohio County line. It continued to the Ohio River near Carrollton, Kentucky. The governor of the Indiana Territory, William Henry Harrison, immediately by proclamation added the "Gore" to Indiana's existing Clark County that had been established in 1801.

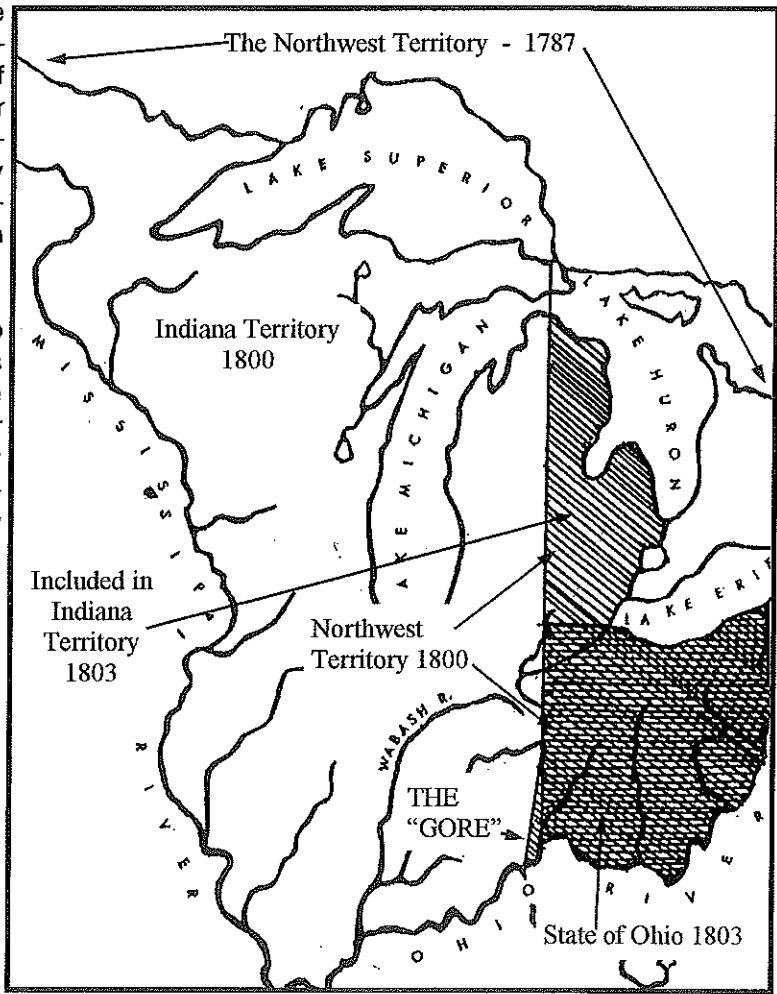
The people in the "Gore" were unhappy to be placed in Indiana. Their new county seat was miles away at Jeffersonville by the Falls of the Ohio. To accommodate their concerns Governor Harrison created Dearborn County with the county seat at Lawrenceburg on March 7, 1803. It encompassed the entire "Gore." It was named for Henry Dearborn, who at this time was President Jefferson's Secretary of War.

Many of the settlers in the Whitewater valley had come from the Carolinas into Ohio and really wanted to be part of the state of Ohio. The residents, being largely Quakers, were also concerned with the attempts of pro slavery factions to negate the provisions in the Ordinance of 1787 prohibiting slavery in the Northwest Territory. Petitions were circulated to the U.S. Congress requesting that the "Gore" be annexed to Ohio, but this request went unheeded.

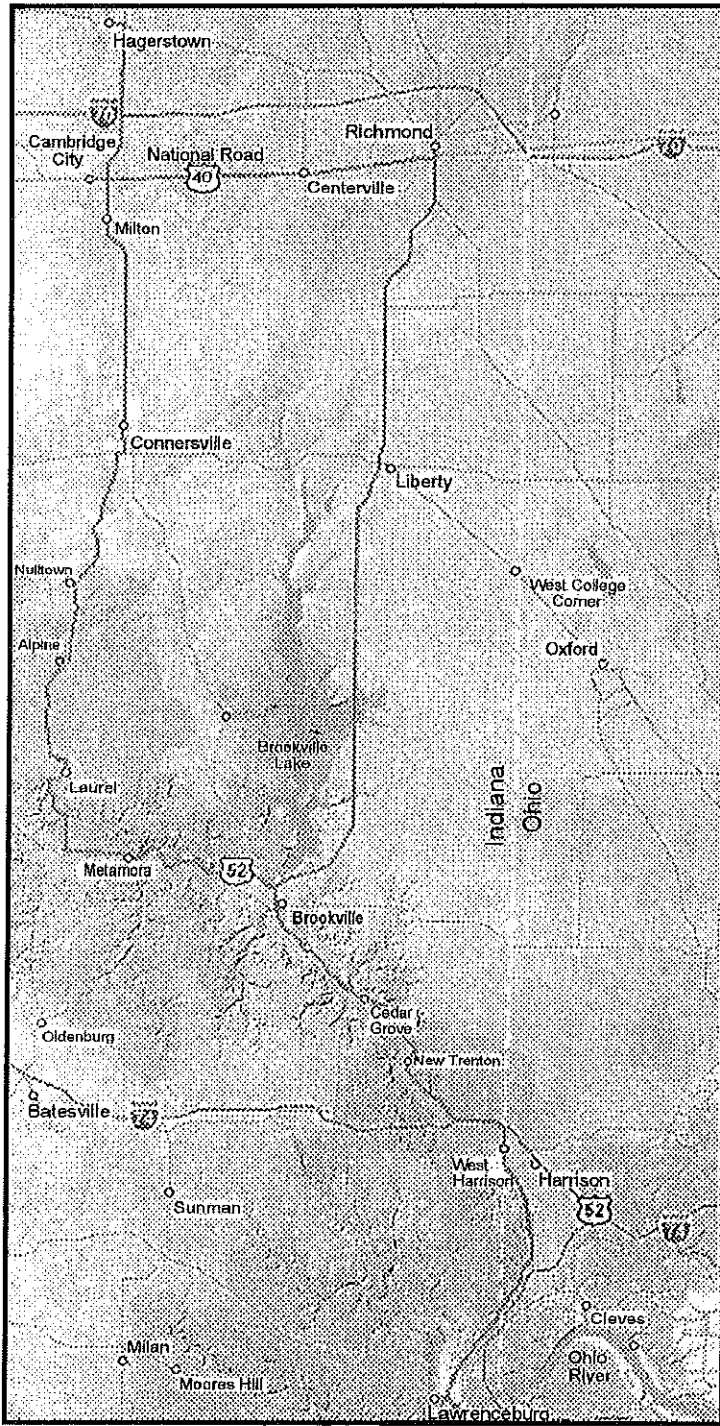
In a series of Indian treaties, William Henry Harrison continued to gain concessions and added territory for white settlement. One of the most important treaties for our study was the Treaty of Ft Wayne in 1809. This resulted in the 10 o'clock treaty line for southwestern Indiana, which added lands north of Vincennes well into Parke County; and the 12 Mile Purchase, which added another additional 12 miles to the area west of Richmond as far as Cambridge City. Dearborn County was expanded to include the land acquired in the 12 Mile Purchase. In 1810 Wayne and Franklin counties were created from the northern portion of Dearborn county.

Quakers and others from the Carolinas continued their movement into the "Gore" via Ohio and began settling near Richmond. Settlements also continued to grow in the Whitewater valley.

*Learn more about "The Gore," the Quaker settlement, the Whitewater Canal, the Underground Railroad, the National Road, and the Republican Party on the upcoming "Hoosiers On The Move" tour in April.*

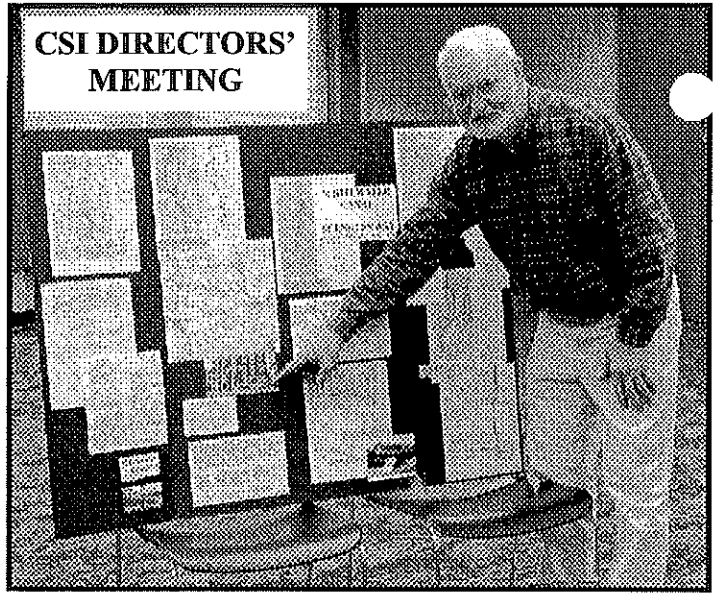


# WHITEWATER CANAL NEWS

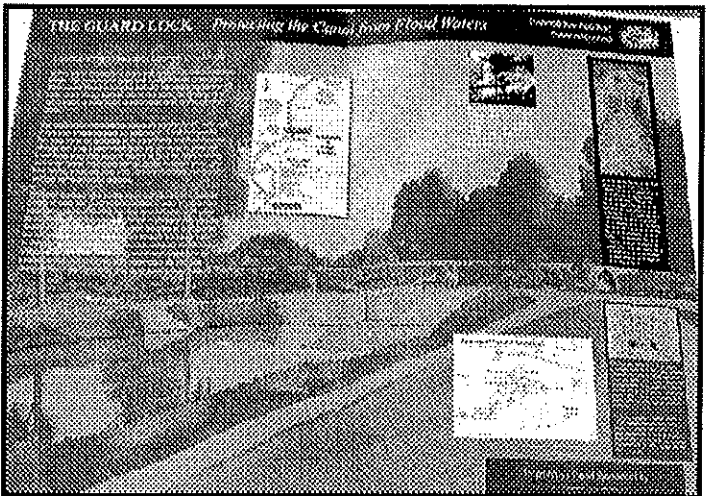
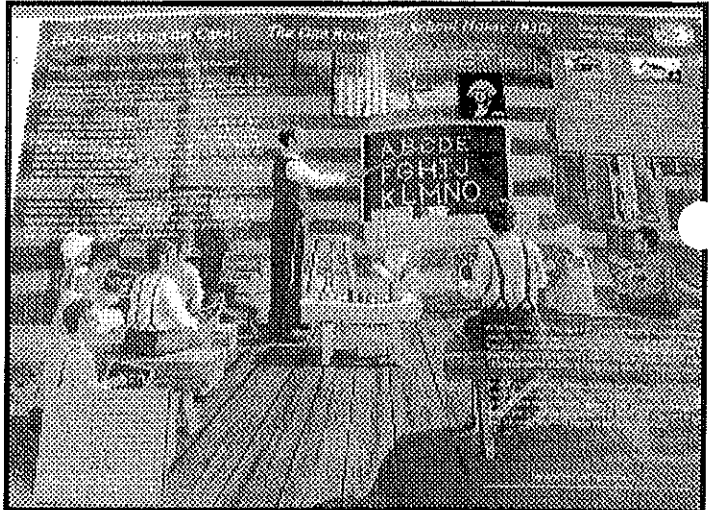


The Whitewater Canal Scenic Byway organization has recently had this byway map printed. The byway follows the Cincinnati & Whitewater and Whitewater Canals and the National Road before turning back to Brookville. The portion in Ohio is called the Presidential Pathways Byway. Courtesy Paul Baudendistel

## CSI DIRECTORS' MEETING

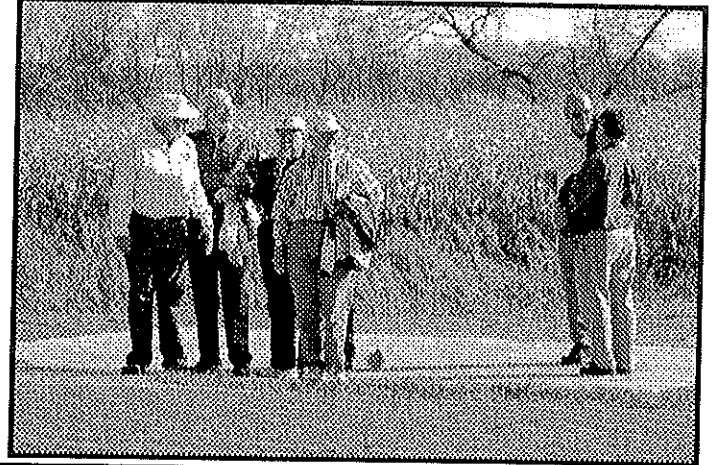
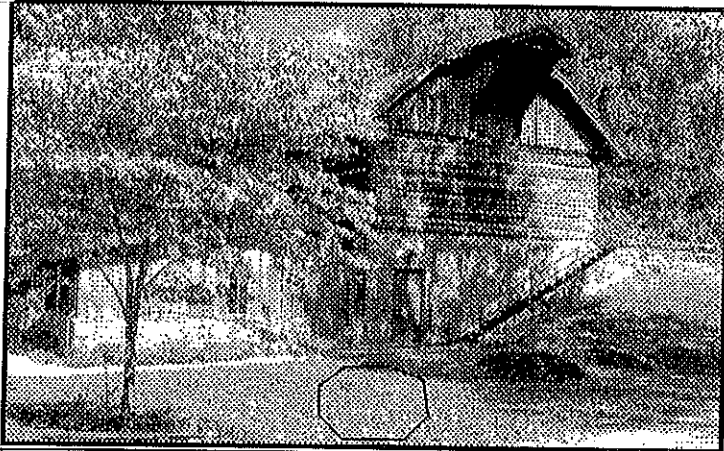
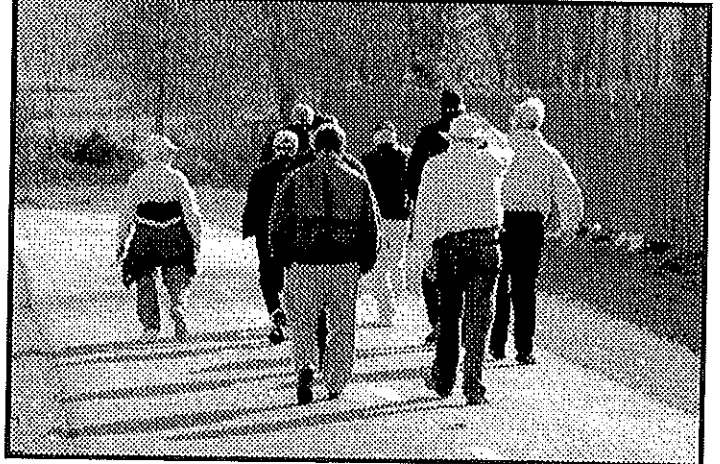
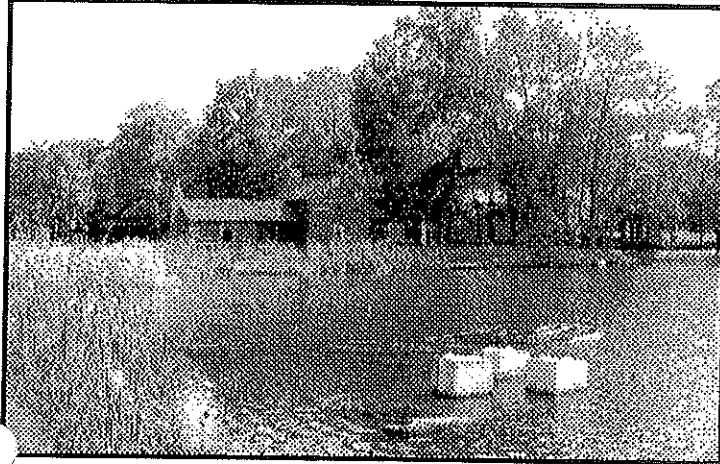
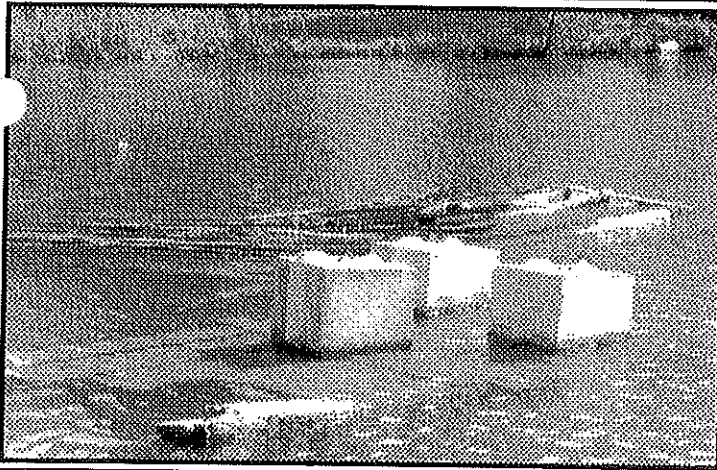


Jerry Mattheis points to the Vinton House picture on a display about the Whitewater Canal Scenic Byway. Photo - Lynette Kross



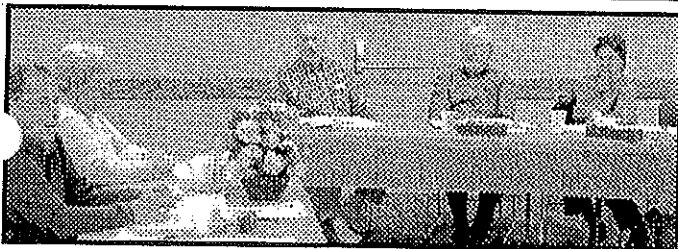
Dan McCain and Brian Stirm brought these samples of educational panels to the CSI directors meeting. They will be placed by the one-room school house and guard lock in Canal Park in Delphi. Photos by Lynette Kross





Sandy Billing's report included these pictures of some of the 57 timbers unearthed from Culvert #151 of the Wabash & Erie Canal near Terre Haute in 2007. They have been held down by concrete weights in Fowler Park Lake for the past two years. The stones from the culvert will be placed in the grassy area by the barn as seats for a campfire circle. *Photos by Sandy Billing*

Following the CSI Directors' Meeting, some of the directors walked about a mile of the newly completed Towpath Trail in Fort Wayne, Indiana, on the sunny afternoon of Saturday, November, 7, 2009. Signage remains to be placed along the trail, which meanders from the towpath at road crossings. *Photos by Lynette Kross*



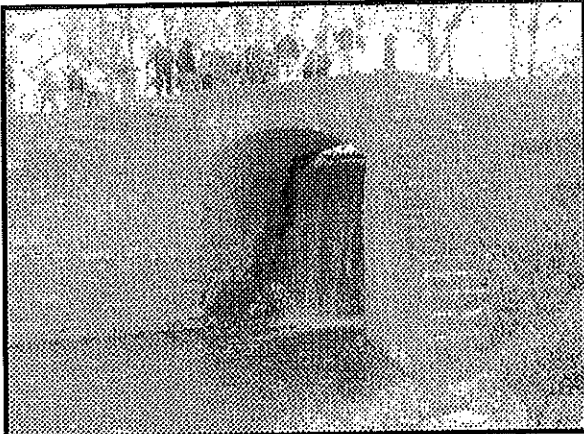
**CSI  
Directors  
At  
Work**



# "PILGRIMAGE TO MECCA"

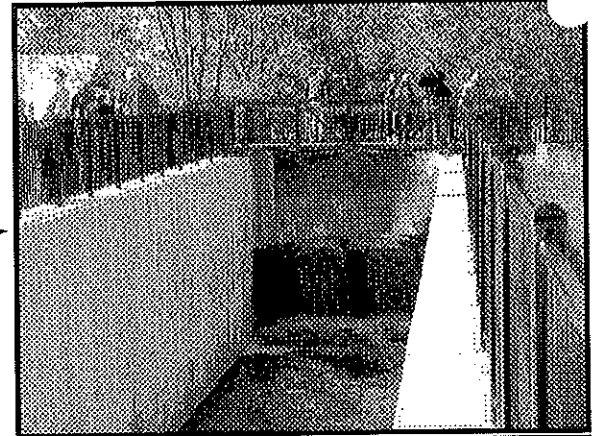
October 16-18, 2009

All photos by Ellsworth Smith



← Six Mile Culvert north of St. Marys, OH on the Miami & Erie Canal

Lock #14 N, which → was restored in 2003. It was originally a timber lock and was replaced with concrete in 1905.



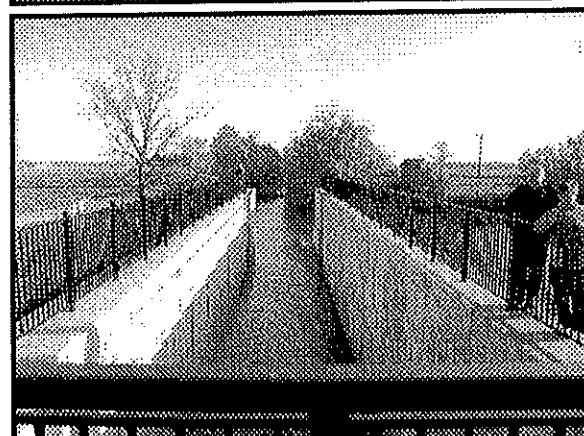
← Looking south from Six Mile Culvert the Miami & Erie Canal is a part of the ODNR water control project.

The "Belle of St. Marys" → is a stationary canal boat used for meetings in downtown St. Marys, OH.



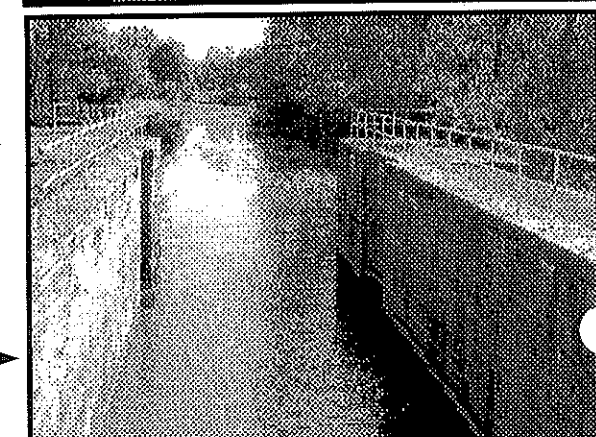
← The Miami & Erie Canal flows over the top of Six Mile Culvert.

The doors of this → building allowed people to access the canal boats in the canal.

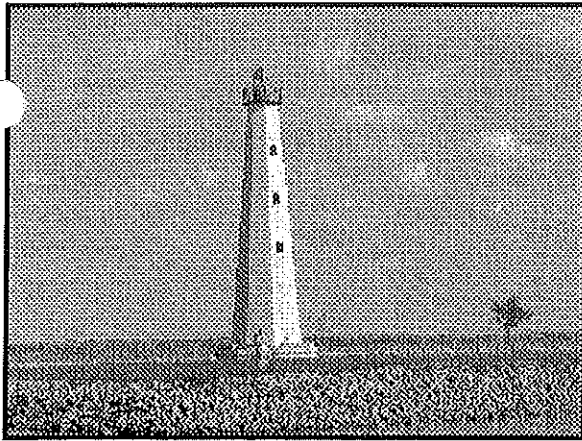


← Lock 14 N is watered and controlled by ODNR. A bridge over the end allows visitors to cross over it.

The bulkhead lock at → Grand Lake St. Marys is made of cut stone.







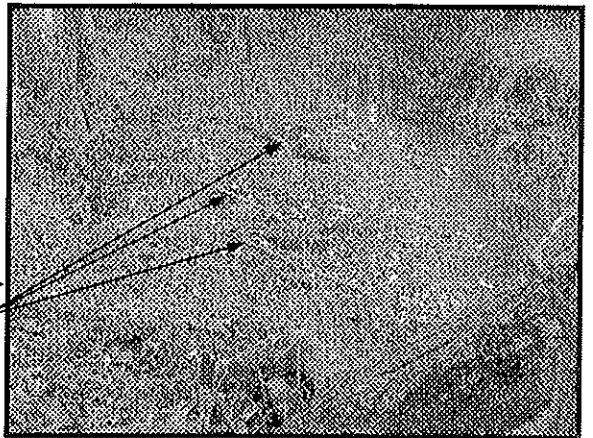
← Behm's light-house attracts boats to their restaurant on the shore of Grand Lake St. Marys.



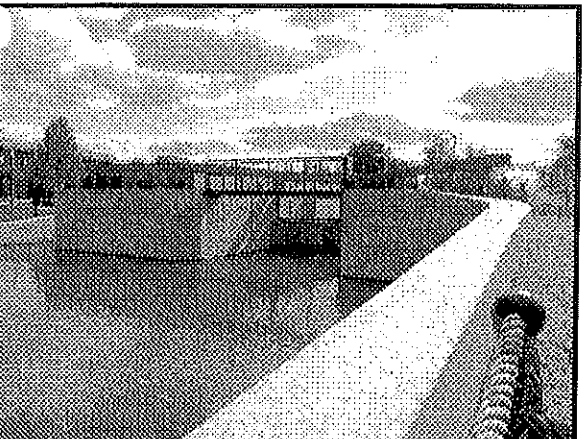
M.E.C.C.A. is → currently located in this building but will move to the locktender's house in 2010.



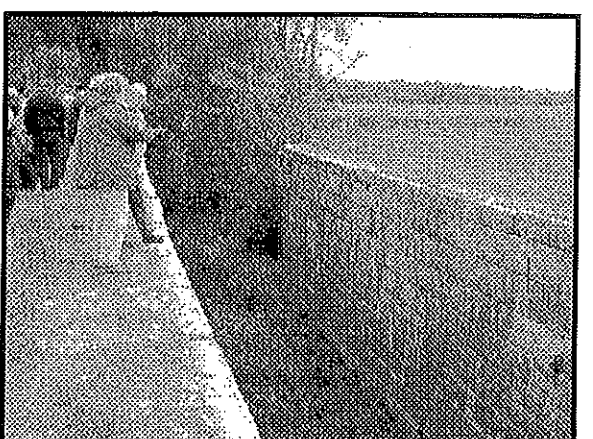
← Lake Loramie supplied the summit level of the Miami & Erie Canal,



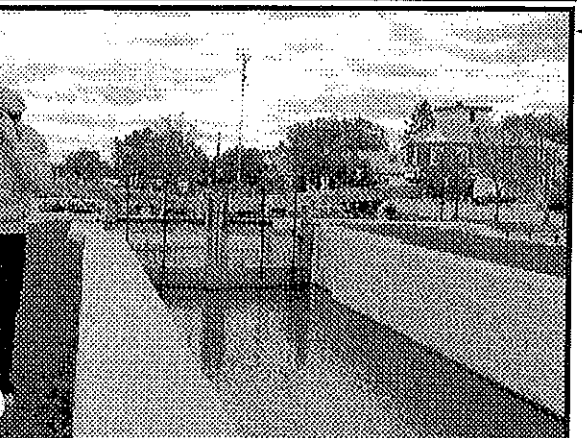
Iron rods remain → of timber Lock #6 N on the Fledderjohann farm.



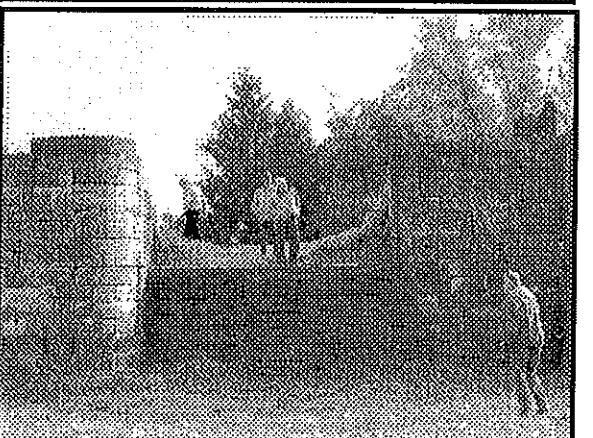
← Lock #1 N was recently reconstructed in New Bremen.



Lock #8 N is a → cut stone lock in extremely good condition.



← Lock #1 N in New Bremen has balance beams that visitors may open and close.

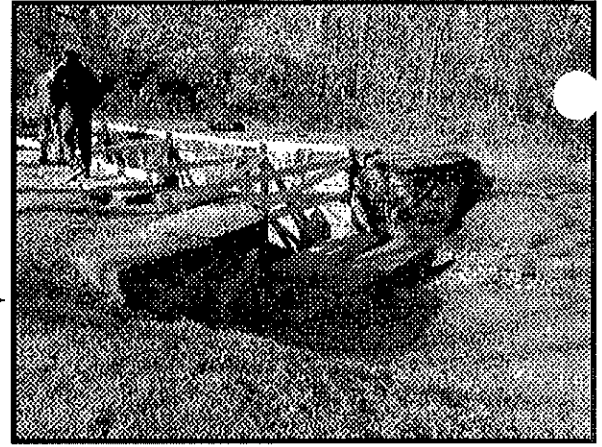


The bypass (tumble) of Lock #8 N is seen to the left of the lock pictured above.

All photos by Ellsworth Smith



→ Lock #1 S has been braced for over 25 years. Plans are to repair it in the near future.



Lock #4 S → of the staircase locks south of the Loramie Summit is also braced.



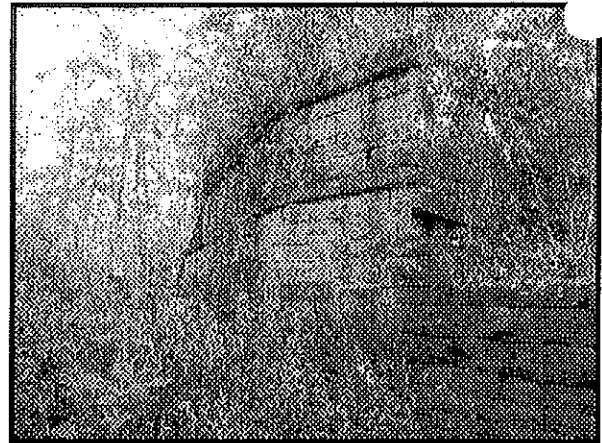
← The staircase locks curve around and down the hillside.



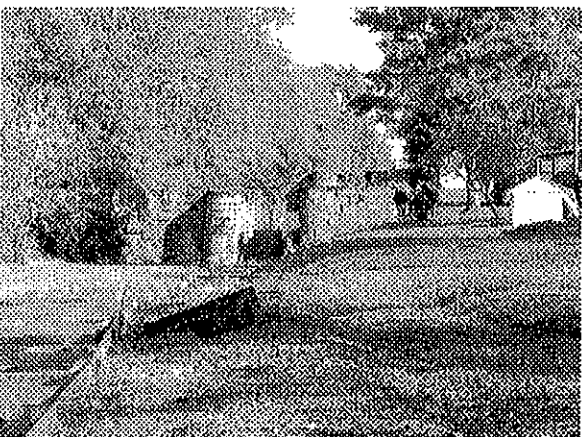
Canawlers climb → down the aqueduct abutment to the creek.



← Towropes have carved grooves into the stone on the lower end of the locks.



The aqueduct → abutment is down by the creek.



← Lock # 4, #3 and #2 are seen looking back toward the summit.



Canawlers view → Lock #8 N as the sun sets.

All photos by Ellsworth Smith