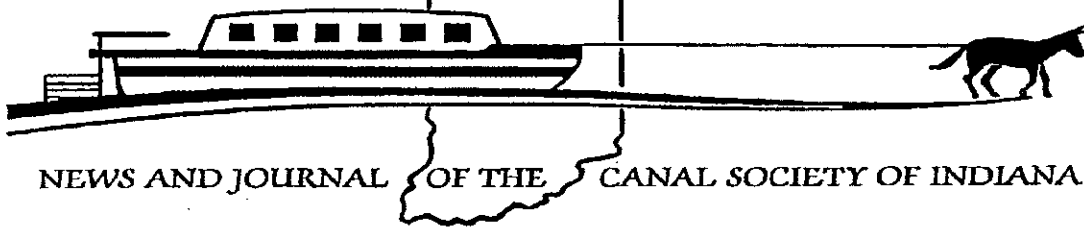


THE  
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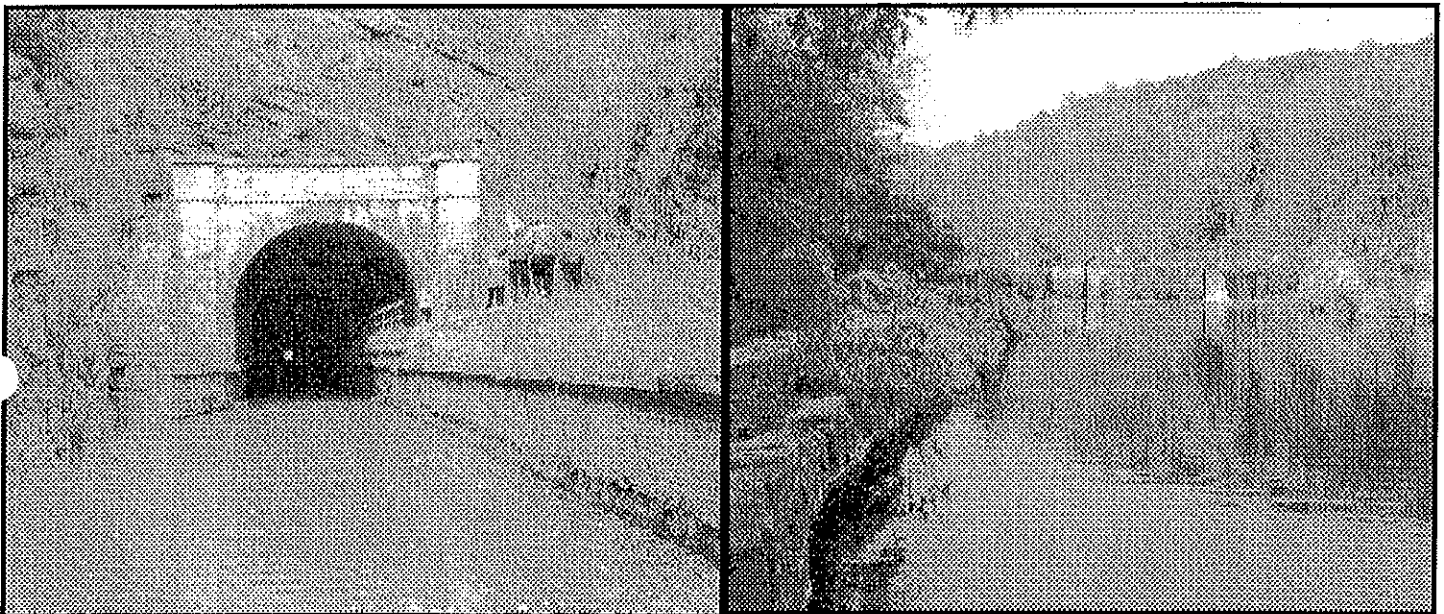


VOL. 9 NO. 4

P.O. BOX 40087 FORT WAYNE, IN 46804

APRIL 2010

## CANAL REMAINS/PROJECTS



**Places to Visit:** If you are planning a summer or fall vacation try to include the Chesapeake and Ohio Canal in your plans. The above pictures taken by Bob Schmidt of the Paw Paw Tunnel in Maryland and the C&O sandstone locks near Great Falls illustrate not only the immense mechanical structures of the canal but also its stunning beauty. These spots and others are described in the article "185-Miles Along the C&O Canal" on page 23 of this issue.

### *Features*

1. Metamora May Open Regional Interpretive Park
2. Funds For Ohio River Locks
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18. Historic Forks Of Wabash, Zoar Fish Hatchery, CSO Tour
19. News From Delphi: Winter Activity/Cold Didn't Stop Volunteers
23. 185-Miles Along The C&O Canal
24. In Memoriam: Paul Dell Moffett

### **METAMORA MAY OPEN A REGIONAL INTERPRETIVE PARK**

At the annual dinner of the Whitewater Canal Byway Association (WCBA) held on Wednesday January 20, 2010, at the Hearthstone Restaurant in Metamora, Terry Duffy announced that nearly all the paperwork, studies and surveys needed to comply with requirements for a Transportation Enhancement Grant that will pay most of the cost of acquiring the Whitewater Regional Interpretive Park land has been completed and that the regional interpretive park may open this spring. It will be located in a former campground across U.S. Highway 52 from Metamora. Buildings on the site will be used for an interpretive

center explaining the history and culture of the Whitewater Valley, a welcome center, a shop featuring work by artisans in the region, hand-on programming and an office for the association. The campground will be re-opened to provide a source of income.

Duffy, the WCBA board member who has been working to secure the grant, which was approved in mid-2008, received an appreciation award for his work on the TE Grant and the WCBA's long-range planning committee. Also recognized was Cathy Vandiver of Milton, who chairs the Whitewater Walk in Wayne County.

The WCBA also kicked off a membership campaign. Memberships are available at levels starting from \$25 for an individual.

Officers elected for the year were Candy Yurcak of Metamora as president; Bob Hansen of Hagerstown as vice-president; and Tom Horninger of Brookville as treasurer. Elected to the board were Jim Orr of Connersville; Mary Walker of Richmond,; Bonita Porter of Oxford, Ohio; and Sharon Lutz of Harrison, Ohio.

This park will be a great asset to Metamora and the State Historic Site on the Whitewater Canal. Hopefully the canal's relevance to the community and valley and its history will be more thoroughly interpreted to the many visitors who come yearly to the site to take part in the many annual events or to see the operating wooden Duck Creek aqueduct and the grist mill, or to ride on the Ben Franklin III canal boat pulled by Belgian draft horses and.

## FUNDS FOR OHIO RIVER LOCKS

In the December 2009 issue of "The Hoosier Packet" we reported that a lock gate fell on the Markland Lock halting traffic on the Ohio River and that many Ohio River Locks were in poor condition. Also while planning the 2010 CSI fall tour, tour planners saw first hand the crumbling concrete and unsteady railing of several of the Ohio locks.

Recently Indiana lawmakers sent a letter to Indiana's Congressional delegation calling for funding to build new lock infrastructures on the Ohio River and in the Great Lakes. Conexus Indiana, the state's advanced manufacturing and logistics initiative that is dedicated to making Indiana a global leader in these high-growth, high-tech industries, applauds the efforts being made by the General Assembly to secure funding to upgrade waterway infrastructure.

David Holt, vice-president of Operations and Business Development for Conexus, says that aging locks and dams could pose a serious threat to Indiana's nearly \$2 billion water commerce industry. The locks are critical in moving raw materials produced in Indiana to other markets. The improved Panama Canal will allow Indiana to increase its exports if we can get them that far. Tom Castaldi, CSI Director, Ft. Wayne, IN

Canawlers will recall that the locks at Louisville, Kentucky were under construction when we toured there. Wikipedia has a list of locks repaired, under repair, and producing hydro-electricity [http://en.wikipedia.org/wiki/List\\_of\\_locks\\_and\\_dams\\_of\\_the\\_Ohio\\_River](http://en.wikipedia.org/wiki/List_of_locks_and_dams_of_the_Ohio_River)

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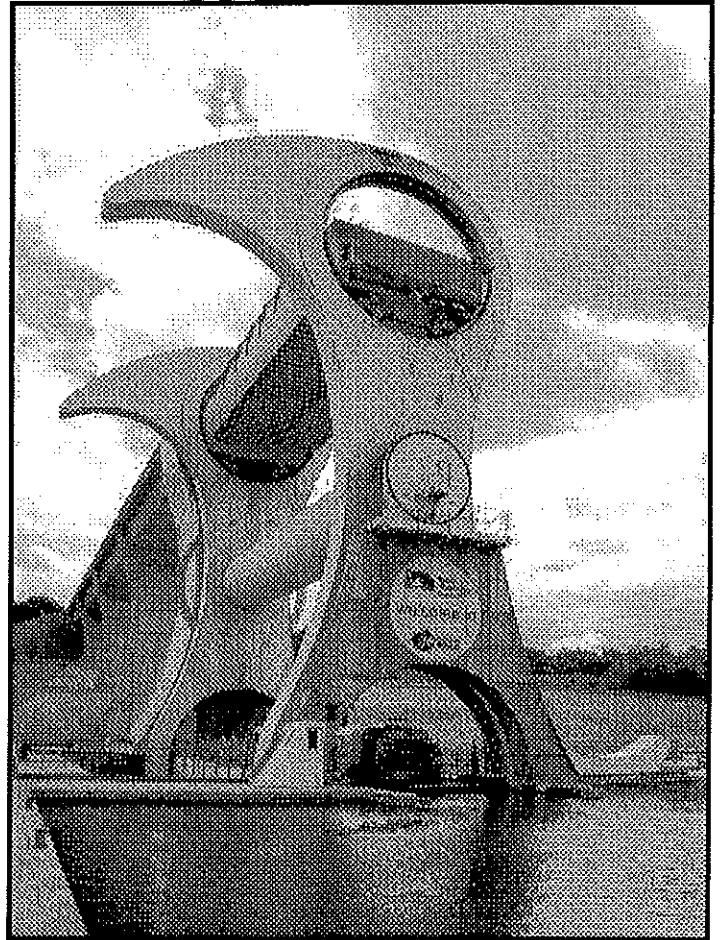
## FANTASTIC VOYAGE ON SCOTLAND'S FALKIRK WHEEL

by Richard F. Brown, Jr., AICP

In June 2009, the Brown family took a wonderful two-week trip to the homeland of many of our ancestors in Scotland and in northwest England. During the trip we visited/viewed a number of canals, which will be summarized in a separate article. However, the premier canal-oriented event was a visit to the Falkirk Wheel and a ride on a canal tour boat on the structure.

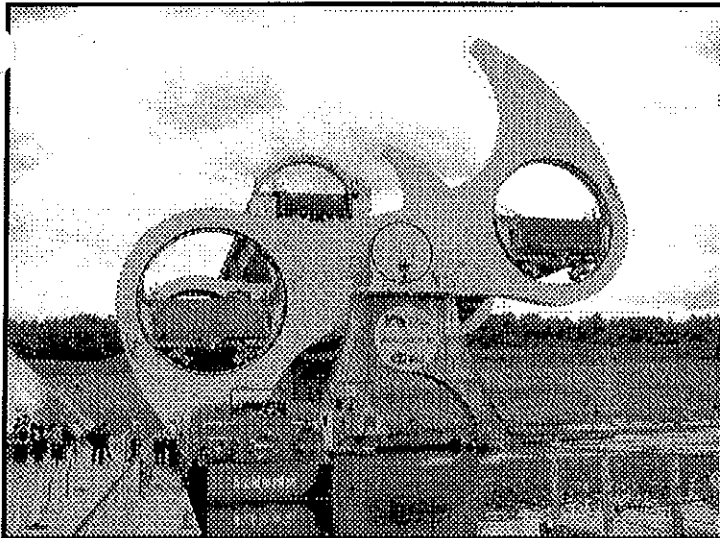
Near the conclusion of a fun-filled and eventful Friday, which included climbing all 246 steps to the top of the William Wallace (Braveheart) Monument in Stirling; touring the Stirling Castle; and prior to enjoying a birthday dinner for my wife Karen at the Elephant House (where author J.K. Rowling wrote *Harry Potter*) in Edinburgh, we arrived at the Falkirk Wheel in Falkirk, Scotland. Because it is located a few miles from each of the town's two railway stations, we summoned a taxi at the ScotRail station and arrived at the visitor's centre just before 5:00 p.m. Fortunately, there was one final canal boat tour before the day ended. It was to begin once a tour bus of tourists from France arrived.

tire lift sequence taking about four to five minutes.



Falkirk Wheel in its vertical position with view of aqueduct at rear. (Photo by Jonathan Brown)

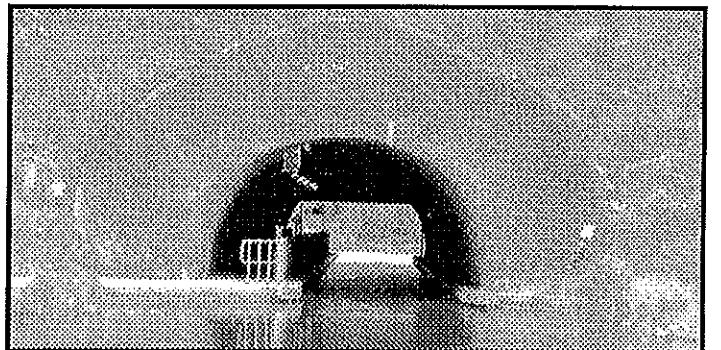
Counterbalancing the weight of the boat is the other arm (gondola) of the wheel, which can be filled with boats and water or water alone. The Falkirk Wheel has the capacity to lift 500 tons of boats and water at a time in two 50 ton arms (gondolas); or 250 tons per gondola (British Waterways).



Falkirk Wheel in mid-rotation. (Photo by Richard Brown)

In the meantime, we wandered around the impressive visitor's centre and took photographs of this remarkable engineering achievement. Pictures cannot quite aptly describe the impression the Falkirk Wheel gives you when you first see it. In a nutshell, it is quite amazing.

A short while later, just before half past 5:00 p.m. we were underway. The tour boat enters a gondola on the Falkirk Wheel and is gradually lifted 25 meters (82 feet) feet to the upper canal channel (British Waterways). The structure operates much like a Ferris wheel with the en-

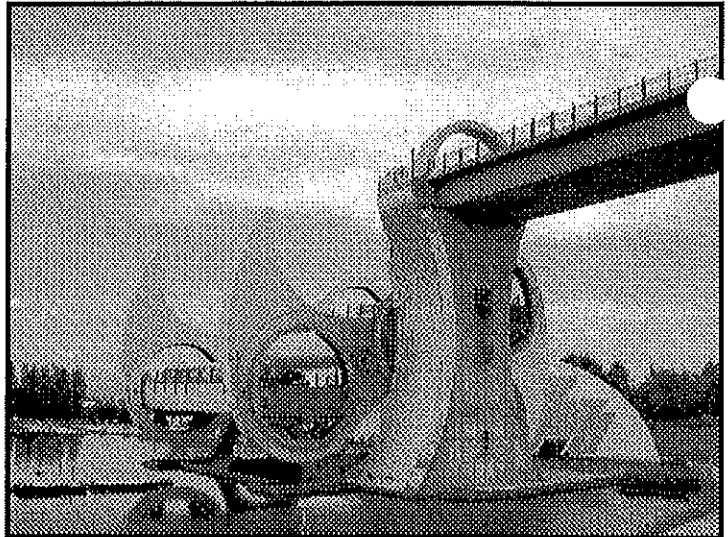


Sailing towards the Roughcastle Tunnel. (Photo by Richard Brown)

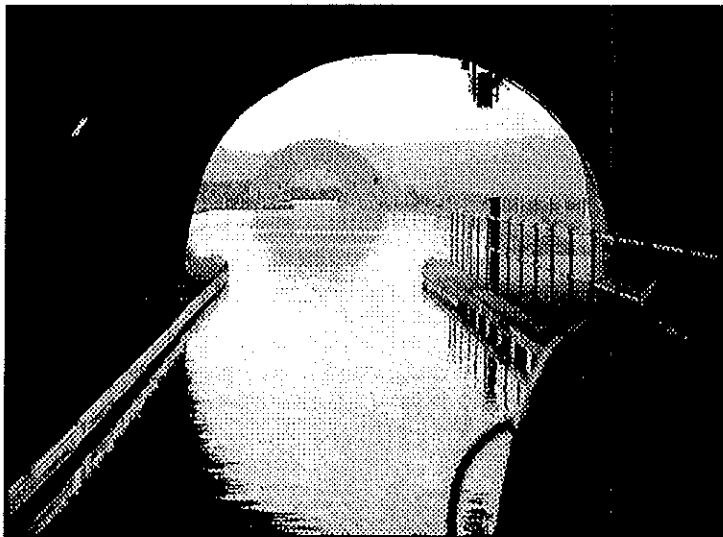
The Falkirk Wheel was constructed as a Millennium Link

to replace 11 lift locks with the world's first rotating boat lift (British Waterways). The wheel itself cost £20 million (or approximately \$32.4 million) to build (British Waterways). This allows uninterrupted canal travel from Edinburgh to Glasgow. The overall Millennium Link construction project to connect the Forth & Clyde Canal with the Union Canal cost 84.5 million or \$137 million (British Waterways).

After arriving at the top of the Falkirk Wheel, the tour boat passes across a 104 meter (341 foot) long aqueduct before entering the 168 meter (551 foot) long Rockcastle Tunnel, both of which were constructed as part of the project (British Waterways). The entire tour takes approximately 50 minutes. Shortly after exiting the opposite side of the tunnel, the tour boat turns around and repeats the process in reverse.



View of Falkirk Wheel and part of the Visitor's Centre.  
(Photo by Jonathan Brown)



View from Roughcastle Tunnel towards the top of the wheel.  
(Photo by Richard Brown)

Our trip to the Falkirk Wheel was one small part of a spectacular Scottish adventure that included 11.5 days in Scotland, a 1/2 day in northwest England, plus air travel. The kindness and generosity of the Scottish people was exemplified by the staff of the visitor's centre that helped us arrange taxi transportation back to the Falkirk railway station after the tour. Technically, the visitor's centre was supposed to close at 6:00 p.m., but because the tour got started late, they called the taxi service for us while we were riding on the canal boat and held the visitor's centre open an extra half-hour for those on the tour to shop after completing the tour.

SOURCE:

British Waterways. *The Falkirk Wheel*. 2004.

## 2010 CONTRIBUTIONS TO CSI

(continued from last issue)

The following members of the Canal Society of Indiana have joined or renewed their membership above the single/family membership level of \$25. We thank them for their extra support of the society and its projects.

### \$100+ Frog Prince

Tom & Linda Castaldi \$100

Lynette Kross \$250

### \$50 Contributor

Sally Bancroft, Charlotte May

Virginia Bushong

Dan Schuster

J.R. (Dick) Winchell

### Others

\$30 Wayne & Judy Miller

\$30 Ward & Virginia Myers

## WELCOME NEW MEMBERS

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

Mark Haworth - Indianapolis, IN

Dr. Theresa Herrick - Russellville, AR gift membership

Sibylle Hanauske Kriebel - Indianapolis, IN

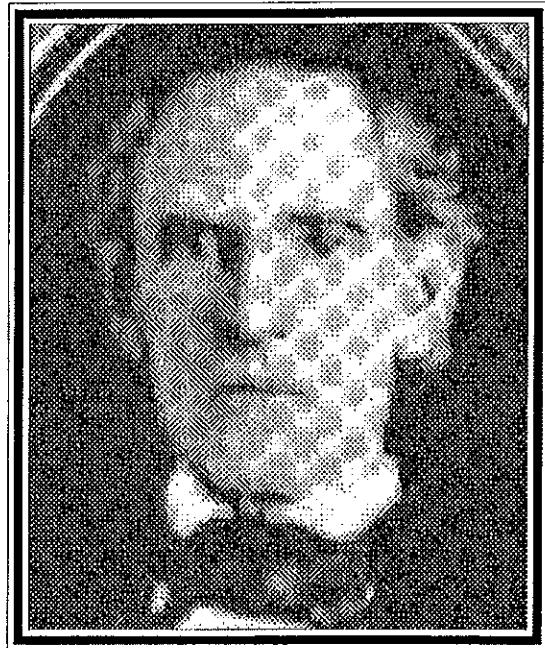
*Welcome Aboard!*

# CANAWLERS AT REST

## DAVID HERVEY MAXWELL

b. September 17, 1786  
d. May 24, 1854

By Robert F. Schmidt



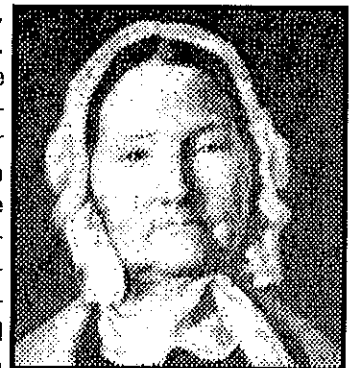
On January 27, 1836 Governor Noah Noble signed into law the Mammoth Internal Improvement Bill. This bill provided for a Board of Internal Improvements consisting of the 3 already serving canal commissioners of the Wabash & Erie Canal plus six new appointments by the governor. Immediately thereafter Governor Noah Noble, submitted the names of 6 persons to serve on the governing board. The Senate reviewed the list: Samuel Hall (Gibson Co.), John G. Clendenin (Orange Co.), Thomas H. Blake (Vigo Co.), Gustavus Clark (Lawrence Co.), John Woodburn (Jefferson Co.) and Elisha Long (Wayne Co.) - and confirmed all but Gustavus Clark. The governor next submitted two names from which to choose a replacement for Clark —Jacob B. Lowe, clerk of the Monroe County Circuit Court, or an alternate, Dr. David H. Maxwell, a physician and former legislator. On the 1<sup>st</sup> of February 1836 the governor was notified by the secretary of the Senate, James Morrison, that the Senate had rejected Lowe in favor of Maxwell. Although David Maxwell was the last person selected, he was soon to be chosen as Chairman of the Board of Internal Improvements, serving from 1836-37.

Why was David Hervey Maxwell ultimately chosen to assume the important role of guiding the building of Indiana's canals? As we will discover he was a veteran politician and was well know by many legislators for his earlier work on the 1816 Indiana Constitution and further service in the legislature.

David Maxwell was the grandson of John Maxwell and Fanny Garner who had emigrated to the Americas about 1745 and settled in Virginia near Thomas Jefferson's Monticello. It was here in Virginia that Bazaleel, David's father, was born on Dec 20, 1751. Bazaleel, age 24, married Margaret Anderson in 1775 and later settled near Lancaster in Garrard County, Kentucky.

David Hervey Maxwell was born on September 17, 1786. At age 18 he was sent to Danville, Kentucky for schooling. Following a basic education he decided to study medicine. Some time was spent with Dr. Ephraim McDowell, one of the most noted surgeons of the time, who, in 1809, performed the first removal of an ovarian tumor. David was a witness to this history-making operation, which was performed without anesthesia. He was now ready to practice medicine on his own.

On September 21, 1809 David married Mary E. Dunn. A few days later he purchased an 18-year-old negro woman from his father Bazaleel to help Mary with household chores. That same year Mary's brother, Williamson Dunn, moved to Jefferson County, Indiana Territory. In 1810 David and Mary Maxwell with their two slaves moved to a site near Hanover, Indiana.



Mary E. Dunn Maxwell

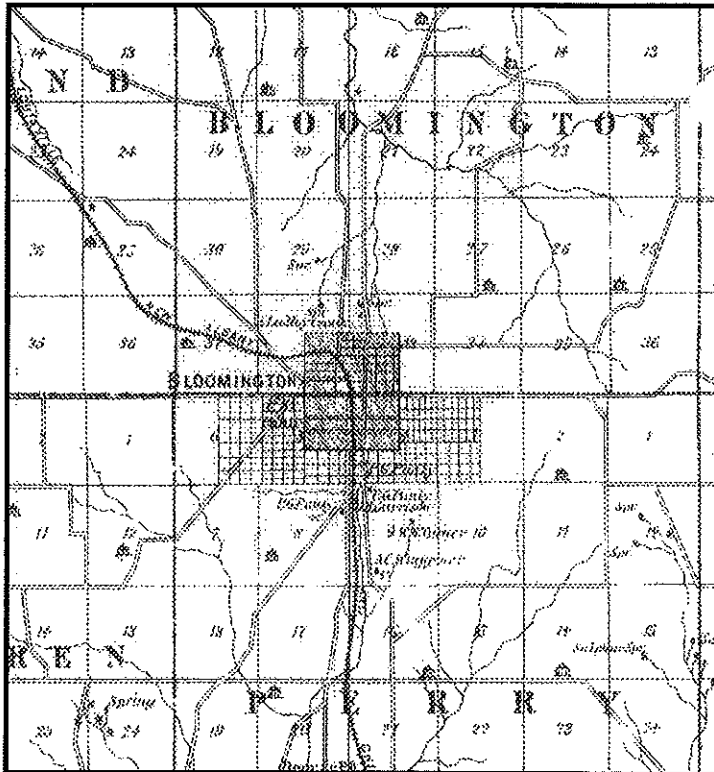
Governor Harrison appointed Williamson Dunn Judge of the Court of Common Pleas in 1811. During the War of 1812 Williamson was made a captain of the militia and served with General Harrison. David served as a surgeon for his brother-in-law's militia and traveled from the relief of Fort Harrison at Terre Haute to the Mississinewa battlefield near present day Marion, Indiana. In 1814, toward the end of the war, David moved to Madison, Indiana, where he lived next door to the future first governor of Indiana, Jonathan Jennings. He probably was Jennings's physician.

Through his good political connections and his having an important neighbor David was selected in 1816 as a delegate to the framing of the Indiana's constitution. The delegates gathered at Corydon on June 10<sup>th</sup> and had concluded their work by June 29<sup>th</sup>. The delegates completed their work quickly because they essentially adopted a standard constitution. For the most part, they simply copied from the Ohio Constitution of 1802 and from portions of the Kentucky Constitution of 1799. Dr. Maxwell played a key role in the convention sessions and introduced Article IX, Sect. II: "It shall be the duty of the General assembly, as soon as circumstances will permit, to provide, by law, for a general system of education, ascending in a regular gradation from township schools to a state university, wherein tuition shall be gratis, and equally open to all." Being one of the few delegates with any formal education, and having good penmanship, David Maxwell prepared the actual manuscript copy of the 1816 Constitution, which remains in the State Archives today.

David's brother-in-law, Williamson Dunn, served as representative from Jefferson County from 1816-1819. During two of those terms, 1817-1818, he was Speaker of the House. He later served one term as state senator in 1837.

On January 14, 1818, Monroe County was established. Immediately in that same year David purchased a lot in Bloomington and moved his family there in May 1819. They moved to this "opening in the forest" with three small children and two slaves. Soon others settled nearby and on September 1819, the First Presbyterian Church got its early beginnings in the Maxwell cabin.

In the Land Ordinance of 1785, Congress had provided for congressional townships made up of 36 one-square-mile sections with Section 16 being reserved for the support of schools. In March 1804 Congress authorized one additional township out of those in the region of the Vincennes land office to be used for support of schools. On October 1806, in compliance with this law, Albert Gallatin, U. S. Secretary of the Treasury, designated a seminary congressional township in Gibson County. The enabling legislation for Indiana in 1816 provided for still another congressional township for a seminary of learning to be designated by the U. S. president. Based on the recommendation of the Indiana Constitutional Convention of June, President James Monroe designated the future Perry township (named in honor of Commodore Oliver Hazard Perry) in Monroe County as a seminary township on July 10, 1816. Bloomington was plotted to be just north of this seminary section. When Monroe county was carved from Orange County on January 14, 1818, the seminary section was incorporated into the new county and the county was named



Bloomington was located on the northern border of Perry Township in Monroe County, Indiana.

Monroe in honor of the president.

Because the state was so undeveloped at the time, the Indiana Constitution of 1816 provided that none of these educational or seminary sections could be sold before 1820. Therefore by late 1819 when the legislature was to convene, the time had come to establish a seminary of learning.

Although Bloomington was represented in the Indiana House and Senate, there was no one from the town to directly speak for it. In fact at that time one legislative representative served the five neighboring counties. A spokesman for Bloomington was needed and David Maxwell was selected. He set out on horseback for Corydon to lobby for a State Seminary at Bloomington. There is no record of the lobbying required with Governor Jonathan Jennings and the legislature. However, since the seminary lands could be sold and the money used to establish the institution elsewhere, some people favored different locations for it. When the vote for Bloomington came before the Senate in was a 5/5 tie between yeas and nays. Lieutenant-Governor Ratliff Boone, a second cousin of Daniel Boone, cast the deciding vote for Bloomington. Without the lobbying of David Maxwell the outcome might have been entirely different.

On January 20, 1820 Governor Jennings signed the bill establishing the Indiana Seminary. Today this is

known in I.U. circles as Founder's Day. In January 1822 the seminary township in Gibson County was authorized to be sold and the funds used for this seminary at Bloomington.

David became increasingly active in politics to gather support for education and the Indiana Seminary. From 1821-24 he was a Whig state-representative from Monroe County. In 1822 David was one of four candidates to run for Lieutenant-governor. The other candidates were Ratliff Boone, William Polke, and Erasmus Powell. Ratliff Boone was elected and when Jonathan Jennings resigned to represent Indiana in the U.S. Congress, Ratliff served as Governor from September 12 - December 15, 1822.

In 1824 David Maxwell was the speaker-of-the-house in the Indiana legislature. From 1826-29 he was a state senator representing Monroe, Greene, & Owen counties. On January 28, 1828 he was successful in getting the Indiana Seminary named Indiana College, which eventually became Indiana University in 1838. While serving in the legislature he was also Postmaster in Bloomington 1825-29, 1841-45, and 1849-52.

Like David, Williamson Dunn was very interested in higher education. In 1832 Williamson donated 50 acres for the establishment of Hanover College and served on its board of trustees from 1832-1854. He also gave land for Wabash College and served on its board of trustees from 1832-36. Williamson Dunn died in Hanover on Nov. 11 1854.

On April 25, 1833 Martha Ann Maxwell, daughter of David & Mary Maxwell, was married to Tilghman Ashurt Howard. In 1830 Tilghman had moved from Knoxville, Tennessee to Bloomington, Indiana, where he practiced law with his partner, future governor, James Whitcomb. In the autumn of 1832 his first wife had died. At the time of their marriage Tilghman was 35 and Martha was 20. He was a Jackson man while David Maxwell was a staunch Whig. President Andrew Jackson, who knew Tilghman Howard in Tennessee, appointed him



Martha & Tilghman Howard

District Attorney for Indiana. This probably added to the friction with David, his father-in-law, so the Howard's moved to Rockville, Indiana to get away from Martha's parents. Later David Maxwell's sons, Samuel Franklin Maxwell and David Howard Maxwell, also moved to Rockville and practiced law.

Tilghman Howard went on to be elected to Congress in 1839, resigned to run for governor against Samuel Bigger and lost. He also was a candidate for U. S. Senator in 1843 but was defeated when the Senate selected Edward A. Hannegan of Covington. This was before senators were directly elected by the people as was provided by the Seventeenth Amendment in 1913. Tilghman was appointed in 1844 by President John Tyler to be minister to Texas Republic but contracted yellow fever and died in Washington, Texas on August 16, 1844. His body was returned to Indiana and was buried in the Rockville cemetery. In his honor Richardville County was renamed Howard County (Kokomo) in 1846.

David Maxwell was selected to serve on the Board of Internal Improvements at the critical time when the board was required to select the engineers to man the many projects. After his appointment in early February 1836, the board assembled in Indianapolis on March 7<sup>th</sup>. After choosing Dr. Maxwell as chairman they went on to confirm Jesse Lynch Williams as Chief Engineer for all of the projects of the Mammoth Improvement Bill. Each board member was assigned an area of responsibility that corresponded with the improvement bill as follows:

Governor Appointments:

- David H. Maxwell - Jeffersonville, New Albany, & Crawfordsville railroad
- John Woodburn - Madison railroad
- John G. Clendenin - New Albany & Vincennes turnpike
- Elisha Long - Whitewater Canal
- Judge Samuel Hall - resigned / was replaced by
- Amos Clark - Evansville section Central Canal
- Thomas H. Blake - Cross Cut Canal - Terre Haute

Senate Appointed Wabash & Erie Canal Commissioners:

- J.B. Johnson Wabash & Erie, western section (Lafayette)
- Samuel Lewis Wabash & Erie - eastern section (Fort Wayne)
- David Burr Central Canal - (Indianapolis)

In addition to these board member assignments, the board also selected resident engineers for all of the projects. These assignments are as follows:

- Jesse L. Williams Chief Engineer - all projects

Henry M. Pettit	Road projects
Stearns Fisher	Wabash & Erie - eastern section (Wabash)
Lazarus B. Wilson	Wabash & Erie - central section (Logansport)
Anderson Wilson	Wabash & Erie - western section (Lafayette)
Simpson Torbet	Whitewater
T.A. Morris	Central - Indianapolis
C.G. Voorhies	Central - Evansville
William I. Ball	Cross Cut - Terre Haute
Solomon Holman	Erie & Michigan
R.H. Fauntleroy	Jeffersonville, New Albany & Crawfordsville railroad
E.M. Beckwith	Madison railroad
John Fraser	New Albany/Vincennes turnpike

David Hervey Maxwell and Mary E. (Dunn) Maxwell were the parents of nine children as seen on the chart on the following page. Their daughter, Mary Maxwell Shryer, who married Marcus H. Shryer of Bloomfield, was also a great supporter of Indiana University. On June 3, 1920 she was present for the Centennial Celebration and presented a wreath of flowers in honor of her father, David Hervey Maxwell, and her brother, James Darwin Maxwell, a physician and I.U. supporter. Maxwell Hall in Bloomington is named for the Maxwell's support of the university throughout the years.

Mary's husband was Captain Marcus Shryer who operated "The Richland," a steamboat that carried iron from the Richland furnace near Bloomfield down the sidecut canal to the White River, through the lock at Newberry and down the Wabash river. (See the CSI tour book "Across the Cross-Cut Canal.")

Dr. Maxwell left the Board of Internal Improvements in 1838 and returned full time to his medical practice. In April 1838, Lazarus B. Wilson, the resident engineer on the Logansport area of the Wabash & Erie Canal visited with him in Bloomington, discussing canal issues. (See The Hoosier Packet - September 2009)

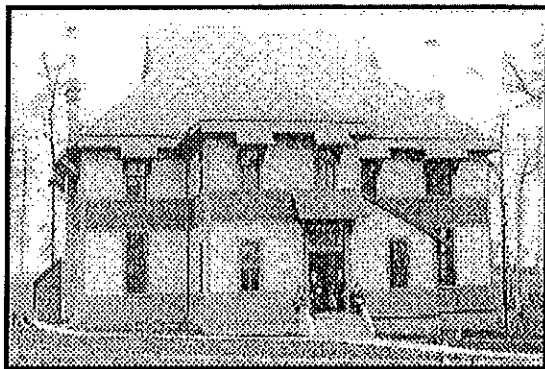
David Hervey Maxwell died on May 24, 1854. Both he and his wife, who lived until Mar 18, 1880, are buried in Rose Hill Cemetery (Old Spencer Addition) in Bloomington, Indiana. A small obelisk stands over their graves and reads as follows:

David Maxwell served as Mayor of Bloomington in 1848. From 1820-1852 he served on the Board of Trustees of Indiana Seminary/College. At times he was president of the board. He was a loyal and consistent supporter of Indiana University. Maxwell Hall on the I. U. Campus was built in 1885 and named in his honor. In 1894 it was renamed Mitchell Hall. A new Maxwell Hall was built in 1890.

North side:  
 MARY DUNN  
 WIFE OF D.H. MAXWELL  
 BORN Mar. 14, 1778  
 DIED Mar. 18, 1880  
 AGED 92 Ys, 4 Ds

West side:  
 DAVID H. MAXWELL M.D.  
 Sept. 17, 1786  
 DIED  
 May 24, 1854

Photo by Bob Schmidt

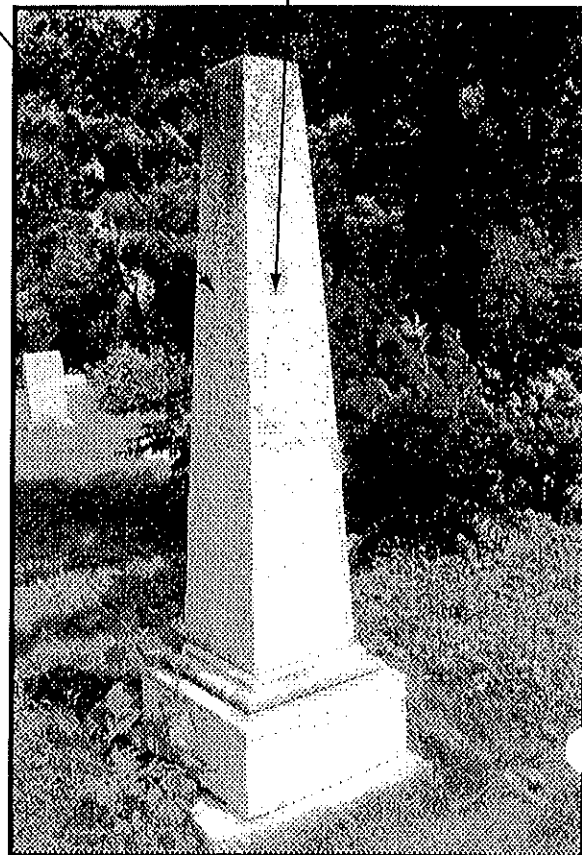
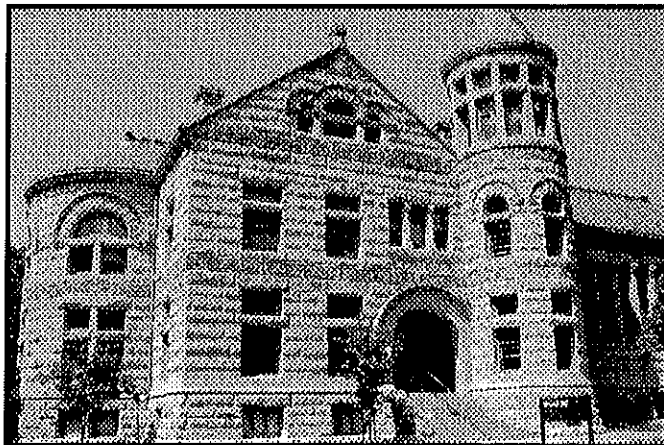


MAXWELL HALL

1885

1890

Photo by Bob Schmidt





THE MAXWELLS

Dr. DAVID HERVEY MAXWELL

B. 17 SEP 1786 Garrard Co. KY  
 M. 21 SEP 1809 Darville, KY  
 D. 24 May 1854 Bloomington, IN

MARY E. DUNN

B. 14 MAR 1788 Darville, KY  
 D. 18 MAR 1880 Bloomington IN

Children :

AMANDA MAXWELL

B. INFANT  
 D. 1910/11 cold plague Hanover, IN

MARTHA ANN MAXWELL

B. 22 JAN 1813 Hanover, IN  
 M. 25 APR 1833 Bloomington, IN  
 D. 27 APR 1909 Terre Haute, IN

TILGHMAN ASHURST HOWARD

B. 14 NOV 1797 Pickensville, NC  
 D. 13 AUG 1844 Washington, TX

Dr JAMES DARWIN MAXWELL

B. 19 MAY 1815 Hanover, IN  
 M. 8 JUL 1843  
 D. 30 SEP 1892 Bloomington, IN

LOUISA JANE HOWE

B. 23 MAY 1819  
 D. 20 JUL 1907

SAMUEL FRANKLIN MAXWELL

B. 29 JUL 1817 Madison, IN  
 M. 8 NOV 1848 Rockville, IN  
 D. 25 JUN 1877 Rockville, IN

ELIZABETH ANN SUNDERLAND

B. 4 APR 1822  
 D. 19 OCT 1899

MARGARET ANDERSON MAXWELL

B. 19 JAN 1820 Bloomington, IN  
 M.  
 D. 29 JUN 1888 Rockville, IN

WILLIAM YOULE ALLEN

B. 8 MAY 1805 SHELBY CO KY  
 D. 13 FEB 1885

AMANDA MAXWELL

B. 9 AUG 1822 Bloomington, IN  
 M. 11 OCT 1848 Bloomington, IN  
 D. 20 DEC 1914 Palo Alto, CA

Rev. LEVI HUGHES

B. 30 APR 1821 Baltimore, MD  
 D. 8 NOV 1870

DAVID HOWARD MAXWELL

B. 7 AUG 1825 Bloomington, IN  
 M. 1 JUN 1864 Rockville, IN  
 D. 13 SEP 1903 Rockville, IN

ANNA FLORA SMITH

B. 17 AUG 1838 Salem, OH  
 D. 15 APR 1912 Elrama, Pa

MARY EDITH MAXWELL

B. Bloomington, IN  
 M. 9 DEC 1880 Bloomington, IN  
 D. AFTER 1920

Cap. MARCUS H. SHRYER

1816 Cumberland, MD  
 Bloomfield, IN

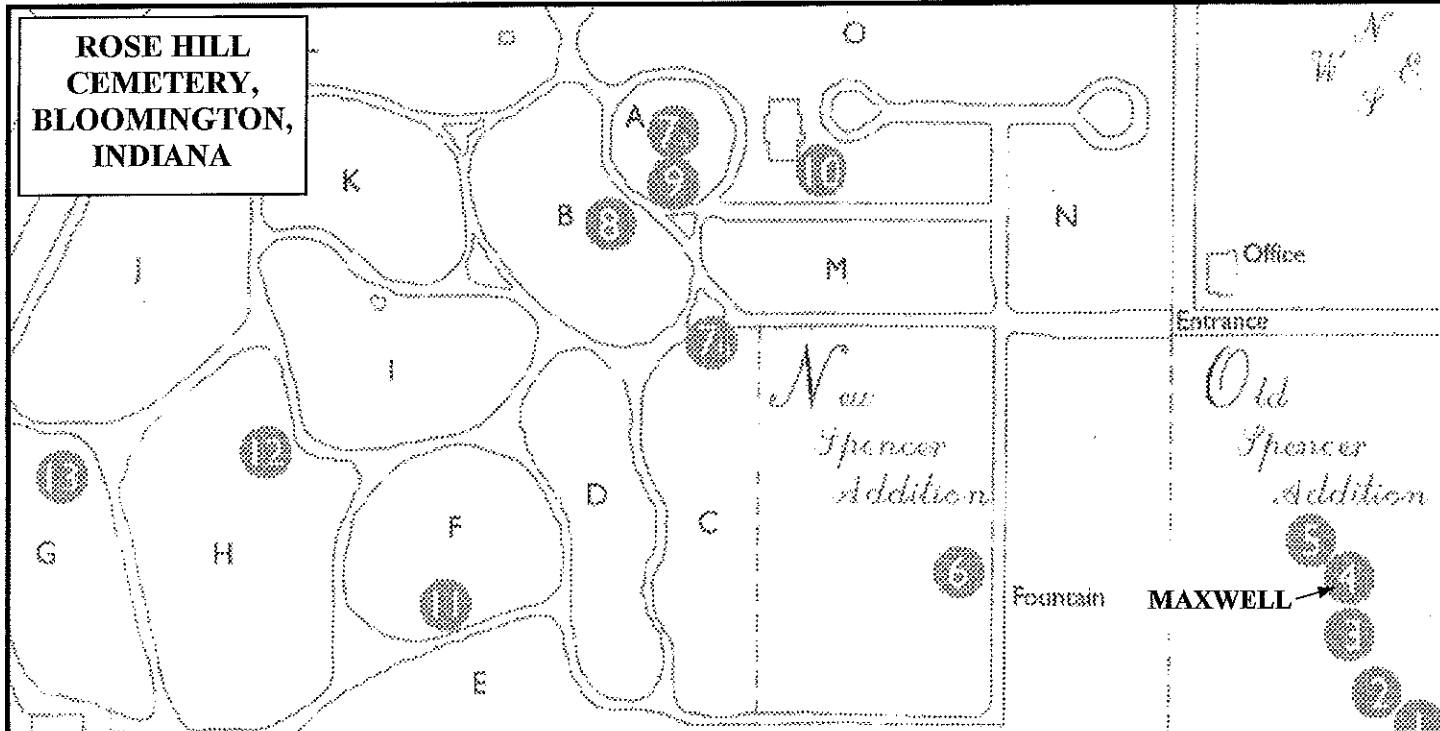
EDWARD BEZALEEL MAXWELL

B. 7 JUN 1831 Bloomington, IN  
 M. 12 DEC 1863  
 D. 13 OCT 1869 Bloomington, IN

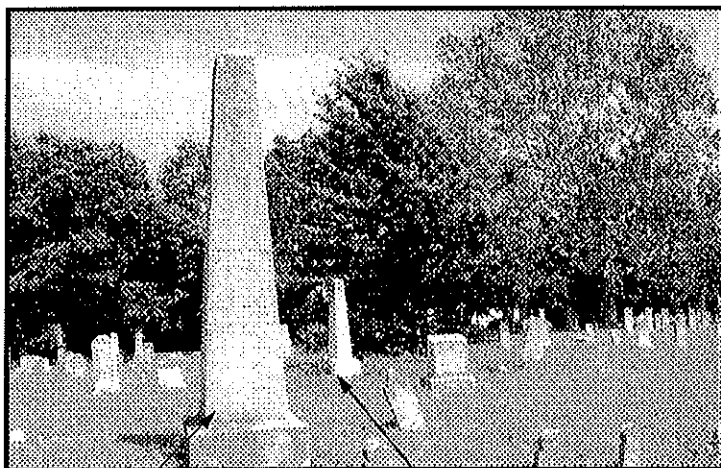
CAROLINE McCOLLOUGH

B.  
 D.

**ROSE HILL  
CEMETERY,  
BLOOMINGTON,  
INDIANA**



A brochure found at the office of Rose Hill Cemetery in Bloomington, Indiana, has this map and short biographies of notables buried there. David Hervey Maxwell is buried at number 4. He was a founding father of what became Indiana University. Andrew Wylie is buried at number 5 and has a larger obelisk. He was the first president (1829-1851) of what became Indiana University.



**ANDREW WYLIE**

**DAVID HERVEY MAXWELL**

Photo by Bob Schmidt

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**NEWS FROM THE PAST**

**GEOLOGICAL SURVEY OF INDIANA 1871-72**

*The Cincinnati Enquirer* February 11, 1863

**CEDING THE MIAMI CANAL TO CINCINNATI**

The consultation between the Committee of the City Council of Cincinnati and the Senate Committee on Public Works, in relation to Mr. Saylor's bill, ceding that portion of the Miami Canal, between Broadway and the river, in Cincinnati, resulted in the Senate Committee agreeing to visit Cincinnati, one week from Friday next, to examine the work.

*The Cincinnati Enquirer* February 11, 1863

**THE VOTE ON THE SWINDLING CANAL SCHEME  
IN THE HOUSE OF REPRESENTATIVES  
— WHO DEFEATED IT.**

[From the Washington Correspondence  
of the *New York Times*]

**DEFEAT OF THE CANAL BILL.**

The Illinois and New York Canal Bill was defeated to-day in the House by a majority of ten votes, six of which were from New York. The members casting these are Messrs. F. A. Conkling, Odell, Kerrigan, Chamberlain, Fenton and Wheeler.

Three voices only from Indiana were given for it, and six against it, and it was opposed by the whole Ohio delegation, with but two exceptions. But for the single vote of Mr. Wallis Pennsylvania would have gone solid against the bill, and her opposition was of the most bitter character. New Jersey voted unanimously with Pennsylvania, as did Maryland, Kentucky and Virginia, with the single favorable exception of Messrs. Casey and Segar, who are national men.

The bill as amended was rejected by a vote of 61 yeas against 71 nays, as follows:

Yeas: Messrs. Aldrich, Allen (Ill.), Arnold, Ashley, Baker, Baxter, Beamer, Buffington, Casey, Clark, Collar, Roscoe Conkling, Conway Dawes, Delano, Diven, Edward, Elliot, Ely, S. C. Fernandes, Franchet, Frank, Gooch, Granger, Haight, Hooper, Julian, Kellogg (Mich.), Kellog (Ill.), Knapp, Lansing, Loomis, Lovejoy, McIntosh, Marston, Noell, Olin, Pike, Potter, Rice (Me.), Riddle, Rollins (Mo.), Sargeant, Sheffield, Sherman, Sloan, Smith, Spaulding, Van Horn, Van Valkenburgh, Van Wyck, Walker, Wall, Wallace, Walton, Ward, Washburne, Whaley, Windom, Woodruff.

Nays: Aneons, Babbitt, Bailery, Biddle, Bingham, Blair (Va.), Blair (Penn.), Blake, Calvert, Campbell, chamberlain, Clements, Frederick A Conkling, Covode, Cravens, Crisfield, Crittenden, Cutler, Dunn, Edgerton, Fenton, T.A. D. Fessenden, Grider, Hale, Hall, Harding, Harrison, Hickman, Holman, Kelley, Kerrigan, Killinger, Law, Lazzar, Leary, Low, McKnight, McPherson, Mallory, May, Maynard, Menries, Mitchell, Moorhead, Morrill (Vt.), Morris, Noble, Norton, Odell, Patton, Pendleton, Porter, Shanks, Shellabarger, Shiel, Steele (N.J.), Stevens, Stratton, Thomas (Mass.), Thomas (Md.), Trimble, Trowbridge, Vallandingham, Wadsworth, Wheeler, White (Ohio), Wickliff, Wilson, Worces, Wright, Reaman.

A motion to reconsider was tabled, by a vote of 81-51.

**Building Stone**

The third bed of the general section [at Wabash] ..... This bed of paving stone crowns the higher hills along the river at Wabash and was found underlying all the adjacent table lands, when not eroded, and is generally about eight feet thick, composed of a hard, pure, gray limestone, sheeted down in layers from two to four inches thick, of almost unlimited extent, separated by thin partings of clay.

This deposit is a great source of income to the citizens of this county. Although but a few acres have been quarried, about one hundred car and boat loads of this stone are yearly shipped to neighboring towns and cities to pave the sidewalks, etc. For this purpose I have not seen its equal, and the universal use which it obtains indicates that the quarries will equal if not exceed in value, mines of any mineral in the State. The profit on the stone from a single acre is often estimated above \$12,000. At a few localities, the paving stone is interrupted or replaced by heavy bedded limestone, but at Wabash it rests directly on the hydraulic sandstones; this is an exception to the general rule, although not infrequently the case in the southern part of this city.

The paving stone bed is rich in large Cephalopods etc., of the Niagara formation, and of the following genera represented by from two to three species each, but with exterior so worn as to require the experience of a specialist for determination, vi z.: *Cyrtoceras*, 3 species; *Trochoceras*, 3 species; *Orthoceras*, 2 species; the interior of the latter shell is often incrustated with *cornulites* differing but little from the common *Serpulae* of the coal measures.

Below these paving stones, and sometimes interchanging, occurs a deposit of thick bedded quarry stone, varying from 0 to 20 feet. Sometimes, however, it is found thrown down from its legitimate position by the intercolation of the clay sandstones.

This quarry stone has been extensively worked by Major Stearns Fisher [W&E Canal Superintendent], on land now owned by Allen Craft. The product was shipped by canal and used for building locks and piers for bridges and aqueducts, as also for other private and corporation needs. The quarry bed is twelve feet deep, with strata from one to one and a half feet thick. In the shaly partings, between these strata, many *Fucoides* were seen.

On land belonging to Hon. J. H. Pettit, four miles west of Wabash, five quarries have been opened. One of them was being vigorously worked. The product is loaded directly from the quarry grounds on canal boats and shipped to Fort Wayne, Lafayette and intermediate points. The stone is readily quarried in shapely blocks, and meets with ready sale for foundations and hammered masonry. The survey is indebted to the proprietor for five specimens of *Orthoceras*, *Cyrtoceras*, and *Caly-*

*mene Blumenbachii*, var. *Niagarensis*.

Returning to town we noticed on T. Craft's farm, two miles west of Wabash, a giant boulder [boulder] — a pudding stone composed of irregular and angular lumps of granite, gneiss, sienite, etc. — fifteen feet long, twelve feet wide and five feet high above the surface. This is the largest boulder [sic] I have seen in the State, and shows the wonderful transporting power of the iceberg flow which brought this mass from the north shore of Lake Superior. Other trap and conglomerate boulders [sic] were seen near by. This pudding stone, "Moon Rock," was seen on the "Wait Til You Get To Wabash" tour.

**Indianapolis Journal**

September 2, 1836

"SALE OF TOWN LOTS AT PITTSBURG"

"The Head of Steam Navigation on the Wabash"

"The subscribers will offer for sale on the town plat, by public auction, on the 9th and 10th days of September, between 200 and 300 valuable Building Lots, in the above mentioned town. The town of Pittsburg (Indiana) is situated on the west bank of the Wabash River, immediately opposite West Delphi and about one and one half miles from Delphi, the county seat of Carroll Co. The local advantages of Pittsburg need only to be stated to be appreciated by every impartial individual. At this place is located the great dam in the pool of which the Wabash and Erie Canal crosses the Wabash river, and which will be put under contract at the canal letting on the 23d inst. The upper edge of the town plat extends up to the dam. The dam will be eleven feet in height, and will, beyond doubt, afford the largest amount of water power in this State, and probably greater than any in the western country. The fall of water in the lower part of town will be between 15 and 20 feet. The dam, being built and maintained at the expense of the State, facilitates the economical application of the water to machinery. To these unrivalled artificial hydraulic advantages, nature has superadded evident indication of extensive and valuable beds of coal and iron ore in the immediate vicinity of the town. There is also at the town a valuable quarry of stone suitable for building. Limestone is also scattered over the surrounding country in great profusion; the country down the river for several miles is supplied with limestone from this part. There are also fine springs of water gushing from the bluffs back of the town plat. These advantages, added to the water power, can not fail to make Pittsburg a manufacturing place of great importance. Coal is not only in itself an article of commerce, and a powerful agent of manufacturing prosperity, but also an important auxiliary toward developing the advantage resulting from the iron ore in its vicinity. There is also a vast abundance of timber in the neighborhood of this place, and along the banks of the Wabash for miles above, which can easily be floated down the river to supply the saw mills which will be located at the dam,

furnishing the town, the country below, and the extensive prairies west of this with abundance of lumber. The Grand Prairie commences about a mile west of this point, and will no doubt procure its supply of lumber here; and here also their grain will find a market at the mills, and their produce a depot, to be transported by the river, or carried to the Eastern or Southern and Western markets. In addition to all this, the commercial advantages of the place assert an equality with its manufacturing facilities; it stands at the head of steamboat navigation on the Wabash river. Whenever steamboats can ascend the rapids at Vincennes they can without any inconvenience come to Pittsburg. Well's Ripples, at this point has always been a barrier to steamboat navigation any higher up, except when the river is swollen to an unusual height, and then they can ascend many miles above. But the dam located at Pittsburg makes it the head of steamboat navigation on the Wabash. Notwithstanding the canal, the spring supply of goods for this part of the country and the country above will be furnished by the river. Merchandise and produce destined for the country above will here be transported from steamboats to canal and flat boats or vehicles. The superiority of a location at the head of navigation on a navigable river is apparent to the most ordinary observer; a view of the map of our country will show that towns situated at the heads and mouths of navigable rivers have 'gone ahead' and have risen with astonishing celerity to be commercial emporiums, with commerce extended to all parts of the world. Lafayette, from circumstances which have now ceased to operate, has hitherto enjoyed the advantages of steamboat navigation, and has derived a large share of her importance and prosperity from that cause. These advantages will soon be transferred to their natural locality — to Pittsburg, the actual head of steamboat navigation. There is no town or town-site between this place and Lafayette or Logansport which can possibly bring it into competition with this town. There is a ford at this place at which the river can be crossed when it can not be forded at any place below nor for many miles above. [Terms of sale follow, stating amount of credit to be extended to purchasers of lots.]

"GEORGE MERKLE,

"JACOB MERKLE,

"FRANCIS G. KENDALL."

"Aug. 30, 1836."

Note: Plans changed for Wabash Dam #4 at Pittsburg. When built in 1838 by Reed Case, Sr. and James Spears it was 590 feet long and 12 feet high with timber cribs filled with stone resting on a rock bottom and timber abutments. A steamboat lock 38 feet wide and 175 feet long was built on its south side. Shortly after its completion, it was necessary to raise the dam an additional foot. The first 230 feet across the river were rebuilt in 1849 with a double fall and horizontal apron. In 1856 the rest was redone using the same plan. A side cut canal let canal boats come right into town to load and unload.

## PITTSBURG DAM 1838-1881

A Research Paper by Jason R. Wortman

Pittsburg was platted in 1836 by Merkle Kendall & Co. for side-cut canal traffic and cheap water power from the dam north of town. The dam was started in 1837 and finished in 1838 just north of town to raise the water enough so canal boats could cross the river at Carrollton and go through Delphi on the Wabash & Erie Canal.

During the construction, Jesse L. Williams, the chief engineer of the construction of the dam, in his report to the board of canal trustees on the date of December 12, 1838, said: "although it is the largest dam which has been constructed in the state yet it is believed to have been very successfully managed and finished in a shorter time than any of the larger class of dams"

"It is worthy to remark here that this dam has been constructed in all its parts without the use of ardent spirits, affording the conclusive evidence in favor of the belief that even in the most exposed situation this artificial stimulant is not useful or necessary to the laboring man; a belief to which an experience of thirteen years in the management of public works authorizes me to endorse unequivocally".

Extracts of the chief engineer's reports relating to Pittsburg Dam 1837-1874.

1838- the dam at Pittsburg was completed. 590 feet long and 12 feet high from low water level. The base of the dam was 48 feet wide with perpendicular sides to a height of four feet above low water, drawn at a rate of three feet at the base for a one foot rise on both sides presenting a profile cross section of a cabin roof, cribs connected together by round ties filled with stone and covered with six inch plank.

The dam furnished power for three mills, four grain elevators, one grist mill, which was later enlarged, a woolen mill, chair factory, and an organ factory. When all these factories were in operation, and boats were being loaded from the elevators, the noise surpassed anything one hears in any city today.

1851- The 1849 dam repairs changed 230' of the lower slope giving it a double fall and a horizontal apron, the 243' from the south abutment is damaged and should be rebuilt like that in 1849, the remaining 127' on the north (west) side is less damaged and won't require renewal for several years.

1852- Dam examined at low water and heavy repairs deferred due to make pressing duties of superintendent,

\$800.00 expend in repairing steamboat lock and improving the arrangements of the gates but the rebuilding of the lock walls was deferred, guard gates and north abutments of the dam used to bring water power into use rebuilt and widened for \$950.00, the increase in width to facilitate the passage of loaded boats by decreasing the current was called for by the large amount of produce shipped from Pittsburg.

1853- an examination of the steamboat lock concluded that with certain repairs the rebuilding could be deferred to another summer.

1854- Proposed to renew and increase gravelling at Pittsburg Dam.

1856- Spring ice freshet loosened 60' of the lower slope which had not been previously rebuilt, deferred repairs could no longer wait and the remainder of the dam renewed and remodeled for \$3,926.

1859- One abutment (south?) of Pittsburg Dam rebuilt.

1861- Renewals needed in summer of 1862 on the north abutment of the Pittsburg Dam with head gates for the water power race.

1863- The Pittsburg Dam has required little repair since the 1856 addition of an apron crib other than removal of its wooden abutments, repairs and additions to the comb and upper slopes required by the softening and decay of range and cross timbers at their intersection points which have caused a gradual settling of the dam- by placing a line of timbers edgewise on the crib of the dam during the summer the pool is kept at a proper level, this temporary elevation is required for much of the year at an increased height and is so often washed off by floods as to become burdensome and precarious- a permanent addition of 18"-2' should be made next summer with a new course of planking on the upper slope to save the expense of frequent gravelling and stop leakage.

1864- Pittsburg Dam repairs postponed a summer due to lack of funds.

1868- Feb. 26, 1866 ice freshet carried off 125' of the Pittsburg Dam- early and frequent fall floods prevented repairs, parties interested in water power undertook (against the judgment of the engineers) the contract to close the gap during the winter of 1866-67 and failed due to floods, they resumed in spring 1867 and completed repairs by July 1867, the dam is now nearly more water tight and in better condition than before the break, cost=\$25,767. In 1868, one abutment of the Pittsburg Dam rebuilt.

In 1866, when the dam was partially destroyed by high water, all the plants were idle for nine months. This damage was repaired by Lane, Sampson and Mathews, at a cost of \$30,000, to the canal company.

1874- The superintendent contracted with the owners of Pittsburg water power leases to rebuild portions of the west abutment, west side of guard lock, repair the Pittsburg Dam and protect the lower end of the west abutment in return for water rents, the \$1,019.85 was divided among the leaseholders as follows: John Mathews \$216.29 for woolen mill rents until 5/1/1875, Vandervolgen, Fisher & Gregg \$493.00 for flour mill and saw mill rents until 1/1/1875, and John Ward \$310.56 for saw and lath mill rents to 7/1/1875.

This was the final engineers report. In 1874 the company which had leased the canal from Terre Haute to the Ohio border relinquished it to the trustees and the canal was officially closed. After that time until the dam's destruction, any repairs or maintenance must have been made locally.

As soon as the railroad had acquired the Wabash & Erie Canal and had closed the canal gates in 1874, it wanted to get rid of the dam at Pittsburg as did the farmers living above it. Frequent attempts were made to blow it up with dynamite. On numerous occasions, the canal men found kegs and boxes of dynamite under it. The businesses fought to protect it, since it was the life of their mills. They employed a watchman to keep an eye out for dynamiters. But the farmers became more determined than ever to do away with the dam. It simply had to go.

The local newspaper carried the following information:

*Delphi Journal*, June 16, 1880- "A movement it is rumored was set on foot to tap the Pittsburg Dam last night so it might be swept away and thus relieve the lowlands above".

*Delphi Journal*, September 08, 1880- "Some scoundrels tried to dynamite the Pittsburg Dam. Success came very nearly crowning their efforts".

The attempts at destruction became more frequent. On Feb. 09, 1881 at 2:45 a.m. the Pittsburg Dam was blown up.

*Delphi Journal*, February 09, 1881- "AT LAST - At 15 minutes before three o'clock this morning, a terrible explosion announced that the Pittsburg Dam friends had gotten in some of their work at last. The west side of the dam was so seriously riddled as to make it almost certain the ice will take it out when it comes down and

gorges".

*Delphi Journal*, February 23, 1881- "Estimates of destruction caused by the floods and explosion at the dam are large. Pittsburg probably never will recover, not unless the dam is repaired- an event hardly likely. Damages have been estimated as follows: Carroll County bridges, \$2,000.00; Vandervolgen and Fisher, Pittsburg, \$8,000.00; J. Ward, \$2,000.00; James Mathews, \$2,000.00; Charles Robertson, \$2,000.00; Loss in Pittsburg Dam, \$5,000.00; Rinehart and Son, \$25,000.00; Delphi Mills, \$2,000.00.

The "night the dam went out" became a big event in Pittsburg history. Every other incident in the community from that time dated from before or after the "going out of the dam."

John Mader, who later became deputy sheriff of Carroll County, had been employed to watch the dam. On February 9, 1881 at the early hours of the morning, when the river was ice bound and the temperature was well below zero, three hundred masked farmers, their sons and sympathizers marched upon Mader and the dam. They quickly overpowered Mader, carried him to a neighboring forest and tied him to a tree. A half hour later Mader heard an explosion and the forest, in which he was held prisoner, was showered with ice. The dam was wrecked and the river broke loose and flooded the land below. Chunks of ice were thrown as far as Mt. Pisgah, several hundred yards away. The millrace was left high and dry, and the mills could never run again. This also ruined the paper mills farther south.

Pittsburg probably did more business than Delphi during the early canal years. It was very prosperous for many years because of the water power from the dam. In the early 1870's, the Wabash & Erie Canal was declining because railroads were the new way of traveling. They were also much faster than canal boats.

Once the dam was destroyed Pittsburg never recovered and died a slow death. Today, Pittsburg is quite a small community on the banks of the Wabash River. The remains of the old Pittsburg Dam can still be found. When the river is low, one can see timbers in the riverbed.

Sources:

- "Carroll County Rural Organization" (1979)
- "History of the Wabash & Valley" (1975)
- "Extracts of chief engineer reports"
- "Old Wabash & Erie Canal" (1966)
- Conversations with Lawrence VanDerVolgen



## A CANAL THAT WAS NEVER BUILT

Although the railroads were fairly well established in the eastern portion of the United States by 1835 and "railroad fever" was beginning to penetrate the mid-west, canal construction was still being agitated in Indiana, Michigan and Ohio reaching its fullest extent in the late 1830s-40s. A book entitled *A Twentieth Century History of Cass County, Michigan* by L. H. Glover reports the following:

"The only convenient water way ever utilized by the people of Cass county [Michigan] for transportation was the St. Joseph river. The early settlers were compelled to haul in wagons their surplus wheat and corn and other products to some point on this stream, such as Niles, and thence "ark" them to Lake Michigan, for carriage by lake vessels to the markets of the world. Several years before the advent of the railroad, the first steamboat began plying on the St. Joseph, as the forerunner of the considerable fleet which up to the present day [1906] has navigated on the lower courses of that stream.

"The only serious plan for bringing this waterway into more useful relation to Cass county was that discussed at a meeting held in Edwardsburg, February 1836, to consider the project of constructing a canal from Constantine to Niles [Michigan]. Such a canal would have crossed south central Cass county, and would have been a short cut across the great arc made by the river in its bend into Indiana. Had the railroad era not been so near, this canal would doubtless have been constructed at some time, and would have been of inestimable advantage to the development of Cass county.

"But a majority of those present at the Edwardsburg meeting favored, even then, the idea of a railroad rather than a canal. The result was that the friends of the enterprise secured the passage of an act by the legislature, March 26, 1836, incorporating the Constantine and Niles Canal or Railroad Company, with a capital stock fixed at \$250,000. The company was empowered to construct either a canal or railroad between the termini mentioned in its name and charter. The first directors were William Meek, George W. Hoffman, Wells T. House, Watson Sumner, John G. Cathcart, Edward N. Bridge, J.C. Lanman, Jacob Beeson and Vincent L. Bradford. This enterprise ended in the storm of financial disaster that overtook the country in 1837, and it is not certain that even a survey of the route of the proposed canal or railroad was made."

## WHITEWATER CANAL NEWS

### AARON RIESER BEING RESEARCHED

Lois and Mike Angelo recently joined CSI and are also joining Western Wayne Heritage. Lois has been in contact with Phyllis Mattheis about research she has done on Aaron Rieser, her great-great-grandfather. She writes, "I have over the last few months been organizing the old and new information in order to start writing the life story of this interesting ancestor. In my research I have been able to uncover that he was involved in a mercantile business in Germantown, Indiana, in the early to mid-1840s, which gives me a better time line for his arrival into western Wayne county from Butler county, Ohio. We also know that he was the founder, builder and proprietor of the United States Hotel, now known as the Vinton House. He owned and maintained the property for many years before selling it to Mr. [Elbridge Gerry] Vinton.

"He was also key in the early development of the Cambridge City business community and a charter member of the I.O.O.F. Lodge #14 Cambridge City in October 1844 serving as its first Noble Grand. He also seemed to be a man of principles as we have uncovered several lawsuits, which he brought forth, one of which went on for 25 years. Oddly enough, it appears that this long standing lawsuit may possibly have been with a Mr. Jacob Mathias. The case was dismissed in 1872 with Aaron paying the court costs."

### VINTON HOUSE UPDATES

By Phyllis Mattheis

The curb stones have been discovered at the Vinton House. Mike Corn has stapled insulation in the attic of the building. Work has been done to improve the restroom. They are looking into installing ceilings.

When the Indiana Humanities Council publicized that an exhibit about Outstanding Hoosiers was available free, Phyllis Mattheis was the first to respond asking for it for Western Wayne Heritage. It was awarded to them. Dr. Ron Morris picked up the two large heavy cases in Indianapolis and delivered them to the Overbeck House, the home of Jerry and Phyllis Mattheis. After looking it over they found it was a large exhibit with frames similar to those that a Ball State class had prepared for their "Traces and Trails: Intersections of

Wayne County" exhibit now on display in the Vinton House third floor museum. The Mattheis' then took it to the Vinton House and stored it in the third floor east room. They hope to get the room painted and the exhibit up by the time of the CSI "Hoosiers on the Move" tour on April 9-11, 2010. Since Wayne County will soon be celebrating its 200th year, it will be good to have the exhibit in place for viewing.

Western Wayne Heritage plans to dedicate the outdoor interpretive sign, towards which CSI donated \$2,000, about transportation in Cambridge City on Saturday April 10. This will allow CSI members to take part in its dedication.

## WESTERN WAYNE HERITAGE

The East door of the Vinton House has had double pane, tempered glass inserted and has been repainted and reinstalled. Bids have been received to install car siding on the ceiling in four rooms on the second floor. The east side of the third floor could be used as a half bath, office for WWH and a storage room. 40 photos and 54 signs will be hung before CSI tour.

## WHITEWATER CANAL BYWAY

In "Along the Byway," the newsletter of the Whitewater Canal Byway Association, Paul Baudendistel wrote an article entitled "No Need in Thinking That Research is Dull." He says to think of research as a vacation and let the events happening around you lead to a story. He calls it "being on assignment."

While taking in fall festivals in the area around the Whitewater Canal Paul saw several cannons and thought they'd make a good research project. Then someone approached him with an old bottle that was found near Butler Run Culvert north of Brookville. [This is the culvert that the Whitewater Canal Trail group hopes to stabilize.] Beer bottles could make a good research project too.

Paul chose the bottle project noting that the bottle found had Jos. Siedling, Brookville, Indiana embossed on it. Paul wondered if Siedling had the franchise to bottle Jung Beer, which was brewed with ice in Cincinnati. He thought of all the ice that was harvested in the Brookville Canal Basin.

To learn more about beer bottles he went to Google. He was excited to learn that there was an Ingermann's Brewing Company in Cambridge City, Indiana. It bottled Ingermann's Ale XXX. That led him to wonder what XXX represented. He remembered seeing it on Snuffy Smith's jug and Yosemite Sam's gunpowder keg.

Although Paul still doesn't know for sure what XXX is, he found that the Jos. Seidling bottle was a very old soda pop bottle. The bottling plant was on a hill near the Catholic School. During prohibition Seidling bottled soft drinks. By 1950 he was bottling Pepsi Cola, and the Pepsi plant, which he started, is still in operation. The ice harvested from the canal basin during the canal era was consumed by the Brookville saloons that purchased Seidling's beer.

Paul also found that Ingermann's Brewery was actually in Vandalia (East Cambridge City) and was operated by Henry Ingermann. Further study showed that it was operated on two different sites and by two Henry Ingermanns. Hummmm!!! He even found a picture of one of Ingermann's cellars to include in the newsletter.

How many distilleries, breweries and bottlers were in the Whitewater region? Should a map of them be made?

Paul has also been researching Manlove Park. He knows canal boats were built in two different places in Milton, Indiana. One of the boat yards was about half a mile north of town and opposite the iron gates of Manlove Park. However, Paul has learned there were two Manlove Parks and asks what direction is "opposite"?

Old histories show that Manlove Park, a recreational park covering 60-70 acres with a large lake and 22-room hotel was started in 1866 by Joseph Manlove. Once a year it had the "Musical Congress" attended by 5-6 thousand people. The park closed in 1916.

Thinking about Milton, Paul remembered it had one of the shortest electric trolley lines in the state running 2 miles between Milton and Cambridge City. Its car was called "The Dinky." It was built as a spur from the railroad line between Richmond and Indianapolis so that George Callaway, who lived in Milton and was a member of the railroad board, could easily get to work in Indianapolis.

"The Dinky's" southern terminus in Milton was at the intersection of State Rd. 1 and Main Street. Pauline Druley of Milton rode "The Dinky" to high school in Cambridge City. She paid 10 cents for a one-way trip.

Paul points out that the 1,825 miles of interurban tracks laid in Indiana by 1814 were eventually replaced by paved roads and automobiles. The interurban was just like the canal system, which was replaced by the railroads.

Paul wonders where his future research will lead. He says research never ends nor is it dull.



## DAVENPORT BRIDGE UPDATE

From Terry Woods, Canton, OH

I just read your recent newsletter [February 2010, p. 15]. I am regularly amazed at how much effort and expertise you get into it.

The article on the Davenport Bridge was interesting. The bridge in Indiana is a Bow String Truss Bridge. Davenport originated his bridge company in partnership with the Russell Brothers of Massillon Ohio. They had their works on the canal above Lock No 5. They specialized in steam tractors and were (are) world famous. Davenport came from the east, joined up with one of the Russell's and built bridges as the Massillon Bridge Company. He later went off on his own. Davenport's first cantilever iron truss bridge is in Oak Knoll Park in Massillon and two were placed over the re-worked Ohio Canal in Stark County in the 1930s. One is still over the canal at Canal Fulton and one is in the weeds near a parking lot Stark County Parks erected in 2002. That bridge was in excellent condition when the Stark County Engineers took it from over the canal and lovingly placed it beside the canal. A Stark Park's Parking Lot project had a workmen push the bridge "out of the way" with a bulldozer, damaging it probably beyond repair.

## LST 325 UPDATE

Gerald Hulslander responded to the LST article in the February 2010 "Hoosier Packet" as follows:

LST 325: It was returned to the US with Robert Jornlin as captain. Bob is a farmer from Earlville, IL. He is so dedicated to the 325 that he lives in Evansville part of the year. One of the crew that brought her back from Greece, Don Lockas, lives in Marseilles, IL.

I have probably bent your ear about the 157 T's that were built in Seneca, IL. They were not completed there so the crews that came to take them to sea had to finish the mast when they were far enough down the Mississippi where the bridges were higher over the water. The mast is still a problem when they want to come upstream. Peoria is about as far up the Illinois as they can come unless the river is low.

Jornlin has a good talk about returning the 325. I heard him in Earlville a year or two ago and have chatted with him several times. Nice guy. Not long after the return he was going to use an old Allis Chalmers tractor, hand cranked. He forgot to take it out of gear and of course the throttle was wide open and it started on the first cranking - ran over him. He survived quite well so miracles can happen.

We escorted some T's during WW II. They were very slow and did not have much in the way of fire power. That's why we were there. Their crews suggested LST stood for Large Slow Target.  
Gerald Hulslander, Marseilles, IL

Bob Sears, Editor "Canals Canada" writes:

Your teaser for the fall trip and a visit to the LST has me interested. My father landed on D-Day and recently I have been researching the various landing ships/craft that made up the invasion fleet. A visit to an LST would be spectacular. My map recce [reconnaissance] tells me that Evansville is a 12 hour drive so I will have to carefully plan things to make it work.  
Bob Sears, Toronto, Canada

## STAMPLESS COVER ON E-BAY



Neil Sowards, CSI member from Ft. Wayne, IN found the following stampless cover for sale on E-bay. The contract reads:

We as agents of the Troy & Western Line agree to receive & Transport from Milan, Ohio to Oriskany, N.Y. by way of Buffalo for the Dexter Manufacturing Co. from six to ten tons of wool at the rate of five shillings per hundred pounds the dangers of the lake and all unavoidable accidents & Delays excepted said company and to deliver the wool at the warehouse of Wilbur & Flecharty Co., Milan, on or before the 20 of Sept. Next.

Milan Aug 9th 1843 Wilbur Flecharty & Co, agents for the Troy & Western Line.

Included in the E-bay advertisement was the following description of the contract's contents:

Simon Newton Dexter, 1785/1862 was a prominent merchant and politician from Whitesboro, Oneida county, N.Y. involved in the building of the Erie Canal. However, he was more known for his merchant activities notably his association with the Oriskany Manufacturing Co. believed to be the first woolen mill in the U.S. to produce finished cloth from raw wool.

This 4 page, very detailed, folded letters was posted from Norwalk, Ohio on August 16, 1843 by one of Dexter's wool

buyers, Mr. Benedict, with information about his buying activities and the then current wool market in Ohio.

The 4th page of the letter contains the signed and dated August 9, 1843 contract that Benedict negotiated with agents of the Troy and Western Line, an Erie Canal Boat shipping company. To provide for transporting the wool from Milan, Ohio via Buffalo, N.Y. to the mill in Oriskany, at a cost of five shillings per hundred pounds. It also quotes a price for shipping tallow, butter or lard if so desired.

### HISTORIC FORKS OF WABASH

The museum building at Historic Forks of the Wabash located in Huntington, Indiana at the confluence of the Wabash and Little River and alongside the Wabash & Erie Canal remains, has had an addition added. They have received a \$20,000 matching grant from the DEKKO Foundation of Kendallville, Indiana, which states that any Building Fund contribution made between December 8, 2009 and July 1, 2010 will be matched dollar for dollar up to \$20,000.

Harrell and Sons Construction has completed the interior and exterior framing. The building has been wrapped and the roof protected with Ice Guard. Once electrical permits are received work will resume on the interior. The older portion of the building has had a new alarm system installed that can easily accommodate the new addition.

Other buildings in the park have also received attention. The Nuck House has been restored and the Trading Post is getting a new roof. There is also a buzz going around about using the remaining Silver Creek Arch stones from the Wabash & Erie Canal to recreate a piece of the canal.

The current museum has a nice display about the Wabash & Erie Canal. It also tells the story of the development of northeast Indiana. Forks members are excited about the educational opportunity this building will bring to their programs.

### ZOAR FISH HATCHERY

Linn Loomis, CSI member from Newcomers-town, Ohio, recently sent an article about old photographs being found of the Zoar Fish Hatchery. He also sent copies of photos he had taken on what remained of the hatchery in 1989. The site will be visited on the Canal Society of Ohio spring tour April 30-May 2, 2010.

After the Ohio and Erie Canal was abandoned as a transportation canal, the Ohio Division of Wildlife constructed six rearing ponds in the canal that became State Fish Farm No. 12. They thought the clear springs

supplying water to the canal would make the hatchery a success. In 1921 and 1922 breeding stock of small-mouth bass was brought in by rail on the "Buckeye F. Car." However, the fingerlings couldn't survive in the slow moving, warm water. Other species were then stocked and by 1923 largemouth bass, crappies and bluegill were raised. The state's seventh fish hatchery was completed at Defiance, Ohio in April 1923 and, along with the hatcheries at Akron, London, Waverly, Chagrin Falls, New Town, and Zoar, Ohio planned to raise millions of fish. However, the hatchery at Zoar only produced about two-thirds of the amount of fish that were produced at the other hatcheries.

Three floods, polluted water washing off roads, and springs drying up added to the temperature problems over the next 12 years. Ohio released the remaining fish, drained the ponds and closed the hatchery in 1935.



Zoar Fish Hatchery Remains taken in 1989 by Linn Loomis.

### Canal Society of Ohio 2010 Spring Tour Tuscarawas County April 30-May 2, 2010

See new canal trail development on the Ohio & Erie Canal; Ride golf carts from Ft. Laurens to Zoar; See tow-path trail bridge, locks #7-#10, 10-mile-level sluice gate, Furnace Run culvert, state fish hatchery, Zoar flouring mill, iron truss bridge, Great Tuscarawas Aqueduct; Visit Zoar village, dam, lock and saw mill, New Philadelphia side cut dam, Hilton dam and feeder, Locks #13, #15 and #19; plus much more.

Contact: Larry Turner (330) 658-8344

# NEWS FROM DELPHI

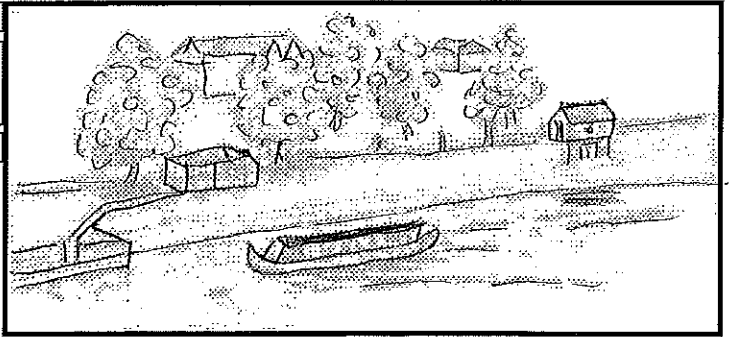
## ACTIVITY ABOUNDS EVEN IN WINTER

By Dan McCain

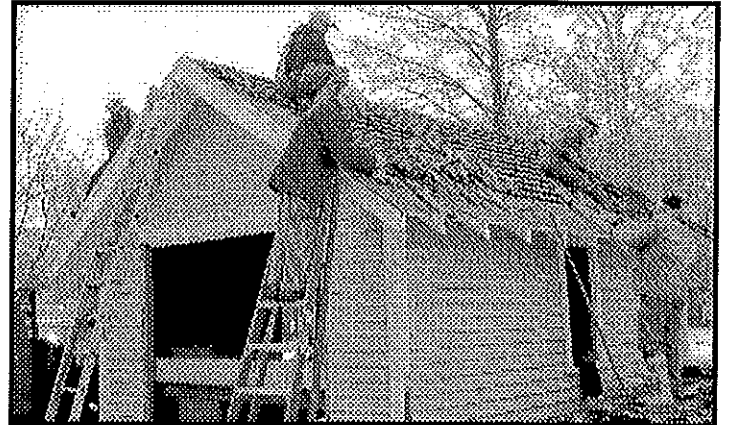
A grant request was submitted in mid-January to the National Endowment for the Humanities to develop working drawings and to construct a myriad of outdoor exhibits along the 2.5 mile Canal Towpath in Delphi. The request asks for three years time and money enough to complete these interactive exhibits, interpretive signs and educational materials. Some of the construction activity will be to the north in Canal Park Annex near the new Boat Warehouse.

Plans need to be drawn before construction of the many interactive exhibits by the M-W-F Volunteer Crew can begin. See the exhibits and their placement on the next page.

One of the high priority items needed before a grant can be obtained is a toll booth for ticket sales at the head of the ramp down to the new boat dock. This dock will be finished by spring as part of ARRA funding, but the funding didn't include the structure of the booth itself. We could sure use a donor/sponsor. Negotiations are underway for the dock contract to include concrete work needed for expanding the top of the ramp to allow for an observation deck that visitors will enjoy.



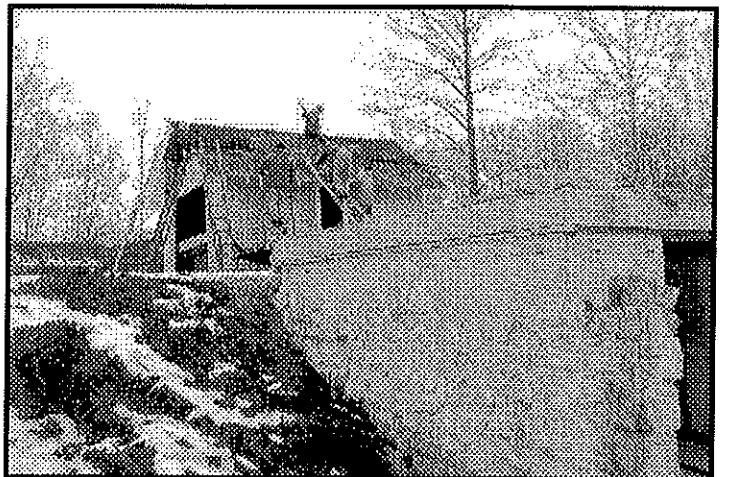
Foundation is nearly ready and the repairs to the little barn are being made this winter.



With the melting of snow cover and a good work session the volunteers removed the old roofing down to the original slats. These slats will support a new Cedar "shake shingle" roof and, in an old fashion way, allow air to dry the underside to allow such a roof to last many more years than today's coverings. Our man Ed Gruber (on the ladder) just turned 90 last month. His spirit and motivation drives us all along.

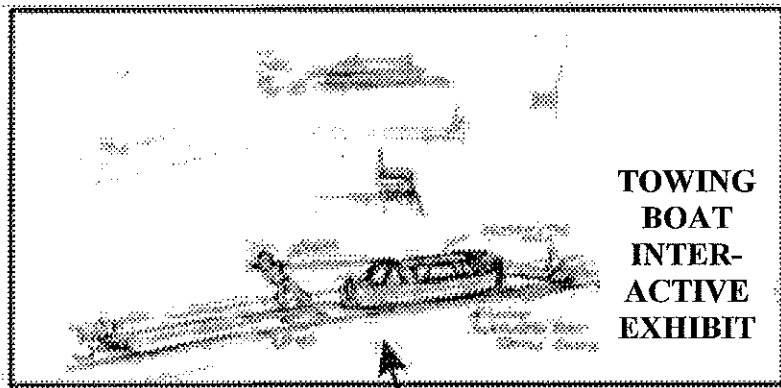


This birds eye view of the waterfront shows the new dock to the left connected to the Toll Booth at entry path level. To the right is the "bank barn" with its two story features. Upper level will be for rental bikes and lower level will be for rental paddleboats. The foun-

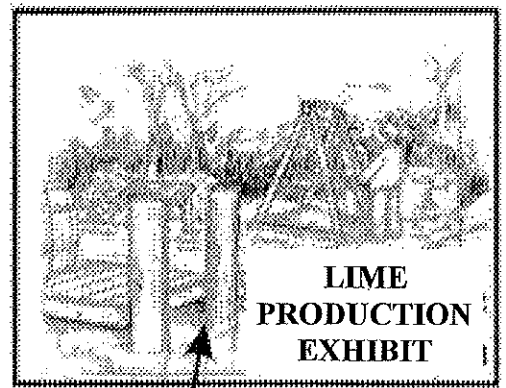


The little barn in the background will be placed on top of the foundation shown in the foreground. Winter weather has not allowed the full completion of the stone veneer on the foundation. The lower doorway leads directly out to the Canal for easy paddleboat access. Roy Patrick has figured out how the frame will be maneuvered over the foundation.

# INTERACTIVE PLAYGROUND EXHIBITS TOWPATH TRAIL NORTH AT TURNING BASIN

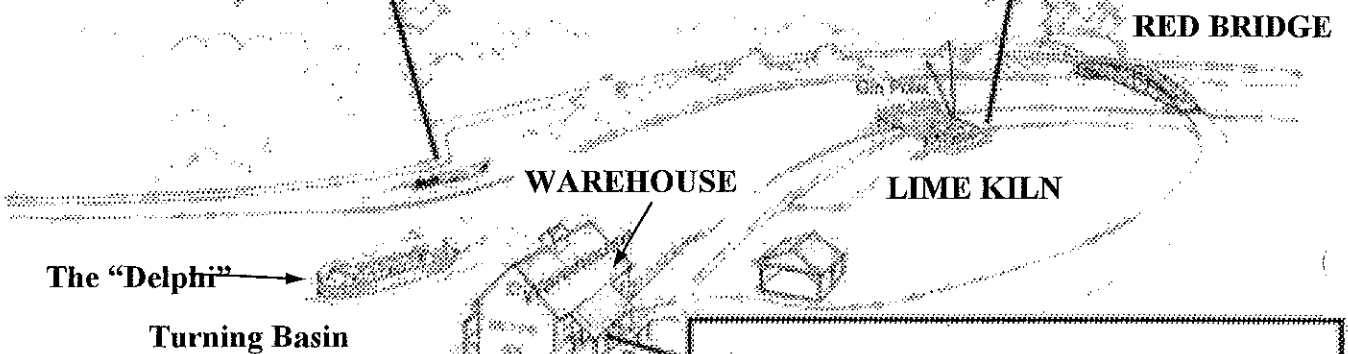


TOWING  
BOAT  
INTER-  
ACTIVE  
EXHIBIT



LIME  
PRODUCTION  
EXHIBIT

## CANAL PARK ANNEX



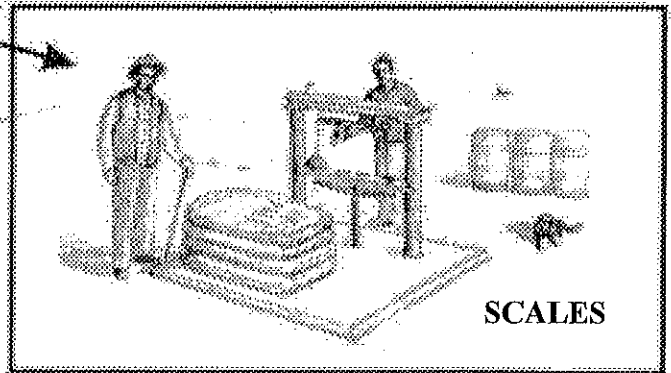
RED BRIDGE

WAREHOUSE

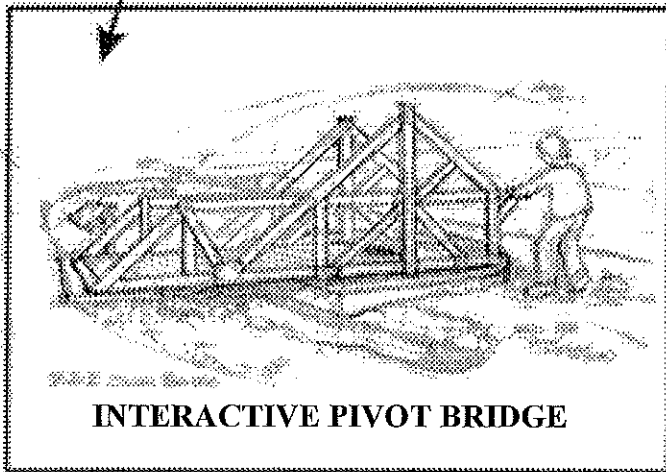
LIME KILN

The "Delphi"

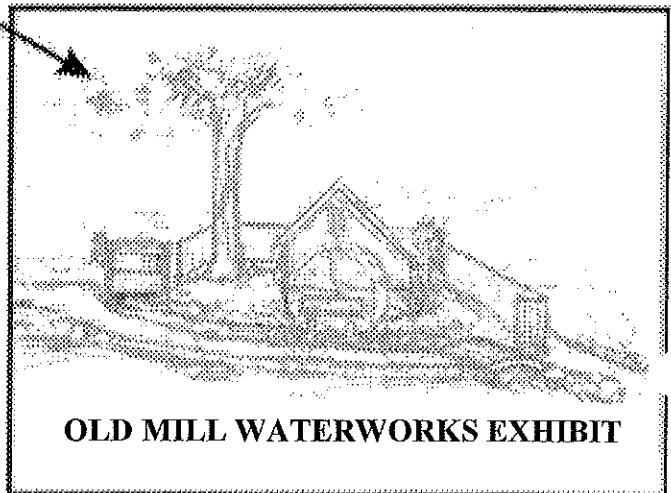
Turning Basin



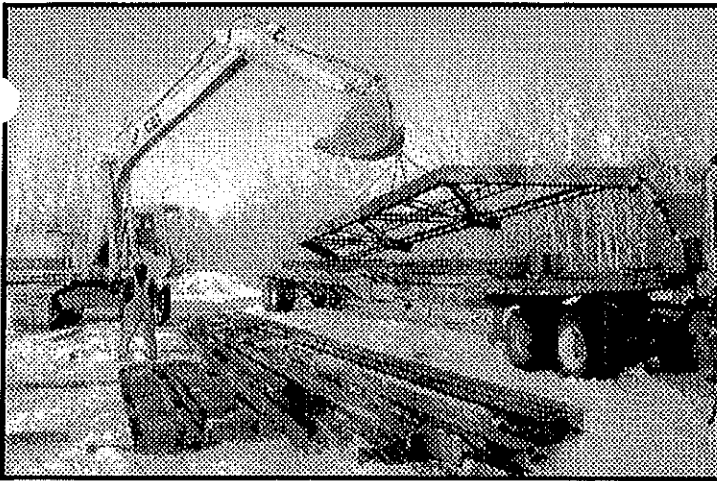
SCALES



INTERACTIVE PIVOT BRIDGE



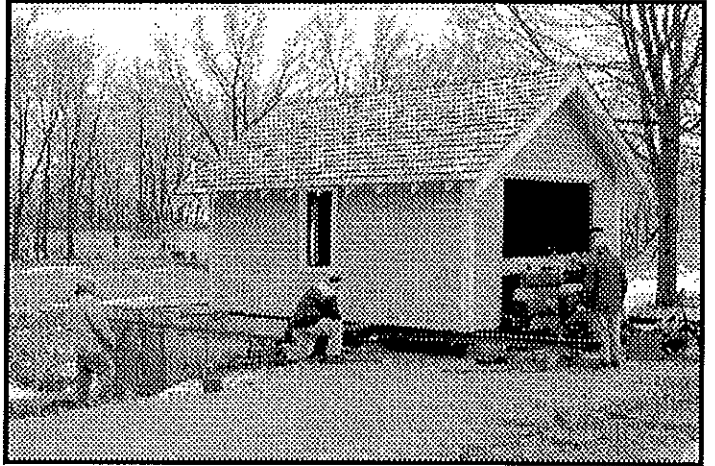
OLD MILL WATERWORKS EXHIBIT



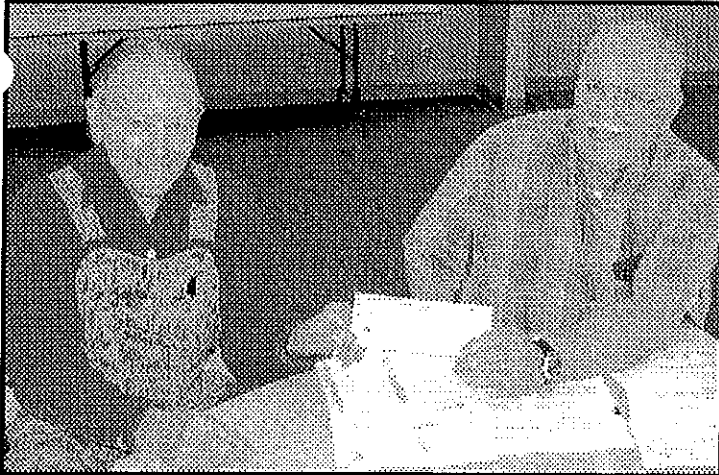
New to Canal Park is Carroll County Bridge #81. This 1905 iron Warren Pony Truss was removed from Paint Creek east of Camden by Contractor Jack Isom. Here the contractor's workers are unloading pieces of the 54-foot-long span onto a concrete slab owned by the Peters-Revington factory. This is adjacent to Canal Park. We have used this wonderful work area when the Stearns Truss was rehabilitated. Canal volunteers will make repairs and paint the bridge parts in a warmer season. It will ultimately become a trail bridge.

## COLD WEATHER DIDN'T STOP THE VOLUNTEERS

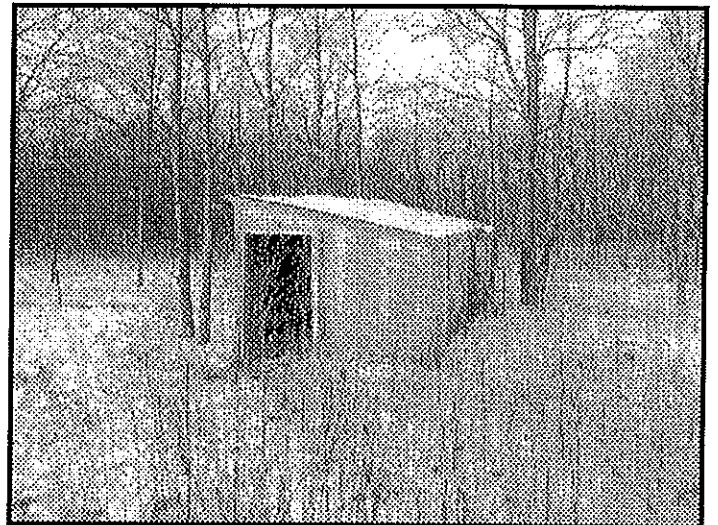
By Dan McCain



Roy Patrick can always be counted on to move about anything. With his leadership we have moved our iron trail bridges, super sized displays and even this - the BANK BARN. Next spring this building will become the bike rental (upper level) and paddleboat rental (basement level) facility. Adorned with a new cedar shake roof, coat of paint and soon barn doors this small building is between the towpath trail and the canal.



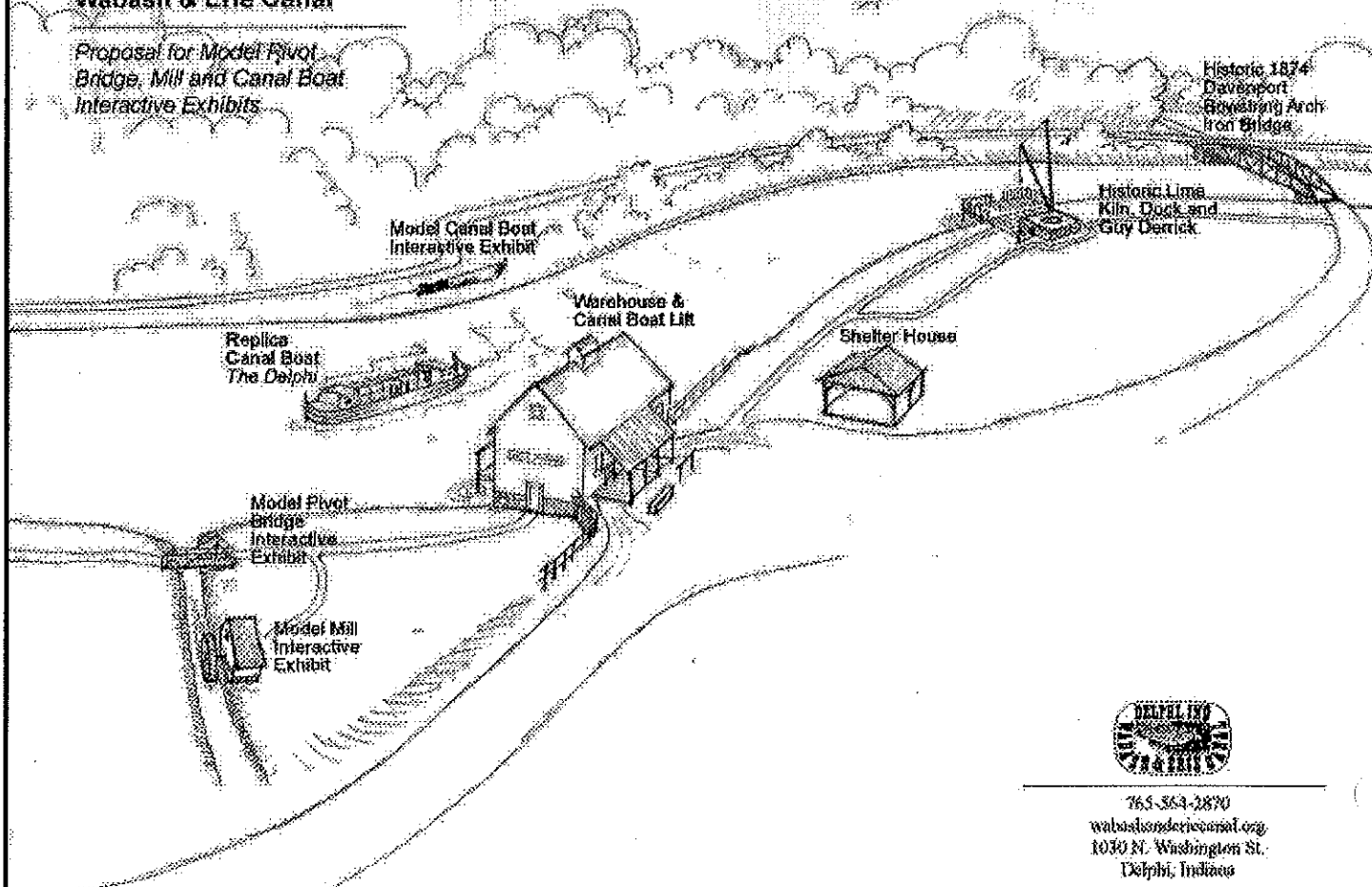
Canal Treasurer Ed Gruber (left) receives a check authorized by the USDA Natural Resources Conservation Service from Ken Whiles d.b.a. Stark County Abstract for a floodplain easement. The agreement tendered will permanently protect land the Canal Association owns along the east side of the Wabash River. The bottomland is located near Trailhead Park at the confluence with Deer Creek. There was a rock crib dam on Deer Creek in the mid 1800s and canal boats passed beside this land. Farmland had been given to the Canal Association a decade ago by Mary Ellen Campbell. NRCS now holds the permanent easement and will cost share the introduction of native hardwood trees. A public tree planting of 2,400 seedlings is set for EARTH DAY April 17th. This will be followed by a free lunch.



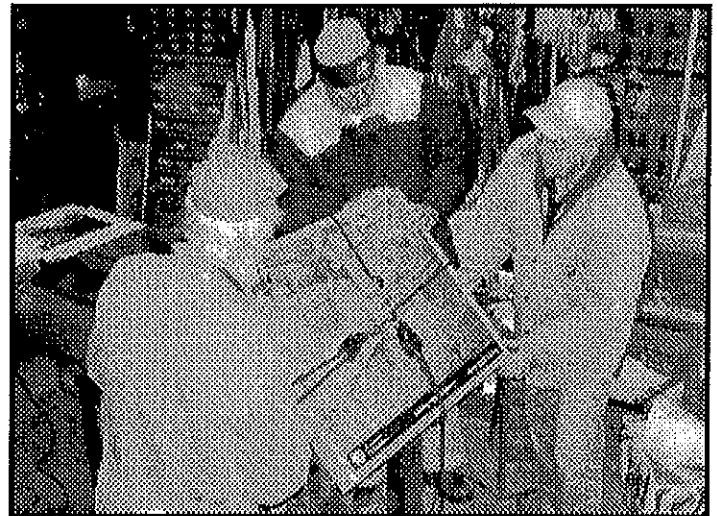
When thinking of flooring for the Bank Barn we came upon a lucky find. Recently a new tract of land was acquired by NICHES, a land preservation group, and they were offered this building to take down just for the wood. The old siding was painted but inside the boards have a nicely weathered look. We intend to lay down the old painted side. Volunteers will disassemble it in panels and bring to Canal Park to carefully remove the tongue and groove pine boards for this reuse.

**Carroll County  
Wabash & Erie Canal**

*Proposal for Model Pivot  
Bridge, Mill and Canal Boat  
Interactive Exhibits*



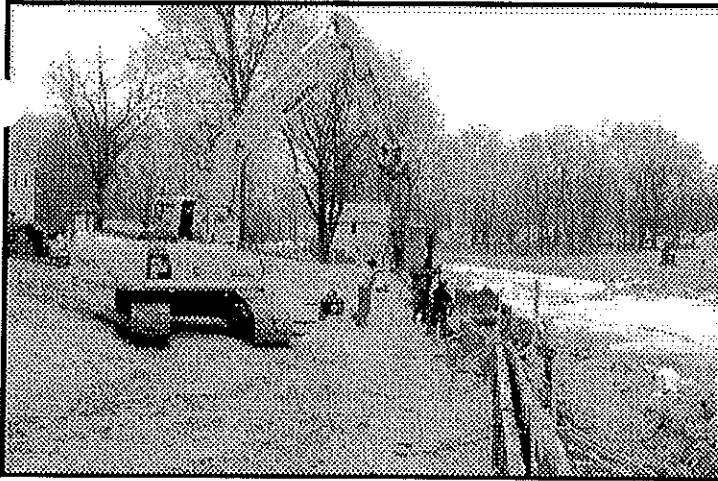
765-564-2870  
wabashanderiecanal.org  
1030 N. Washington St.  
Delphi, Indiana



Al Auffart (left) and Ed Gruber reviewed plans for the TOLL BOOTH that will be built this winter indoors in Ed's barn. The M-W-F crew of volunteers like working there because it comes with the warmth of a wood stove. The 10x12 foot building will be assembled there and then transported to Canal Park in the Spring. Similar projects have been done this way at Ed's during the past five winters.

Colorful panels are being developed by artist Terry Lacy for specific interpretive attractions in response to donors who sponsor a specific site. This beautiful worded sign is for interpreting the Deer Creek Dam from Campbell Ridge Trail. When the frame legs are placed in the ground the sign itself is about waste high and at a 45 degree angle for ease of reading. This is upside down as Roy, Vern and Dave work to glue the protective border.

Volunteers are also making more standing sign frames in Ed Gruber's barn for along the Towpath Trail.



Contractor, LaPorte Construction, is pouring concrete on the sidewalls for the new dock. The water level in the canal has to be kept very low to allow this wintertime operation. Next will be the old looking deck (poured concrete and stamped with a plank pattern) in the flat area where the machine is operating. Note way in the background the little BANK BARN. Then near the big tree about half way between dock and barn will be the ticket or TOLL BOOTH that the volunteers are about ready to build.

## 185-MILES ALONG C&O CANAL

(See photographs on front cover)

An article entitled "Four Wheels, 185 Miles, and a Mission" in the March/April 2010 issue of *Preservation*, the magazine of the National Trust for Historic Preservation, told of a bike ride along the Chesapeake and Ohio Canal, which runs parallel to the Potomac River and connects Washington, D. C. to Cumberland, Maryland. It explained how Supreme Court Justice William O. Douglas saved the canal from becoming a highway project after it had been unused for three decades. Through his efforts it was made a national park and is the only one dedicated to the memory of one person, Douglas.

Started on July 4, 1828, it was completed twenty-two years later on October 10, 1850, through the efforts of over 4,000 men at its height of construction and cost more than \$11 million dollars. It was in operation for 74 years (1850-1924). Its peak year was 1871 when it transported 850,000 tons of coal.

Two bikers set out to replicate in the opposite direction Douglas' previous eight-day trek along the canal. They sought more knowledge about the C&O and enjoyed its serene beauty. They learned that the 20,000 acre park contains 1,300 lock houses, pump houses, aqueducts, dams, 74 lift locks, etc. all of which make up 5 per cent of all the historic structures in the entire na-

tional park system.

They especially enjoyed seeing the tiny, quaint locktenders' cottages that appeared only large enough for one or two but often housed a family of 10 rent free. The locktender was on call twenty-four seven listening for a boat's horn or captain's call "Hey Lock."

They noted that the spectacular Great Falls of the Potomac was adjacent the Canal. As early as 1831 tourists were making their way by carriage from the capital to Great Falls Tavern.

They found White's Ferry (1817) still in operation, pedaled hard along stretches of undergrowth filled canal bed past brown mile-marker posts, and felt their muscles becoming sore making them think of the canal diggers and canal set backs. They recalled that when President John Quincy Adams tried to break ground he hit a rock and had to make two more attempts before succeeding. Landowners refused to give right-of-ways, indentured servants ran away, laborers rioted, floods occurred periodically, and cholera was a constant danger.

They spent the first night in Harper's Ferry at the confluence of the Potomac and Shenandoah rivers. Passing through the lower town they noted that the National Park Service operates a living history museum complete with a blacksmith shop, 19th century dry-goods store, etc.

At noon the next day they reached the canal town of Williamsport, located at the confluence of Conocheague Creek and the Potomac. There they learned a paved rail trail ran to their evening destination and opted to take it rather than the towpath with its "bone-rattling" potholes. They justified this diversion noting that construction of the Baltimore & Ohio Railroad, located across the Potomac, was started the day ground was broken for the canal and that the two modes of transportation competed with one another with the railroad reaching Cumberland eight years before the canal.

That night they reached Hancock having covered 2/3 of their distance and started the last leg of their journey the next morning. Along the canal they realized its ecological function of providing a buffer along the Potomac when they spotted a muskrat, cranes, deer, turtles, frogs, and a few small snakes. The park has wetlands that protect the watershed.

They were impressed by the Paw Paw Tunnel that took 12 years to build using six million bricks, costing \$600,000 and saving five miles of travel. Then they reached Cumberland, the end of their journey.

They were glad they had made it and noted their trip was easier by bicycle than the hike taken in 1954 by Justice Douglas with his party of 58 geologists, ornithologists, journalists and conservationists where they covered 20 miles each day and encountered a snow storm at the Paw Paw Tunnel. Only nine of the original party had made it, but a story in *Time* magazine and a news reel shown in movie theaters swung public sentiment to preserve the canal and even caused *The Washington Post*, which had favored the new highway, to reverse its position. The Chesapeake and Ohio Canal National Historical Park became a reality in 1971.

Railroad Historical Society, American Theater Organ Society and Canal Society of Indiana. Paul attended many CSI tours over the years and was always the man behind the video camera at these events. He and his wife Suzie also took part in CSI cruises on the Erie Canal and the Upper Mississippi. His quiet demeanor and encouragement to CSI directors will be greatly missed.

Collecting materials involving antique crafts such as weaving, metalwork, and hand tools led him to become interested in the art and craft of blacksmithing. He served several terms as president of the Indiana Blacksmithing Association. He was active, also, in the national blacksmithing organization (Artists Blacksmith Association of North America) and served as assistant chair of their annual national conference in 2004.

Paul was preceded in death by a sister, Susan Dell Moffett Curtis, and a son, David Paul Moffett. Survivors include his wife, Suzanne Berry Moffett; and daughter, Wendy Lynn Moffett Johnson.

Funeral services were held Saturday, March 6, 2010 at 3:00 p.m. in the Leppert Mortuary, Nora Chapel with calling prior from 1:00 p.m. to 3:00 p.m. Burial was in Crown Hill Cemetery in Indianapolis.

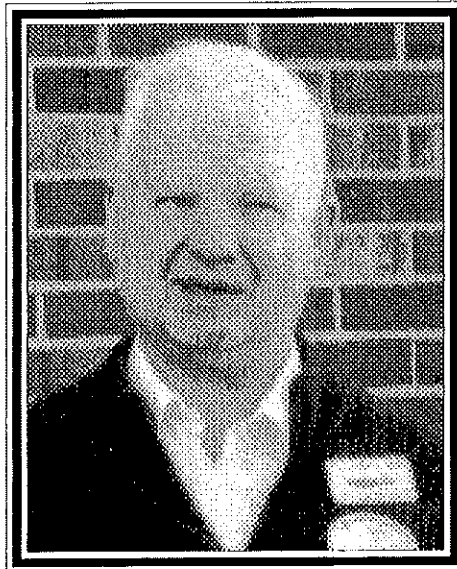
You are invited to visit [www.leppertmortuary.com](http://www.leppertmortuary.com) to sign the guestbook and make contributions in his honor to the Museum of Miniature Houses, 111 E. Main Street, Carmel, IN 46032, or the Indiana Blacksmithing Association, c/o Ferrel Wells, 8235 E. 499 S., Dunkirk, IN 47336.

## IN MEMORIAM

### Paul Dell Moffett

October 1, 1931 — March 3, 2010

Paul Moffett (age 78) was graduated from Shortridge High School in 1950 and attended Hanover College in the class of 1954. He served in the United States Army from 1954 to 1956. After his discharge he was active in two small businesses dealing with theater supplies and electronic power controls.



Paul spent many hours volunteering for organizations which interested him including the Transportation Museum in Noblesville and, more recently, the Museum of Miniature Houses in Carmel where he was responsible for both full-scale and miniature lighting.

As a member of the Board of Trustees for St. Luke's United Methodist Church he served many years. His primary responsibility was overseeing the care of the building and its mechanical and electrical systems.

Paul's lifelong interest in history is shown by his membership in the Indiana Historical Society, National

