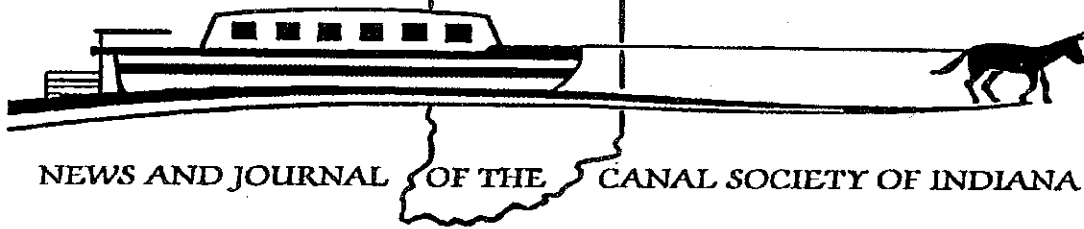


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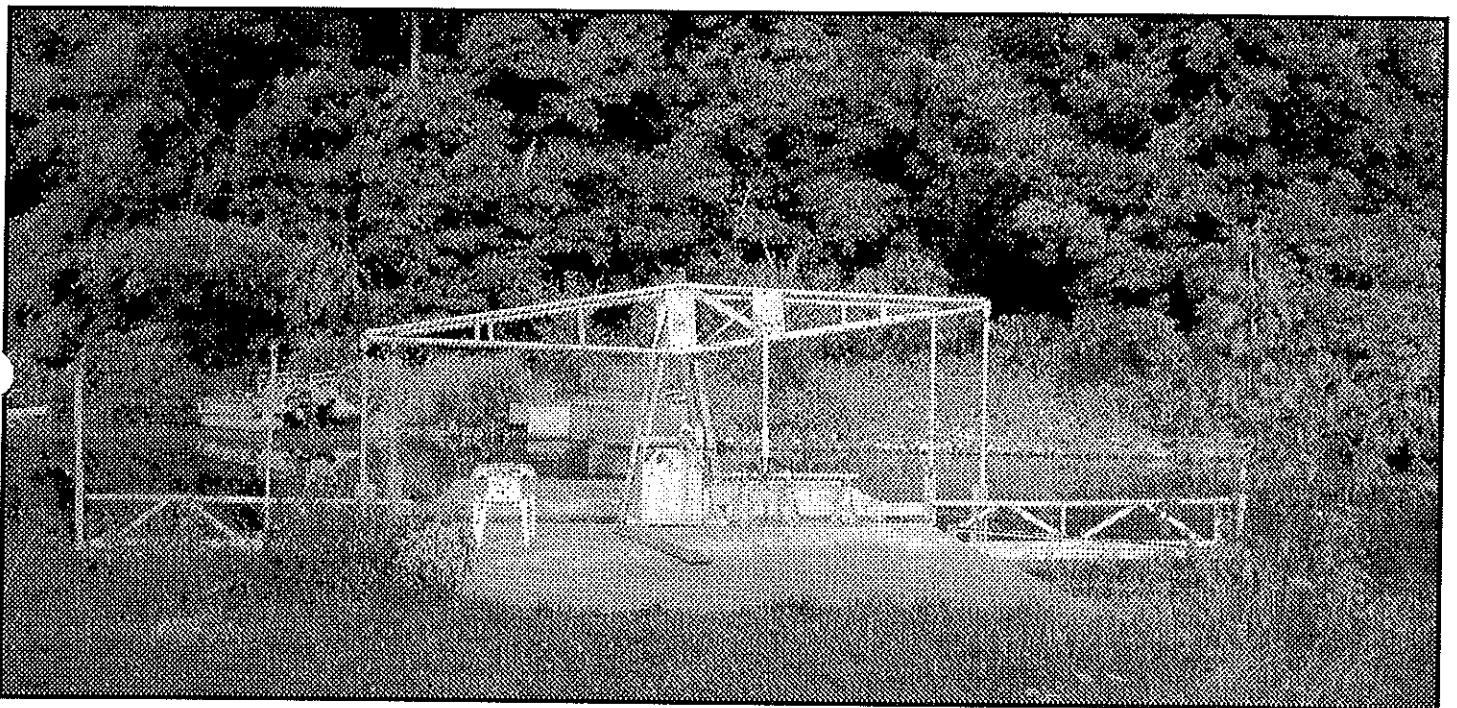


VOL. 9 NO. 11

P.O. BOX 40087 FORT WAYNE, IN 46804

NOVEMBER 2010

LEVEL TO LEVEL



This structure, built around 1962, transfers boats from one lake to another over a 1½ foot control dam in the Barbee Lakes chain of northern Indiana. Photo and diagram by David G. Barber, president of the Americana Canal Society and a member of CSI.

Features

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BARBEE LAKES BOAT TRANSFER STRUCTURE by David G. Barber

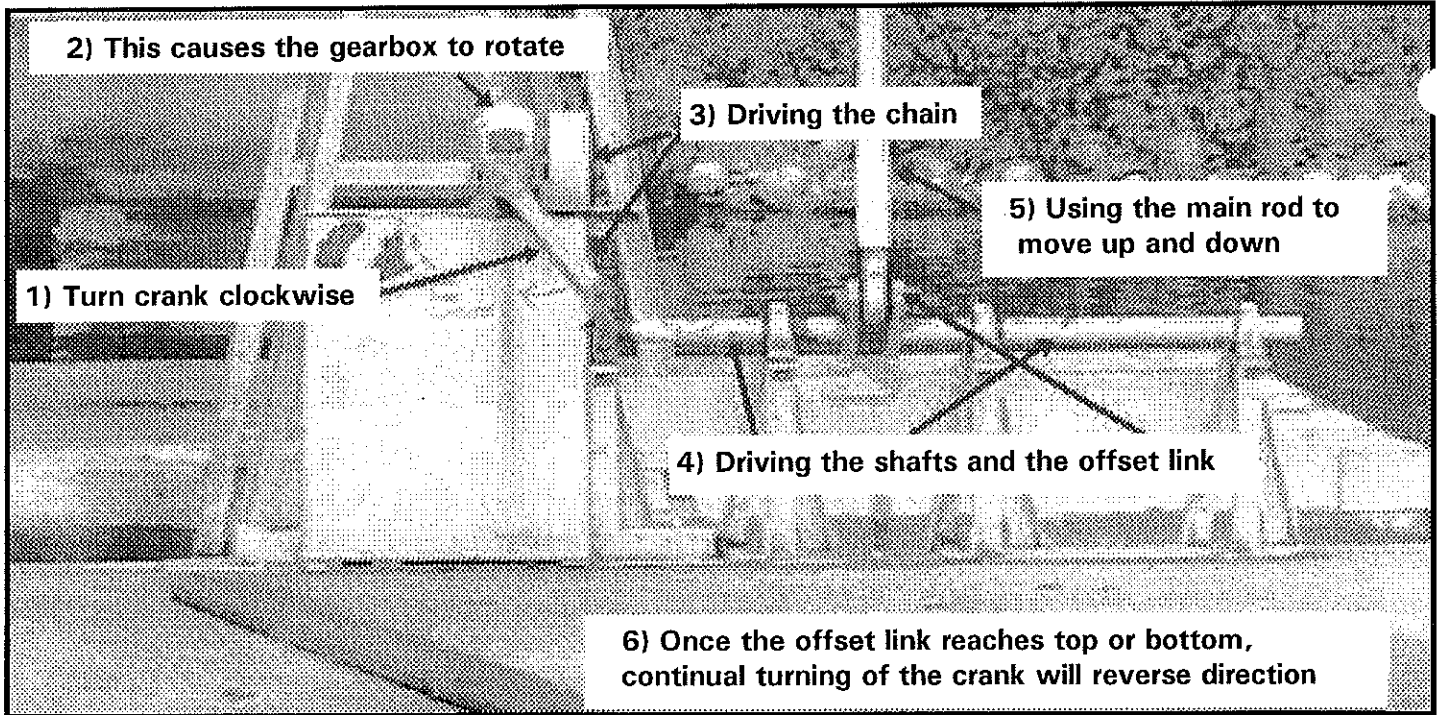
Indiana is a state that once had many navigation structures along the Wabash & Erie Canal, but today has almost none in service. So, I was very intrigued when last April, I received a copy of the February, 1982, issue of *Indiana Waterways*, which had a cover story on the Barbee Lakes Boat Transfer Structure located in northern Indiana, northeast of Warsaw.

An internet search led to the Barbee Lakes Property Owners Association, which confirmed the

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

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existence of the structure and its continued use during but this proved to be unsatisfactory. About 1962, the non-winter months. A hunt on Google Earth showed the Barbee Lakes Boat Transfer Structure was designed, structure's location and made it a must see on my July fabricated and installed by Jack Amick of Amick tour of Midwestern navigation sites. Welding Works of Huntington, IN.

The Barbee Lakes are a chain of seven interconnected lakes including Sawmill Lake, which has an outlet to Tippecanoe Lake known as Grassy Creek. Just upstream of county road E500W is a low control dam with a 1-1/2 foot elevation difference. Originally, boats were transported past this dam on a roller system, This structure is most unusual in that each end of the approximately 10 foot wide by 20 foot long chamber is enclosed by a vertically rising gate. Rather than rising over the water like guillotine gates, each gate submerges to allow boat passage. The ends of each gate are connected by rods to two connected rocking

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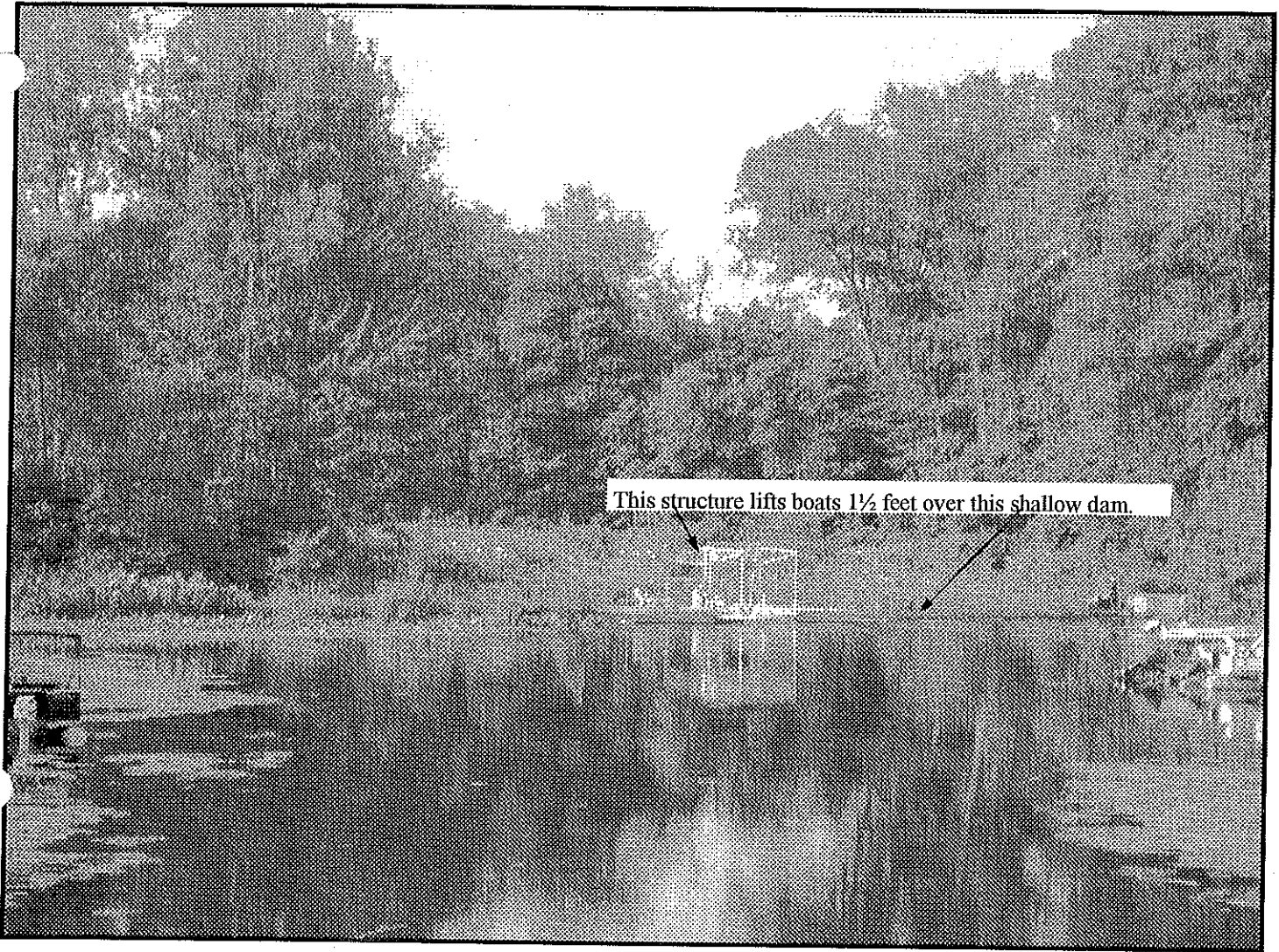
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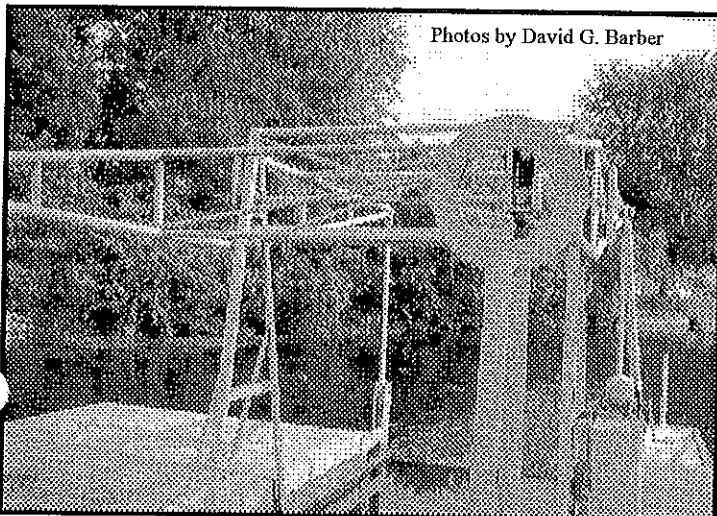
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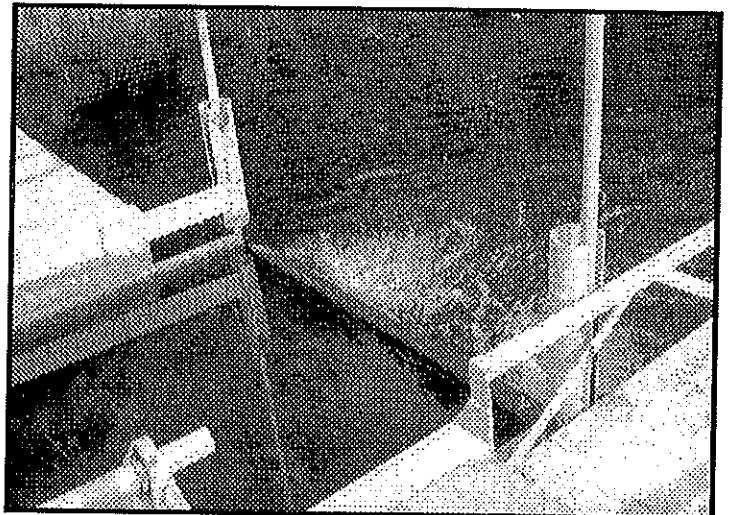
beams (like the "walking beams" on side wheel chamber while the gates are moving, but with the low steamboats) located above and on each side of the chamber. A crank and drive system causes the rocking beams to move the gates up and down together at opposite ends of the chamber. While in motion, some water passes through the chamber, changing the water level within. Some flow also goes entirely through the

difference in levels, this is not a problem.

The structure is visible from the public boat launch at county road E500W and is accessible by water. Land access is across private property.



Photos by David G. Barber



WANTED DEAD OR ALIVE

NOTABLE OUTLAWS & HISTORIC CANALS

by Richard F. Brown, Jr., AICP

This is the fourth in a series of articles on notable outlaws and their ties to historic canals.

Chapter IV: The Death of Pretty Boy Floyd

Charles Arthur "Pretty Boy" Floyd was born in Georgia on February 3, 1904, but grew up on a farm in Akins, Oklahoma near Sallisaw (Burroughs). He is among the best known bank robbers in American history. Despite his famous moniker, Floyd's first robbery was quite small; \$3.50 in pennies from a post office (wikipedia). However, three years later he committed a payroll robbery at a Kroger store in St. Louis, which led to five years in prison (Burroughs and wikipedia). Upon his release, he vowed to never see the inside of a prison again (wikipedia).



CHARLES ARTHUR "PRETTY BOY" FLOYD

Charles Floyd's life of crime continued after his release with bank robberies, shootouts, and even an escape from jail in Ohio after having been convicted and sentenced to 13-15 years (wikipedia). He had long been suspected, though never proven, to have been a participant in the Kansas City Massacre, an infamous gun battle that led to the death of four law officers on June 17, 1933 (wikipedia). Shortly after the event, Floyd sent a postcard to the Kansas City Police Department saying that he had nothing to do with the crime (Wallis and wikipedia).

Floyd, his partner, Adam Richetti, and their two girlfriends left Buffalo, New York on October 20, 1934, driving southward, presumably to Dillonvale, Ohio near Wheeling, where Richetti had relatives (Burrough). North of East Liverpool, outside of Wellsville, their car slid on the wet road and crashed into a telephone pole. To avoid possible identification, Floyd and Richetti had the girls walk into Wellsville to find a mechanic or a replacement vehicle (Burrough). Later a passing motorist became suspicious of the two men sitting on the hillside and called the sheriff (Burrough). Richetti was captured quickly. From this point, the last two days of Pretty Boy Floyd's life, he was on the run through wooded and hilly countryside north of East Liverpool. This included traveling on foot through portions of present day Beaver Creek State Park, past the stone locks and other remnants of the Sandy and Beaver Canal, which had ceased operation in 1852 (Wallis and American Canal Society).

After 48 hours of eluding capture and traversing eight miles of rugged land, Pretty Boy Floyd's luck ran out, as federal and local law officers caught up with him on the afternoon of October 22, 1934 (Burrough). Floyd was shot and wounded as he ran across an open field on the Conkle Farm (Burrough). Before dying, Floyd was asked about the Kansas City Massacre, but never confessed to being a participant in it (Burrough).

After his death, Charles Arthur "Pretty Boy" Floyd's body was sent to Oklahoma, where it was put on public display in Sallisaw. Between 20,000 and 40,000 people attended his funeral, which remains the largest in Oklahoma's history (Wallis and wikipedia).

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CANAWLERS AT REST

SAMUEL LOVALL

b. 1813

d. December 28, 1879

By Carolyn I. Schmidt

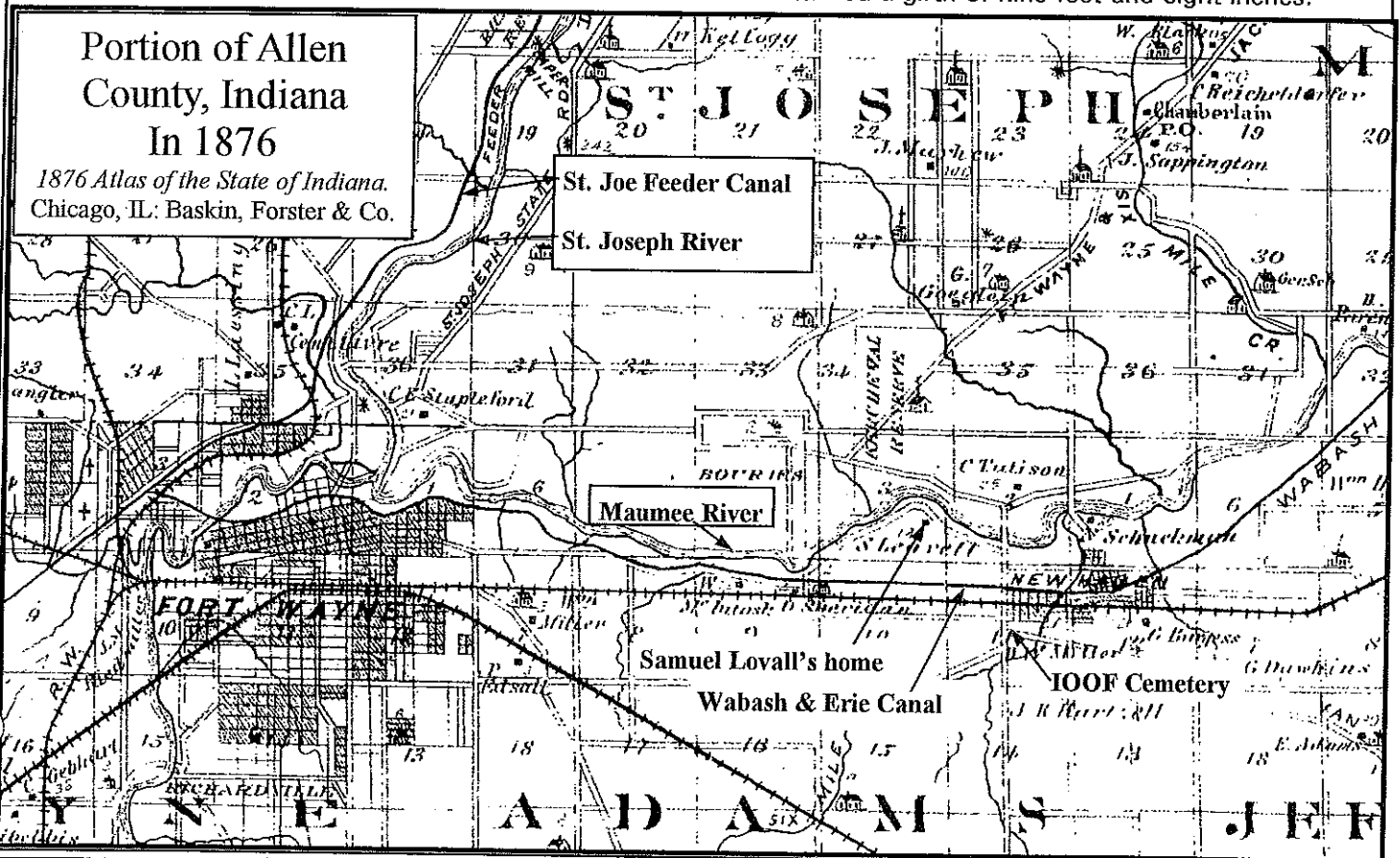
tween Fort Wayne and Defiance, Ohio during the construction of the canal from the east of Fort Wayne into Ohio. Some of the timber may have come from his land. This section of the canal was opened to boat traffic in 1843.

John Rogers, owned and occupied a farm near Samuel's land. He was born in Somerset Co., New Jersey on December 9, 1785 to Simeon and Abigail (Howard) Rogers. He was reared in New Jersey and Pennsylvania. Ohio. He served in the Ohio militia in the War of 1812. He and his first wife, Jane Harper, moved to Ohio. They had five children: Elizabeth, Benjamin Howard, Nancy, Dorcas and Henry. Jane died at Zenia about 1815. In 1816 John married his second wife, Tryphena J. Shipman, and they had seven more children: Lamont Montgomery, Louisa Antionette, Allanson A., Orrin DeWitt, John Shipman, James, H. and Helen M. He moved his family to Vernon, Indiana in 1818, and on to New Paris, Preble County, Ohio in 1822. In 1825 he moved his family to a farm on the south bank of the Maumee River in Adams Township, Allen County, Indiana. Tryphena died April 10, 1848. John died on September 16, 1877 in Kendallville and was buried beside her in the IOOF Cemetery in New Haven, Indiana.

Samuel Lovall (Loveall, Leavell) was born in Hagerstown, Maryland and spent his early life there. In 1834, at the age of 21, he decided to head west. He shouldered his rifle, packed a few clothes, and made his way to the Indiana frontier. He also was a blacksmith for seven years. He earned enough to purchase land near New Haven, Indiana just a mile north of the Wabash & Erie Canal and began clearing it for a farm.

Early on John helped Samuel plant apple trees on the land Samuel had cleared thus creating the first orchard in Allen County, Indiana. One of these apple trees attained a girth of nine feet and eight inches.

Samuel hauled timber for the locks located be-



One of John Roger's daughters, Nancy, was early age of 54 years, 2 months and 1 day. She was married to Absolom Holcomb on July 31, 1831. They laid to rest in the IOOF Cemetery in Adams Township, had one son, Edward Holcomb. Upon Absolom's death Allen County, Indiana. She and her son Lewis shared (?) she married our subject, Samuel Lovall, on May 12, tombstone, which is now broken and rests on the 1842. Samuel built a log cabin in the middle of the ground. est on what is now S. River Road alongside the Maumee River for Nancy and her son, Edward.

Samuel and Nancy had four more children, Louis Warren Lovall, Jennie Missouri Lovall, Samuel Brenton Lovall and Anna Eliza Lovall, and the cabin soon became crowded. They saw to it that the children were educated in the public schools.

Samuel continued to clear his land and develop his farm. When he cut down a tree that stood near their home, Nancy would run outside fearing the tree would fall on the cabin and injure one or more of their children.

On April 10, 1866 Lewis Warren Lovall, their oldest son, passed away. He was 22 years, 4 months and 18 days old.

Although no tree ever fell on the dwelling to hurt Nancy, she did pass away on December 11, 1867 at the

At the time of Nancy's death, Jennie Missouri Lovall was about 19 years old, Samuel Brenton Lovall was 13 years old and his younger sister, Eliza Lovall, was a mere 10 years old. Then Jennie Missouri married Oliver Tustison on October 20, 1868 and left the family home.

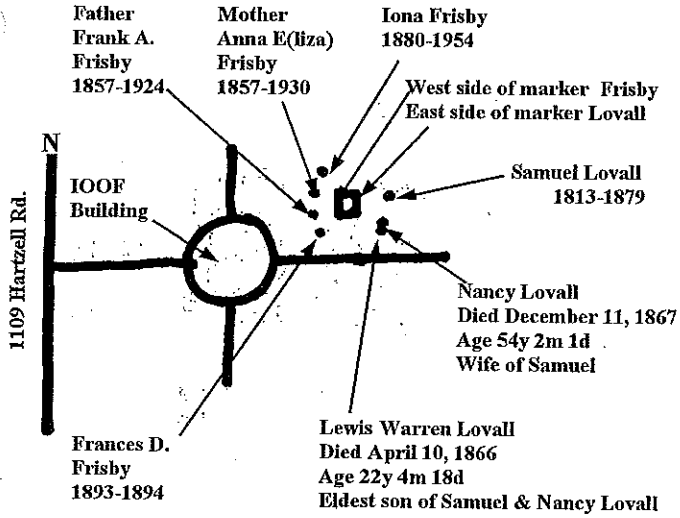
Samuel and the two younger children struggled along the best that they could with the children accepting adult responsibilities at an early age. Samuel B. was no stranger to hard work. He had helped Samuel develop and improve the new farm while Eliza helped with household chores.

When the 1870 Federal Census was taken Samuel's real estate was valued at \$12,000 and his personal estate at \$1,671. As the years passed Samuel became an invalid, thus in 1876 when the family replaced their old home with a modern new brick one, Samuel B. and

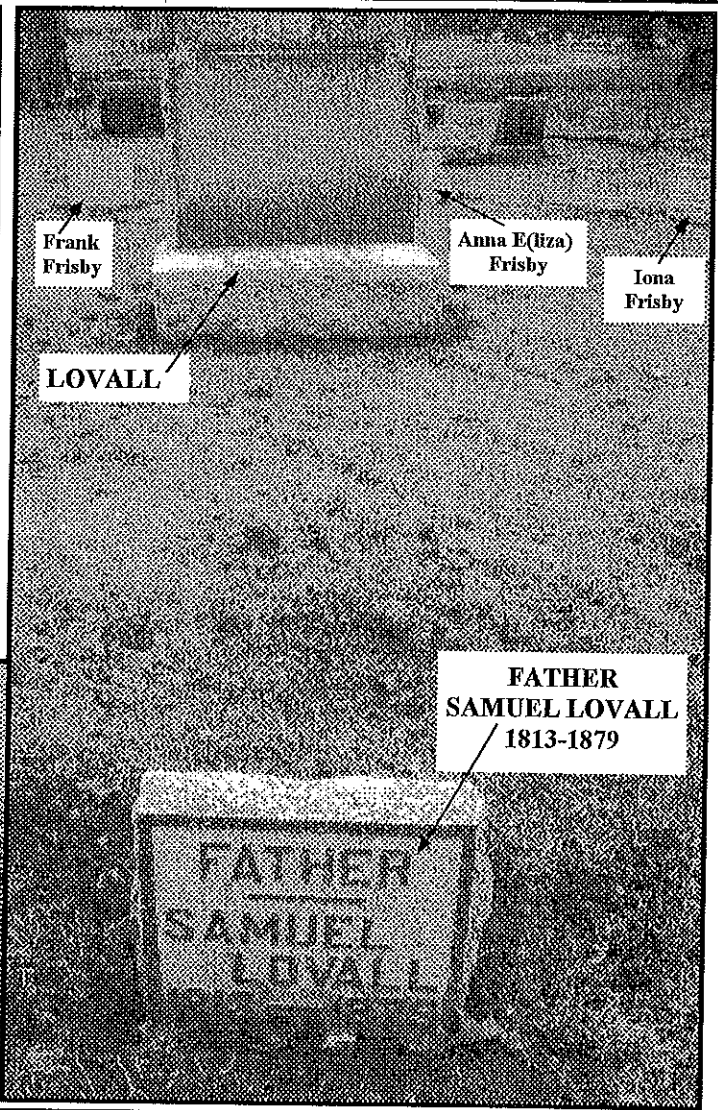
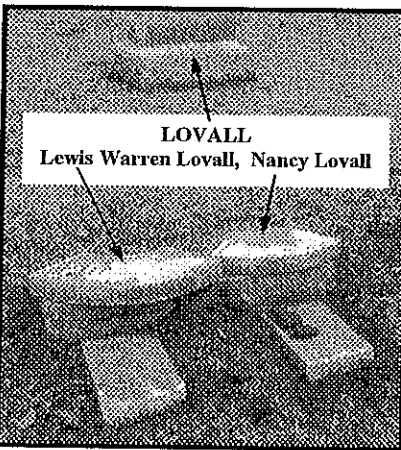
SAMUEL AND NANCY (ROGERS HOLCOMB) LOVALL'S FAMILY

Name	Birth	Place	Death	Place	Marriage	Place
Nancy Rogers	10-10-1813	Ohio	12-11-1867	New Haven, IN		
1. Absolom Holcomb					7-31-1831	New Haven, IN
<u>Children</u>						
1a Edward Holcomb	1838	New Haven, IN	(lived in Samuel's home in 1850 Census)			
2. Samuel Lovall	1813	Hagerstown, MD	12-28-1879	New Haven, IN	5-12-1842	New Haven, IN
<u>Children</u>						
2a Lewis Warren Lovall	11-30-1843	New Haven, IN	4-10-1866	New Haven, IN		
2b Jennie Missouri Lovall	circa 1848	New Haven, IN	3-6-1874	New Haven, IN		
Oliver Tustison	4-7-1840	Crawford Co. OH	1894	New Haven, IN	10-20-1868	New Haven, IN
<u>Children</u>						
Ina A.	1-7-1872	Adams, Allen, IN	4-25-1872	Adams, Allen, IN		
2c Samuel Brenton Lovall	8-4-1854	New Haven, IN	5-3-1921	Hopkins, MI		
1. Mary E. Hanley					10-10-1872	New Haven, IN
2. Harriett Miller	1857	Indiana			7-3-1877	New Haven, IN
3. Cerena Anna Miller	1-24-1865	New Haven, IN	3-17-1938	Hopkins, MI	2-12-1887	New Haven, IN
<u>Children</u>						
Harley Brenton Lovall	4-24-1889	Hopkins, MI	1973	Hopkins, MI	6-17-1925	Mary J. Hall
Burrel H. Lovall	2-23-1892	Hopkins, MI			5-15-1914	Zillah Leta Moored
2d Anna Eliza Lovall	6-21-1857	New Haven, IN	5-28-1930	Fort Wayne, IN		
Francis Harrison Frisby	6-18-1857		1-31-1924	Fort Wayne, IN	7-3-1879	New Haven, IN
<u>Children</u>						<u>Married</u>
I. Ona Frisby	4-2-1880	Ft. Wayne, IN	8-11-1954	Fort Wayne, IN		
Roger Lovall Frisby	12-14-1882	Ft. Wayne, IN			6-15-1912	Stella L. Helmer
Jennie Bell Frisby	4-8-1887	Ft. Wayne, IN				Fred Berdleman
Ethlan Candis Frisby	9-23-1888	Ft. Wayne, IN			6-9-1915	J. Lloyd Armstrong
Frances Dettie Frisby	9-23-1893	Ft. Wayne, IN	1894 infant	Fort Wayne, IN		

IOOF Cemetery, New Haven, Indiana



Eliza were in charge of building it. They placed a stone on the front gable that had their father's name and 1876 carved in it. It was one of the finest dwellings in that section of Allen County at the time it was built. This home no longer stands.



Samuel Lovall, his wife, son, sister and her husband and child are buried in the IOOF Cemetery on 1109 Hartzell Road in New Haven, Indiana. Photographs by Bob Schmidt

In January 1879 the *Ft. Wayne Weekly Sentinel* ran lists of delinquent taxes for land in Allen County. Samuel owed \$135.18 for the fr (?) ½ se quarter in Adams Township.

Samuel Lovall passed away on Sunday December 28, 1879 and was buried beside Nancy in the IOOF Cemetery, Adams Township, Allen County, Indiana. He, with the help of Samuel B., had cleared one hundred and twenty acres and his land had been converted into one of the county's best farms.

The Fort Wayne Daily News of December 30, 1879 carried the following obituary:

Death of an Old Resident

Samuel Loveall, an old resident of this county, died Sunday night at his residence near New Haven, aged 66 years. The deceased was born at Hagerstown, MD., in 1813, and emigrated to this county in 1834, where he was engaged in the blacksmith trade for seven years, after which he went to New Haven and pur-

chased the farm on which he lived when he died. He was a man of untiring energy, honest and faithful, and had hosts of friends. He was a prominent Odd Fellow, and will be buried under the auspices of that organization. He leaves two children, Mr. Brenton Loveall and Mrs. Eliza Frizby.

The Fort Wayne Sentinel on April 28, 1879 simply stated: Samuel Loveall, of Adams township, died today, age 76 (66).

Samuel B. was 25 and Eliza was 22 at the time of their father's death. They sold the farm and brick home.

Samuel and Nancy's Surviving Three Children*

*Jennie Missouri Lovall married Oliver Tustison, who was born April 7, 1840 to Nelson and Eusebia

(Cox) Tustison in Crawford county, Ohio. At age four he and his family moved to a farm two miles west of Hicksville, Ohio. In 1861 they moved to Adams Township, Allen County, Indiana. In 1864 he went to Montana territory for a month and then to Nevada where he was engaged in farming for three years. He then returned to Adams Township to resume farming via San Francisco, Panama and New York in 1867. After Jennie and Oliver's marriage in 1868 they moved to Marion County, Illinois in 1869 and lived there three years before returning to Adams Township in 1872. Their daughter, Ina, was born in 1872 and died three months later in April. Jennie Missouri Lovall Tustison passed away on March 6, 1874 at age 25/26. Oliver then married Clara Dell.

*Samuel Brenton Lovall was a cabinet maker and established an undertaking business about two miles from the old home in New Haven, Indiana at the corner of Middle and Broadway Streets in 1872. He purchased it from its original owner, Henry Tenge. This business he later sold to Edward Harper in March 1889. E. Harper & Son Funeral Home is the oldest continuously family owned and operated funeral home business in New Haven today.

According to marriage records Samuel B. first married Mary E. Hanley on October 10, 1872. They had no children. Then the marriage records show him as Brenton Lovall marrying Harriett Miller on July 3, 1877. We could find no further information about Mary or Harriett. He was then united in marriage on February 12, 1887 to Cerena Anna Miller, who was born near his family farm in New Haven. Her grandparents were among the earliest settlers in that section of the state. He operated his undertaking establishment until 1888 when he was encouraged by friends to move to Hopkins, Allegan County, southwest of Holland, Michigan.

After moving to Michigan, Samuel B. obtained an embalmer's license (No. 91). He opened an undertaking establishment and a furniture store. Shortly thereafter he also added and conducted a harness making business for eleven years. He erected three dwellings, three barns and a store building in Hopkins. His business block was twenty-six by seventy-five feet. Its upper story was used as the town's public hall and opera house.

Two sons were born to Samuel B. and Cerena Lovall: Harley Brenton Lovall in April 1889 and Burl Roy Lovall in February 1892. When they were seventeen and fourteen years old, they opened a grocery store on their own in part of their father's store building thus becoming the county's youngest business firm. They started with four hundred dollars worth of stock.

Samuel B. finally increased his undertaking busi-

ness by adding branches at Dorr, about ten miles north of Hopkins, in 1897 and then at Wayland. Each had a man in charge and carried a stock of caskets. He also had two funeral cars at Hopkins and one at Wayland. The latter was the finest in the county. He eventually became the funeral director for almost all the funerals in that part of the county and served as the coroner for Allegan County for six years.

Besides being a Republican, Samuel B. belonged to and was active in the local Masonic Lodge, the Odd Fellows, the Woodmen, the Protective Legion and was a Knight of the Maccabbes. In 1889 he and Charles Knoblock organized the Hopkins band. They controlled it for fifteen years. Samuel B. played the bass drum and cymbals and Charles played the cornet. The band was in high demand in that part of Michigan and even in Indiana. It put Hopkins on the map.

Samuel B. Lovall passed away on May 3, 1921 and was buried in Lot 501 Grave 1 of Maplewood Cemetery (also known as Hopkins Union & Ohio Corners), 130th Ave and 17th St. in Hopkins Township, Allegan County, Michigan. He was 67 years old. His wife Cerena died March 17, 1938 at age 73. She was buried beside Samuel B. Also in the family plot were buried Harley Brenton Lovall (1889-1973 age 84) beside his wife Mary J. (Hall) Lovall.

*Anna Eliza Lovall (called Lyda) was married to Francis Harrison Frisby in Allen County, Indiana. Eliza and Frank had five children: I. Ona Frisby, Roger Lovall Frisby, Jennie Bell Frisby, Ethlan Candis Frisby and Frances Dettie Frisby.

Frank, her husband, was the chief custodian at Wolf and Dessauer, a large department store in Fort Wayne, Indiana. He was also a member of the South Wayne Baptist Church and Odd Fellows Lodge No. 14. He passed away at 10:30 p.m. at their home at 3420 Beaver Avenue from a cerebral hemorrhage on January 31, 1924.

After Frank died Anna Eliza moved to 4217 Arlington Avenue in Fort Wayne, Indiana, where she died at 3:30 a.m. on May 28, 1930. She was 72 years of age. She had been ill for seven weeks. She was buried beside her husband in the IOOF Cemetery in Adams Township, Allen County, Indiana. She was a member of South Wayne United Brethern Church. At the time of her death her children were living at the following locations:

- I. Ona Frisby at home, never married
- Roger Lovall Frisby - Kansas City, MO
- Jennie Bell Frisby Berdeman - Huntington Beach, CA
- Ethlan Candis Frisby Armstrong - Ft. Wayne, IN
- Frances Detties Frisby died in infancy

Frances Dettie Frisby died in 1894 just a few months after her birth on September 23, 1893. She is buried in the IOOF Fellows Cemetery in New Haven, Indiana beside her father.

I. Ona Frisby never married. She retired in 1945 from her job in the alterations department of Wolf & Dessauer, where she was a member of its Quarter Century Club. She was a member of South Wayne Baptist Church. She passed away in Lutheran Hospital, Fort Wayne, Indiana on August 11, 1954 and was buried beside her mother in the IOOF Cemetery in New Haven, Indiana.

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The Fort Wayne Journal Gazette. 5-3-1921 Samuel Brenton Lovall obituary p. 9 c. 3
The Fort Wayne Journal Gazette. 8-12-1954 I. Ona Farisby obituary p. 20, c. 4
The Fort Wayne News Sentinel. 2-1-1924 Frank H. Frisby obituary p. 29 c. 3
The Fort Wayne News Sentinel. 5-28-1930 Anna E. Lovall Frisby obituary p 12 c. 2
The Fort Wayne Sentinel. 12-218-1879.
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 Website for Maplewood Cemetery, Hopkins Township, Allegan County, Michigan.
www.harperfuneralhome.com/about.html

*These books had lots of information that was a good starting point; however, when compared to census records; birth, marriage, and death records; and obituaries, they had incorrect dates, etc.

THE GREAT BLACK SWAMP

By Robert F. Schmidt

Last month, *The Hoosier Packet* contained an article about the Grand Coulee in eastern Washington, where glaciers had left a dry fertile valley that only needed water to turn it into productive farmland. In this issue we will explore another area that was greatly impacted by glaciers about 15,000 years ago that left a flooded forested plain that required the removal of water to become productive.

Indians avoided the area of northwest Ohio because of the swampy soil, heavy forestation and undergrowth. The early whites coming into the area called it The Great Black Swamp. It covered an area about the size of the state of Connecticut, 120 miles long and up to 40 miles wide, and extended from Sandusky, Ohio, to Fort Wayne, Indiana. Although this was a terrible place to build a road, it seemed that a level terrain with plenty of water could be a logical place to build canals. However, digging a channel through the muck and mire made digging more difficult and bogged down the teamsters' two wheel carts loaded with the soggy soil.

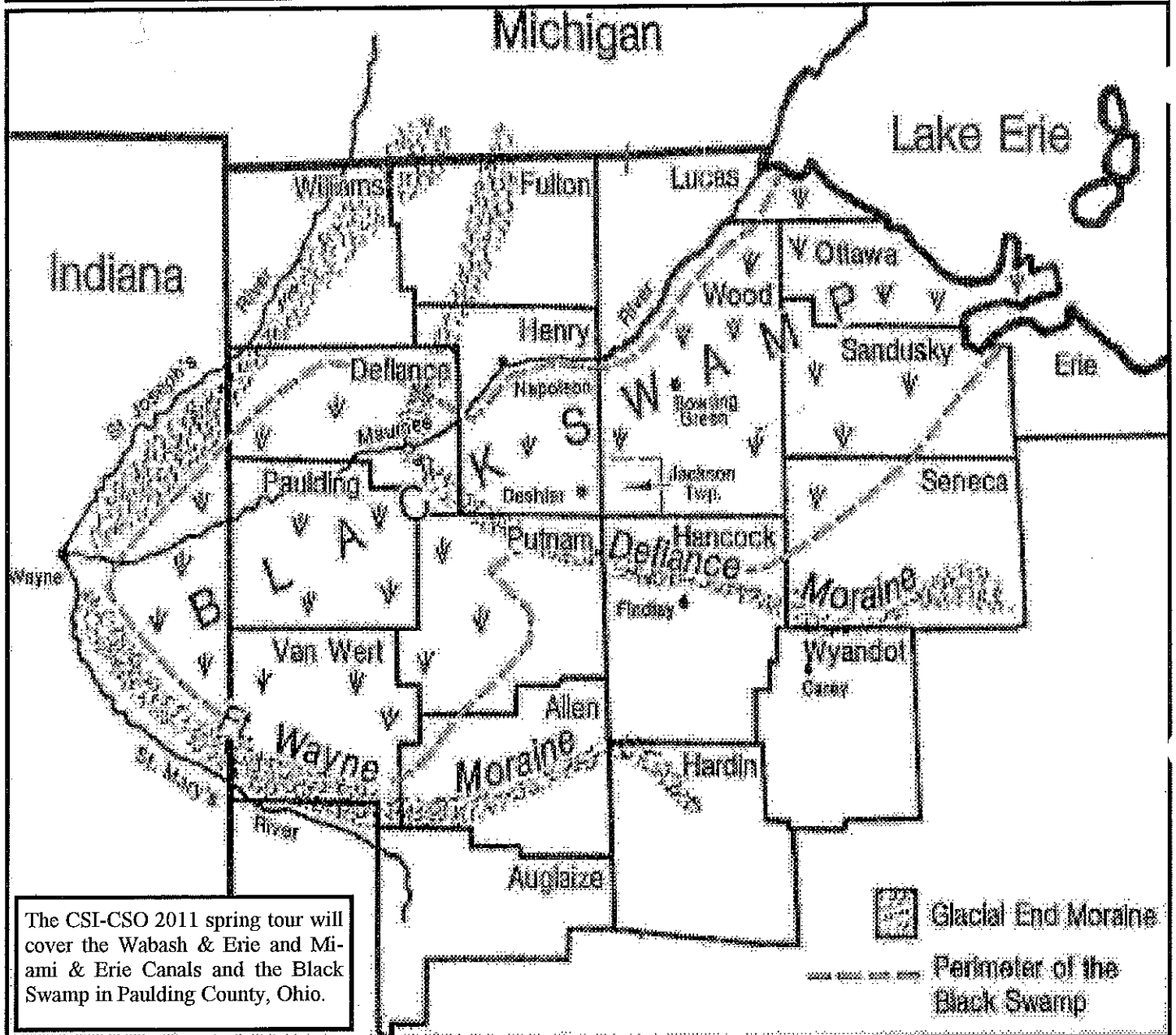
The glaciers that developed in the late Pleistocene, blocked the Saint Lawrence river, formed glacial lake Maumee and forced melting waters to the southwest out through the Fort Wayne trough. The waters poured southwest into the Wabash river. Evidence of this glaciation today is seen in Fort Wayne by the numerous sand and gravel companies in the area, a drumlin known as Fox Island and the wetlands of Eagle

Marsh. This sandy wetland extends all the way to Huntington, Indiana, and is about 80,000 acres of marshy soil.

As the glacier retreated, a glacial lake remained over this region for thousands of years rotting vegetation and aquatic life that built up a rich soil in the lake bottom. The lake slowly backed into today's Lake Erie leaving behind old shorelines and terminal moraines that helped hold water into this pear shared region of western Ohio.

When early explorers reached the region it was very foreboding. It was heavily forested with standing water sometimes waist deep and muck that could suck up man and beast. Black flies and mosquitoes were everywhere. Malaria and ague took a toll on human existence. The land was filled with snakes and water creatures. The foliage blocked out the sun during the day and at night it was very black. One early resident of Paulding County remarked: "We read that God separated the land from the water, but here is a place He forgot."

About the only activity here during the early pioneer period was military movement through the swamp. General Anthony Wayne's legions chopped their way through the forest on their way to the lower Maumee and Fallen Timbers in 1794. The scouts of Wayne's troops had a difficult time keeping the segments of the army together as they worked their way through this flooded waste land. Again during the War of 1812, the troops sent to the Erie front, to Fort Meigs and other spots had great difficulty in breaching the swamp.



THE GREAT BLACK SWAMP

Map courtesy of Maumee Valley Historical Society

The Black Swamp is bisected by the Maumee River, which extends from Fort Wayne to Toledo. At Defiance, Ohio, the Auglaize River enters the Maumee from the south and the Tiffin River enters it from the north and provide most of the drainage of the swamp. To the east the Portage River drains into Lake Erie near Sandusky.

Before the canal era, there was little reason for settlers to come to this region since there was much more desirable land to be found to its south, north and even west. Also the Maumee was not really good for transportation. It was very shallow in spots, there were 16 miles of rapids at Grand Rapids, Ohio and the river

meandered across the swamp, greatly lengthening any journey by canoe or boat. It certainly was unsuitable for steamboats. Even today there is no commercial transportation on this river.

In 1827 the federal government offered Indiana a land grant to build a canal from the Tippecanoe River near Lafayette, Indiana to the Auglaize River at Defiance. Indiana had five years to begin building the canal. In its 1834 negotiations with Ohio, Indiana agreed to turn over the portion of the land grant in Ohio if Ohio would build a canal to Lake Erie and not charge a different toll to Indiana traffic on the waterway. The fact that this canal was to be built and Ohio's plan to extend the

Miami canal at Dayton through the swamp to Defiance added economic value to the swamplands.

Indiana began building the Wabash & Erie Canal in 1832 to the west toward Huntington, Indiana. Although Ohio had accepted the land grant, it had problems of its own with the 1834-35 boundary dispute with Michigan territory. According to the terms of the Northwest Ordinance of 1787, the borderline from Lake Michigan was assumed to place Maumee Bay in Ohio. In fact the geographic location of Lake Michigan was further south thus Toledo and the Maumee Bay appeared to remain in Michigan.

Again the Black Swamp played a role. Michigan claimed the swamp formed a natural barrier for the state of Ohio and that the Toledo strip should remain in Michigan. Ohio needed the bay if it was to build a canal terminus and have a port on Lake Erie. The swamp probably helped to reduce the threat of violence as Ohio had great difficulty in moving a military force of any numbers to the Toledo area. Without detailing the whole conflict, it was resolved by letting Ohio have the 5-8 mile Toledo strip and giving Michigan an additional portion of the upper peninsula.

The Wabash & Erie Canal was finally completed in Paulding County in 1843 and the canal opened between Lafayette, Indiana, and Toledo. The Miami & Erie Canal was extended from the south to Junction, Ohio, where the two canals met in 1845. The economic benefits of the Black Swamp could now be realized since

products had a way to reach markets. As the land was cleared trees were cut. Although some were just burned, others were used for lumber products, cord wood, hub and wheel spokes, ship building and barrel staves. Factories developed along the canal, first for barrel staves and then for charcoal and iron furnaces. There were two iron furnaces, one at Antwerp and one at Paulding. These operated from 1865-1880-86. Iron ore was brought by canal boat and smelted using the charcoal produced from the timberlands.

Once the land was cleared they still had to drain it in order for it to be farmed. In the early years drainage was performed by nailing together two boards at right angles forming a V. This structure was inverted into the ground so that water could pass. Later good clay was found and an industry of tile making developed. At first this tile was laid manually. Then mechanical trenching machines were developed so that fields could more easily be trenched, tiled and drained. Through draining the swamp by 1880 and eliminating the malaria mosquito, the health of the community improved.

Today, this region has some of the best agricultural land in the country. Corn, wheat, soybeans and even food crops like tomatoes are grown commercially. This area remains largely agricultural and has no large cities in the old Black Swamp area. Even though remnants of the old swamp are hard to find, nature would quickly return the land to a swamp again without it being drained.

Paulding County, Ohio

Other Towns : Junction, Knoxdale, Charloe,

John Paulding, 1758-1818, was a New York militia man during the Revolution. In 1870 he and two others captured British Major Andre, who had papers in his boots showing details of West Point, on his trip back from a meeting with Benedict Arnold. The other two men were David Williams and Isaac Van Wert. They also had Ohio counties named for them. Several other states have honored Paulding with county or city names.

See Wikipedia : John Paulding / Paulding county

Geography: Located on the Indiana/Ohio state line directly across from Fort Wayne. Paulding county is extremely flat as it lies in the bed of the old Black Swamp. It has two major rivers, - Maumee and Auglaize - and several creeks - Flat Rock, Blue, Prairie.

Incorporated : Aug. 1, 1820

County Seats :

1820 -38 Attached to Williams county - Defiance (Bryan 1840)

1839-40 New Rochester (gone) - Maumee River

1841-50 Charloe - Auglaize River

1851- present Paulding - Flat Rock Creek

Major Towns : Paulding, Antwerp, Payne, Grover Hill, Oakwood, Cecil

Townships: (12) W = Wabash & Erie M = Miami & Erie
 W Auglaize - Tributary river flowing north into Maumee River at Defiance
 Benton - Thomas Hart Benton, US Senator from Missouri 1821-51
 Blue Creek - Major creek in this township
 Brown - Fort Brown (1812) confluence of Little Auglaize/Auglaize
 Carryall - Large rock in Maumee resembles a French carriage of same name
 W Crane - Oliver Crane, an early settler
 W/M Emerald - Irish canal workers, Lyal Tate canal contractor / Tate's Landing
 Harrison - William H Harrison, General & 9th US president
 M Jackson - Andrew Jackson, General & 7th US president
 Latty - Alexander Latty, Resident Judge at time of county organization
 Paulding - John Paulding, county seat
 M Washington - George Washington, General & 1st US president

NEWS FROM THE PAST

Dawson's Fort Wayne Times & People's Press
June 14, 1845

Wabash and Ohio Canal. — The Wabash Courier says: "In our paper today, will be found the proceedings of the Canal Convention, which assembled in Terre Haute last week. The deliberations of the Convention were of great interest. The speakers, and committees, and all concerned seemed to contemplate the Completion of this Canal, as a matter of vital importance, not only to the section of country through which it passes, but to the whole State of Indiana, and the community at large. Not only will the agricultural and commercial interest of the country be benefited, but, in the estimation of enlightened statesmen, this great work may be looked to, when finished, as at once affording the means to pay the interest of our State debt, and finally to aid in the liquidation of the debt itself.

The Wabash and Ohio Canal, when completed from the Lakes to Evansville, will be the longest work of the kind in the world. — And passing through a country unsurpassed in fertility, this Canal may be expected to yield tolls of almost incalculable benefit to the State. The proceedings of the Convention although lengthy, will be read with great interest.

Dawson's Fort Wayne Times & People's Press
June 14, 1845

Wabash & Erie Canal Convention. — On the 22d ult., a large convention of delegates assembled at Terre Haute, to take into consideration the subject of the construction of the Wabash & Erie canal to the Ohio River; and to devise ways and means to render the liberal grant of land by Congress, for this purpose most available. The convention was large and respectable, and its deliberations were characterized by the utmost harmony and enthusiasm, giving promise of the speedy completion of this great work through to its natural termination. When completed, it will be one of the most magnificent public works in the world, extending from Lake Erie at Toledo around two entire sides of the State of Indiana, to the Ohio River at Evansville, Senator Hannegan presided at the Convention. The proceedings were voluminous, and highly interesting. WE have room today for the following only:

Mr. Thompson, of Vigo, from the Committee for whom the different plans for completing the canal were referred, submitted the following report, which, on motion was unanimously concurred in:

REPORT

The committee to whom was referred a resolution of the convention directing them to report a plan of operations for the convention, have directed me to submit to the convention the following views:

In view of the great magnitude of the object to be accomplished, they have most carefully examined the several plans referred to them, and whilst they had each of them some suggestions worthy of being patriotically tested, they think that neither, of itself, would constitute an efficient or practicable system. To select from amongst them therefore, any one, with the hope of so perfecting it within the short time allowed for the sitting of the convention, as that the friends of the canal may safely stand upon it before the people of the State, could not now be expected. Such a plan, when adopted, should be so digested and matured, as that it would remove every barrier to the prosecution of the great work which is before us. We have already seen, — to an extent most ruinous and deplorable — the fruits of operations which were not guided by sufficient experience — Our State has suffered deeply by them. Every friend of the Wabash and Ohio Canal, therefore, should carefully guard against the possibility of delay in its commencement, & mismanagement and waste in its construction. The committee greatly fear, that were this convention to attempt the details of a plan of operations, they might to some extent embarrass the work. Some of our friends here in all probability find fault with those details and our opponents might seize upon parts of them — whether material or immaterial; to weaken and destroy the system. We should then in all probability, be thrown farther away from the accomplishment of our object than ever. This condition of things would weaken our friends in the Legislature, and create the possibility, if not the probability of a postponement of any final vote upon the subject beyond the next session of the Legislature. Such a result would be greatly regretted, we are assured, by every member of this convention, as well as by those whom they represent. It would indeed be decidedly adverse in the interest of the entire State, as it might postpone, in an indefinite period, the enjoyment of the advantages which would inevitably result from the application of the tolls, when the work is completed, to the diminution of our State debt. The committee think, therefore, that nothing should be done by this convention to embarrass the work or retard the action of the Legislature, and they respectfully recommend to the convention, that no detailed plan of operations be attempted, unless the convention should extend its session greatly beyond the contemplated time, so as thoroughly to investigate and mature such plan.

But this convention has an important work to perform in producing a concentration of public opinion upon the project to extend the canal to the Ohio river, and the means of that extension. We entertain no serious fears that this may be so done; and that we shall be amply repaid for all our labor in coming together. If we should succeed in doing this, we shall have accomplished very much indeed — in removing one of the most important obstacles to the prosecution of the work.

The United States has granted us a portion of Indiana, regard it with the most painful feeling. And the public land, which from the information before us, while the number is exceedingly few -- if indeed any -- we may assume to be about 500,000 acres. This is a most magnificent grant -- one which should elicit our gratitude to the General Government, and the congratulations of each other. We find it impossible now to estimate the amount which may be realized from these lands. The committee -- (this line is missing on microfiche) -- so that by its operation, almost any man has an opportunity of working until he shall have secured a home. This evidently secured the land from waste, and places all the available labor of the country in requisition.

But if this plan, thus indicated, but not recommended, should be found, by the Legislature, to require a small amount of money to be expended, beyond that furnished by the proceeds of the lands, the committee have no hesitation in saying that such amount may be furnished by report to the tolls upon the line, independent of any additional tax upon the people. That such may be relied on, is demonstrated by reference to the amount of tolls received on the Ohio Canal, and adopting a reasonable annual rate of increase above those now received upon the Wabash and Erie Canal in Indiana. The Ohio and Erie Canal came into operation from Cleveland to Portsmouth -- a distance of 308 miles -- in 1832 when the tolls amounted to the sum of \$70,982. The annual rate of increase from that time until 1840, -- when they reached their maximum -- was equal to about 25 per cent [per year] so that in that year, they reached \$452,122 -- although the rate of tolls was diminished. Since that time, they gradually came down, to 1843, when they were \$322,754 -- in consequence of the general derangement in all the business operations of the country. But during the last year, under the spur again given to business, they reached \$313,710. The Wabash and Ohio canal will pass through a district of country, quite as fertile, and with as much agricultural and commercial enterprise and labor, as does this work. Why may not results somewhat similar be expected here? Estimating, however, at a less rate of annual increase -- say from eighteen to twenty per cent -- we may safely rely upon receiving for tolls, for the present year, the sum of \$100,000. It so, by 1850, we shall receive an amount equal to, it not greater than \$400,000. Assuming that as the sum, it will readily furnish a fund to pay whatever excess may be required to complete the work, over and above the proceeds of the lands. Then, with this great work completed, we shall, within the first year, if not indeed before that, have the means in our hands to apply towards the payment of the interest upon our State indebtedness and the final liquidation of the debt itself. And in no one point of view does this subject present itself as more interesting and important, than it its relation to the debt of the State. We have all felt, and now feel, the pressure of the burden upon us. We must, as citizens of

Indiana, regard it with the most painful feeling. And the public land, which from the information before us, while the number is exceedingly few -- if indeed any -- we may assume to be about 500,000 acres. This is a most magnificent grant -- one which should elicit our gratitude to the General Government, and the congratulations of each other. We find it impossible now to estimate the amount which may be realized from these lands. The committee -- (this line is missing on microfiche) -- so that by its operation, almost any man has an opportunity of working until he shall have secured a home. This evidently secured the land from waste, and places all the available labor of the country in requisition.

We repeat again, that it cannot be doubted that the revenue of this canal, when completed, will pay a large portion of the interest on the State debt, thus relieving the people from an oppressive burthen of taxation. And yet it must be manifest to any one who will reflect, that the direct revenues which it may yield, will constitute but a small part of the benefit which we shall derive from its construction. The effect of opening such a channel through the heart of our State, on the value of property, can hardly be anticipated -- the farmers, remote from the line, will be placed nearly on a footing with those more immediately upon its borders, who, like those now in the northern part of the State realize for their produce double their former prices.

The matter, therefore, can present itself to this committee in no other view, than as being most intimately blended with the welfare, permanent prosperity, and honor of the State. Considering it in this light, we have thought it expedient to recommend to the convention the adoption of the following resolutions:

Resolved, That in the opinion of the convention, it is the interest and duty of the State of Indiana, to accept the grant of lands in the Vincennes Land District, recently made by Congress for the purpose of aiding the State in the completion of the Wabash & Erie canal to the Ohio River.

Resolved, That in the opinion of the convention, the Wabash & Erie canal may be completed from Terre Haute to Evansville by the means now within the control of the State and without the resort to taxation for that purpose.

Resolved. That in the opinion of the convention, the canal, when completed, will furnish one of the surest means of enabling the State to liquidate the interest upon her State debt; and of ultimately furnishing the means of paying the debt itself.

Resolved, That in the opinion of this convention, it is expedient that the Governor of the State proceed immediately to appoint a competent engineer to make a permanent location of the canal line, south of Terre Haute, preparatory to a selection of the lands, and that he appoint examiners in each county upon the line, where there are yet unsold lands to make an examination and selection of them, in order that the Legislature, at its next session, may make provision for the com-

mencement of the work.

Resolved, That a committee of five be appointed by the chair, whose duty it shall be to prepare an address to the people of the State, laying before them such information as may tend to induce the early completion of the Wabash and Erie Canal from Terre Haute to Evansville.

Resolved, That a committee of thirteen be appointed by the chair, whose duty shall be to correspond with such persons as they may think advisable, and to collect information in regard to the canal, to be laid before the Legislature at the next session.

Fort Wayne Daily News

January 4, 1879

Ice Notice.

Parties taking ICE from the canal or canal basins without first having made satisfactory arrangement will be prosecuted for trespass. Permits can be obtained from John Lillie Jr., collector. Bass Simons & Co.

Fort Wayne Daily News

January 29, 1879

The Aqueduct.

An immense amount of ice is hanging from the aqueduct near Orff's mills, while the river is rising and huge cakes of frozen liquid are constantly adding to the pile already accumulated there, thus placing the aqueduct in great danger. An immense dam of ice has already formed and unless something is done soon, the whole structure will come down with a crash, and canal water and river water will mingle themselves into the Maumee.

Fort Wayne Daily News

January 31, 1879

Andrew Meeshy fell into the canal this mornin' near the aqueduct, west of the city. He came very near being drowned.

Fort Wayne Daily News

February 5, 1879

TAKING THE TOW-PATH,

Speculations Concerning the Wabash & Erie Railroad

The new narrow gauge railroad on the line of the tow-path of the Wabash & Erie canal, seems to be a settled fact, and those who are directly interested in it, are pushing it toward completion with much vigor. The road at first will be laid between this city and Lafayette, west; but eventually it will reach into the coalfields of Parke County and thence on the Terre Haute. Eastward, it will be extended to Toledo and will follow the canal to New Haven when it will leave that stream and then take the line of the old Tiffin road to where it formerly connected with the Grand Rapids & Toledo line. It will be a formidable opponent to the Wabash and, judging from the business character of the men who stand at its head, it will be a paying institution. Fort Wayne will probably get the shops, although Lafayette will compete for them. We were informed today that the building of the road is a certainty, and preparations for the beginning of the work are already completed.

Fort Wayne Daily News

February 24, 1879

A lady, whose name we could not learn, while crossing the canal yesterday, on Jackson street, broke through the ice, and but for the timely assistance of her husband, she would have drowned.

**OBSERVATIONS ON CANAL TOWPATH
LOCATION IN HUNTINGTON, INDIANA**

In the October issue of The Hoosier Packet, we included a query from Dwight Ericsson about where the W&E towpath and the interurban were located near Victory Noll in Huntington. After thinking more about this question, Dwight sent the following to CSI headquarters:

"An interesting thought just occurred to me today: If you follow the canal on Historic Forks property, you come to the remains of the Forks lock. There is nothing left of the lock itself, but what you will see is a gradual widening of the canal to the north (the side away from the river) that quickly narrows to the width of the lock when you come to the site of the lock. The pool, on the upstream side of the lock, is of course the place where boats would stop to await their turn in the lock. The thought that struck me was that it is very unlikely the interurban tracks followed the north bank of

the canal around the edge of the pool, so in that area the interurban must have followed a separate right of way, not the north bank of the canal.

"I have not visited that site for several years, but my recollection is that the towpath (presumably on the south side of the canal) has a distinct drop just beyond the site of the lock, as one would expect since the level of the water, and of the towpath, would drop some 8 feet at that point. If the interurban had run on the towpath, the builders would have leveled the right of way so that there was a gradual descent west of the lock.

"These observations add some new complications to the question of where the interurban ran, but, taken with the concrete culvert at the Eickoff house, it seems likely to me that it must have run on the north side of the canal, not on the towpath, and that, at the lock, a right of way off the bank of the canal must have been built for a short distance to bring the track back to the bank of the canal and to lower it from the level of the water above the lock to the level below the lock."

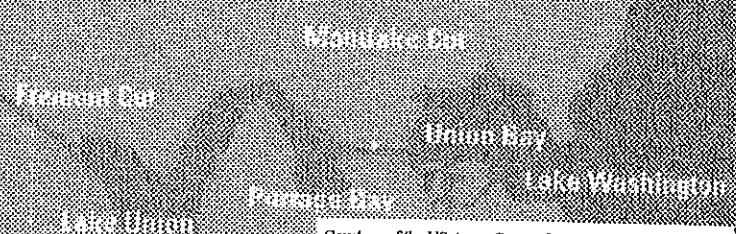
Small lock 30 x 150 ft.
 Large lock 80 x 825 ft.
 Spillway 235 feet

LAKE WASHINGTON SHIP CANAL

Puget
 Sound

Hiram M. Chittenden Locks

Locks maintain fresh water of Lakes Union & Washington at 20-22 feet above sea level and prevent mixing with Puget Sound sea water while boats lock up/down



Courtesy of the US Army Corps of Engineers Seattle District

**LAKE WASHINGTON SHIP CANAL'S
 HIRAM M. CHITTENDEN LOCKS**

By Carolyn Schmidt

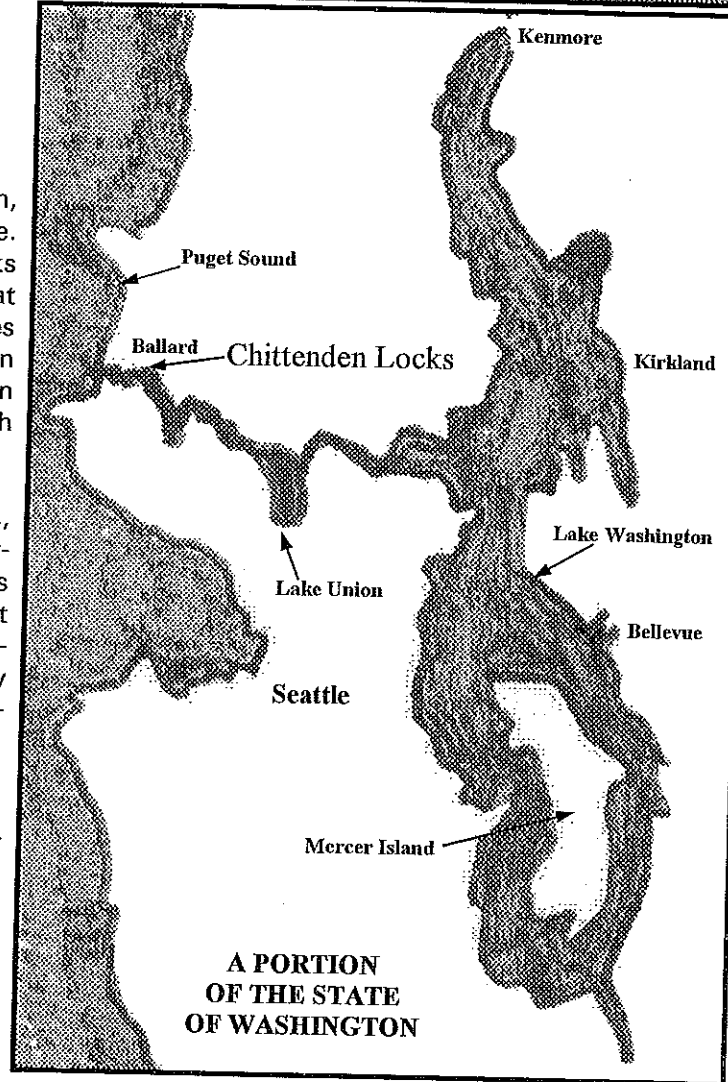
Many people who visit Seattle, Washington, make the Space Needle the first place they want to see. However, after touring the Hiram M. Chittenden Locks on the Lake Washington Ship Canal in July, I'd put it at the top of the list of things to do/places to see. Besides watching boats being locked up/down between Salmon Bay toward Puget Sound, there are beautiful gardens, an informative visitors center, and a very educational fish ladder exhibit.

Seattle was encompassed by dense forests, freshwater lakes and saltwater bays when settlers arrived in 1851. The east side of Lake Washington was thickly forested and had many rich coal deposits, but it was difficult for people in Seattle to reach these resources. It took two transfers when coal was carried by train around the north end of the lake. Moving logs overland on muddy dirt roads was difficult.

Thomas Mercer (1813-1898), a Seattle pioneer, suggested that a canal be built between Lake Washington and Puget Sound giving access to the Pacific Ocean. He proposed naming the lake between Salmon Bay on the west and Lake Washington on the east, Lake Union because he was confident that one day the canal would be built connecting these waters. He presented this proposition at a celebration on July 4, 1854. Like many eastern and Indiana's canals, July 4 seems to be a good time to announce or break ground for a canal. Seattle struggled for the next 63 years to make the canal become a reality.

The first step taken was in 1860 when a shallow ditch was dug by Harvey L. Pike to move logs from Lake Washington to Portage Bay. This was where the Montlake Cut was later made.

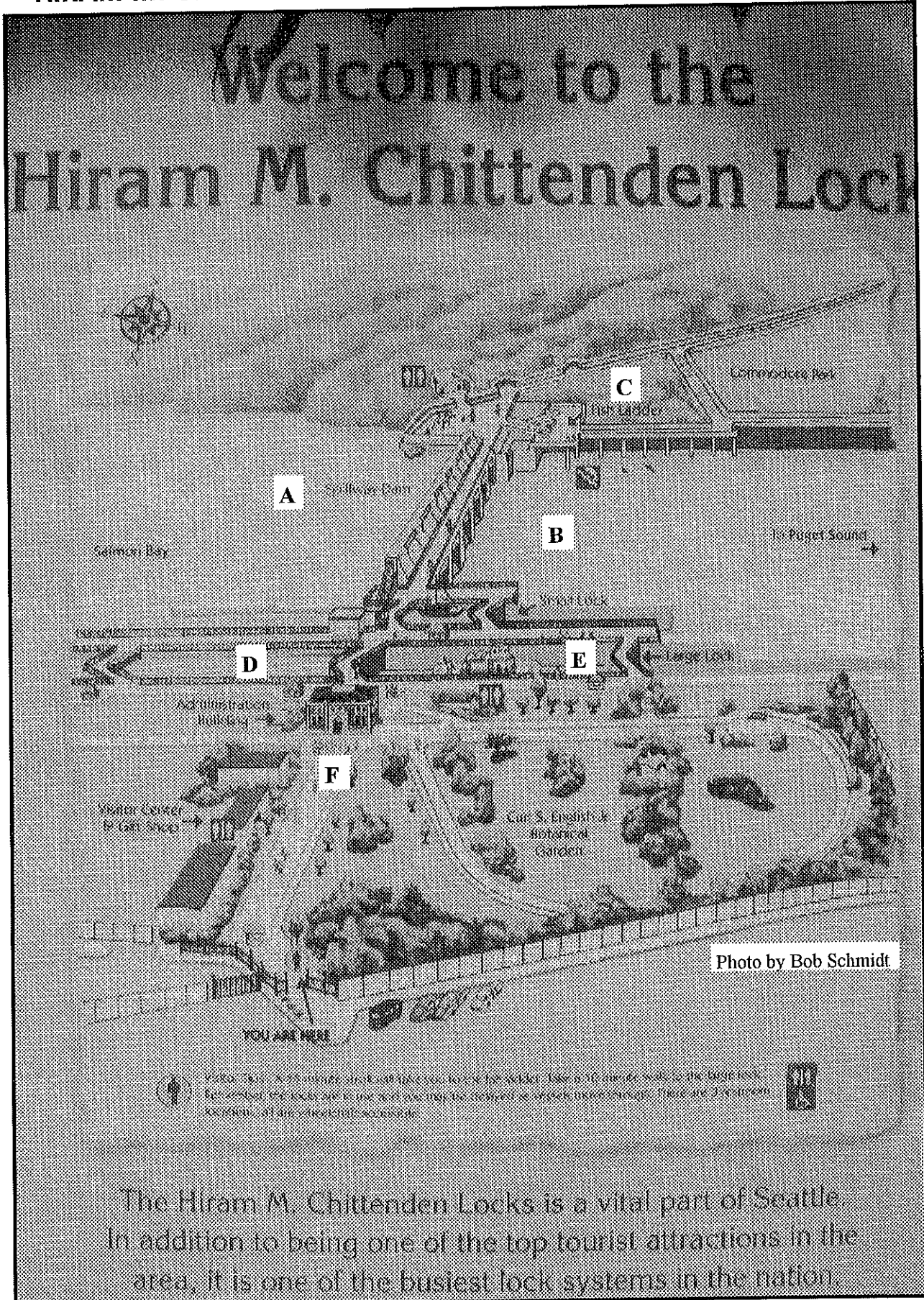
In 1867 Mercer's idea was endorsed by the U.S.



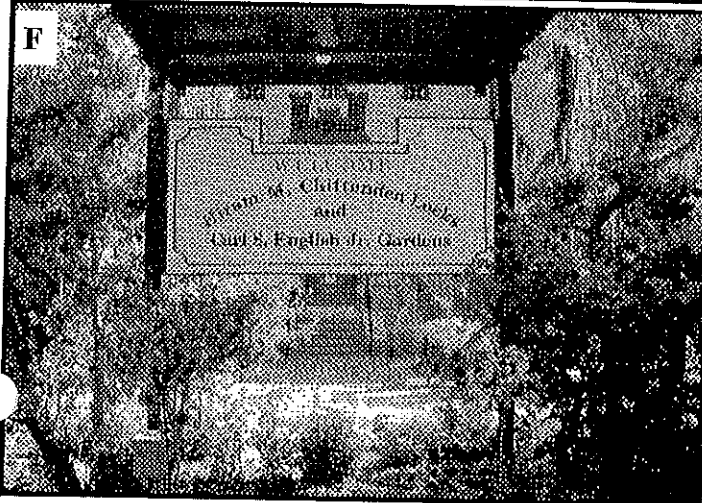
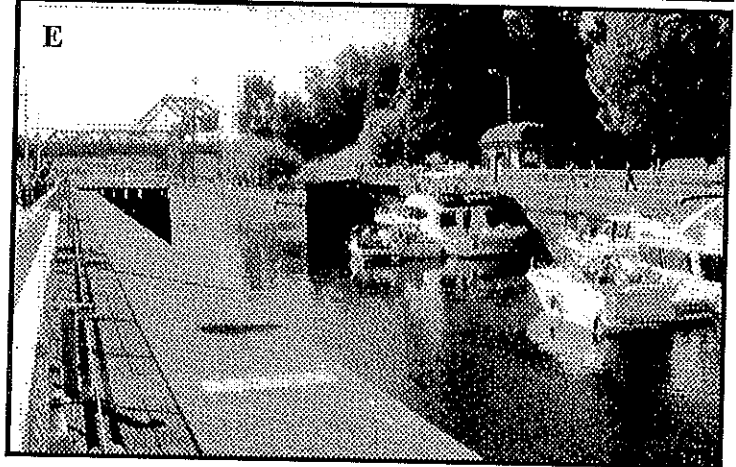
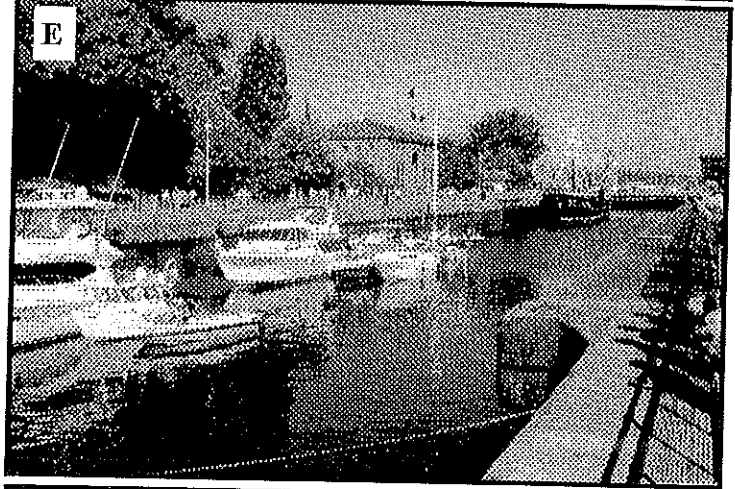
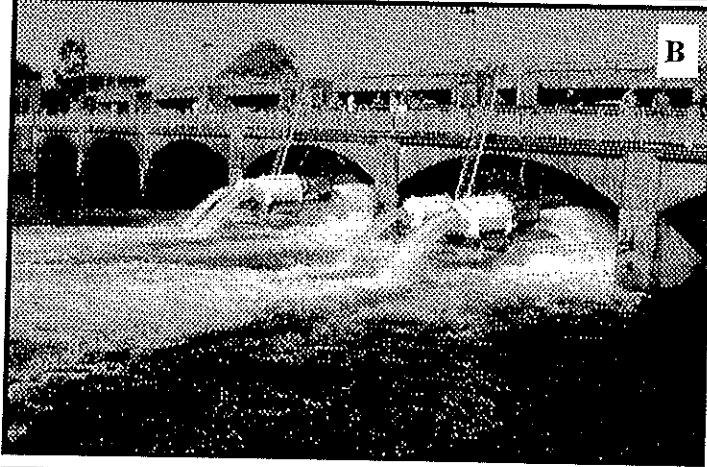
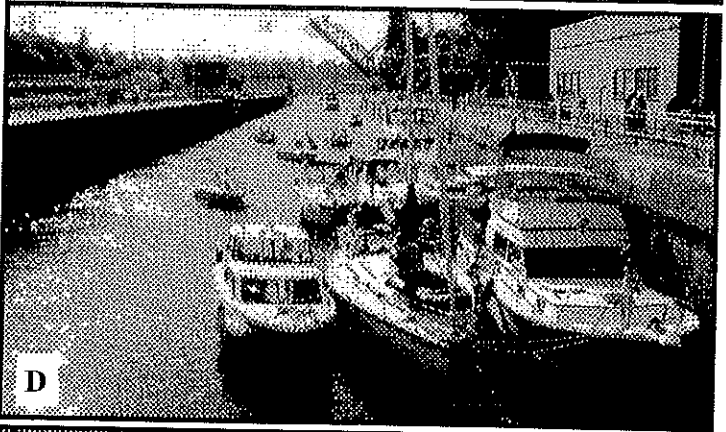
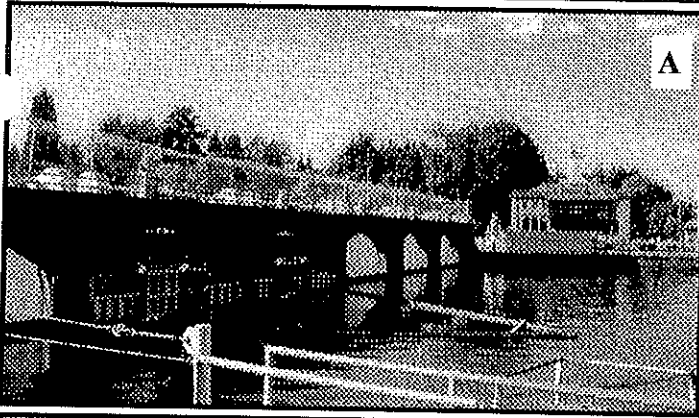
Navy so that their ships could anchor in fresh water. Up until that time only shallow-draft boats and barges could pass from the Duwamish River through the Black River Slough to Elliott Bay into Lake Washington. However, the canal was delayed so the Navy built its shipyard near Bremerton on Puget Sound continuing to support the idea of a canal.

Judge Thomas Burke (1849-1925) then ordered

HIRAM M. CHITTENDEN LOCKS & DAM SEATTLE, WASHINGTON



The Hiram M. Chittenden Locks is a vital part of Seattle. In addition to being one of the top tourist attractions in the area, it is one of the busiest lock systems in the nation.



The letters correspond to those on the map on the previous page.

- A. Above the dam taken from the overlook toward the administration building
- B. Below the dam taken from the fish ladder overlook
- C. Looking down into the fish ladder
- D. Boats entering the large lock to be raised up to Salmon Bay
- E. Boats in large lock ready to be lowered toward Puget Sound
- E. Opening the large lock's gates for boats to go toward Puget Sound
- F. Welcome entry sign before administration building

Photos by Bob Schmidt

the Lake Washington Improvement Company to widen and deepen Pike's ditch in 1883, but it was still not deep enough to accommodate boats.

Then in 1891, The U.S. Army Corps of Engineers endorsed a canal through Lake Union. But there was controversy over the canal route. Territorial Governor Eugene Semple did not let this controversy stop him. In 1895 he organized digging a "South Canal" through Beacon Hill and actually managed to fill in 1,400 acres of the Duwamish tide flats. But his project was undermined by James J. Hill (1838-1916), a railroad magnate of the Great Northern Railway, and his allies such as Judge Burke, who favored the northern route. After losing financial and political support Semple abandoned his south canal but continued to make landfills and waterway improvements to the Duwamish until he ran out of funds in 1904.

In 1900 the northern route was endorsed by the Washington State Legislature. In 1906 work began to deepen the channel from Shilshole Bay to the Ballard wharves, but the actual canal was not started. James A Moore, a developer, then asked Congress for the authority to establish a private company to build the canal. This upset mill owners at Ballard who were afraid that shipping would take away their access to Salmon Bay for transporting and storing logs.

The same year, 1906, the deepening project began, Major Hiram M. Chittenden took command of the U. S. Army Corps of Engineers at Seattle. He was not impressed with Moore's efforts seeing logs floating in the shallow canal from Lake Washington to Puget Sound, but he pushed hard to get the canal completed. He envisioned a canal with locks large enough to accommodate a ship the size of the Lusitania.

Being a conservationist Chittenden knew that making the cuts and building the locks would create a permeable barrier between Lake Washington's freshwater ecosystem and Puget Sound's salt water. Therefore, the locks were designed to allow vessels to pass through at the same time minimizing the intrusion of saltwater.

Chittenden had to retire in 1908 before the construction of the locks began because of his failing health. Colonel James B. Cavanaugh took over the project turning the log flume into an 8-mile-long canal that was 100 feet wide and 30 feet deep with locks that in 10-15 minutes can elevate or lower a 760-foot-long by 80-foot-wide vessel the 26 feet between the levels of Salmon Bay and Puget Sound.

After his retirement in 1908 Chittenden continued to support the canal lock and dam project. He

helped persuade Congress to appropriate \$2,275,000 on June 25, 1910, for the locks, which were necessary for the canal, with the stipulation that King County would take on the responsibility for building the rest of the canal.

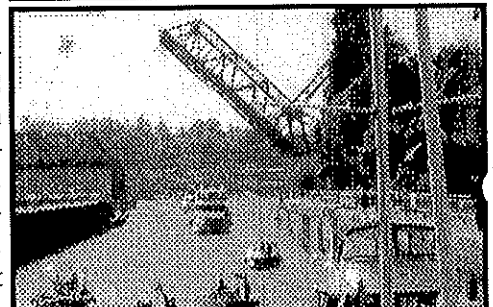
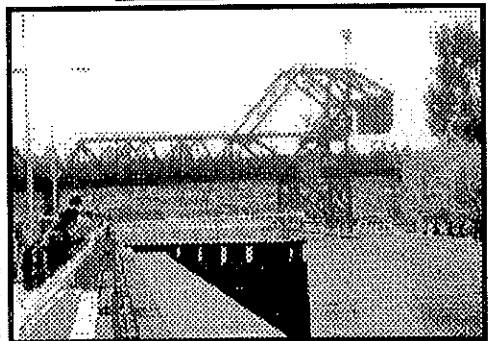
Construction finally began on the Lake Washington Ship Canal on November 10, 1911. The two major sections to be excavated were the Fremont and Montlake cuts. Originally the Montlake cut was only a 6-foot-wide flume with a temporary dam across it. On October 21, 1916, the dam was breached to allow Lake Washington to empty into Lake Union. This lowered Lake Washington by 9 feet.

The "Government Locks" were built at Ballard, a suburb of Seattle, and are still known locally as the Ballard Locks. The locks can accommodate everything from a kayak, to a 16 ft. canoe, 36 ft. sailboat, 360 ft. tug and barge to a 760 ft. passenger ship. Passing through the locks annually are over one million tons of cargo, basic building products, fuel and seafood and are essential to Seattle's maritime industry.

The locks and completed canal was opened for boat traffic on May 8, 1917, having cost \$3 million dollars. A ceremonial flotilla led by The *Roosevelt*, Admiral Perry's polar flagship passed through the canal on July 4, 1917 and at that time the Ballard locks were publicly dedicated. Chittenden had suffered a stroke and was confined to a wheelchair. He died later that year on October 9, 1917. He was also responsible for the entryway arch in Yellowstone National Park and the bridge and road system of the United States. In 1956 the Ballard locks were renamed the Hiram M. Chittenden Locks by the Corps of Engineers.

The canal project necessitated the removal of the fixed bridges at Fremont, Latonia, and Stoneway. Then four bascule bridges had to be built to allow boats to pass down the canal. Two were completed at Ballard and Fremont in 1917, one at University in 1919, and one at Montlake in 1925. The entire project

Bascule bridge Photos - B. Schmidt



was not declared complete until 1934.

The Corps of Engineers had constructed a 10 step fish ladder at the dam in 1916 that allowed salmon to migrate upstream to spawn. This ladder was replaced in 1976 with a 21-step ladder and a viewing gallery on the opposite side of the dam from the locks. Visitors can view the salmon through six huge lighted windows located alongside the fish ladder. Since they have to become acclimated to the fresh water after coming into the ladder from the salt water, they swim back and forth on the enlarged 18th step of the ladder to adjust the oxygen levels in their blood before continuing up the ladder. Guided tours are offered and the life cycle of the salmon is explained by interactive displays. Different types of salmon can be seen in the ladder at different times of the year. Steelhead migrate from January-June, Sockeye (Red) from June-November, Chinook (King) from July-December, and Coho (Silver) from August-December.

The salmon are attracted to the fish ladder by attraction water (water moving swiftly in a direction opposite the fish). Salt water is drained from the upstream end of the large lock into the ladder through an underwater conduit. It mixes with the upstream lake's fresh water and creates an area for the fish to gradually adjust to fresh water.

The Sockeye are very interesting to watch as they adjust from salt to fresh water. They come back from feeding in the Gulf of Alaska for 2-3 years and are returning to spawn in the Cedar River where they were originally hatched. They have the ability to smell the water and return to where they were hatched. When they enter the ladder they are silver. This is called their ocean phase. They don't have spots on their back like the other salmon species. They will be an average of 24-30 inches long and weigh 6-8 pounds. As they pass through the fresh water to their spawning beds, they will become red in color. This is called their freshwater phase. Upon reaching their spawning beds the female will lay several thousand eggs in the gravel on the riverbed. After spawning the male and female salmon die. Their decaying bodies return nitrogen and phosphorus to the soils along the stream.

The salmon eggs rest quietly for about three months before hatching into alevins (tiny fish). They partially grow up in the streams or rivers then journey to the sea as young salmon called smolts. They spend most of their adult lives in the sea. The dam has smolt flumes to help them safely downstream. The Washington Department of Fish and Wildlife along with the Indian nations, who are co-managers of the fisheries, and are doing all they can to have sustainable salmon populations for current and future use.

To reach the fish ladder visitors walk across the top of the lock gates and follow the bronze medallions set in the walkway. Whenever a gate is opened for vessels to pass into or out of the lock, they always make sure the lockgate at the opposite end is open to allow visitors to cross and to contain the water. An overlook by the fish ladder has a Salmon Waves sculpture.

Other things to do at the locks included seeing the Second Renaissance Revival Style administration building built in 1914; exploring the interactive exhibits, seeing the orientation film and finding a souvenir in the gift shop at the visitor's center; and walking through the Carl S. English Jr. botanical garden. English was hired by the Army Corps of Engineers in 1931 to transform the grounds near the locks that was a graveled extension of the construction site.

English was a horticulturist and botanist who, through his correspondence with other botanists and help from ship captains, collected specimens of flowers and trees from around the world to create a lovely English estate style garden. When he learned that the dawn redwood, which previously was only known through fossils, had been discovered growing in China, he arranged to have some of its seeds shipped to the United States. Today eight of these trees grow in the garden, which has over 573 species of plants. The garden is also used for free concerts. In 1968 the Corps of Engineers dedicated the gardens to Carl S. English, their creator.

The locks and canal have been designated a National Historic District. The best time to visit the locks is on weekends when the most boats pass through them. The prime time to see the garden is late spring and early summer. Activity in the fish ladder is highest from August-November.

To reach the Chittenden Locks from downtown Seattle, take Denny Way west and follow it around a curve, where it becomes Elliott Avenue. Elliott Avenue turns into 15th Street. Follow it north across the Ballard Bridge and take the first exit, turning left and following the signs for the locks. Turn left onto Market Street at the first traffic light and follow it to a "Y" intersection, taking the left fork. The entrance is about 100 yards on the left after you pass the Y. This is about a 15 minute drive. Their address is 3015 NS 54th Street, Seattle, WA.

Free guided tours are given from March 1-November 30. They are arranged through the visitor's center. Argosy Cruises offer boat tours of the locks, but passengers cannot get off the boat to see the fish ladder or gardens.

FOUND ON E-BAY

Neil Sowards, CSI member from Fort Wayne, Indiana, keeps CSI headquarters informed on canal related materials put up for sale on E-bay. He found the following two articles this past August:

1. A three-page-long letter written on green paper dated "Dayton, Ohio, May 31st, 1835." H. C. Moore wrote it to his friend, Daniel Agnew, who lived at Beaver, Beaver County, Pennsylvania. Postmarked in red "DAYTON, O."

The letter was well-written and tells about Moore's steamboat ride to Cincinnati and canal boat ride from there to Dayton on the Miami Canal. He mentions his plans to leave for Indianapolis the following day. The text of the letter is as follows:

"According to promise, I improve an idle day to let you know what has become of me. We had a very pleasant trip down the river to Cincinnati, where we arrived on Friday morning. We remained in Cincinnati during Friday, and on Saturday morning took the Canal to this place, where we arrived that Morning, and as there is no Stage running, we have to stop till tomorrow, when we will leave for Indianapolis, and will not arrive there till Wednesday at noon.

"So far I am exceedingly well pleased with the country. Cincinnati is a splendid place. I consider it far superior to Pittsburg. I spent Friday in viewing the city and canal. There are some splendid buildings in the city and suburbs. Leaving the city, we passed through Hamilton, the capitol of Butler County. It is a very pretty place. The Miami Canal will not compare with ours [Beaver Division of the Pennsylvania Mainline Canal] in point of workmanship or beauty of design, though it answered a good purpose, and does a considerable business.

"This place (Dayton) is quite a pretty town, containing about 3800 inhabitants. It is situated in the most beautiful country I ever saw. It is very level; you can scarcely see any thing in the shape of a hill in the whole country, which is in a high state of cultivation. The fact is, Dan, this country about Dayton is about forty years in advance of ours in Beaver County, in point of improvement. The farm houses, and everything you see, display some taste. There is some half dozen churches in town, to one of which I will go tonight.

"We have a fellow with us, a son of Squire Fisher of Newcastle, who affords us a good deal of amusement. He is one of the most awkward souls you ever saw, and is laughed at very much. It is his first trip from home.

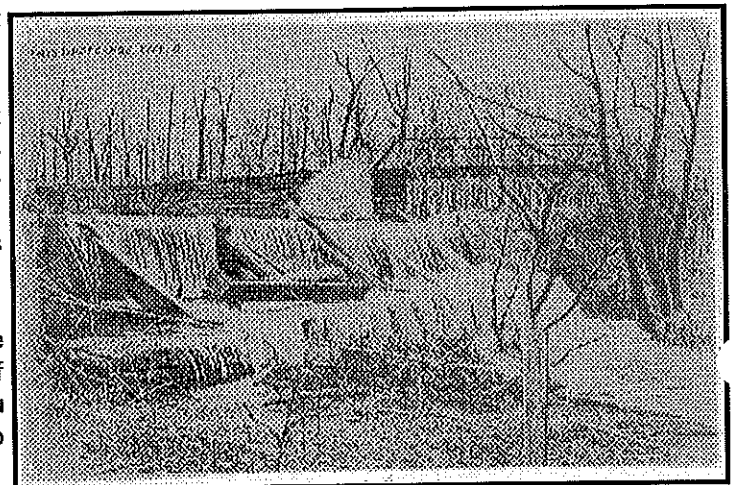
"The people about here all appear to be enterprising, driving people, and I think if I am as well pleased with Indiana and its inhabitants, I will remain with them some time. I have no doubt there is fine speculations to be had in Indiana, if a person has the funds...

"I have seen no beautiful ladies here yet. I think they do not abound. The inhabitants of this country are mostly from Pennsylvania...

"You cannot form any idea of this country, Dan, without seeing it; at least, I did not. You would think almost that you were in a city...

"Write, and direct to Lafayette, Indiana, where expect to be in about a week or so from this time."

2. A postcard showing the man-made bulkhead dam, which was probably the spillway for the Miami & Erie Canal, and an old iron truss bridge with stone abutments. In the upper left hand corner it says "Falls-Tippecanoe City, Ohio. It was postmarked August 11, 1911 Tippecanoe City, O. and sent to Miss Beatrice Deis, 34 Allen St., Dayton, Ohio by Stella, who is "Still having a good time." Tippecanoe City is now known as Tipp City and is located in Miami County, Ohio near Troy, Piqua, and Covington, Ohio.





FT. WAYNE'S TOWPATH TRAIL UPDATE

A groundbreaking ceremony for the Towpath Trail, Phase IV, was held on Tuesday, August 31, 2010 at noon at Coventry Meadows off of W. Jefferson Boulevard in Ft. Wayne, Indiana by Aboite New Trails and the Allen County Commissioners. This 1.5 mile trail section will link the existing Rivergreenway and 4-mile Towpath Trail to the Lutheran Loop and the Aboite Trails completing 50 miles of connected trails throughout Fort Wayne.

JOHN BEARD MARIA BURROUGHS BEARD
Oak Hill Grant Avenue Cemetery, Crawfordsville, Montgomery County, IN
Photographs by Ronald and Sharon Fine

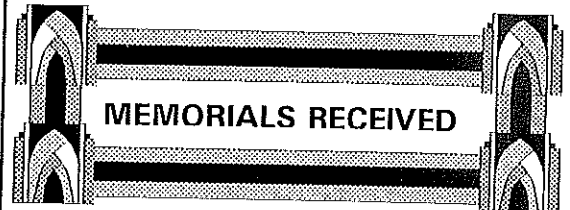
BEARD GRAVE FOUND

Connie McCammon, publication manager for the Sisters of Providence at Saint Marys-of-the-Woods, Indiana and a new member of CSI, has found the graves of John and Mary Burroughs Beard, who were featured in "Canawlers At Rest" in the September issue of *The Hoosier Packet*. They are buried side by side at the Oak Hill Grant Avenue Cemetery (previously Crawfordsville Masonic Cemetery) in Crawfordsville, Montgomery County, Indiana. She found them on-line in "Find A Grave." Information on their stones varies a little from what we published as follows:

According to "The Political Graveyard," which we used as the source of John Beard's death date, he died on September 29, 1874. His tombstone reads September 27, 1874. His tombstone does not have his birth date but gives his age as 78Y 8M 23D. Andrew Young in *The History of Wayne County, Indiana* says he was born in North Carolina on January 4, 1795. Sometimes when there is a discrepancy in dates by a few days one of the days is a death date and the other an interment date.

For Maria Burroughs Beard we used information compiled by Linda Benson Cox and the 1850 Federal Census. We have Maria's birth date as July 1797 while her stone shows it as August 10, 1797. We have her death date as January 8, 1882 while her stone shows January 23, 1882. The dates on the stones are probably correct. *Thank you Connie for your research.*

Brooks Construction began the Towpath Trail Phase IV on September 1, 2010. The construction goal is to complete 75% of this phase yet this year with the trail opening in July 2011. The Towpath Trail will include amenities to enhance safety and the overall trail experience, such as a traffic signal at Engle Rd. and Statesman Way, a 2-acre Trailhead with parking, a picnic area and public art, and an at-grade crossing at Jefferson Blvd. to the Lutheran Loop Trail. Plan to visit Ft. Wayne next summer and hike or bike the trail on the old towpath along Eagle Marsh.



CSI has received memorials in honor of the following:

- Bill Easton
 - Bob & Carolyn Schmidt*
 - Lynette Kross
 - Sue Burger
 - Don & Betty Haack
 - Bob & Carolyn Schmidt*
 - Paul Moffett
 - Bob & Carolyn Schmidt*
- *Matched by Prudential Insurance

This money will be used for canal projects throughout Indiana. It will help us fulfill our mission of "Interpretation, Preservation & Restoration" by partnering with local groups and funding portions of their projects. Thank you.

NEWS FROM DELPHI

PIERSON DONATES COMPASS

By Tom Castaldi

Dick Pierson has graciously agreed to gift the Canal Interpretive Center archives in Delphi with a Speece heirloom, a compass used in navigation. It is said to have been used by Jacob Speece in Carroll County, Indiana, in connection with the Speece brothers' canal boat, which operated on the Wabash and Erie Canal in the 1840 s-50s.

Through genealogical research in the 1980s, Dick learned that the Speece family moved from Germany via Rotterdam, Netherlands (Holland) in 1749 and sailed across the Atlantic Ocean to America going to Philadelphia, Pennsylvania. A descendant named Jacob Speece, who was born in Maryland in 1802 and moved to Ohio in 1804, came to Indiana in 1832. He was the father of Bowen Speece.

In 2010 Dick began investigating the manufacturer of the compass, which was labeled, " ROBERT MERRILL NEW YORK," to pin down the manufacturing date. He found that in 1838, Merrill started a business as a compass maker at 141 Maiden Lane in New York City, labeling his compasses "ROBERT MERRILL NEW YORK." When he took his sons into the business in 1865, he began labeling the compasses "R MERRILL SONS NEW YORK." Thus, the Speece compass was manufactured between 1838 and 1865. Because of the decorated E symbol on the compass, it was manufactured in the early part of this period, say 1840s or early 1850s. The 49 penciled on the bottom of the compass' wooden housing may represent an 1849 manufacturing date.

The compass is mounted in a wooden box with a sliding removable lid. The wooden box is 9-3/4 x 9-3/4 inches square by 6-1/2 inches high. The compass inside the box is mounted on two brass gimbals. It is the dry type of compass and still points to north as it originally did. Antique dealers refer to it as the boxed dry type of compass from the Civil War era.

A Speece-Neff partnership had been formed to build a canal boat and warehouse at Carrollton, but after Daniel Neff died, the project was taken over by the Speece brothers: John, Peter, and Jacob. About 1849, Speece family history says that they attempted building a steam-powered boat planning to access the Wabash

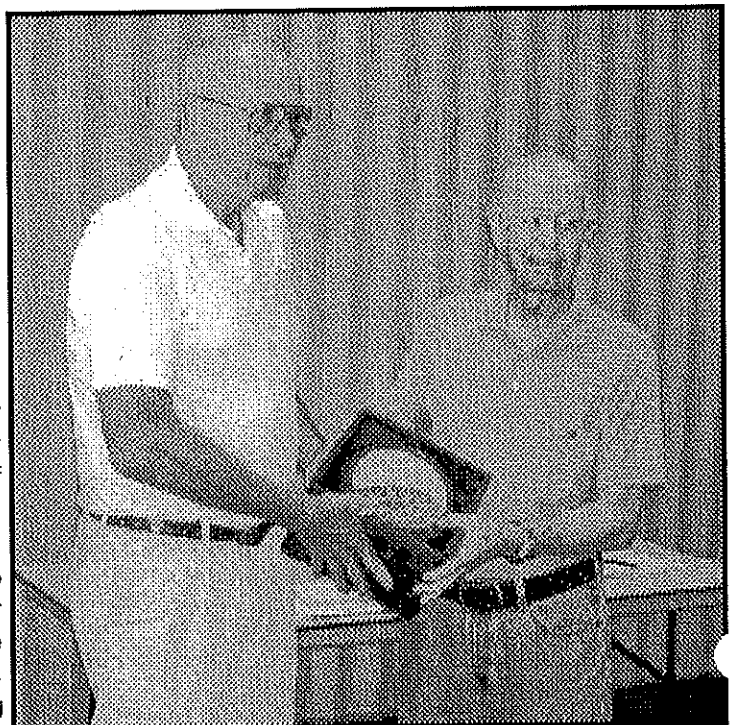
River from their base at Carrollton using the steamboat lock at the Pittsburg dam to reach downstream ports. It would also, although less likely taken the canal north of Fort Wayne, moved up the St. Joseph Feeder Canal, accessed the St. Joseph River and served "ports" such as Leo and Cedarville.

Their acquisition of the steam canal boat was about the same time that the compass was manufactured. Therefore, it is believed the compass was used on this boat. It is also noted that mule-drawn boats had no use for a compass.

Unfortunately steam canal boats caused so much wave damage to the towpath and berm bank that the owners had to return to a mule-drawn boat. The canal had a speed limit placed on it of 3-5 m.p.h. to prevent canal bank damage from waves.

Dick Pierson has written a 41-page book about the compass legend and the Speece family connected to it back to 1700 in Germany. The book was updated in January 2010 and a hard bound cover put on it. The book will be donated along with the compass the the Canal Interpretive Center. It is titled, "The Speece Family Legends." It covers two legends: the handed down compass and the legend that the Speece's came to America via a ship that departed Holland.

Dick presented the compass to the Archives Committee in the Schermerhorne Room of the Canal Interpretive Center in Delphi on August 22, 2010 at 2 p. m. His gift is very much appreciated.



Dan McCain (left) receives compass from Dick Pierson.

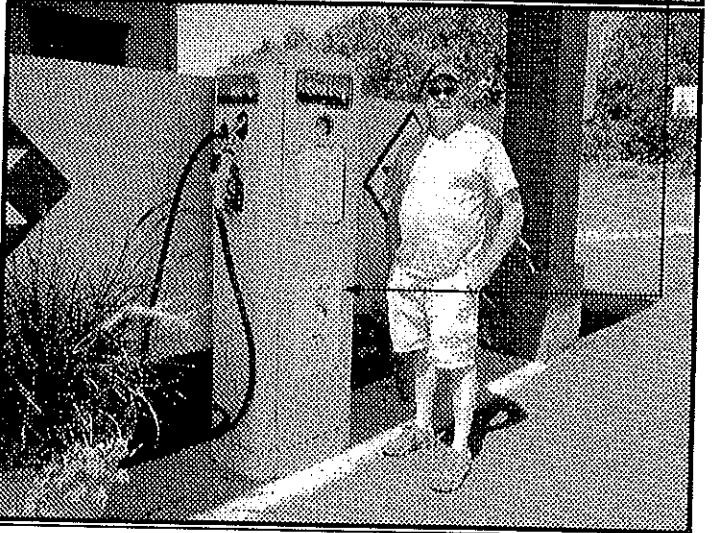
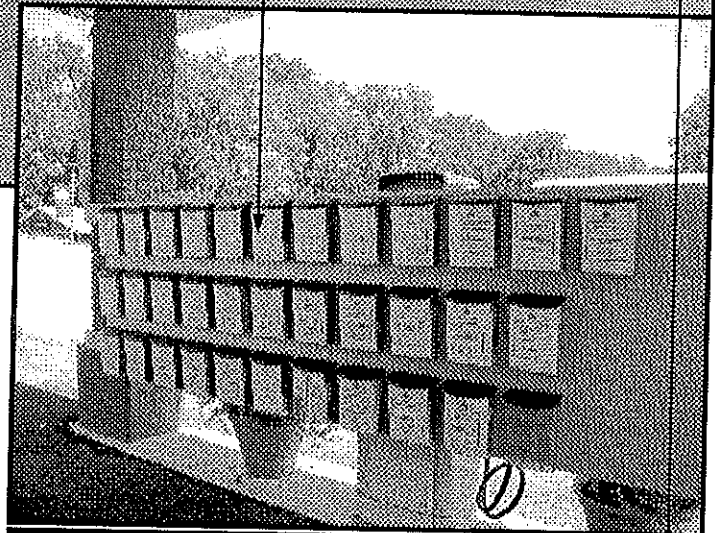


AN AFTERNOON IN THE WHITEWATER VALLEY

By Carolyn Schmidt

Sitting high atop southeastern Indiana hills overlooking the Whitewater Valley and the old Whitewater Canal Basin is Brookville, Indiana, an old canal town that is reinventing itself by building local pride and encouraging tourism. Bob, my husband, and I were impressed by their latest innovative idea — a twenty-four hour drive through visitor center — when we visited there on August 28, 2010. Mick Wilz, CSI director, president of Whitewater Canal Trail and one of the many local citizens involved in the revitalization of the town, met us at the new center and explained how it was financed.

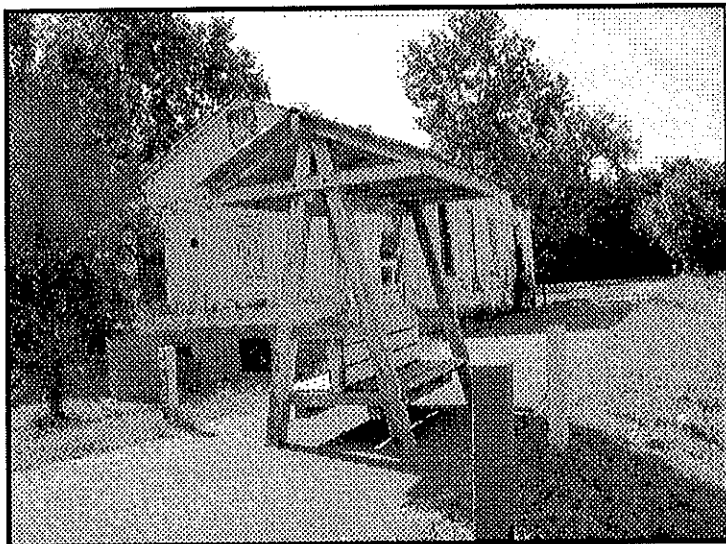
An old, no-longer-used gas station sitting on Main Street at the edge of the old canal basin was donated by County Mark to a group composed of the Brookville Garden Club, Brookville Main Street, Inc., and Whitewater Canal Trail, Inc. The building was painted, landscaped, signage put up, the drive-through black-topped, an old gas pump with old gas prices set in place and a three-tiered row of advertising boxes put up. Local organizations pay a dollar a week to rent a box and keep it filled with their own advertising. So far 33 boxes are in place and there will eventually be 50, which, at \$52 a year per box, will cover operating expenses. The inside of the station contains a meeting room and a storage area for events such as their garage sale.



Top: Main Street Brookville Visitors Center open 24 hours
Center: Advertising boxes inside drive-through
Bottom: Old gas pump found by Mick Wilz (pictured) with old time gas prices was placed in front of the sheltered mailboxes

Photos by Bob Schmidt

Behind the visitor center is a kiosk with information about the Native Americans in the Whitewater Valley. It and the trail to Tecumseh Landing, a canoe landing on the Whitewater River, were built by Whitewater Canal Trail, Inc. At the landing framework for an Indian long house has been erected and ceremonially blessed.



Top: Kiosk for Tecumseh Landing is at the edge of the old canal basin with the ice house, which stored ice cut from the basin in winter, in the background

Bottom: A platform with an Indian long house framework at Tecumseh Landing

Photos by Bob Schmidt

This year Brookville has had the "Chicken Trail" in May where visitors could sample chicken at 36 area restaurants; CanoeFest in July with a world record chicken fry-off of 1645 pounds and a giant concrete painted chicken contest; and Main Street After Hours on Friday nights featuring restaurants and businesses. CSI director Gail Ginther participated in the painted chicken contest painting her chicken to look like a gray haired librarian with a book under its wing for the Brookville Carnegie Library, which was established in 1912.

Going from Brookville toward Metamora we stopped at Yellow Banks Trailhead to meet Eugene and Sara Moster, new CSI members, who have Yellow Banks Lock 21 of the Whitewater Canal on their property. We were able to answer several of the questions they had about the lock. It is a composite lock and differs from the cut stone locks in Metamora. Its interior of rough stone was lined with planking to hold the water. Many of the old forged iron hangers for the planking are still inside of it. Sara found a loose one on the ground.



Gail's Librarian Chicken



Top: Composite Whitewater Canal Lock 21 "Yellow Banks"
Bottom: Mick & Jennie Wilz and Sara & Eugene Moster stand inside Lock 21 that raised/lowered canal boats 8 feet. Jenny holds one of the iron hangers that held the vertical wooden boards on which the planking was nailed. Photos by Bob Schmidt