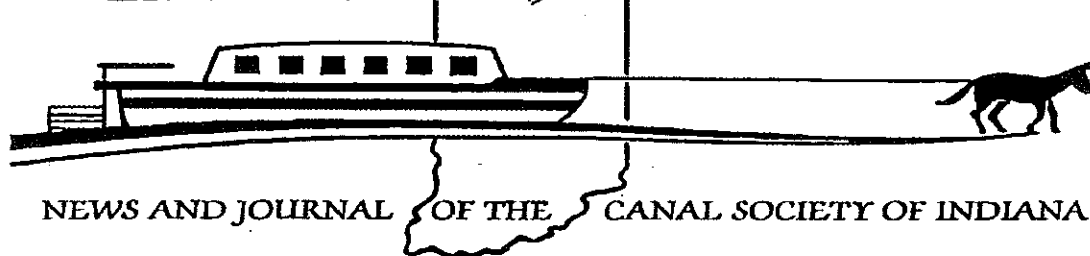


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P.O. BOX 40087 FORT WAYNE, IN 46804

FEBRUARY 2010

# LIKE YOU WERE THERE

## 1836

2-26-1836

**Ohio vs. White Water Canal.** — We hear nothing from Columbus, suspicious of their granting us right of way. Geo. H. Dunn, Esq. we understand, is now at Columbus, pressing our petition. He writes that the prospect is any thing but favorable. For the honor of that proud state we hope they will not carry their narrow contracted selfishness so far as to render themselves contemptible in the opinion of all honorable men, and to be ridiculed by all civilized nations.

3-18-1836

**Board of Internal Improvement** — This body convened at Indianapolis on last Monday week, but having received no papers from Indianapolis for about a month, (either ourself, or subscribers to the Indianapolis papers), we can give nothing of their proceedings, further than we learn by a letter from a distinguished citizen of Indianapolis to a gentlemen of this place. The Board have instructed the Fund Commissioners to leave immediately for the eastern cities to negotiate a loan. They have also ordered that the Whitewater Canal be permanently located immediately, and that part from Brookville to Lawrenceburgh, to be put out on contract for construction as soon as the preliminary arrangements can be made, which will be some time the ensuing summer. This news is cheering to our pros-

pects for a speedy, completion of this grand enterprise!

The Board had the law of Ohio, granting Indiana right of way for the W. W. Canal before them, and are of the opinion that its provisions can easily be complied with, and are to make arrangements accordingly.

4-22-1836

**BRANCH CANAL OR RAILROAD.** — No doubt now remains, in regard to the making of the White-water Canal, and the interest of the State and Brookville require that a branch should be carried up the east fork as high at least as Richmond.

Some difference of opinion will exist whether this branch shall be by Canal, Railway or Turnpike. Either would bring the business to the main Canal and the question must turn on other considerations. If the east fork shall be found to afford water sufficient for the Canal and for the machinery which the country will require, all must admit that a canal is the proper work to make, as it will require no changes from one mode of transport to another. If there should be water enough for the Canal, but not for machinery; then the good sense of the community must determine whether, changing the property at Brookville from a car or wagon to a boat, will be a greater inconvenience, than the loss of its manufacturing privileges. If there shall not be water for the canal or it should be determined that the water power must be retained, then the question will be between the Rail Road and Turnpike.

This is a sample of the 1836-1850 articles found in the *Brookville American* about the Whitewater Canal.

### Features

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15. Welcome New Members
16. News From The Past: W&E Canal, Central Canal: Stabilization and Parade
18. Whitewater Canal News: Western Wayne Heritage, Hoosiers On Move, Whitewater Canal Trail; Butler Run Culvert, Successful 2009
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20. In The News: WPA Funds Made M&E Canal Superhighway, 160 Years W&E Reached Terre Haute: Linton & Blake, Observing Germany's Recovery Via Finow Canal, LST Memorial
23. Lehman Writes Lexicon
24. Imaginary Canal Boat Trip Through Evansville
25. 2010 Contributions to CSI, Indiana Tree Canal Boat Ornament
26. More Whitewater Canal News: State Historical Site Reports

### WHITewater CANAL 1836-1850 NEWS ARTICLES PUBLISHED

Brookville, the county seat of Indiana's Franklin County located at the junction of the east and west branches of the Whitewater River and on the Whitewater Canal, was a progressive town during the canal era. It had its own newspaper, *The Brookville American*, and printed both news articles of its own and those from other newspapers. Many of them were about the Whitewater Canal while a few others concerned the Cincinnati and Whitewater Canal and proposed East Fork Canal.

EDITOR: CAROLYN SCHMIDT

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260 432-0279

Stan Schmitt, former CSI director from Evansville, Indiana, spent countless hours over the years searching for these articles on microfiche and making copies of them. He furnished copies of his copies to Canal Society of Indiana (CSI) headquarters a few years ago. If they had been reprinted in book form from Stan's copies they would have been extremely difficult to read. The microfiche copies of the very small type used by the paper were often blurred or so light that it required a bright light and a magnifying glass in order to read them.

After receiving the copies, Carolyn Schmidt, your editor, placed them in chronological order and began typing them so they could easily be read in book form. This was a very time consuming task but a very interesting one. It was easier to type the article and read it as it was typed than to try to read it outright and understand it. As the articles were completed one by one, the story of planning the Whitewater Canal and how the public felt about it came to life. Problems arose and solutions were made. The proponents had their share of newsprint as did its opponents.

When the Whitewater Canal was built expectations were high. It provided jobs and opened the interior of Indiana in the southeast. Warehouses and basins led to towns. Celebrations with parades and eloquent speakers were reported when it opened. The destruction to the canal caused by the flooding of the steep Whitewater River made headlines. Fights between politicians and locals over canal issues were often settled agreeably after many articles had been run in the paper.

Through the articles one learned the names of some of the boats and boat lines, their owners, their captains, and, on occasion, their crews. They told what was shipped into Indiana and what was shipped . . . Cincinnati or Lawrenceburg to be put on riverboats for destinations up the Ohio River or down the Mississippi to New Orleans.

Some of the articles concerned the bills or laws that were set forth for building and maintaining the canal. They also told how much canal bonds cost, how much the down payment was, how much each installment was, penalties if not paid on time, where they could be purchased, etc.

At times the articles made it possible to feel one was back in the canal era and a part of this engineering adventure. They were not like reading someone's book and taking their opinion of what was happening at the time. By following the various arguments one could be swayed from side to side.

After all the articles had been typed, the result was a total of 34 pages in this size type. An index of persons was then added to the book before it was published.

**BONUS:** These pages are included in CSI's upcoming 2010 "Hoosiers On The Move" spring tour guide. The tour guide is 56 pages in length. When combined the book has over 90 indexed pages. Those attending the tour will receive the book as part of their tour cost. Anyone else wishing a copy may order one on the enclosed registration form for \$10 plus \$5 shipping.

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**CANAL TOWN PREDECESSORS; Chapter 2: Missionary Settlements of the Great Lakes Region**  
 By Richard F. Brown, Jr., AICP

Second in a series of articles about those places that pre-dated canal towns, the following chart identifies those missionary communities that are known to have been located along future canal corridors. While some of these places were founded solely as a site to teach the word of God, many others, especially the Moravian settlements were fully-functioning rural villages composed of Christian Native American residents living and working in unison with their missionary leaders. Often, these small settlements were situated in contested wilderness beyond the border of the American Colonies and proximate to a larger Native American village. Their isolated location also brought potential danger to these settlements, two of which suffered terrible massacres. The first occurred at Gnadenhutten I in 1755, while the second took place at Gnadenhutten IV during the latter stages of the Revolutionary War in 1782 [Olmsted (1997), pgs. 90 and 334 and wikipedia].

MISSIONARY SETTLEMENT	MEANING	CURRENT COMMUNITY	YEARS	PARENT CHURCH	FUTURE CANAL	COUNTY	STATE
Carey Mission	same	Near Niles	1822-1831	Baptist	St. Joseph navigation	Berrien	Michigan
Frankenmuth	Courage of the Franconians	Frankenmuth	1845-1847	Lutheran	Cass navigation (proposed)	Saginaw	Michigan
Friedenshutten I	Huts of peace	Bethlehem	1745-1747	Moravian	Lehigh navigation	Northampton	Pennsylvania
Friedenshutten II	Huts of peace	Near Wyalusing	1765-1772	Moravian	PA: North Branch	Bradford	Pennsylvania
Friedenstadt	City of peace	Moravia	1770-1773	Moravian	PA: Beaver	Lawrence	Pennsylvania
Gnadenhutten I	Huts of grace	Leighton	1746-1755	Moravian	Lehigh navigation	Carbon	Pennsylvania
Gnadenhutten II	Huts of grace	Weissport	1754-1756	Moravian	Lehigh navigation	Carbon	Pennsylvania
Gnadenhutten IV	Huts of grace	Gnadenhutten	1772-1781	Moravian	Ohio & Erie	Tuscarawas	Ohio
Goshen	Drawing near	Goshen	1798-1821	Moravian	Ohio & Erie	Tuscarawas	Ohio
Lichtenau	Pasture of light	South of Coshocton	1776-1780	Moravian	Ohio & Erie	Coshocton	Ohio
Nain	Pleasant or green pastures	Bethlehem	1758-1765	Moravian	Lehigh nav.	Lehigh	Pennsylvania
New Gnadenhutten	Huts of grace	Mt. Clemens	1782-1786	Moravian	Clinton-Kalamazoo	Macomb	Michigan
New Salem	Peace	Milan	1787-1791 & 1804-1809	Moravian	Milan Ship	Erie	Ohio
New Schoenbrunn	Beautiful spring	Schoenbrunn	1779-1781	Moravian	Ohio & Erie	Tuscarawas	Ohio
Pilgerruh	Pilgrim's rest	Independence	1786-1787	Moravian	Ohio & Erie	Cuyahoga	Ohio
Saint-Francois-Xavier	same	DePere	1670-1687	Jesuit (Catholic)	Fox-Wisconsin	Brown	Wisconsin
Saint-Jacques	same	Near Berlin	1672-1692	Jesuit (Catholic)	Fox-Wisconsin	Green Lake	Wisconsin
Saint-Joseph	same	Niles	1684-1698	Jesuit (Catholic)	St. Joseph navigation	Berrien	Michigan
Sainte-Marie Among the Hurons	same	Midland	1639-1649	Jesuit (Catholic)	Wye canoe connection	Simcoe	Ontario

MISSIONARY SETTLEMENT	MEANING	CURRENT COMMUNITY	YEARS	PARENT CHURCH	FUTURE CANAL	COUNTY	STATE
Salem	Peace	Port Washington	1780-1781	Moravian	Ohio & Erie	Tuscarawas	Ohio
Schoenbrunn	Beautiful spring	Schoenbrunn	1772-1777	Moravian	Ohio & Erie	Tuscarawas	Ohio
Tuscarawas	Old town	Bolivar	1762-1762	Moravian	Ohio & Erie	Tuscarawas	Ohio
Ville Marie	City of Mary	Montreal	1642-1657	Jesuit (Catholic)	St. Lawrence	n/a	Quebec
White River	same	Anderson	1801-1806	Moravian	Whitewater ext. (prop)	Madison	Indiana

As is evident from the list, most of these missionary settlements occupied a site which later became the location of vibrant canal towns and trade centers, none less so than Montreal, Quebec. Today, the Ohio Historical Society preserves a re-construction of Schoenbrunn in Tuscarawas County, Ohio. Likewise, a re-construction of Sainte Marie among the Hurons is open to the public near Midland, Ontario. Both serve as a reminder of life during this era. As always, any additions or corrections to the list would be appreciated.

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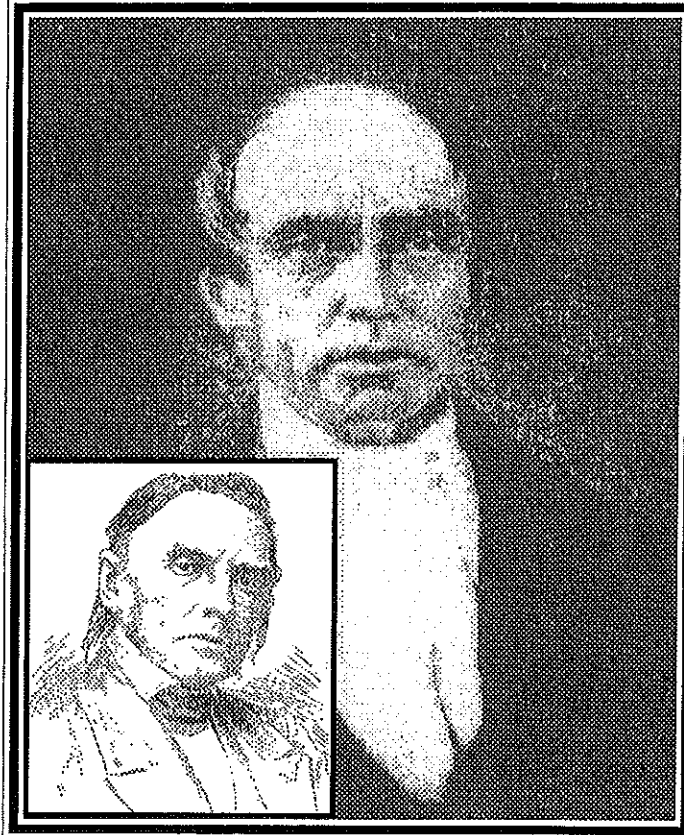
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# CANAWLERS AT REST

## NICHOLAS LONGWORTH

b. January 16, 1783  
d. February 10, 1863

By Carolyn I. Schmidt



Nicholas Longworth was born in Newark, New Jersey to Thomas Longworth and Apphia D. (Vanderpool) Longworth on January 16, 1783. His father was a Tory and had lost everything during the American Revolution. For a time Nicholas was a clerk in his brother's store in South Carolina. He had some experience in reading law.

When Nicholas arrived in Cincinnati, Ohio, in 1803 it had about a thousand people living in the little wooden village. Although he hadn't much more than the clothes on his back, he was twenty-one and eager to become successful. He paid \$2 a week room and board at David Wade's home on Front Street. When he had free time he would frequent Yeatman's Tavern where he heard talk about land speculation and growing grapes on

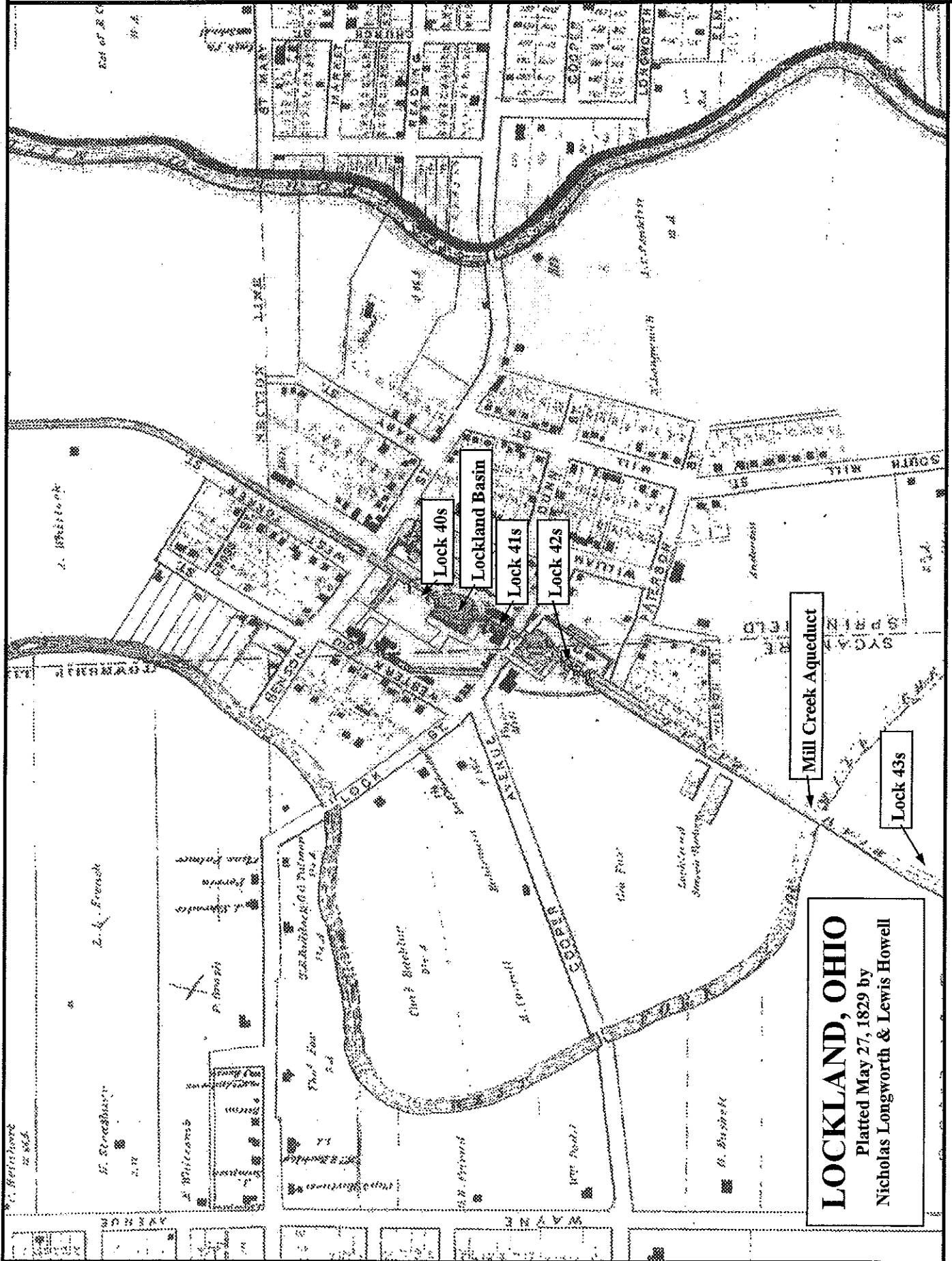
the hillsides along the Rhine. While there he met notables such as the mayor, David Ziegler; the judge, Jacob Burnet; Squire William McMillan; John Cleves Symmes and Martin Baum.

Susanna (Howell) Conner, the widowed daughter of Silas and Hannah Howell, became Nicholas' wife on December 24, 1805. They had five children, four of which grew to adulthood as seen on the chart below:

Name	Born	Died	Married	Spouse Born	Spouse Died
Nicholas	01-16-1783 Newark, NJ	02-10-1863 Cincinnati, OH	Susanna (Howell) Connor 12-24-1805	05-06-1786 Morristown, NJ	09-18-1865 Cincinnati, OH
<u>Longworth Children</u>					
Mary	10-07-1808 Cincinnati, OH	01-04-1886	John Stettinius 4-13-1841		
Elizabeth L.	12-09-1809 Cincinnati, OH	1891	Wm. J. Flagg		
Sarah	10-21-1811 Cincinnati, OH	09-14-1812			
Joseph	10-02-1813 Cincinnati, OH	12-30-1883	Anna Maria Rives 04-13-1841	1822	1862
Catherine L.	10-22-1815 Cincinnati, OH	06-20-1893	Larz Anderson	Nelson Co., VA	

Joseph Longworth's daughter, Maria Rives (Longworth) Nichols Storer founded Rookwood Pottery in Cincinnati.

Joseph Longworth's son, Nicholas Longworth (1844-1890), married Susan Walker (1845-1922) and had a son, Nicholas Longworth (1869-1931), who married Alice Lee Roosevelt (1884-1980). He was the great-grandson of our subject, Nicholas Longworth. He was a member of the U. S. House of Representatives and the Longworth House Office Building in Washington D. C. is named for him.



After taking up the study of law again by reading Blackstone and the local statutes of law in Judge Burnett's office, Nicholas hung out his shingle and practiced law for two decades. He defended a man charged with horse stealing and won. The man was so grateful at being saved from hanging that he gave Nicholas two copper stills — the beginning of the Longworth fortune. Nicholas remembered the things he had heard at the tavern and exchanged the stills for 33 acres of wooded land beyond Cincinnati's Western Row, later known as Central Avenue. This land, which was originally worth only a few dollars, eventually was valued at two million dollars.

As Cincinnati grew, Nicholas continued to invest in land buying a parcel here and there. One of these purchases was Jacob Burnett's cow pasture, which he purchased for \$5,000. His fellow citizens thought this purchase was crazy, but years later this parcel was appraised at one and a half million dollars.

In 1821 Nicholas sold a tiny plot on the north side of Chestnut Street near Central Avenue to Morris Moses and Joseph Jonas, two of Cincinnati's six Jews, for \$75. They buried Benjamin Leib there and created the first Jewish cemetery west of the Allegheny Mountains. He usually didn't sell any of his land unless he made a sizeable profit.

After hearing Baum and Ziegler talk about vineyards growing on the hillsides of Germany and knowing all attempts to grow grapes in the United States had been unsuccessful, Nicholas thought that the hillsides around Cincinnati would be ideal for them and he could get the wine industry started in America. In 1828 he gave up his law practice to concentrate on real estate and horticulture. He began planting hundreds of different European grapevines, but the short growing season in the Ohio Valley did not suit them.

When Nicholas learned that four locks were to be built across the Springfield/Sycamore township line for the Miami Canal, he knew that it would take time for boats to pass through the flight of locks (Locks 40s-42s) and nearby Lock 43s and that the 15 foot drop between water tables could power industries. It would be an ideal spot for a town. At the time there were only two houses located there. On May 27, 1829 Nicholas and Lewis Howell [possibly his brother-in-law] laid out the town of Lockland at the northern end of Mill Creek Valley.

The locks were constructed. Lock 40s [south of the summit] was in upper Lockland; then there was Lockland Basin and Dry Dock where boats could layover or be repaired; then Lock 41s - Collector's Lock where tolls for using the canal were collected; followed by

Lock 42s - Flour Mill Lock where local farmers had their wheat ground into flour; then Mill Creek Aqueduct to carry the canal over the creek; and finally Lock 43s - Halderman's Lock. They became the focal point for industrial development and a shipping port for Hamilton County. Nicholas' gamble paid off. Lots sold rapidly. The canal became a part of Ohio's Miami & Erie Canal and business boomed. Paper, boxes, lumber, wheat, flour, asbestos and cotton were manufactured and shipped from the town. By 1860 the population of Lockland was 1,231. The town was incorporated on December 20, 1865. Today the southbound lanes of Interstate 75 run through the route of the canal and locks in Lockland.

Although land speculation took up much of his time, Nicholas did not give up on planting grapes. He planted the native Catawba and was extremely successful in producing a good crop. With this knowledge he persuaded others to plant Catawba vines, helped them get started and shared their crops on a 50-50 basis. In the 1830s-40s the Ohio counties of Clermont and Hamilton had wine cellars burrowed into the bedrock of rocky hillsides that were covered with hundreds of acres of vines. With about one third of Cincinnati's population being German, there were plenty of competent vine-dressers and wine-makers. One of the most successful was Thomas Yeatman, who produced 4,000 gallons of wine in one year that included a fine champagne.

Nicholas himself owned 200 acres of vineyards and a large wine-house. From the grapes Nicholas manufactured high quality, marketable wine. At one time he produced about 500 gallons of it per year. Once bottled it sold for ten to fifteen dollars per dozen bottles. His sparkling Catawba compared to fine European champagne and sold for eight shillings a bottle. He became famous for his Golden Wedding Champagne.

Nicholas won prizes at county fairs for his excellent Catawba and Isabella wines. After presenting Henry Wadsworth Longfellow with a gift of his wine Longfellow wrote a poem about it.

The "black rot" or mildew attacked Nicholas' vines and those of other Cincinnatians in the 1850s and ended grape growing in the area. Some think this was due to the clearing of the forest and changing the climate of Southern Ohio. The atmosphere became heavy with fogs, was wet and changed from warm to cold without wind. Following Nicholas' pioneering efforts other parts of the United States began producing wine and prospered.

Growing grapes was only one of Nicholas' contributions to horticulture. In 1842 only the very wealthy could afford to buy strawberries. Nicholas was determined to produce them more cheaply. He experimented



CATAWBA WINE  
By Henry Wadsworth Longfellow



This song of mine  
Is a Song of the Vine,  
To be sung by the glowing embers  
Of wayside inns,  
When the rain begins  
To darken the drear Novembers.

It is not a song  
Of the Scuppermong,  
From warm Carolinian valleys,  
Nor the Isabel  
And the Muscadel  
That bask in our garden alleys.

Nor the red Mustang,  
Whose clusters hang  
O'er the waves of the Colorado,  
And the fiery flood  
Of whose purple blood  
Has a dash of Spanish bravado.

For richest and best  
Is the wine of the West,  
That grows by the Beautiful River;  
Whose sweet perfume  
Fills all the room

With a benison on the giver.

And as hollow trees  
Are the haunts of bees,  
For ever going and coming;  
So this crystal hive  
Is all alive  
With a swarming and buzzing and humming.

Very good in its way  
Is the Verzenay,  
Or the Sillery soft and creamy;  
But Catawba wine  
Has a taste more divine,  
More dulcet, delicious, and dreamy.

There grows no vine  
By the haunted Rhine,  
By Danube or Guadalquivir,  
Nor on island or cape,  
That bears such a grape  
As grows by the Beautiful River.

Drugged is their juice  
For foreign use,

When shipped o'er the reeling Atlantic,  
To rack our brains  
With the fever pains,  
That have driven the Old World frantic.

To the sewers and sinks  
With all such drinks,  
And after them tumble the mixer;  
For a poison malign  
Is such Borgia wine,  
Or at best but a Devil's Elixir.

While pure as a spring  
Is the wine I sing,  
And to praise it, one needs but name it;  
For Catawba wine  
Has need of no sign,  
No tavern-bush to proclaim it.

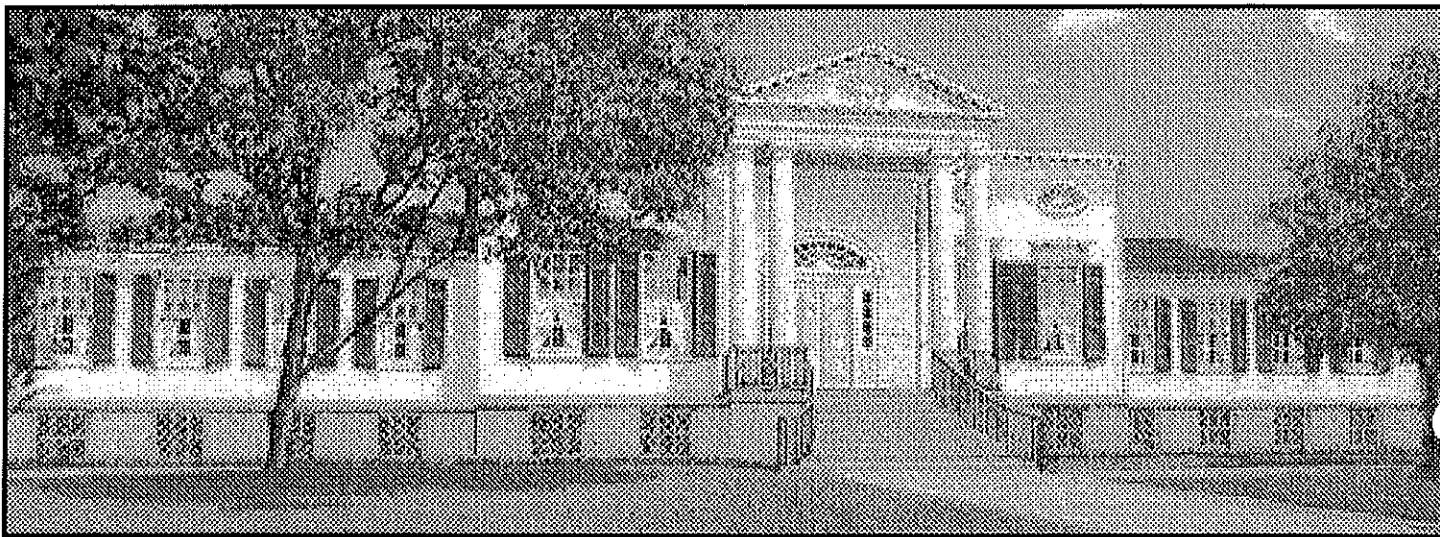
And this Song of the Vine,  
This greeting of mine,  
The winds and the birds shall deliver  
To the Queen of the West,  
In her garlands dressed,  
On the banks of the Beautiful River.

with them and after learning that planting pistillates among staminate produced more berries, he shared this knowledge with the public. This was so successful that by 1846 over 9,000 bushels of strawberries were sold by vendors in Cincinnati to people of all incomes. Nicholas also introduced the Ohio Everbearing Black Raspberry.

Martin Baum, an early Cincinnati capitalist, had a huge early Federal-style mansion built for himself at the east end of Fourth street in Cincinnati during 1819-20. It occupied the center of a three-to-four acre lot. Sandstone steps with iron railings led visitors through Tuscan pillars onto the gracious portico. The mansion had 30 rooms connected by hallways. Baum also invested heav-

ily in other enterprises. In 1826 the financial panic brought him such financial difficulties that he was forced to transfer the mansion and property to his own bank and to sell many of his enterprises. For a short time a female seminary known as the Belmont School operated in the mansion. Then in 1830 Nicholas purchased the property, which became known as Longworth's Garden. In it he displayed flowers, fruits, and grapes. It became one of the chief attractions to the city. Being of short stature and dressing carelessly, he often showed a stranger through his garden and, when the tour was over, was given a dime by the man who mistakenly thought Nicholas, who had become a millionaire, was a gardener or servant. He would pocket the money and thank the man.

Nicholas Longworth purchased the Baum Mansion at 316 Pike Street in 1803. Today it is the Taft Museum of Art.





About 1830 Nicholas also purchased Mount Ida. It had a corduroy road over it that had been built in 1791 by a pioneer Presbyterian preacher, the Reverend James Kemper, to create a short cut between his congregation and his blockhouse home. Nicholas planted almost the entire hill in vines. In 1842 he donated four acres of this property on which to build an astronomical observatory at the request of Ormsby McKnight Mitchel of Cincinnati College.

Mitchel formed an astronomical society that raised \$7,500 to purchase a 12-inch lens [the world's largest at the time], dug a foundation for the observatory, and held a cornerstone dedication on November 9, 1843 with John Quincy Adams as guest speaker. However, the building was never completed due to lack of funds and the hill's name was changed to Mount Adams in honor of the former U. S. president who had spoken there.

The astronomers used the telescope the best they could, but the black smoke and exhaust steam from the growing industries below the hill forced them to sell the site and move to Mount Lookout. The McMicken School of Design, which later became the University of Cincinnati, was given the proceeds from the sale of the property.

On one hand Nicholas would take the smallest sum of money for himself and on the other he was very generous to the poor. For many years on every Monday at an appointed hour he would give free gifts to old German and Irish ladies who flocked to his doorstep with their baskets to choose between a loaf of bread, a peck of corn meal or a dime. However, he was prone to turn aside continuous appeals for charity if he thought they could be helped by others. Those he considered the Lord's poor. He said he would help the devil's poor — those who no one else would help such as the drunkards who lay in the gutter and were kicked and despised.

As Cincinnati grew so did Nicholas' wealth. His land speculation brought him huge profits. By the 1850s he was the richest man in town estimating his own worth at \$10 million. His taxes were second only to those of William Astor of New York.

He was very eccentric. He would talk to himself in second person and was heard to say, "There's Longworth; it takes \$30,000 to pay his taxes, and it keeps him poor to raise the money. He was land rich — money poor and was "haunted at times with the fear of poverty and the dread of dying in the poor house."

Nicholas died in his home on February 10, 1863 of paralysis. He was laid to rest in Section 24 Lot 1

Space 9 of Spring Grove Cemetery in Cincinnati on February 13, 1863. The *Cincinnati Enquirer* carried an announcement and report of his funeral as well as his will.

February 11, 1863

*The Cincinnati Enquirer*

**DIED**

February 10, at 3½ o'clock P.M., NICHOLAS LONGWORTH, aged 80 years and 23 days.

Funeral from his late residence on Friday, 11th, inst., at 10 o'clock A.M.

February 12, 1863

*The Cincinnati Enquirer*

THE FUNERAL OF MR. LONGWORTH. — The funeral of Nicholas Longworth, Esq., takes place to-morrow morning at ten o'clock. The members of the Bar hold a meeting this morning at ten o'clock, to pay their respects to his memory.

February 14, 1863

*The Cincinnati Enquirer*

THE FUNERAL OF THE LATE NICHOLAS LONGWORTH YESTERDAY. — The funeral obsequies of the late Nicholas Longworth took place yesterday morning. The yard in front of Mr. Longworth's late residence, on Pike-street, was densely crowded at an early hour by citizen of all classes desirous of paying their last respects to the memory of the deceased. At a little after eight o'clock the doors of the hall were thrown open, and the crowd passed through into the room on the east side, where the body lay, shrouded in the habiliments of the grave. The coffin was covered with black velvet, and richly mounted with silver. A silver plate, bearing simply the name of the deceased and his age, was upon the lid. At nine o'clock the assemblage was immense, comprising, within the grounds and residence, many of our most prominent and oldest citizens. Soon after, the south end of the spacious apartment was filled with ladies, while at the upper entrance a continuous stream of citizens passed in to take a final look at the features so familiar to them in the thoroughfares of business for many years. After the arrival of Bishop McIlvaine and the Rev. Mr. Cox, of St. Paul's Church, the family of the deceased entered the apartment, and Bishop McIlvaine proceeded to read the Episcopal burial service of the dead. This was followed by the reading, by Rev. Mr. Cox, of a portion of the Scriptures from 1st Corinthians, 15th chapter, and beginning at the 20th verse. The Bishop then delivered a very affecting prayer, which terminated the exercises for the time.

The body was then removed to the hearse, Messrs. Judge D. K. Fate, Henry E. Spencer, John Shillito, J. P. Foote, Robert Burnett, and Robert Buchanan acting as the bearers. Among the pall-bearers we noticed Messrs. Geo. Graham, Nat. Wright, V. Worthington, A. H. Riddle, Dr. Reeves, Judge Hall and Judge Storer. The number of pall-bearers was sixteen, selected by the family to act in that capacity. The funeral cortege moved at eleven o'clock, in the following order:

Six carriages containing pall-bearers.

Hearse.

Carriages of Jos. Longworth and family.

Carriages of W. J. Flagg and family.

Carriages of L. Anderson and family.

Carriages of attendants — 37 in number.

Pioneers members — 35 in number.

Members of City Council.

The procession moved out Fourth-street, attended by a large concourse of our citizens, and proceeded on its way to Spring Grove, where the deceased will be interred. The body in the calm repose of death was remarkable for the natural and quiet expression of its features, differing little from those so strongly impressed upon the mind who had known them while living. The coffin was adorned with several wreaths of white flowers, placed there by the hands of an affectionate father and kind friend.

February 18, 1863

*The Cincinnati Enquirer*

The Will and Codicil of the Late  
Nicholas Longworth.

The Distribution of His Immense Estate.  
THE BEQUEST IN FULL AS PROBATED

&c &c &c &c &c

The will and codicil to will of Nicholas Longworth were probated in the Probate Court, yesterday. The document reads as follows:

I, Nicholas Longworth, of the city of Cincinnati, and State of Ohio, do hereby make, publish and declare my last will and testament, in the following words, to-wit:

Item 1. I do hereby will and devise to my wife, Susan Longworth, during her natural life, the house in the city of Cincinnati, Ohio, in which we now reside, with the lot of ground on which it is situate, fronting 100 feet on the east side of Pike street, and extending back at right angles the same width to Butler street, the center of said house lies upon and coincides with the middle line of said lot, running from Pike to Butler street; and also my stable and stable lot now used by my family, situate on the south side of Third street, east of Pike street, in the city of Cincinnati, and State of Ohio.

Item 2. I do hereby give and bequeath to my wife, said Susan Longworth, all my clothing, and all my household and kitchen furniture, fixtures, silver, plate, carpets, beds, bedding, china, crockery, glass, statuary, looking-glasses, pictures, books, goods and effects paid in and about my house, above devised to her; and I do hereby also will and bequeath to her during her natural life, the yearly sum of six thousand dollars, payable monthly in advance in each year, commencing from the day of the probate of this my last will and testament.

Item 3. I do hereby will and direct that all taxes, levies and assessments made or to be made upon the aforesaid house, lot of ground, stable, stable lot, furniture, goods, effects, horses, cows, carriages and annuity, so devised and bequeathed to my said wife, shall be paid by my executors, during her natural life, from my estate, as well as the premiums for the reasonable insurance to be made thereon, or any part thereof by my executors from my estate, during the natural life of my said wife. In consideration of her long and most faithful life, as a wife and mother, I would gladly have granted to her the entire control, as well as income, of my estate, but I well know that its management would prove a burden, and not a benefit to her, during her declining years, and I trust the provision I have made for her, will prove to be not only amply, but entirely satisfactory to her.

Item 4. I do hereby will and bequeath to my sister, Catharine Longworth, during her natural life, an annuity of \$500, if she wishes it and calls for it.

Item 5. I do hereby will and bequeath to Barbara, who has lived with my sister, Catharine Longworth, many years two hundred dollars, to be paid to her, if then living, three years after my decease.

Item 6. I do hereby will and bequeath to each of the children of my sister, Elizabeth Morris, now deceased, surviving me, five hundred dollars, to be paid three years after my decease.

Item 7. I do hereby will and bequeath to my faithful servant and humble friend, Harvey Young, as a memento of my kindest regard for his most amiable disposition and honest character, five hundred dollars, to be paid to him three years after my decease.

Item 8. I do hereby will and direct my just debts and the expenses of my last sickness, funeral, burial and monument to be paid by my executors from my estate, as may be lawful. And I do hereby direct and request my executors to place in trust from my estate five hundred dollars to be kept safely invested, and the yearly income therefrom, as far as needs be, I require and direct to be applied in the preservation and adornment of my burial grounds and monument, and the balance, if any, to accumulate and be used perpetually for like

purposes.

Item 9. I do hereby will and direct that my executors complete, fulfill and execute all contracts by me made, as it may be necessary and proper to complete, fulfill and execute the same after my decease and for such purposes I do hereby give and grant to them and each of them full and ample power and authority to execute deeds, mortgages and other instruments of writing, to convey, lease and mortgage my lands with and without covenants, and to take the title by deed, mortgage or otherwise to lands tenements and hereditaments, as well as chattels real and personal, in trust, for the purposes of this my last will and testament.

Item 10. I do hereby will, give and grant to my executors, and to each of them full and simple, power, and authority to compromise, adjust and settle all claims and demands against me, and all claims and demands I may have against others, at discretion, and the like powers and authority I do hereby give and grant to whomsoever in law may have the execution of this my last will and testament.

Item 11. I do hereby will and devise to my grandson, John L. Stettinius and his heirs, a lot of ground in the city of Cincinnati, Ohio, fronting fifty feet on the east side of Pike street, and running back east at right angles the same width to Butler street, and bounded on the north by the south line of the lot of ground owned by Charles Anderson, Esq., extended straight from Pike to Butler street, and I do hereby authorize my executors after my debts are paid to expend from my estate not exceeding \$20,000, in improving the same for him as he may wish, provided such improvements be not made thereon for him in my lifetime, by me and under my direction, and provided, also, they can be made for real estate at fair prices.

Item 12. I do hereby will and direct, after all my just debts are paid and settled, and after the legacies in items fifth, sixth and seventh of this my last will and testament are paid, that all the rest, residue and remainder of my estate, real and personal, in possession or in action at the time of my death, together with the lot of ground on the corner of Pike and Third streets in the city of Cincinnati, Ohio, with the improvements there on, conveyed to me by my daughter, Catharine L. Anderson, and the tracts of land near the city of Cincinnati aforesaid, with the improvements thereon, conveyed by myself and others to my son, Joseph Longworth, and paid for by me, containing about one hundred acres, and occupied by him and not needed to support and fill the provisions of this my will in the second, third, fourth and fifth items thereof, be divided into twelve equal parts, according to the cash value thereof, as near as may be, by three or more competent and disinterested men, selected for that purpose by my executors, with the consent of my then living children; and I do hereby will, give and bequeath to my son, Joseph Longworth, and his heirs, three of said parts, and in which shall be included the aforesaid tracts of land, conveyed to him as aforesaid by myself and others, and occupied by him, and containing about one hundred acres; and also the house and lot of ground on Pike street, above devised, to his mother, but subject to her life estate therein; and I do hereby will, give and bequeath to my daughter, Catherine L. Anderson, and her heirs, six of said parts, and in which shall be included the aforesaid lot of ground on the corner of Pike and Third streets, in the city of Cincinnati, Ohio, conveyed by me to her as aforesaid, as well as the lot of ground lying between it and the above described lot of ground, fronting on Pike street, devised to her mother for life; and I do hereby will, give and bequeath to my grandson, John L. Stettinius, and his heirs, one of said parts, in addition to what I have in the eleventh item of this, my will, devised to him and his heirs; and I do hereby will, give and bequeath to my son, Joseph Longworth, and son-in-law, Lars Anderson, and to the survivor of them and the heirs of such survivor, the remaining two parts thereof, and in which share shall be included one thousand acres of land to be selected by my daughter, Eliza L. Flagg, from my lands in the counties of Adams and Scioto, in the State of Ohio, in one tract, to have and hold the same, nevertheless, in trust for the following uses and purposes; that is to say, from the income thereof to pay all taxes, charges, levies, and assessments thereon, during the continuance of the said trust; to manage, farm, sell, convey, lease and improve the same; and in case of sale and conveyance, to reinvest the proceeds in their name, with the right of survivorship as aforesaid, in trust for the purposes herein directed, so as to make the same productive, by and with the sole advice and

consent of my said daughter, Eliza L. Flagg, and from the net proceeds thereof to pay to the sole use and benefit of my said daughter, Eliza L. Flagg, during her natural life, the yearly sum of \$5,000, in monthly or quarterly instalments, or otherwise as she may desire; and also to make such reasonable improvements on the said one thousand acre tract of land as she may desire, in case she should reside thereon; and to permit and allow her to occupy the same, or any part thereof, at such reasonable yearly rent or charge as may be just and proper to be deducted from said yearly allowance to her of \$5,000, as aforesaid; and in case her husband, Wm. J. Flagg, survives her, to pay to him from the said net proceeds thereof, to his sole and only use and benefit personally, during his natural life, the yearly sum of \$2,500, in monthly instalments, or otherwise as he may desire. This provision is entirely personal, and to stop, if by himself, or by operation of law it is diverted, or attempted to be diverted, directly or indirectly, from his personal use and control, at any time or for any period; and in case my said daughter, Eliza L. Flagg, should die leaving issue of her boy surviving her, then to convey to the said issue in fee-simple the residue and remainder of the said two parts, with the accumulations there on, subject to the same annuity for the said Wm. J. Flagg, surviving her; and in case my daughter, Eliza L. Flagg, should die without leaving issue of her body surviving, then it is my will that four-eighths of the said residue and remainder of the said two twelfth parts, subject to four-eighths of the annuity of the said Wm. J. Flagg, surviving her as aforesaid, with the accumulations thereon, be conveyed to my said son Joseph Longworth and his heirs; and that three-eighths of the said residue and remainder of the said two twelfth parts, subject to three-eighths of the annuity of the said Wm. J. Flagg, surviving her as aforesaid, with the accumulations thereon, be conveyed to by said daughter, Catherine L. Anderson, and her heirs; and one eighth of said residue and remainder of the said two-twelfth parts, subject to one-eighth of the annuity of the said W. J. Flagg surviving her, as aforesaid, with the accumulations thereon be conveyed to my said grandson, John L. Stettinius and his heirs; and should my son, Joseph Longworth, die before me, then it is my will that his heirs-at-law take under this my last will and testament in his place and stead and as he would have taken under it had he survived me, but subject to an annuity of \$3,000 to his wife surviving him, to be paid quarterly to her therefrom, during her natural life. And should my grandson, John L. Stettinius die before me, then it is my will that his heirs-at-law of my blood, take under this, my last will and testament, in his place and stead, as he would have taken had he survived me, but subject to an annuity of \$2,000 to his wife surviving him, to be paid quarterly to her therefrom during her natural life; and should by daughter, Catherine L. Anderson, die before me, then it is my will that her heirs-at-law take under this, my last will and testament, and as she would have taken had she survived me, but subject to the control and management of her husband, Larz Anderson, surviving her, at discretion, for the use and benefit of himself and his children, her heirs-at-law, during his natural life, as he things test; and should my daughter, Eliza L. Flagg, die before me, leaving issue of her body surviving me, then it is my will that such issue take under this, my last will and testament, in her place and stead, the said two-twelfth parts devised in trust as aforesaid, for her use, as aforesaid; but subject to the annuity aforesaid, in favor of the said W. J. Flagg, her husband, if he survives, as hereinbefore provided; but if she leaves no such issue, then my son Joseph Longworth, my grandson, John L. Stettinius, and my daughter Catharine L. Anderson, and their heirs, shall take under this, my last will and testament, as they would have taken in the life event, subject to the said annuity of the said W. J. Flagg, had my said daughter, Eliza L. Flagg, survived me.

Item 13. I do hereby will and direct, until a division can be had of my estate, as hereinbefore directed, so far as it may be proper to the interests of others, that my son, Joseph Longworth, and my daughter, Catherine L. Anderson, and my grandson, John L. Stettinius, be allowed to draw from the yearly income of my estate, from time to time in each year, such sums as they may need, in proportion to their respective interests, and to be charged therewith and pay interest thereon, until the division hereinbefore directed can be made. And I do hereby further will and direct, until the division aforesaid directed can be made, my entire estate shall pass under the control and management of my executors, or who may be authorized by law to execute this my last will and testament, and my executors or whoever may be authorized by law to execute this my last will and testament, are hereby

authorized to advance from my estate to my son, Joseph Longworth, and daughter, Catherine L. Anderson, and grandson, John L. Stettinius, as hereinbefore in this item provided, and to charge each of them with such advances; and they will also advance to my daughter, Eliza L. Flagg, from my estate, counting from the probate of this my last will and testament, the annuity of \$5,000, above provided for her, after the division of my estate takes place, as directed in item twelfth of this my last will and testament, in the same manner the trustees of her portion are directed to advance the same after said division; and in case of her death before such division, leaving her husband, W. J. Flagg, surviving her, then there shall be paid to him the sum allowed to him after the division in said item 12, until said division shall be made; but subject to the very same conditions, limitations and provision as in the said item is directed. These advances to my said daughter, Eliza L. Flagg, or to her said husband, shall be charged in the division against her portion, in the same manner the advances to my son, Joseph Longworth, my daughter, Catharine L. Anderson, and grandson, John L. Stettinius, are charged to them, and shall in like manner constitute a part of my estate, to be divided as hereinbefore in item 12 directed. These advances to my children from their support, while my estate is under progress of settlement, must of course be limited and controlled by all the circumstances at the time, and be made under the just and lawful discretion of my executors, in the discharge of their duties.

Item 14. I do hereby constitute and appoint my son, Joseph Longworth, and my son-in-law, Larz Anderson, executors of this my last will and testament, and in the death of either of them before the final settlement of my estate, leaving an executor or executors, then it is my will that such executor or executors succeed the deceased executor of this my will, in the execution thereof, both as executor and trustee; but in case either of my said should die without a will, or decline to accept the office of executor or trustee under this my last will and testament, then the executor that survives or that does accept the office of executor or trustee, shall be clothes and invested with all the powers and authority given by this my last will and testament to my said executors and trustees jointly and severally, and in case my said executors or executor, trustees or trustee or other person authorized as aforesaid, should die or become disqualified from any cause to execute the same, and if shall become necessary and proper for one or more administrators or trustees to be appointed to execute the same, then I hereby give and grant to such administrator or administrators, trustee or trustees, all powers necessary and proper at law to fulfill and execute this my last will and testament, as full as if it were executed by my said executors and trustees or either of them. And from abundant caution I do hereby clothe and invest my said executors and trustees, or whosoever may be called to execute this my last will and testament, with full and ample powers to carry into full effect all the purposes and intentions of this my last will and testament, and more especially do I authorize them to sell and convey any or all the lands of which I may die seized or possessed or have any claim to, and not herein specifically devised, whether acquire before or after the execution hereof, or to have the same or any part thereof, and the proceeds thereof or therefrom, to reinvest so as to make the same productive, and most conducive to the interests of all concerned; and I do hereby authorize them to execute and deliver all deeds and other instruments of writing necessary and proper in the execution of this my last will and testament; and also to take to themselves or to either of them, or to the survivor of them, as may be lawful, deeds necessary and proper in the execution of the same; and I do hereby authorize them to appoint and employ such servants, attorneys, agents and factors, clerks and counsel as they may think proper, and I hereby grant to and bestow upon my said executors and trustees, and all others called on the execute this, my last will and testament, such full, ample and complete powers as becomes those in whom I justly have so much confidence, and who will have to manage a trust and property so extensive, so complicated and so subject to difficulties that can not be foreseen or guarded against. It is my will that neither of them be held personally liable except for his own acts, and I request that my said executors and trustees be not required to give bonds or security for the execution of this my last will and testament by any court from which they may have procured the necessary authority under the law to enable them to execute the same, and I have entire confidence in them, and believe it not necessary to require the same.

Item 15. I do hereby will and declare it to be the intent of this my last will and testament to dispose of all the property or right of property of and to which I may have any claim or title at the time of my death, whether acquired before or after the execution and publication of this my last will and testament.

Item 17. [sic] I do hereby expressly, revoke and annual all former wills by me made, and publish this as my only true last will and testament; and I do hereby direct and require that it be liberally interpreted and construed by all parties and all courts to further and carry into effect the manifest purposes I have therein expressed or intended to express, according to the ordinary sense and import of the language used.

In witness thereof, I, the said Nicholas Longworth, have hereunto subscribed my name and affixed my seal at the end hereof, at the city of Cincinnati, Ohio, in the presence of the subscribing witnesses, who, in my presence, subscribed their names as attesting witnesses to the execution hereof, as my last will and testament, this the 25th day of March, in the year of our Lord, one thousand eight hundred and fifty-nine.

[Signed] NICHOLAS LONGWORTH

We, the subscribers, do hereby attest that the foregoing instrument of writing was subscribed and sealed, at the end thereof, by Nicholas Longworth, of the city of Cincinnati, Ohio, in our presence, and at the same time he declared and published that he executed the same as his last will and testament, and we in his presence hereunto subscribed our names as attesting witnesses thereto, this the 25th day of March, in the year of our Lord, 1859.

W. WORTHINGTON  
STANLEY MATTHEWS  
CLEMMENT DEITRICH  
JAMES T. WORTHINGTON

THE FIRST CODICIL TO THE WILL OF  
NICHOLAS LONGWORTH

I, Nicholas Longworth, of the city of Cincinnati and State of Ohio, do hereby make, publish and declare this to be my first codicil to my last will and testament, dated the 25th day of March, in the year of our Lord, 1850, in the following words, to-wit:

Item 1. I do hereby devise that the whole of my lands in the counties of Adams and Scioto, in the State of Ohio, and known as Buckhorn, containing five thousand acres, more or less, be included in the two-twelfths of my estate, by my said last will and testament devised in trust to my son, Joseph Longworth, and son-in-law, Larz Anderson, for the use and benefit of my daughter, Eliza L. Flagg, as therein states, but the same is not to be taken nor considered as an addition to the said two-twelfths.

Item 2. I do hereby will and devise and direct that my daughter, Eliza L. Flagg, during her natural life, shall have the full use, occupancy and control of the said lands above named, and known as Buckhorn, according to her own will and pleasure, by herself and tenants, as her own, without waste, rent or charge in any way, with full powers to dispose of the same, or any part, or other parts thereof, by her last will and testament in writing, at her pleasure, and the same, or any part or parts thereof, to vest and put at law and in equity, as she may by her said last will and testament direct, without further or other grant or assurance whatever.

Item 3. I do hereby will, devise and direct that the annuity of five thousand dollars, given by my said last will and testament to my said daughter, Elizabeth Flagg, shall be paid to her as in my last will and testament directed, without any abatement or deduction whatsoever.

Item 4. I do hereby will, devise and direct that the improvements, charges, taxes, levies, assessments and expenses to be paid on said lands known as Buckhorn, while held, used, occupied and controlled by my said daughter, Eliza L. Flagg, as herein authorized, shall be borne by her, and all the income and profit therefrom shall be hers, and subject to her sole control and use; and the same shall not be charged upon the residue of the said property so devised in trust, as aforesaid, for her use and benefit.

Item 5. In case my said daughter, Eliza L. Flagg, should

die without leaving issue of her body surviving her, then it is my will that three-fourths of the said residue, and remainder of the said two-twelfths, so devised for her use and benefit, as aforesaid, and undisposed of by her last will and testament, as hereinbefore by this codicil authorized, subject to three-fourths of the annuity of her husband, the said Wm. J. Flagg, surviving her, as in my said last will and testament authorized, with all the accumulations thereon, shall vest and pass both at law and in equity to my son Joseph Longworth, his heirs and assigns forever, and in case of his death before the death of the said Eliza L. Flagg, to such uses as he may by the last will and testament direct, and in default of such last will and testament to his heirs-at-law, without further grant or assurance whatever; and it is further my will, that the remaining one-fourth part of the said two-twelfths, so devised, as aforesaid, for the use and benefit of the said Eliza L. Flagg, and undisposed of by her last will and testament, as hereinbefore by this codicil authorized, subject to one-fourth of the annuity of her husband, the said Wm. J. Flagg, surviving her, as by my last will and testament authorized, with all the accumulation thereon, shall vest and pass to my grandson, John L. Stettinius, his heirs and assigns, and in case of his death before the death of the said Eliza L. Flagg, to such as he by last will and testament shall direct, and in default of such last will and testament, to his heirs-at-law, without further grant or assurance whatever, and as fully as the same would have passed to and vested in him, had he survived his said aunt, Eliza L. Flagg.

Item 6. So much of my last will and testament only as is inconsistent herewith, I do hereby revoke and annul, but in all other respects I do hereby republish and declare it, with this my first codicil thereto, to be my only true last will and testament, and to be taken and construed together as one instrument of writing.

Item 7. It is my wish that this, my first codicil to my said last will and testament, be liberally interpreted and construed, in all respects as I have directed my said last will and testament to be interpreted and construed by the sixteenth item thereof.

In witness whereof I, the said Nicholas Longworth, have hereunto subscribed my name and affixed my seal at the end hereof at the city of Cincinnati, in the presence of the subscribing witnesses, who in my presence subscribed their names as attesting witnesses to the execution hereof, as this, my first codicil to my said last will and testament, and to the republication of my said last will and testament, as hereinbefore stated as modified hereby, this, the fifteenth day of January, in the year of our Lord one thousand eight hundred and sixty-two.

NICHOLAS LONGWORTH

We, the subscribers, do hereby attest that the foregoing instrument of writing was subscribed and sealed at the end thereof, by Nicholas Longworth, of the city of Cincinnati, Ohio, in our presence, and at the same time he declared and published that he executed the same, as the first codicil to his last will and testament dated the twenty-fifth day of March, in the year of our Lord, one thousand eight hundred and fifty-nine, and to republish his said will and testament in all respects, except as revoked and modified by his said codicil thereto, the fifteenth day of January, in the year of our Lord, one thousand eight hundred and sixty-two.

DANIEL R. HOMES  
JOHN SHILLITO  
RUFUS LONG

Susan Longworth, Nicholas' wife, died on September 28, 1865 and was laid to rest beside Nicholas on September 30, 1865 in Section 24 Lot 1 Space 10 of Spring Grove Cemetery.

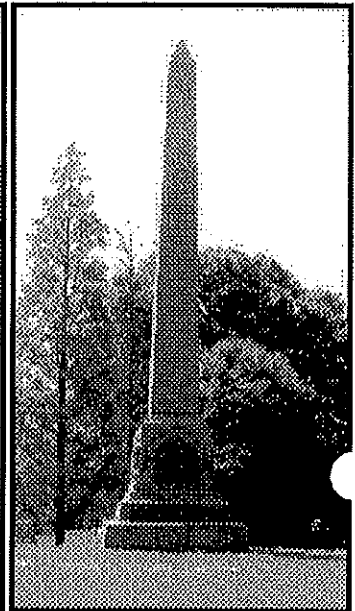
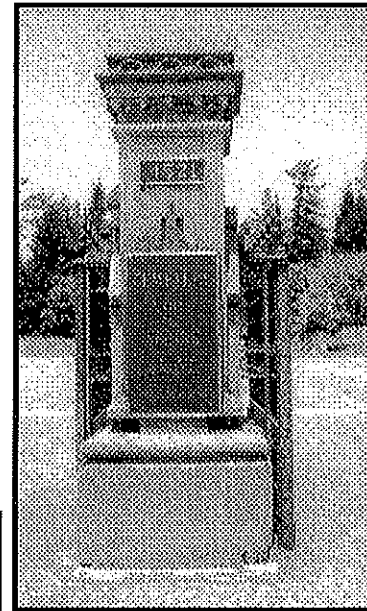
Nicholas is described as being "very shrewd, quick witted; with great common sense and acquisitiveness. He had little dignity or learning,

but had a quiet good humor and a readiness at repartee which made him very popular." Elsewhere he is noted as a "little, crooked old man" as to his stature and being "the archetype of success in the wonderfully growing city [Cincinnati]." He was in the right place at the right time.

He supported artists. His son, Joseph Longworth, grandson, Nicholas, and granddaughter, Maria [Longworth] Storer were noted patrons of art. The whole family became popular from their fostering of things of beauty and fragrance as well as their helping others.

Some of Nicholas' property was purchased and given to enhance the life of those living in Cincinnati. In 1871 the Longworth family sold Longworth's Garden to David Sinton. It became known as the Taft house following the 1873 marriage of Anna Stinton to Charles Phelps Taft. Taft's half brother, William Howard Taft, was notified of his Presidential nomination on its portico steps in 1908. The Tafts offered to give the house to the Cincinnati Institute of Fine Arts in 1927 with stipulations that it was restored to its appearance on an old 1857 print and that drapes, andirons, fenders, and reproductions of the original carpets were installed to recreate a fine, early-nineteenth century American home. It opened officially as the Taft Museum on November 29, 1932 and displays wonderful works of art.

nati, Ohio with a large monument and surrounding smaller markers.



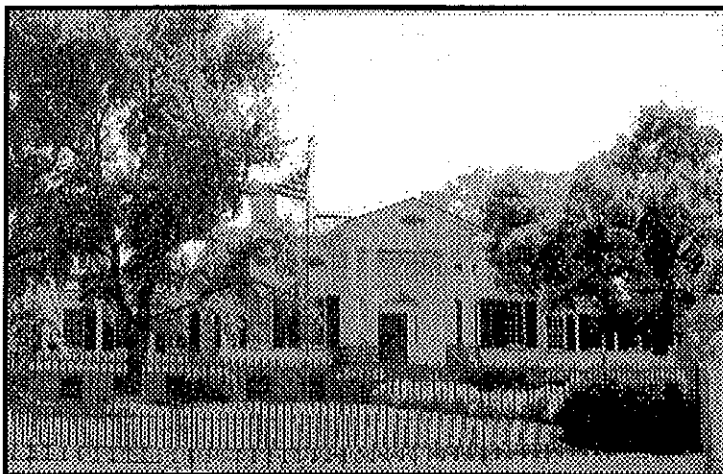
Spring Grove Cemetery Entrance, gate, and Longworth monument with grave markers. Photos by Nancy Gulick

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Special Thanks:

Phil Nuxhall — Spring Grove historian  
 Nancy Gulick — Pictures of Longworth Monument, Grave and House



Longworth's home now Taft Museum Photo by Nancy Gulick

In 1916 Mrs. Frederick H. Alms gave Cincinnati Alms Park as a memorial to her deceased husband. It had once been covered with Nicholas' vineyards and was originally known as Bald Hill because the Indians had cleared away the trees in order to spy on the white men coming into their territory. It has had adjacent property added to it over time.

The Longworth's family graves are located in a huge section (24) of Spring Grove Cemetery in Cincinnati,

## NEWS FROM DELPHI

burning by common kiln 16 cents per bushel, and by patent kiln 10 cents per bushel, of 70 pounds. The product for last year was 150,000 bushels. Specimens from all the different mines were secured for the State cabinet for exhibition and analysis.

### GEOLOGICAL SURVEY OF INDIANA 1871-72

#### Limestone

Several mines are opened and extensively worked in and near Delphi for burning. The lime produced is of good quality, and is a specific article of trade known as "Delphi Lime." It sets slow, or in mechanical terms "works cool," allowing the mechanic time to spread his plaster, or lay mortar over a large space before "setting," and thus secures complete contact with adjoining surfaces. On "setting," the cement adheres well, and becomes as hard as stone, often more compact than brick. The burned stone does not air-slack readily and consequently affords ample time to facilitate transportation. Seventy pounds of this lime, I am informed, is considered equal to eighty pounds of other Ohio or Indiana limes.

The following firms are engaged in the business, with appliances and productions as follows, viz.:

Cartwright & Co., use three common kilns, and one "Donnelson Perpetual Burning Kiln." Their product for the current year will amount to seventy-five thousand bushels. Reported cost of manufacture by common kilns, sixteen cents, and with patent kiln, ten cents per bushel.

At Springfield, Illinois, I am informed, that lime from this firm was used in the construction of sewer walls in the place of hydraulic cement. At the expiration of one year, the wall, although exposed to water, was found to be compact and in a satisfactory condition.

E. W. Hubbard & Co. mine their stone from the lower member of the Pentamerous limestone, at their location about twenty feet thick. This strata dip in every direction, and at one part of the mine are nearly vertical. A band of porous stone is seen near the water level containing petroleum, which oozes out on exposure to the warmth of an October sun.

Hubbard & Co., have twenty common kilns and two "Monitor Perpetual Burners," Pelton's patent. The capacity of the common kilns amounts to 150,000 bushels (of seventy pounds) per annum. The common kilns are now only occasionally in work. The capacity of the two "Monitor Kilns" is estimated at 500 bushels a day, and are intended to run nine months in a year. The greatest product in one year is reported at 150,000 bushels.

F. Shelly & Co., use four common kilns having a capacity for burning 160,000 bushels per annum; one "Shelly's Perpetual Burner," which burns 200 bushels a day, or 66,000 bushels per annum.

The expense for mining is 35 cents per yard; of

### Following articles by Dan McCain OLD SCALES TO BE INSTALLED AT LIME KILN SITE

Progress is being made in re-building the historic lime kiln which was moved recently to a site in Delphi's Canal Park Annex. The old stones will form the lower part of a kiln that in canal days processed Delphi's plentiful supply of limestone into plaster, mortar and white-wash.

Volunteer workers have completed construction of the "gin pole," a kind of crane that lifted chunks of limestone into the kiln. The processed stone was packed into barrels, which were then lifted by the gin pole onto canal boats for shipment to far away ports.

A part of this manufacturing process was the weighing of products to be shipped on the canal.

To bring this experience to our visitors, the Canal Association has acquired an old weigh scale which will be placed between the warehouse and kiln to complete this extensive exhibit of canal commerce along this bank of the canal. The 8x16 foot scale was donated by Ernie Avery, of Michigantown.

### BANK BARN ADDED TO PIONEER VILLAGE

The Canal Association is benefiting once again from the generosity of others interested in the preservation of the past by "recycling" historic structures. This time, the gift of a small barn comes from the Clinton County Library Board. It was originally on the Ernie Avery farm near Michigantown.

The barn was moved this fall, with the help of Rollin Grabill, to trailside between the Reed Case House and the Bowen Cabin. Volunteers prepared a concrete foundation that allows the barn to overhang the bank so that the lower level opens to the canal. Such barns were known as "bank barns." This configuration provided ground-level access for merchandise, farm animals or machinery on two levels, and was commonly used in canal days to load and unload directly to or from boats.

The bank barn will illustrate canal commerce and shipping. This year it will be used by Kevin and Jean Howell for their trailside bicycle concession. Bikes for rent will be stored on the upper floor and paddle boats on the lower level. The Howells set to work right away scraping and sanding. The concrete walls of the lower

level will be faced with local limestone using volunteer labor.

### **BENCHES HONOR FRIENDS & RELATIVES**

Friends have given funds for a bench to be placed in Canal Park in memory of Mabel Moore, a former board member of the Canal Association who died in August. Janet Walker has purchased a bench. Betty Beach's family has purchased a bench in her honor. Benches are available at a cost of \$150 each and will bear a plaque naming the donor or the person honored. They are placed along the extensive network of trails.

Funding of benches is just one part of the "Total Canal Experience" campaign. Gifts to the Canal Association are tax exempt when you itemize and may be designated for a special project. For instance - Become a sponsor of a permanent Interpretive Panel that will be placed in Canal Park or along the trails to mark and describe a historic site, a canal-related activity, business or structure. Just recently one mural was funded. More outdoor items such as three orientation kiosks, a hand pump interactive exhibit, ten towpath mile markers for health walks, and a stile over a fence in Pioneer Village are examples where funding is needed. Donation levels run from \$500 to \$30,000 with 1-4 years to pay. For a complete list visit the Canal Center or call Dan McCain at 765-412-4308.

### **FREEDOM BRIDGE TO CROSS HIGHWAY**

The first week in November brought news that INDOT Transportation Enhancement funding was awarded for rehabilitation and placement of the 300-foot-long, historic "Freedom Bridge" that originated from Freedom, Indiana. It will be placed over the proposed Hoosier Heartland Highway at its intersection with Delphi's Main Street east of town. A long, graceful structure, the 1895 iron bridge will serve as a landmark for travelers, and a reminder of the area's historic treasures. The Canal Association has owned the railroad right-of-way here since it was given to us by the Mears brothers six years ago. Canal and Delphi Historic Trails volunteers built the Monon High Bridge Trail in this area in 2004, but the new highway was destined to sever it. When in place, the Freedom Bridge will be a pedestrian bridge providing trail passage over the new highway.

The grant, in excess of \$2 million dollars, was awarded to the City of Delphi as the Local Public Agency. Mayor Randy Strasser and city official expressed their great pleasure in receiving the announcement. Canal Association President Dan McCain thanked the city for its efforts and the INDOT coordination team for making this feature of the new highway possible.

### **CAMPING SITES NOW AVAILABLE AT CANAL PARK**

We are fortunate to have visitors from many Indiana communities as well as from many states outside our own. But Delphi/Carroll County has very limited overnight accommodations. To help alleviate that problem, the Canal Association has set aside space for three RV hook-ups. They are available for a maximum of seven days' stay. There's also space for pop-up and camping tents and access to rest rooms with showers. Hiking trails start from Canal Park to other historic sites in the county. There are three new full hookup RV sites located behind the Canal Center. The sites are being listed in the AAA Campground Guide and other travel links. We anticipate that campers will be enticed to enjoy Canal Park and the Delphi area for brief overnight stays.

Winter hours at the Canal Center remain the same: 1 to 4 p.m. Sunday through Friday; 10 a.m. to 4 p.m. Saturdays. Tell your friends that we are open seven days a week!

Watch in the spring for details of an 1812 encampment scheduled for June 4-6, 2010 at Canal Park, with authentic costuming and demonstrations of that era.

### **OLD FASHION CHRISTMAS HELD DECEMBER 12-13 in CANAL PARK**

While Christmas traditions provided opportunities for expressing a spirit of giving- Canal Park in Delphi had 1850s period crafts that made great gifts during the Old-Fashioned "CHRISTMAS AT THE CANAL." At the Canal Center talented craftsmen demonstrated their 1800s skills and offered wooden toys and other woodworking items, stained glass items, hand-made soap, wreaths of natural materials, hand-made baskets, embroidery, crocheting, potpourri, spun Alpaca wool, gourds and jewelry. Visitors could sign up for a chance to take a wine and cheese cruise on "The Delphi" next spring. The Cabin Crafts Gift Shop was located in the Bowen Cabin where selections could be made from hand-knitted items, pottery, potpourri, hand-felted ornaments, blown glass ornaments, noodles, jams and jellies, George's Country beef, hand-made blown bead jewelry and other items. New this year were the Carroll County post cards depicting beautiful scenes of the canal attractions, our new boat and many area features. A selection of books was also available and children were treated to storytelling in front of the Bowen fireplace or in the log school house.

Music filled the air at the Canal Center on Satur-

day with performances by Tonsil Klackers, Cougar Blues, Banjo Nutz, and the Gary Stanley Trombone Choir. On Sunday the Community Band played and Sharon McKnight provided music throughout the park. Santa arrived at the park on Sunday.

Buildings in the park open for touring were the Reed Case House (decked in festive holiday decorations), the log school house and blacksmith shop. Visitors could also walk the towpath or take a horse-drawn carriage ride and then warm up with a hot apple dumping and coffee at the Canal Center. Electrical Work Enhances Canal Park

Getting the park ready for "Christmas at the Canal" entailed removing tall utility poles and placing overhead wires underground near the Reed Case House and cleaning up the muddy mess. By spring the Case House will have concealed fixtures to light the front of it and the new dock will be appropriately lit. Thanks to all the volunteers who worked on this major project, and to the great cooperation of Duke Energy.

**NEW COLORFUL WEBSITE LAUNCHED  
CHECK IT OUT!**

[www.wabashanderiecanal.org](http://www.wabashanderiecanal.org)

**A CARROLL COUNTY, INDIANA, ANSWER TO ZOAR:  
JOSEPH DAVENPORT AND THE RED BRIDGE**  
By Mark Smith

Recent articles concerning various cults and communes across the length and breadth of the United States brings to mind a citizen of one of them, Joseph Davenport. Although he wasn't an actual member of the Zoar settlement, lived there and was a productive inhabitant of that city.

In the Evening Independent of Massilon, Ohio on November 29th, 1912, his lengthy obituary recounted his accomplishments including the first wrought-iron cantilever bridge in the United States, the first locomotive engine pilot and the first locomotive engine cab. Later, when he was 94 years old, he completed a model for an airship at his home in Zoar, a well-known socialistic settlement in that area.

His most well-known invention was that of a snow plow which was placed on the front of locomotives in the winter. Quite serendipitously, it was discovered that that invention prevented quite a few animals of the bovine type from being run over by the steam engine.

Now---what was the Carroll County answer to

all of this? Well, on September 19th of 1873 Carroll County Auditor, John A. Cartwright, placed an advertisement for bids for either replacement or original construction of four bridges in Carroll County. Bridge number one was to be placed across the Wabash River at Carrollton to replace the original 500-foot-long Canal-Era Tramway bridge, which was decimated by what was termed in those days a "cyclone." Plans for said bridge may be of iron or wood. Bridge number two was to be placed at Ulery's Ford; Bridge number three called "For a Bridge across Paint Creek, either of iron or wood, at or near where the road crosses said Creek, leading from Camden to Leonard's Mill; and Bridge number four was to be engineered either of iron or wood across the Middle Fork of Deer Creek, at or near the place known as Wyatt's Ford."

The Carroll County Connection to both Zoar and Joseph Davenport is that the Massillon Bridge Company, founded by Joseph Davenport, was given the bid for the bridge at Paint Creek. This structure endured almost one-hundred and twenty years until it was donated by the late Wilmer "Stub" Hodges, moved and lovingly restored through a DNR grant by the Carroll County Wabash Erie Canal Association and placed over the north-east section of the Wabash & Erie Canal, where once a trestle of the Belt Line Railway stood.

Thus we have a souvenir of both Zoar and Joseph Davenport in Carroll County. This bridge is yet one more vestige of what was a very unique period in the nation's history, and certainly that of Carroll County.

**WELCOME NEW MEMBERS**

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

- Jordan Baer — Evansville, IN
- Larry Batta — Lafayette, IN gift membership
- Karl & Demi Black — Quincy, IL
- Charles & Elizabeth Derr — Freemansburg, PA
- William Gerber — N Chelmsford, MA
- Robert McCallen — Wabash, IN gift membership
- Rex Myers — Washington, IN
- Roy & Dorothy Patrick — Lafayette, IN gift membership
- Bob & Tina Tyner — Delphi, IN gift membership

**NEWS FROM THE PAST**

*Fort Wayne Weekly Sentinel*  
May 10, 1874

**The Wabash and Erie Canal**

We are requested to call special attention to the following article, which is clipped from a late copy of the *Toledo Blade*:

The report of the admirable condition of this important channel of trade, made in this city a few weeks since by C. W. Colton, Esq. General Manager, is being confirmed in a manner highly gratifying to business men at this end of the canal, as well as to the men who navigate it. A day or two since the canal boat *Pocahontas*, Capt. T. McConnell, arrived here from Huntington, Ind., with a cargo of 2,652 bushels and 22 pounds of Corn. This is the largest load of corn ever brought to our city from the Indiana canal.

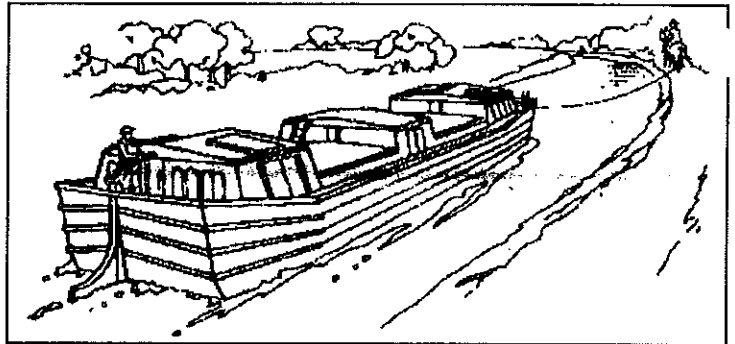
We remember, a few years ago, of chronicling the arrival of a boat with cargo of 2,400 bu. Corn, and that that was regarded with some surprise; yet under the management of Mr. Colton, the capacity of the Canal has been improved until it will pass boats carrying nearly 3,000 bushels, and Captain McConnell is of the opinion that he can bring that quantity of grain in a single cargo. This fact ought certainly to awaken a new interest among our Indiana neighbors in favor of the Wabash and Erie canal. When the present lessees took possession of it, it was literally "run down," in poor condition, and in debt almost beyond the hope of relief. Under able and economical management, the waste places have been rebuilt, the dilapidated locks renewed, the shallow places deepened, a large portion of its indebtedness liquidated, its business improving, and its capacity increased to enable boats to carry eleven tons more freight than before the canal began to go into decay.

These facts afford abundant evidence that wisdom and prudence have directed its present managers in their efforts to preserve this great avenue of trade to the State of Indiana and country. It also demonstrates that the canal deserves the fostering care of the State, an what may be made of it by the help of such aid as the State can give, without inconvenience to any section. With but a trifle of aid, comparatively, we believe the canal may be placed in a condition to repay the State and those who have in its portion of the money absorbed years since; but if not, the people of the State will derive a benefit from it by means of cheap transportation and a reliable channel through which to send their products to market, that will be worth all the canal has or will cost in its maintenance.

To the tier of counties through which the canal extends the advantages accruing from it can hardly be

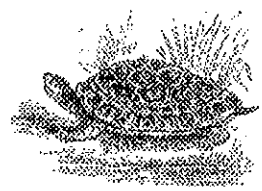
over-estimated. The tariff on every bushel of grain sent to market in 1870 was at least five cents per bushel less than it would have been without the canal. Probab those counties produced in that year 4,000,000 bushels in excess of the local demand; here, then, we have a saving to those counties in the single item of transportation of \$200,000 and this we regard as a low estimate. If there are any opponents to State aid to the W. E. Canal in Indiana we should like to have them answer this simple question: What effect would the abandonment of the canal have upon the tax duplicates of the several counties through which it runs? We have seen this question solved where a canal extended through a much inferior agricultural region than can be found in Indiana, and we assert without fear of successful contradiction, that the tax duplicates of those counties would within a year after the suspension of navigation on the W. E. Canal show a decline of 50 per cent in the value of every farm along the line.

Every farmer on the Canal in Indiana can afford to pay 9 cents per bushel for all the grain he grows to maintain that channel of trade; but that is unnecessary. A light tax paid for a few years by those counties more directly benefited by the Canal would place it in a condition to be not only self-sustaining, but to pay fair dividends to those having money invested in it.



**Central Canal**

**CENTRAL CANAL STABILIZATION**



In the November 2009 issue of *The Hoosier Packet* we reported that a compromise had been reached between Veolia Water Indianapolis and residents living along the Central Canal in regard to canal bank stabilization and the 5,000 turtles that live in the canal. On September 8 the water company agreed to delay construction of a project, which would install a layer of material with rocks on top of it to stop erosion along the 7-mile long canal, until after the turtle eggs



hatches in 2010. The company agrees to do their best to protect the turtles, replenish native plants, get rid of invasive plants and replace trees with others further from the water's edge.

Veolia takes 120 million gallons of water a day from the White River via the 170 year old Central Canal at Broad Ripple to its White River Treatment Plant to supply 60 per cent of its customers with water. Erosion along the canal banks, vegetation growing with in the canal, muskrats and other wildlife burrows have reduced the flow down the canal and threaten the integrity of the canal banks. The proposed canal project would extend from College Avenue to 52nd Street and would stabilize the banks, reduce erosion, remove dead trees and overgrowth, fill voids caused by burrowing animals, and install geo-textile fabric and stone on canal slopes. For proposed plans see [www.indianapoliswater.com/129.html](http://www.indianapoliswater.com/129.html)

Charles (Chuck) Huppert, CSI vice-president attend one of the canal stabilization meetings at Butler University in Indiana. He had earlier heard that the Central Canal was eligible for the Register of Historic Landmarks and wanted to make sure that nothing was done to the canal to jeopardize its eligibility.

He sent Mark Dollase at the Indiana Historic Landmarks and Veolia officials the eligibility information he had as well as writing the following letter to Veolia saying that:

"Of course my interest, and that of the Canal Society of Indiana of which I am the Vice-President, is to ensure that the "eligibility" of the Canal to be placed on the Register of Historic Landmarks is not jeopardized by the Stabilization Project. This is notwithstanding our interest in keeping the Central Canal Historically accurate and a place for education and recreation -- and a thing of beauty. I looked at [www.indianapoliswater.com](http://www.indianapoliswater.com) and saw the original proposal with limestone up the entire bank. That was awful. Imagine trying to walk the towpath and looking at a water channel built into a cavern of stone. Awful. The presentation tonight was a marked departure.

"Of course, the thing that would put the train off the track is the City using governmental funds for the project, which I do not think is permissible if a property, eligible to be put on the National Register, is being destroyed. At least this is what Reid Williamson told me.

"The plan, as it now has evolved, seems to indicate to me that the Stabilization Project will not jeopardize the Central Canal's eligibility. But I am no expert. I am worried about the turtle stations because when the canal was dug (1836-1839) they didn't have any turtle stations. The logs at water level along the bank at the

turtle stations were not there when the Canal was dug.

"Maybe the National Park Service should be appraised of the Project so they can look into the proposal. I really don't want to throw a wrench into the gears, but an ounce of prevention . . ."

We will report more about the project as we get updates.

## CENTRAL CANAL PARADE

On Sunday December 13, 2009, at 5:30 p.m. visitors lined the Central Canal in downtown Indianapolis to view a canal procession of "peregrinos." [Peregrinos are those who undertake a far pilgrimage to visit a religious or historic place.] Students created art projects earlier in the day to celebrate Las Posadas, a beloved holiday tradition that commemorates Mary and Joseph's search for lodging in Bethlehem. [Posada means an inn or shelter in Spanish.] Their works were displayed in the procession.

According to the Indiana Historical Society website, "Family and friends gather and reenact Mary and Joseph's search for shelter by carrying lit candles, singing special songs and following figures of Mary and Joseph that are carried aloft in a procession. When these pilgrims, or peregrinos, reach predetermined stops, they divide into two groups. One half of the group begs for shelter, while the other half refuses them. At the last stop, usually someone's home, the doors are opened in greeting and a grand celebration begins where families break piñatas, drink ponche and eat treats."

From 4-5:30 p.m. visitors enjoyed crafts, movies, a piñata-making demonstration, and a "pastorela" or play that was put on by members of Christ Church Cathedral at the Eugene and Marilyn Glick Indiana History Center.

From 6-8 p.m. following the parade festive music filled the air while visitors had "ponche" and snacks. They broke open the piñatas at the Eiteljorg Museum.

Los Posadas was sponsored by the Indiana Historical Society, Eiteljorg Museum, Christ Church Cathedral, Indianapolis/Marion County Public Library, Indianapolis Art Center, Consulate of Mexico in Indianapolis and Indiana Commission on Hispanic/Latino Affairs.



# WHITEWATER CANAL NEWS

ple and have reserved two buses. The group will be lunching in Cambridge City that Saturday and touring the Vinton House, an old Whitewater Canal and National Road Inn, the city library and shops, besides all the canal sites. Then on to Hagerstown.

## VINTON HOUSE UPDATE

By Phyllis Mattheis

## WESTERN WAYNE HERITAGE

By Phyllis Mattheis

Western Wayne Heritage (WWH) receives *The Hoosier Packet*, the news and journal of the Canal Society of Indiana. It renews at the \$50 level. The newsletters go into 3-ring binders in the History Room at the library in Cambridge City after they've been passed around at the meetings.

Twenty Whitewater Canal Scenic Byway signs were erected in Franklin County in October 2009 by IN-DOT. WWH voted to purchase one sign for in front of the Vinton House @\$100.

WWH has a new 'piano-finish' wooden plaque to honor its members who have made significant contributions. Twelve plates are attached for names. It was displayed on November 24, 2009 at the annual meeting in Dr. Bertsch's office. Jim Brumfield was paid \$125 for the plaque and will charge \$4.25 for each name engraved. We have five deceased members.

## HOOSIERS ON THE MOVE

By Phyllis Mattheis

The theme of the upcoming CSI spring tour of Wayne County is "*Hoosiers on the Move*" and a booklet about the Whitewater Canal and its people is nearly complete, compiled by Carolyn Schmidt, editor. Booklets are always full of information about the area being toured and are provided with the tour package price, which includes Saturday lunch, dinner and bus tour of the area. The weekend tours start on Friday afternoon, with a gathering in the evening. We board the bus about 8 a.m. on Saturday to spend the day touring until about 5, when the bus returns to the motel. Comfort Inn north on 27 has given the group a special price. Saturday night's banquet is a dress-up affair and includes a program. Sunday morning a car caravan forms to visit places the bus can't get to. Dr. Ron Morris has invited the group to tour his restored house in Centerville.

On the tour April 9, 10 and 11 you will learn things you didn't know about Wayne County and meet good CSI people from all around the state, Ohio and maybe even Michigan. We are expecting up to 80 peo-

Cambridge City has reimbursed Western Wayne Heritage (WWH) for the curb/rip rap project on the west side of the Vinton House with a check for \$1,000. The project cost \$3,000 total, of which WWH invested \$2,000.

Fall taxes on Vinton House of \$220.68 and PO Box rent for 12 months of \$40 have been paid, as well as annual insurance premium of \$1,284. Coverage is \$364,995 with \$500 deductible.

Ron Morris has delivered to the third floor of the Vinton House the completed captions for the enlarged photos and has grouped the signs with the proper photos. We had on hand several 4x8 panels of donated gator board, which Jerry Mattheis cut to size to fit into Ron's vehicle. The 79 sq. ft. of board were printed with vinyl lettering by FastSigns in Indianapolis at \$6 per square foot for a total cost of \$474. This money is part of the Wayne County Foundation grant. Needed next is a hanging system. This photo display will be seen on the Hoosiers On The Move tour.

# WHITEWATER CANAL TRAIL

## BUTLER RUN CULVERT

Members of Whitewater Canal Trail (WCT) are working hard to preserve an important part of Franklin County's history. Butler Run Culvert, the most important aqueduct of its size left in Indiana, is in danger of becoming irreparably damaged. This 170-year-old stone arch carried the Whitewater Canal over Butler Run creek to the Brookville and Metamora Hydraulic Company, which helped ring in the industrial era of Brookville. It also carried railroad traffic into the late 1900s.

Butler Run is in the process of falling apart. Over the years a huge gaping hole has occurred as large stones of the arch fell into the creek. In order to pre-

vent further collapse and preserve this valuable historic structure, WCT has been designated by Indiana's Division of Historic Preservation and Archeology to stabilize the culvert by inserting a steel sleeve into the arch. It has consulted experts and is working hard to raise funds to save this historic treasure.

### WCT SUCCESSFUL IN 2009

Whitewater Canal Trail was organized to build a hiking/biking trail along the scenic historic transportation corridor between Brookville and Metamora, a path that carried canal boats and railroad trains for 150 years. The route follows the Whitewater River valley, one of the most beautiful places in Southern Indiana. So far two sections of the trail have been completed. Plans are being laid out to connect these two sections with a new 2.4 mile section of trail.

This past year WCT opened a new public access to the West Fork of the Whitewater River called Tecumseh Landing thanks to a grant from United Way. They

built a deck at the site for family gatherings. The site is rich in history having been frequented by the Shawnee Indians' canoes, canal barges, trains, and bicycles; having been the public execution site with a "hanging tree;" and having been the site of the first electric plant in Brookville. They plan to raise a traditional Shawnee longhouse there in the spring of 2010.

They purchased new equipment to help with trail maintenance. To raise funds for the equipment and trail building they had their 4th annual corn maze near Metamora in the shape of Clara, the chicken.

Activities included a winter walk with 35 people walking the trail on a warm winter day and feasting on chili and baked potatoes afterward, holding a clean-up at Tecumseh's Landing on Earth Day in which a large truckload of garbage was removed and a cookout water then enjoyed; participating in the Homecoming Parade and County Fair, working to make CanoeFest bigger and better than before; and working with Main Street Brookville, INC. to promote community involvement.

### I.H.S. PRESENTED ANNUAL AWARDS AT FOUNDERS DAY DINNER

The Indiana Historical Society recognized outstanding individuals and organizations whose efforts have enriched the lives of others by conveying an awareness and appreciation of Indiana's history on local, regional and statewide levels. The 2009 award-winners were honored at the annual Founders Day Dinner on Monday, Dec. 7. Tom Castaldi, CSI director and Allen County Historian, received the Eli Lilly Lifetime Achievement Award.

A press release states, "While his professional life has been in the business world, Tom Castaldi's passion has been historical conservation. He serves as Archives Committee Chairman of Wabash & Erie Canal, Inc. and Allen County Historian. He also served as the first board president of the Indiana State Museum Foundation during the funding and building of the new museum, and received its first Honorary Director position. He also serves on the boards of the Fort Wayne Historical Society and Maumee Valley Heritage Corridor, and is a participant in several local and regional committees.

"Mr. Castaldi was named a Sagamore of the Wabash in 1994 and was honored by his company, Essex, with the founding of the Thomas E. Castaldi Award for Community Service upon his retirement in 1998. He has written numerous books and magazine articles, has several CD recordings featuring regional Indiana history, and is a regular contributing writer for *Fort Wayne Monthly* magazine. His knowledge of canal history, communication techniques, museum methods of preservation and cataloging, and his statewide and national contacts in the field of historical research make him an invaluable asset to his community."

Mr. Castaldi was nominated for this award by Dan McCain, President of the Wabash & Erie Canal Association in Delphi. Dan writes: "Tom has been instrumental in leading the Wabash & Erie Canal Archive Committee associated with the Canal Interpretive Center in Delphi, Indiana. He has been associated with the local canal association principally as a volunteer for the last 15 years.

"We certainly appreciate Tom's patience, creativity and professionalism in the things he does for us at the Canal Center. The Canal Association Directors and local historical leaders are proud of his accomplishments. This award is very fitting for a man that has devoted much of his life to researching and writing canal and early Indiana history."

**Hip, Hip, Hooray!**

# IN THE NEWS



August 5, 2009

*Journal-News*, Hamilton, Ohio, by Jim Blount  
**M&E Canal Made Into Superhighway  
 Via WPA Funds**

Construction of the Miami & Erie Canal began at Middletown, Ohio in 1825 and reached south to Butler County by 1827. As in many canals, the railroads made it obsolete and it was abandoned in 1929. That May, Governor George White designated the land through which the canal ran as a superhighway route between Toledo and Cincinnati. Then on December 12, 1929, a bill was introduced in the U. S. House of Representatives earmarking \$19 million to build a barge canal 300 feet wide by 12 feet deep by canalizing the Great Miami River from the Ohio River to Dayton. This would serve the area of Middletown and Hamilton previously serviced by the M&E Canal.

In 1930-31 work on the drained M&E involved clearing it of weeds and trash. For five years it was called Municipal Gardens and used for free family vegetable plots by the many unemployed men at the time.

In 1934 hydro-electric plants at three dams was added to the earlier bill for the canalization of the Great Miami River. When President Franklin D. Roosevelt did not endorse the bill, it failed.

In the fall of 1935 a three-mile-long, 60 foot wide M&E canal highway project between Laurel and Belle avenues in Hamilton was approved by the Works Progress Administration. This eliminated three railroad crossings on Ohio 4, was the second four-lane highway through the town, and became known as Erie Highway.

The WPA project was to employ 550 men, who had to be the head of the household unless he was disabled, for seven months, six days a week. There were to be two shifts — 7 a.m. to noon and noon to 5 p.m. However, by the time work on Erie Highway began on November 4, 1935, the WPA had raised the project to employ 1,500 men (two 750 crews alternating five and six day weeks) from 8:30 a.m. to 3 p.m. with a half hour lunch break. The force was cut down to 900 men in December due to delays in the delivery of sewer pipes and other needed materials.

In 1936 phases of Erie Highway were opened from September through mid-November. Federal funds provided \$406,501 and Hamilton paid a \$5,400 match, which was considered a real bargain.

Verity Parkway was also built on the old M&E right-of-way in Middletown. With the coming of World War II funding for the project was diverted to the war efforts. After the war efforts were made to complete the river-to-lake expressway, but, with the National System of Interstate and Defense Highways (Interstate System) being started by the federal government, it never was finished.

Early plans included the Erie Highway as part of the interstate system. Unfortunately when I-75 opened through Butler County in 1960, the interstate was 11 miles east of Hamilton, "the largest city in the nation not on an interstate."

John Geyer, CSI member, Hamilton, OH

October 18, 2009

*Tribune-Star*, Terre Haute, IN by Mike McCormick  
**160 Years Ago Canal Boats Reached Terre Haute:  
 Linton & Blake Made It Possible**

On February 22, 1832 (on the 100th anniversary of George Washington's birthday), Grand Marshal Jordan Vigus turned the first spade of dirt at Fort Wayne to start construction of what was to become the 2nd longest canal in the world — the Wabash & Erie Canal. Although thirty-two miles were dug that year, actual uninterrupted navigation between Ft. Wayne and Huntington did not occur until 1835.

Governor Noah Noble named William Crawford Linton of Terre Haute to the original 3-man canal fund commission. Linton was a state senator who was known for his dedication. He took his job seriously making many trips via horseback, stagecoach, canal boat and steamship to deliver gold specie as security for canal bonds to eastern banks. Afraid of being robbed Linton never slept on these trips. During one of them he had a heart attack while on a stagecoach in Philadelphia, Pennsylvania, and died. Following his death Linton Square and Linton Street in Terre Haute, Linton Township in Vigo County, and the city of Linton in Greene County were named in his honor.

Thomas Holdsworth Blake, who married Linton's sister and was one of Indiana's early statesmen, was appointed in 1836 by Governor Noble to the first internal improvements board composed of six men. That year construction began on a cross-cut canal to link Terre Haute to Indiana's proposed Central Canal. Blake lobbied to have the Wabash & Erie Canal extended from its original terminus at the Tippecanoe River to Terre Haute.

The Financial Panic of 1837 halted work on all canal projects except the Wabash and Erie. Internal improvement bonds were issued by the state in 1838 for \$5,627,000 of which \$1,327,000 was to be for the ca-

nal. This reckless move caused the state to become insolvent by 1841.

When President John Tyler asked Blake to succeed Elisha Mills Huntington of Terre Haute as head of the U.S. Land office in Washington, D.C. in 1842, those in favor on the canal received a severe setback. Blake accepted the position because he had a young daughter to raise after his wife died and there were relatives in Washington who could be relied on for support.

During the canal convention in Terre Haute in 1845, delegates learned from Charles Butler, the lawyer from New York who represented New York and London bondholders, that the delinquent interest on \$11 million in canal bonds had become more than \$4 million dollars. Butler, who had spent seven months in negotiating with the Indiana state legislature and finally got the General Assembly to approve a proposal for settlement, said he could use Blake's help as Indiana's fiscal agent when he went to London. Convention delegates saw this as an opportunity to lure Blake back to Indiana. While in London Butler was to plead with Blake to return.

By this time Blake's daughter was a teenager. Little did he know when he decided to resign as U.S. Land Office Commissioner effective December 29, 1845, and come alone to Indiana, that his move held ominous consequences.

To better accommodate Blake, the canal offices located in Ft. Wayne were moved to newly built offices at Fourth and Ohio streets in Terre Haute. Blake worked diligently as the resident trustee and the upper reaches of the Wabash & Erie began making a small profit.

The canal was finally opened to Terre Huate. The first line boats to reach the canal basin on October 25, 1849, were the "G. R. Walker" and the "E. A. Hannegan." The citizens met the boats and greeted the political notables aboard. Bands played, rifles were fired, and a parade was held followed by a feast at the Prairie House where toasts and eloquent orations were given.

Just thirty-four days after the celebration Blake died in agony from cholera in a hotel in Cincinnati, Ohio, where he had gone on canal business. Jacob H. Hager, chief clerk of the Wabash & Erie Canal, along with Blake's sister and brother, arranged to have his body taken by steamer down the Ohio River and then up the Wabash River to Terre Haute for burial in Woodlawn Cemetery.

Blake's daughter, Glorvina Durham Blake, was heartbroken after his death. She died three months before her 21st birthday in December 1852.  
Sandy Billing, CSI director, Terre Haute, IN

October 18, 2009

*The Washington Post*, by Clay Risen

### Observing Germany's Recovery From Its Canals

When Washington D.C. residents, Clay Risen and his wife, arrived by canoe at Pension Engel (Angel) und Teufel (Devil) operated by Peter and Angela Hoffmann outside of Oderberg, Germany, they were immediately asked to join in a birthday celebration. Hoffman wondered aloud why anyone would want to spend 3 days in eastern Germany where the streams were polluted, buildings abandoned, and unemployment at a high level? However, Risen knew that Hoffman was aware that tourism was increasing since he had opened his pension earlier this year to accommodate tourists.

The 20 years following the fall of the Berlin Wall have seen rusting buildings taken over by Mother Nature. Unused farmland has become preserves. Canals, lakes and rivers that had been polluted around Berlin now are home to millions of waterfowl. Organic farming provides fresh produce to local restaurants and markets. Small hotels and pensions have been built to accommodate weekend tourists like the Risens.

The Risens could have explored the area around Berlin by hot-air balloon, car or bicycle, but chose the canoe to go along the 26-mile-long Finow Canal from Liebenwalde to Oderberg. It is one of many waterways around the capital. They rented a fully equipped boat from Wallapoint, a major canoe rental company on the north side of Berlin that has tours of the beautiful marshes and the Brandenburg lake district. Their excursion was to be different from the ordinary.

The Finow Canal is more historical having been built during the early 16th century to link Berlin with the Baltic, destroyed during the Thirty Years' War by Catholic armies, partially reconstructed from time to time by Prussian kings during the eighteenth century, becoming an important trade route during the nineteenth century only to be made obsolete in 1914 by the Oder-Havel Canal. For more than 50 years the Finow Canal sat polluted and in disrepair.

Towns along the canal saw its tourism value in the 1990s and began renovating and rebuilding it. It was completed with a hiking/biking bath along most of its length by 2000. Today it is actually 2 canals with the first 5.6 mile section known as Lange Trodel (long jumble) from Liebenwalde to the Oder-Havel Canal and the second 20 mile section running from the south side of the Oder-Havel around through the countryside and returning to the Oder-Havel at Niederfinow.

Although the Risens could have chosen a shorter route via the Malzer Canal, the put their canoe into the Lange Trodel and soon noted they were the only one on

it as it wound through pine and birch forests. They soon learned why. Once the canal was abandoned locals had built three embankments over which they had to portage their canoe. They were exhausted after only a third of their planned trip.

The sun came out after they cleared the Oder-Havel Canal and they joined a group of German canoes. They passed through a system of free locks that drop boats about nine feet at a time and are open from 9-5 daily between May and September. They reached Eberswalde, a suburb of Berlin, eight hours and sixteen and a half miles later. They suggest breaking this part of the trip into smaller sections, staying at pensions or campsites, and enjoying canal-side biergartens.

They had trouble finding their hotel that night. It was located on the third floor of a year-old office building. For \$110 they got the room and a buffet breakfast.

During the day they found that Eberswalde and a 14th-century church had sustained significant damage during World War II. At Chorin they saw a 13th-century Gothic cloister that is one of Germany's best examples of brickwork. They learned the village of Brodowin produces organic products such as cheese, milk and salami for Berlin.

That night they ate at an 150-year old restaurant attached to the Eberswalder Brewery, which had a rotating 14 beer tap list. They enjoyed two brews from Dusseldorf and Cologne and found the food to be outstanding.

The following morning they were awaked by a marching band beneath their window and saw groups of locals under umbrellas listening to them. They started canoeing around 11 and were pleased when the weather cleared around noon. Before long the canal left the tunnel of birch trees to cross a broad flood plain with marshes and meandering creeks full of heron, swans and ducks.

As they approached the mouth of the Finow, they could see a ridge on which the Oder-Havel ran and, at its end, one of the world's largest ship elevators. The Oder-Havel Canal does not have locks like the Finow. It flows at one elevation until it reaches the "Schiffshebewerk," a lift which raises/lowers boats 100 feet in five minutes. Built in 1934 some visitors take boat trips just through the lift and back.

The Risens finally returned to the Engel und Teufel and got a room with a canal-side view, private bath and breakfast for about \$30. On Monday morning they paddled through Oderberg where the canal empties into the Oder River. A Wallapoint driver picked them up and took them to the Eberswalde train station where they

took a train to Berlin. They said that Oderberg reminded them of a small southern town like those in Tennessee. The canal passing through its center, the old church the town square, and the calm natural beauty of the area attract visitors.

Pictures of a lock and a lift bridge over the Finow Canal and barge traffic and the Schiffshebewerk lift on the Oder-Havel Canal accompanied the article. Chuck Huppert, CSI vice-president, Indianapolis, IN

*Note:* CSI headquarters found lots of videos showing the Schiffshebewerk lift in operation from different angles on You Tube Schiffshebewerk. It is very interesting to watch. Further exploration on You Tube found videos of the Falkirk Wheel, the Rothensee Boat Lift, the Madeburg Water Bridge, and the "Thomas Tedford" on the Llangollen Canal in operation. Most of the videos include soothing music and some are as long as 9 minutes. Sit back, relax and take a video tour of modern canal structures on You Tube.

*Preserving Indiana* fall/winter 2009, by Paul Diebold

## LST MEMORIAL

USS LST 325, docked in Evansville, has just been listed in the National Register of Historic Places. We plan to visit this historic ship on the CSI fall tour on October 22-24, 2010.

LST stands for Landing Ship Tank. These huge ships were designed to carry 18 Sherman tanks with their crews and hundreds of soldiers as well as 4 smaller LCVPs (landing craft) and cargo during World War II. The LST could actually be beached by the crew through the use of winches and anchors. Its bow had hinges at its sides that allowed it to be opened and a ramp lowered that tanks could roll directly into combat from the ship. After it was unloaded it could pull back into deeper waters.

Before the use of LSTs troops had to secure and repair a port before they could unload their heavy equipment. During World War II the Allies had no secure ports from which to launch their attacks and recapture territory after France had fallen and the Japanese had attacked Pearl Harbor. Plus the Nazi's had invaded the Soviet Union and were knocking the Soviets out of the war. The British Admiralty requested in November 1941 that LSTs be built and be built quickly by U.S. Naval Shipyards. The first LST was completed in June 1942 and sent into action to play a major role in our national defense.

Although LST 325 was built in the Naval Ship yards in Philadelphia, Pennsylvania, she is identical to those that were built in Evansville, Indiana. Evansville was chosen as a shipyard due to its strategic location

on the Ohio River. The Gulf of Mexico could be reached via the Ohio and Mississippi Rivers from Evansville. It also had the access to railroads and highways that were needed to bring in the steel and lumber\* needed for heavy industry. Being inland it was safe from foreign sabotage or U-boat attack. Plus Evansville had built boats before and had the facilities to quickly get started building and assembling them.

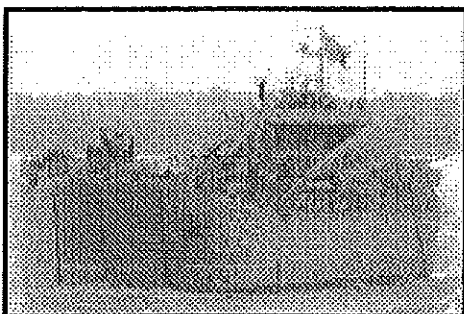
\*Your editor's father worked at an Evansville lumber company buying much of the lumber used in the LSTs. His job was considered so important to the LST project that it kept him from having to go to war.

Very few LSTs are left in the world. LST 325, owned by LST 325 Memorial, Inc. was located in New Orleans before they decided to move her to Evansville. Once she arrived in Evansville, the Indiana Division of Historic Preservation and Archaeology contacted the group and offered to assist in research, editing and photography if they wanted her listed on the National Register. Their board decided to go ahead and also helped with the research.

LST 325 has a distinguished history. She carried the elements of the U.S. 1st Armored Division for the invasion of Sicily on July 11, 1943; the 40th British Royal Tank Regiment for the invasion of Salerno, Italy on September 13, 1843; and was part of the backup force for Omaha Beach landing troops on D-Day, June 6, 1944. During the following months she made 44 round trips between England and Normandy for the liberation of France. Two battle stars were earned by her crew during World War II.

Following the war the U.S. government donated the ship and others like her to the Greek Navy, which used her for decades. After they retired her, the USS LST Ship Memorial, Inc. sought the best preserved LST in Greek hands. Through international approval and hours of repair by a volunteer crew of 30 working in 100°F temperatures at times, she was made sea worthy and sailed back to the U.S. arriving on January 10, 2001 in Mobile Alabama. There volunteers continued restoration of many of her features. Today volunteers continue to maintain the ship in Evansville.

Today LST 325 is open for tours when docked in Evansville. It also cruises to other ports along the Ohio and Mississippi rivers during the months of August and September for touring. Boats being landed from this ship may be seen on You Tube at LST 325 Evansville, Indiana.



## HOT OFF THE PRESS

### A RIVERMAN'S LEXICON

CSI member Charles F. Lehman\* of Crestwood, Kentucky, has just completed a 520 page, hard bound, illustrated book of marine definitions, puns and poetry, opinions, yarns and slang. *A Riverman's Lexicon* provides thousands of definitions valuable to professional rivermen, those who write about them, and those just interested in reading about them all in Lehman's language.

Alan Bates, an author of several well-known river books and "Old Boat" columnist for *The Waterways Journal*, writes, "This book is more than a drab listing of definitions. Yes, indeed! In this witty book the reader will find opinions frankly states, puns without apology, poetry and slang, and even a sentimental entry now and then. These derelictions of academic duty give Lehman's Lexicon a rare combination of warmth, personality and unexpected delight that may never be duplicated."

The book sells for \$29.95 (plus \$5.00 shipping) and may be ordered from Charles Lehman, P.O. Box 803, Crestwood, KY 40014

Congratulations Charles on your new book.

**Hip, Hip, Hooray!**

\* Charles Lehman describes himself as an old riverman. In 1950 he worked for a year on a Norwegian merchant ship sailing to ports in Mexico for \$40 a month. In 1951 he got a job during the spring and summer as a tankerman on river boats with Socony Vacuum Co., which became Mobile Oil and eventually Exxon Mobile. He planned to attend college. The Korean War changed his plans and he spent 3½ years on a light cruiser with the Navy. Upon returning he worked for Commercial Petroleum and Transport for 45+ years. He started as a river pilot working his way up to a captain of a towing vessel for about 10 years. In 1965 he transitioned to operational roles with the American Commercial Barge Line heading up their maintenance and construction of barging equipment for 6-9 yrs. During this time he began serving on the Coast Guard and Corps of Engineer regulatory and legislative affairs committees in Washington for about the next 20 years. In this capacity he surveyed the Amazon River mostly around Peru. He was presented the Distinguished Public Service and Meritorious Service medals from the Coast Guard. He retired at age 67 and was encouraged to write this book.

**Imaginary Trip Through Evansville  
On The W&E Canal**

By Mrs. C. O. Woodson  
*Evansville Courier, September 24, 1939*

Beginning near the site of the present Lincoln Gardens where incoming boats were often met, the pilot takes his place at the rudder at the rear of the boat, while the tow boy mounts the rear one of the three horses. The tow line draws taut and the trip begins. The speed gradually increases to five miles an hour, flies and mosquitoes are plentiful.

The family living on the boat gathers about us, the father, mother and two children. The mother invites us to inspect the family's living quarters and shows the places where the passengers eat and sleep, the men sleeping in the cabins, the women in small rooms on the boat. Very proudly she shows her chickens and cow. At the rear of the boat, the family washing is hung on a line to dry.

Suddenly a long white passenger boat looms into view. As it approaches, the two vessels sound their horns in friendly greeting. One boat, with the aid of long poles is pushed and pulled over to the south side of the stream, for the tow path was on the north side and it was the law of the canal that boats going upstream had the right-of-way.

Our boat stops and our driver backs his horses until they are exactly opposite our boat in order that his 250 feet of tow line will slacken and lie on the bottom of the canal. The other boat passes over it and we resume our journey.

Soon we reach Boundary street, the city's eastern limit. Two blocks further, at the northeast corner of Governor Street and the canal, we arrive at the dry docks, where canal boats are repaired. Nearby is the Ellis Flour Mill, between Judson and Line, on the site of the present Brizius Mill.

At Seventh Street we come to a bridge. The boat passes under it easily and there is no necessity for calling out "All duck" as at so many of the country roads further upstream.

Proceeding further, we see a cemetery on our left, the northern point of which crosses the site of present Mulberry Street, between Fifth and Sixth Streets. Here we turn sharply to the right to proceed down what is now known as South East Fifth Street.

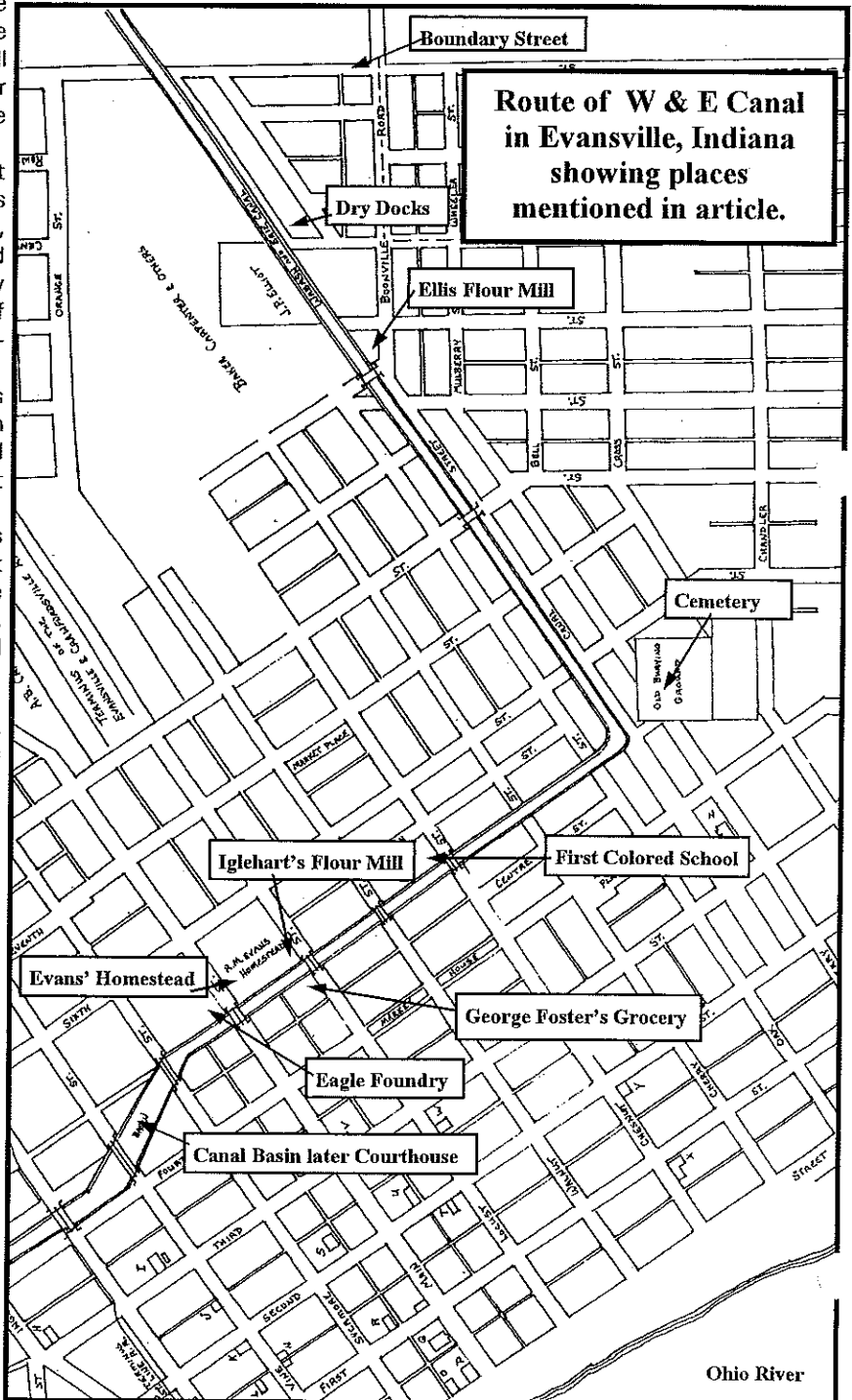
The trip continues through Oak Street moving on to the rear of what is now Welborn-Walker Hospital, through Cherry Street and on to Chestnut Street. On the northwest corner of Fifth and Chestnut Streets, we pass the site where, shortly after the Civil War, the first colored school in Evansville was built.

All the way back from Oak to Locust, we have been passing some of the big residences. At the southwest corner of Fifth and Locust Streets is George Foster and Company's wholesale grocery and warehouse, where the boat stops to unload part of its freight. At the northwest corner of Locust and the canal, we see Igleheart's Flour Mill, which was on the site of the present Majestic

Theater.

To the right and formerly occupying the entire block with an apple orchard extending as far south as Chest Street, is the cottage home of the late General Robert Morgan Evans, in whose honor the city was named.

The boat continues to Main Street, passing under the bridge. On the right is the Eagle foundry. At Sycamore we pass under another bridge. About half way between Sycamore and Vine Streets, the canal begins to widen and turn towards the left. At Vine we pass under a long bridge and enter the present courthouse square at the middle of the south side of the block, where our trip ends.





## 2010 CONTRIBUTIONS TO CSI

The following members of the Canal Society of Indiana have joined or renewed their membership above the single/family membership level. Some have included a corporate match and all include basic dues of \$25. We thank them for this extra support of the society and its projects. An update to this list will be published later for those who contribute above the membership level after this issue goes to the printer.

CSI has not raised membership dues since 2006. All contributions are greatly appreciated.

### \$500+ Canal Commissioner

Bob & Carolyn Schmidt/Prudential Match

### \$100+ Frog Prince

Sue Burger  
George Clark  
Shirley Clark  
Richard Ford  
Ed & Melverine Gruber  
Dan McCain  
Paul & Susie Moffett  
Steve & Sue Simerman  
Allen & Becky Vincent

### \$75+ Patron

Carl & Barbara Bauer  
Kendall Cochran  
Jim & Ruth Ellis  
Richard Funkhouser  
Dick & Mary Hatch  
Gerald & Susan Knight  
Charles & Anne Whiting Jr.

### \$50+ Contributor

Leon & Sandy Billing  
Terry & Ann Bodine  
Maurice & Dorothy Bonecutter  
Richard & Karen Brown Jr.  
Verlin & Marilyn Bulmahn  
Charles & Jane Carbaugh  
John & Elizabeth Droege  
Bill & Betty Easton  
Ernest & Helen Ellis

Dwight & Ann Ericsson  
Frances French  
William Garringer  
Tom & Mary Grimes  
George & Joyce Heilman  
Pete & Susie Jones  
Karl & Susanne Kettelhut  
Dick & Martha Kudner  
Charles & Sally Lehman  
Jerry Lehman  
Bob & Dot MacIntyre  
Fred Patterson  
Ed & Cynthia Powers  
Bob & Darlene Rose  
Donald & Sharon Ross  
Jack & Peggy Seigel Jr./Lincoln Match  
Richard & Marion Small  
Ellsworth & Sharon Smith  
Brian & Judy Stirm  
Michael Thrall  
Frank & Mary Timmers  
Western Wayne Heritage  
Charles & Bonnie White  
Dan & Ceri White

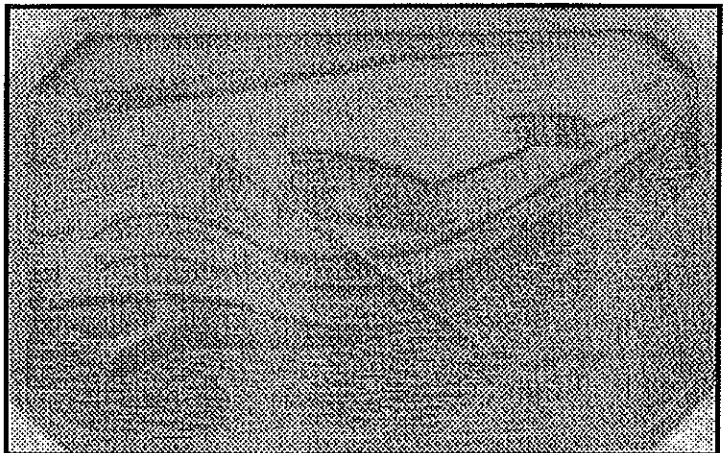
### Others

\$40 Lowell Goar  
\$40 Samuel & Jo Ann Ligget  
\$35 Robert & Kate Hoffman  
\$35 Gerald & Phyllis Mattheis  
\$30 Bonnie Andrews  
\$30 Michael & Judith Hummicky  
\$30 Mark & Kay Smith

### INDIANA STATE TREE ORNAMENT FROM ALLEN CO.

The theme for the Indiana State Museum Christmas display this past year was "Celebration Crossing." Each of the state's 92 counties was asked to provide a Christmas ornament for on the tree. Allen County artist Roger Strautman carved the relief of a canal boat in wood then painted it with gesso and gold paint. When the paint dried color was added to achieve a transparent effect much like a stained glass window.

Sue Simerman, CSI director, Ossian, IN



# MORE WHITEWATER CANAL NEWS

## WHITEWATER CANAL STATE HISTORICAL SITE REPORTS

By Joanne Williams

The Whitewater Canal State Historical Site has had a successful 2009 season. Repairs were made to the Laurel Feeder Dam and the shaft of the water wheel at the Metamora Grist Mill during the winter and spring. We experienced better water flow to the canal through-



The Feeder Dam across the west fork of the Whitewater River for the Whitewater Canal underwent repair the past year.

out the canal season.

New programs brought us large numbers of new visitors. This year we offered programs for preschool children that included a ride on the *Ben Franklin III Canal Boat* and a visit to the Metamora Grist Mill. Youngsters planted corn, heard the story of the canal told to them by "Bob the Belgian Horse," learned about milling from the Little Red Hen, and got to make and take a craft project home. Another new program focused on individuals with disabilities. This program was open to both people with or without disabilities. We used equine based activities to teach people to love and accept each other's differences.

For adults, we offered two evenings of twilight cruises that included dinner at a local restaurant and wine and cheese tasting in the Metamora Grist Mill Park.

Participants cruised down the Whitewater Canal on the *Ben Franklin III* listening to either acoustic guitar music provided by John Kogge of Oxford, Ohio or to Metamora's own *Baggy Bottom Boys*, a blue grass band consisting of local Metamora merchants. After the cruise, a horse carriage ride took participants to the park to taste wines made by Wilson Wines, a Hoosier winery located in Modoc, Indiana and cheeses provided by the Amish Cheese House located in Metamora. Entertainment in the park was provided by Pat O'Neal, a jazz musician and teacher, from Richmond, Indiana. Participants were also able to play lawn games provided for them in the park. Because of popular demand we plan to offer these programs again in 2010.

Also during 2009 we continued offering our tried and true programs from past years. In May, 80 Webelo Boy Scouts earned their Engineering Activities badge at the Whitewater Canal. The boys learned about surveying and civil engineering from Bud Payne, civil engineer and surveyor with B.L. Payne & Associates, Inc. of Cincinnati, Ohio. Marianne Morgan, a chemical engineer for BASF, talked to the boys about careers in engineering and gave a demonstration on how to make polymers. Link Ludington, Indiana Department of Natural Resources' architecture historian, showed the young men how to read blue prints. Finally, the scouts were able to learn about the engineering of the Whitewater Canal during a cruise down the canal on the *Ben Franklin III* and about hydropower at the Metamora Grist Mill.

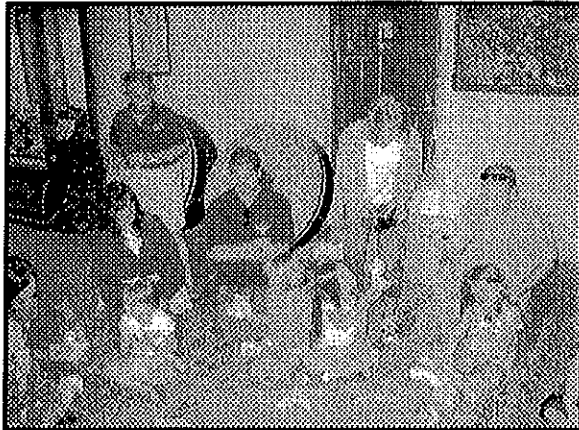
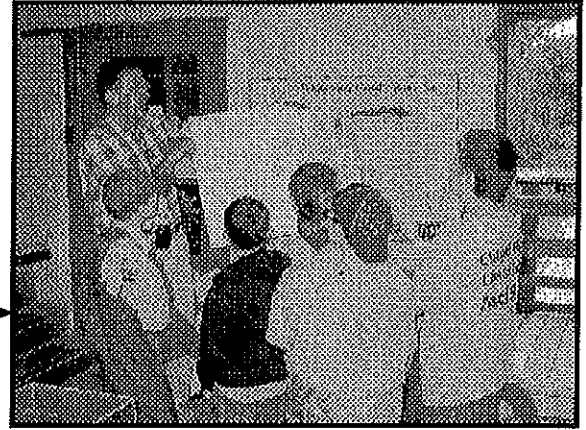
In September, we again offered a program for home school children entitled "Life Along the Whitewater Canal." Children and their parents rode the *Ben Franklin III Canal Boat*, learned about milling at the Metamora Grist Mill, helped to make rope, watched a horse hitching demonstration, and learned to cook over an open fire like the pioneers did. After Canal Days on the first weekend of October, the *Ben Franklin III* was transformed into a pirate ship for two weekends of Spooky Halloween cruises. Storytellers Jeff Kuehl and Celestine Bloomfield entertained and frightened passengers with scary stories as passengers rode the canal boat in the dark! Sweet treats were provided at the end of the trip to all passengers through the generosity of the Brookville IGA grocery store.

Our season ended with the Metamora Christmas Walk. The whole town was decorated for Christmas, including both the *Ben Franklin III* and the Metamora Grist Mill. Santa took up residence in our boat ticket office and we had many visitors at the grist mill buying their supply of corn meal for the winter. The boat will be taken to its dry dock before the first of January. The Belgian draft horses used to pull our boat are now on a much deserved winter vacation but they will be more than ready when our new season begins on May 1.



← Children rode the Ben Franklin III through Duck Creek Aqueduct.

Webelos learned how to read blueprints from Link Ludington.



← Children made ducks at Metamora Mill.

Webelos asked questions about the canal.



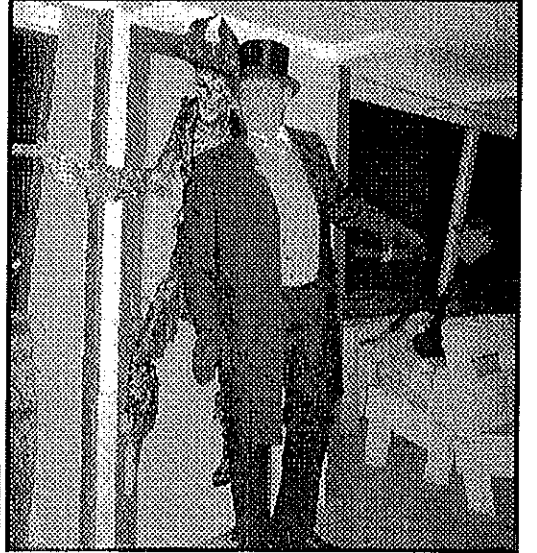
← Future Farmers visited Bob the Belgian inside the mill.

Engineer Brad Payne talked to Webelos about surveying.

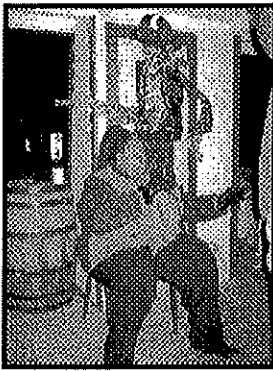


← Mary Tician told stories aboard the Ben Franklin III.

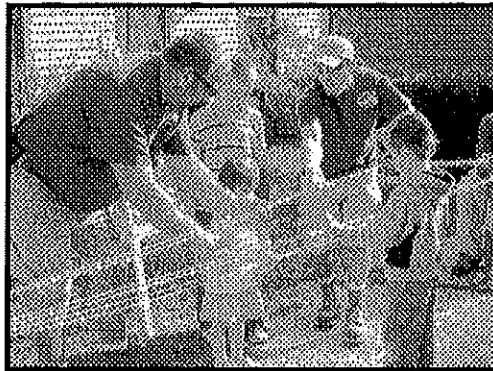
Jeff Kuehl was part of the haunted Halloween boat ride.



**Whitewater Canal State Historic Site Activities**



Celestine Bloomfield  
Told spooky stories on  
the Ben Franklin III.



Home schooled children learned how to  
make rope during the "Life Along The  
Whitewater Canal" program



Children learned how to hitch a horse  
during the "Life Along The Whitewater Ca-  
nal" program.

The following is our calendar of events for 2010:

- April 1 Grist Mill Reopens
- May 1 *Ben Franklin III* reopens
- May 1 through October 31 "*How the Little Red Hen Took Her Corn to Market*"--  
Preschool Program
- May 1 through October 31 "*Differently Abled*" --  
Disability Program
- May 1 through October 31 K-12 School Tours
- May 15 Webelo Boy Scout Engineer  
ing Activities Badge Day
- June 19 *Twilight Time: Wine and  
Cheese Tasting/Dinner  
Cruise*
- July 4 4<sup>th</sup> of July Celebration
- July 17, 18 "*A Voyage Through Time  
Life Along the Whitewater  
Canal*" - a Hoosier  
Heritage Weekend
- August 7 "*Everybody Is A Kid Day*"
- September 4, 5 Metamora Old Time Music  
Festival
- September 17 "*Life Along the Whitewater  
Canal*" --Home School  
Program

September 18

October 1, 2, 3  
October 16, 23

November 26, 27, 28  
December 3, 4, 5  
December 10, 11, 12  
December 17, 18, 19

Those wanting more information or to schedule programs are  
invited to contact us at:  
Whitewater Canal State Historic Site  
P.O. Box 88, Metamora, Indiana, 47030  
765-647-6512  
email [jwilliams@dnr.in.gov](mailto:jwilliams@dnr.in.gov).

*It's Twilight Time Again!*-  
- Wine and Cheese Tasting/  
Dinner Cruise  
Canal Days  
Spooky Halloween Evening  
Cruises  
Metamora Christmas Walk  
Metamora Christmas Walk  
Metamora Christmas Walk  
Metamora Christmas Walk

Stan held Belgian  
"Jerry" when a  
spooky visitor  
paid them a visit.



"Ben Franklin III" and old town Metamora were lighted for the 2009 Holiday Season.

