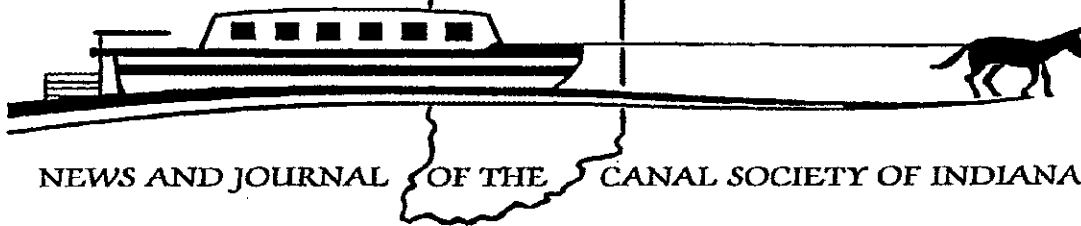


THE
HOOSIER-PACKET

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MAY 2010

THE FINAL LINK



Photo by Bob Schmidt

Lori Keys, Executive Director of Aboite New Trails, said the \$300,000 donation from Vera Bradley was needed to meet a \$2.1 million budget for the two remaining trail sections that will connect the New Haven and Ft. Wayne Rivergreenway system with 14.5 miles of trails in Aboite township. Students from Canterbury grade school wait patiently to walk the Towpath Trail portion.

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24. "Rappites, Riverboats, Pirates" Announcing 2010 Fall Tour

TRAILS TO BE LINKED

Beautiful warm weather and sunny skies were a great treat for officials from Vera Bradley, Aboite New Trails and the city; Canterbury students; and local television and newspaper reporters, who gathered on the Towpath Trail in Ft. Wayne, Indiana on Tuesday March 16, 2010. At that time it was announced that Vera Bradley is donating \$300,000 to help build the two remaining trail sections needed to connect 50 miles of trails stretching from Aboite Township through Ft. Wayne to New Haven, Indiana. Part of the funds will build a 3.5 mile trail that connects the existing Towpath Trail from Canterbury High School west to Engle Road

EDITOR: CAROLYN SCHMIDT

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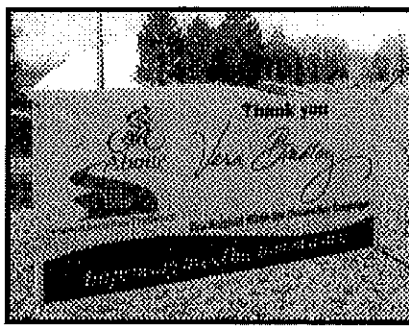
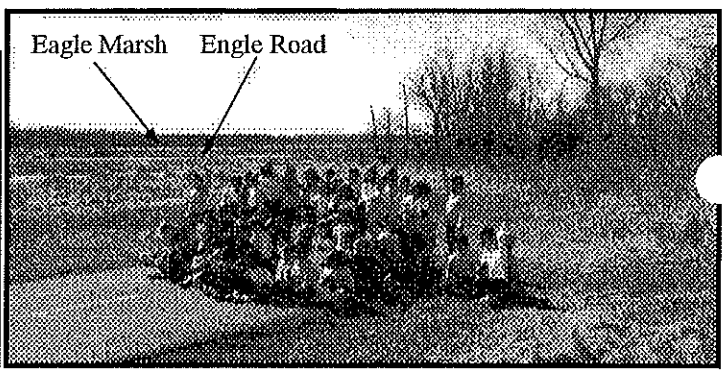
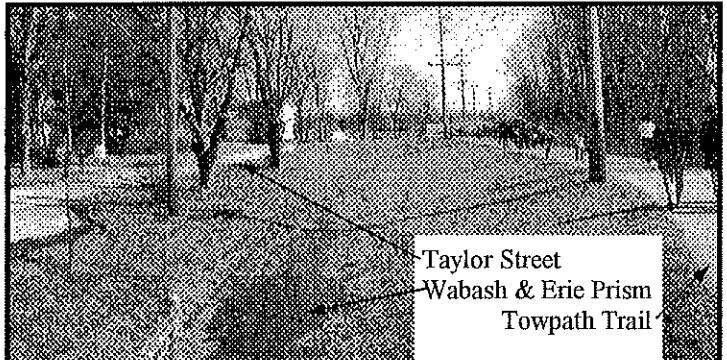
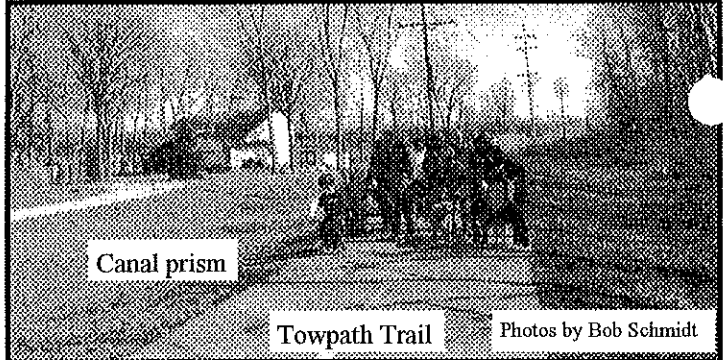
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near Lutheran Hospital. It will also help build a segment of the Homestead Trail between Aboite Center and Covington Roads.

The Vera Bradley company, which is based in Ft. Wayne and is interested in promoting health and wellness, sees the trails as an affordable way for local residents to exercise. Ten years ago it was one of the original donors when Aboite residents began pushing for a trail system. Since then more than 2,000 donors have added their support. "Oprah's Big Give" in 2008 raised \$1.1 million and a \$1 million federal transportation enhancement grant helped fund the Towpath Trail project.

Construction of the final link will begin this summer. When completed this "Make the Connection" project will connect Ft. Wayne's Rivergreenway at Rockhill Park via Towpath Trail to Lutheran Hospital and Aboite New Trails. After this project is finished Aboite New Trails and the Rivergreenway still have other spur trails planned.

Following the announcement the children from Canterbury had fun walking and running along Towpath Trail from the parking lot to where the trail currently ends. CSI president, Bob Schmidt hiked the trail with the officials and the children.



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LONGEST HISTORIC CANAL DAMS OF THE HOOSIER STATE
 by Richard F. Brown, Jr., AICP

The following chart lists the longest historic canal dams of the Hoosier State. It does not include the large dams located along the Ohio River, but is meant to identify those constructed during the canal era. Any corrections, additional information, or updates would be appreciated.

| DAM (Location) | LENGTH (feet) | HEIGHT (feet) | CONSTRUCTION (if known) | CANAL | COUNTY* | YEAR COMPLETED (Earliest Structure) |
|----------------------------------|---------------|---------------|--|------------------|--------------|-------------------------------------|
| Splunge Creek Reservoir | 5,280 +/- | 15 | Earthen embankment | W & E/Cross-Cut | Clay | 1850 |
| Pigeon Creek Reservoir | 2,376 | 15 +/- | Earthen embankment | Wabash & Erie | Gibson | 1853 |
| Wabash # 4 (Delphi/Pittsburg) | 590 | 12 | Timber cribs filled with stone resting on a rock bottom | Wabash & Erie | Carroll | 1838 |
| White River West Fork (Newberry) | 445 | 12 | Timber crib filled with stone on rock, sand and gravel foundation | Wabash & Erie | Greene | 1852 |
| Wabash # 3 (Peru) | 400 | 11 | Timber crib filled with stone on a foundation of brush and trees covered with hewn lumber | Wabash & Erie | Miami | 1836-37 |
| Whitewater # 1 (West Harrison) | 376 | 11 | Timber cribs on rock bottoms | Whitewater | Hamilton, OH | 1837-38 |
| Whitewater # 3 (Brookville) | 375 | 11 | Timber cribs with rock bottom | Whitewater | Franklin | 1837-38 |
| Whitewater # 4 (Laurel) | 372 | 9 | Timber cribs on rock bottoms | Whitewater | Franklin | 1840's |
| Whitewater # 2 (Case's) | 335 | 14 | Timber cribs on rock bottoms | Whitewater | Franklin | 1837-38 |
| White River (Broad Ripple) | 300 | 28 | Unknown | Central | Marion | 1836-37 |
| Wabash # 2 (Lagro) | 280 | 7 | Timber cribs filled with stone resting on a rock bottom | Wabash & Erie | Wabash | 1837 |
| Eel River Feeder: extended | 264 | 16.5 | Same as original, but extended with a timber crib filled with stone on a foundation of brush and trees | W & E/Cross-Cut | Clay | 1850 |
| Whitewater #5 (Connersville) | 250 | | Timber cribs on rock bottoms | Whitewater | | 1840's |
| St. Joseph Feeder (Fort Wayne) | 230 | 16.5 | Timber cribs filled with stone on a foundation of brush and trees | Wabash & Erie | Allen | 1834 |
| Sugar Creek Feeder | 227 | 9 | Timber cribs filled with stone resting on sand and gravel | Wabash & Erie | Parke | 1848 |
| Wildcat Creek | 221 | 13 | Timber cribs filled with stone on a foundation of brush and trees | Wabash & Erie | Tippecanoe | 1838-39 |
| Wabash # 1 (Huntington) | 220 | 10 | Timber cribs filled with stone resting on a solid rock bottom | Wabash & Erie | Huntington | 1836 |
| Goshen | 205 | 14.5 | Concrete | Goshen Hydraulic | Eikhart | 1860 |

| DAM (Location) | LENGTH (feet) | HEIGHT (feet) | CONSTRUCTION (if known) | CANAL | COUNTY* | YEAR COMPLETED (Earliest Structure) |
|--|---------------|---------------|---|-----------------|------------|-------------------------------------|
| Coal Creek | 202 | 17.5 | Timber cribs filled with stone resting on sand and gravel | Wabash & Erie | Parke | 1848 |
| Wea Creek Feeder | 200 | 4.5 | Brush and gravel | Wabash & Erie | Tippecanoe | 1846 |
| Eel River Feeder: original | 180 | 16.5 | Cut stone on loose sand | W & E/Cross-Cut | Clay | 1837 |
| Deer Creek | 170 | 10 | Timber cribs filled with stone on foundation of brush and trees | Wabash & Erie | Carroll | 1836 |
| Clear Creek | 163 | 6 | Timber cribs filled with stone resting on a rock bottom | Wabash & Erie | Huntington | 1836 |
| Baintertown | 137 | 3.5 | Unknown | Hydraulic | Elkhart | Unknown |
| Benton | 130 | 4 | Concrete | Hydraulic | Elkhart | 1902 |
| Slinkard's Creek | 100 | 10 | Timber cribs filled with stone on trees and brush resting on sand | Wabash & Erie | Greene | 1852 |
| Shawnee Creek Feeder | 80 | 8 | Timber cribs filled with stone | Wabash & Erie | Fountain | 1845 |
| Young's Branch Feeder Dam | 60 | 2 | Timber | Wabash & Erie | Fountain | 1845 |
| DAMS WHERE MORE INFORMATION IS NEEDED | | | | | | |
| DAM (Location) | LENGTH (feet) | HEIGHT (feet) | CONSTRUCTION (if known) | CANAL | COUNTY* | YEAR COMPLETED (Earliest Structure) |
| Birch Creek Reservoir | | | | W & E/Cross-Cut | Clay | 1852 |
| Cambridge | | | | Whitewater | Wayne | 1840's |
| Daleville | | | Timber cribs filled with stone | Hydraulic | Madison | 1874 |
| Hagerstown Feeder | | | Timber cribs | Whitewater | Wayne | 1846 |
| Monrovia Reservoir | | | | W&E/Cross-Cut | Morgan | Proposed/never built |
| Northport Reservoir | | | | Erie & Michigan | Noble | 1839 |
| Pigeon Creek | | | | Wabash & Erie | Warrick | 1839 |
| Port Royal/Waverly | | | | Central | Johnson | Unknown |
| Whitewater #6 (Lockport) | | | Timber cribs | Whitewater | Wayne | 1840's |

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SHIVE DONATES MEDALLION

Imagine the surprise at finding a beautiful medallion in the mail to the Canal Society of Indiana headquarters. It was sent by Bill Shive, CSI member from Dallas, Texas. In a short note Bill said he was donating it to the CSI archives and that he thought that either or both Bill Shank or the American Canal Society had something to do with its minting. We certainly thank Bill for his contribution.

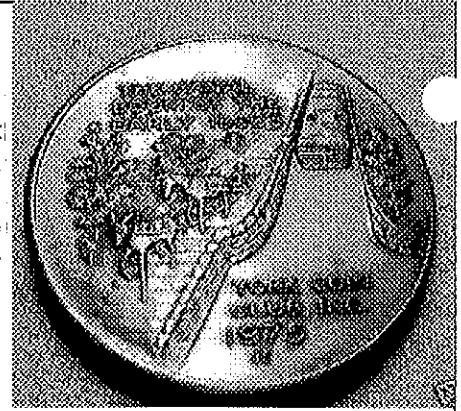
CSI coin expert, Neil Sowards of Ft. Wayne, found the following information about the medallion on E-bay:

This bronze medallion was issued by the York Coin Club in 1975 to commemorate the canal boom of the early 1800's. The medallion measures 1 3/16" across, and is 3/32" thick at the edge. The edge is smooth, not serrated.

A nicely engraved portrait of two mules pulling a small barge along a towpath graces the obverse. The portrait is in relief, with antiqued highlights. The reverse reads "The American canal building spree of 1825 lasted for 50 years. Thousands of miles of tow-path canals furnished leisurely transportation for passengers and freight until the coming of the railroads" (this text in all caps on the coin.)

The suggested beginning bid was \$3.49. No bids were received.

The York Coin Club has a current membership of 50. They meet the second Tuesday of each month at 7 p.m. at Pyramid Mfg., 3435 Board Rd. (Emigsville ex. I-83) in York, Pennsylvania.



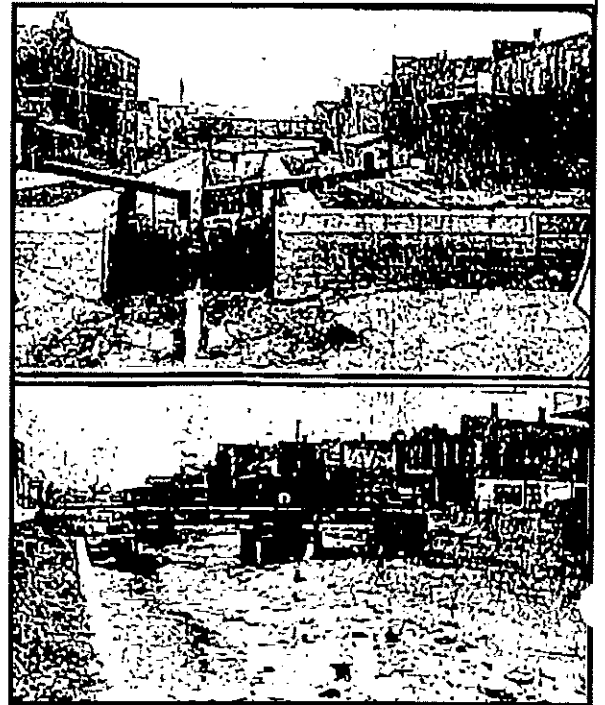
NEWS FROM THE PAST

The *Fort Wayne News and Sentinel* of May 2, 1919 ran two photographs of the locks at Defiance, Ohio and said they might be part of proposed Toledo, Fort Wayne and Chicago canal. The headline and description under the pictures say:

"May Be Connecting Link of the Toledo, Fort Wayne and Chicago Canal"

DEFIANCE, Ohio. May 2 — The above views were taken near the defiance terminus of the Miami-Erie canal. The lock and retaining walls, which are of concrete, were constructed by the state of Ohio about twelve years ago and are samples of other locks running through the city. These improvements cost the state nearly \$100,000. Not a boat, however, has passed through the locks since their construction because of the dilapidated condition of the canal south of Defiance, and on up to the reservoir at Celina, showing the passive attitude of Ohio in late years towards the state waterways. Toledo, Defiance, Cincinnati and other cities

along the Miami & Erie canal, which engineers of the federal government are now surveying with a view of determining its practicability as a connecting link of the Toledo, Fort Wayne and Chicago ship canal are boosting hard for the project.



http://www.eikhartcountyparks.org/properties_locations/river_preserve.htm
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CANAWLERS AT REST

GAYLORD GRISWOLD BARTON

b. May 23, 1809
d. February 12, 1884

By Carolyn I. Schmidt
Robert F. Schmidt

"trespass on the case for slander." His attorneys were Terry, Law and Watts. Hyatt was defended by Warner and Smydth but, after many witnesses were examined in front of the large crowds that assembled to witness the proceedings, Hyatt lost. Gaylord was awarded \$55 in damages.

In 1843, after living eight years in Sullivan he, Ann and their children Philip, Enoch and Mary returned to Washington, in Daviess County. There three more children were born to the couple: Gaylord Griswold Barton, Jr., John M. and Florence Ann. Gaylord became a prominently known member of the Daviess County Medical Society. He was a surgeon as well as a physician.

In March 1848 Gaylord's wife, Ann, died leaving him with six children to rear. After mourning her loss for a year, he married Ann's sister, Ellen Murphy, on November 7, 1849. He and Ellen had five more children: Esther M., Josephine A., William, Charles E. and William M.

Gaylord took great interest in all public and private enterprises. He served on the Washington school board for a number of years. He hoped to promote the welfare of Daviess County.

In 1850 and 1851 Gaylord ran for Indiana State Representative but lost. He then ran for State Senator and, in 1853 at the 37th regular session of the Indiana legislature, he was the senator representing Knox, Daviess & Martin counties. He was re-elected in 1853.

In January 1857 Gaylord G. Barton was appointed by incoming governor, Ashbel P. Willard (1857-1860), to replace Austin Montana Puett as one of three trustees of the Wabash & Erie Canal. See sidebar on following page about succession of canal trustees. Gaylord served as canal trustee alongside trustees Charles Butler and Thomas Dowling. His term expired on January 18, 1859. The bondholders elected Richard Raleigh as his replacement.

Gaylord Griswold Barton was born May 23, 1809 in Fairfield, Herkimer County, New York to Hale and Esther Pinney Barton. He was educated at Madison University grammar school in Hamilton, New York. He attended Fairfield Medical College and afterward moved to Toronto, Canada to practice medicine for two years. He moved west and ended in Washington, Daviess County, Indiana in May 1834 to practice medicine with Dr. Philip Barton, his uncle and the first physician in Daviess County. He wasn't there long before going to Lawrenceville, Illinois only to return shortly thereafter.

On February 19, 1835 Gaylord married Ann Murphy and that year they moved to Carlisle, Sullivan County, Indiana. He was a Democrat and was active in politics.

In April 1842 Gaylord sued John Hyatt for ment.

| Name | Born | Native | Died | Married | Name | Born | Native | Died |
|-------------------|-----------|--------|-----------|------------------------|--------------|------------|---------|------------|
| Gaylord G. Barton | 5-23-1809 | NY | 2-12-1884 | 2-19-1835 11-7-1849 | Ann Murphy | 1-18-1816 | Ireland | 3-16-1848 |
| | | | | | Ellen Murphy | 11-11-1825 | Ireland | 12-16-1915 |

Gaylord and Ann Barton's children

| Name | Born | Native | Died |
|----------------------|------------|--------|------------|
| Philip H. | ca. 1836 | IN | |
| Enoch Y. | ca. 1838 | IN | |
| Mary E. | 3-14-1839 | IN | 1-10-1920 |
| Florence Ann | 12-17-1840 | IN | 7-11-1843 |
| Gaylord Griswold Jr. | 4-11-1844 | IN | 6-18-1906 |
| Alice A. | ca. 1845 | IN | |
| John M. | ca. 1846 | IN | |
| Florence H. | ca. 1847 | IN | 12-18-1884 |

Gaylord and Ellen Barton's children

| Name | Born | Native | Died |
|--------------|----------|--------|-----------|
| Josephine A. | 3-?-1852 | IN | |
| Esther M. | 5-?-1854 | IN | 1-13-1920 |
| William | ca. 1858 | IN | |
| Charles E. | 4-?-1861 | IN | 3-2-1904 |
| William M. | ca. 1863 | IN | |
| ? ? ? | | | |

SUCCESSION OF CANAL TRUSTEES

In July of 1847, the Wabash & Erie Canal was transferred to a Trust with the headquarters located at Terre Haute. A Board of Trustees was established with three persons. Two of the members were elected by the bond holders and the third one was appointed or elected by the State of Indiana. Charles Butler was elected President of the Board and served the whole period until 1878. Thomas Blake of Terre Haute was also selected by the bondholders and served until his death in Cincinnati, OH of Cholera on November 28, 1849. The bondholders quickly replaced Blake with Thomas Dowling, also of Terre Haute, who served from 1850 until 1878.

Charles Butler remained in New York to deal with the creditors while Blake and Dowling were located in Terre Haute handling the day to day management of the canal. The third member of the Board of Trustees was there to monitor the state's interest, which had largely been transferred to the private bondholders. The position was identified by Paul Fatout in his book *Indiana Canals* as "supernumerary rather than important." The first of these trustees, Nathan B. Palmer, who was appointed by Governor Whitcomb, served from July - Dec 1847. Palmer, a prominent politician had previously been State Treasurer from 1835 - 1841.

In 1848 Austin Puett of Parke Co. began a 3 year term 1848 - 51. (Puett - Mar 2005 The Hoosier Packet) Hopes were high that the canal would at last be completed to Evansville so the position for Trustee was desired by several persons, in fact it took 25 ballots before Puett was finally selected by a Senate majority. His selection made sense since canal construction was proceeding through Parke County at the time. The canal had reached Lodi in 1847, but didn't reach Terre Haute until 1849. Puett was followed by William R. Nofsinger, a politician from Parke County who became State Treasurer 1855-57 during Governor Wright's second term.

Austin Puett also served a second term when Benjamin R. Edmonston of Dubois County, the third senate elected trustee, died in August 1856 during his term. The people of Evansville were furious when Governor Wright appointed Puett, the governor's brother-in-law, to complete the term. The *Rockville True Republican* said that since Governor Wright was completing his second term and could not be re-elected he probably "felt no compulsion to appoint a trustee from Evansville." This appointment was short as in January 1857 Gaylord G. Barton was appointed by the new governor, Ashbel P. Willard. Barton served until Jan 18, 1859 when Richard Raleigh of Vanderburgh county was elected by the Senate for a three year term 1859-61.

During Gaylord's two year term, the Wabash & Erie Canal, which had been completed to Evansville by 1853, was now plagued with repairs, reservoir destruction and continual financial failure. During his time the Trustees were working on a plan to lease the canal to private investors in three sections: Ohio state line to Terre Haute, Terre Haute to Newberry, and Newberry to Evansville. These contracts were signed in early Mar - May 1859 by Thomas Dowling and Richard Raleigh. In 1861, also during Raleigh's term, the portion of the canal south of Terre Haute was closed. A series of later trustees served in the final years of the canal. Of note was James S. Hinton, a black Hoosier legislator, the last serving trustee of the canal. (See chart below of Trustee list)

Table showing the Officers comprising the Board of Trustees of the Wabash and Erie Canal from its organization, in 1847, to the present time, each for the term of three years, except Mr. Palmer.

| | NAMES. | COUNTY. | HOW APPOINTED. |
|------|--------------------------|----------------------|----------------------|
| 1 | N. B. Palmer | Marion | By Governor |
| 2 | Austin M. Puett | Parke | By Legislature |
| 3 | Wm. R. Nofsinger | Parke | " " |
| 4 | Benj R. Edmonston* | Dubois | " Died Aug. 1856 |
| 5 | G. G. Barton | Daviess | " Died Feb. 1864 |
| 6 | Richard Raleigh | Vanderburgh | " " |
| 7 | Jos. S. Hanna* | Tippemnoe | " " |
| 8 | David M. Dunn | Sass | " " |
| 9 | Robt. H. Milroy | Carroll | " " |
| 10 | Jas. V. Mitchell | Morgan | " " |
| 11 | Jas. S. Hinton | Marion | " " |
| 1847 | Charles Butler | New York | By Bondholders.... |
| 1847 | Thos. H. Blake* | Terre Haute | " Died Nov. 28, 1849 |
| 1850 | Thos. Dowling | Terre Haute | " " |
| 1847 | J. L. Williams | Chief Engineer | By Trustees. |
| 1847 | J. H. Hager | Chief Clerk | " " |

*Died during time of service.

Source: Journal of the Indiana State Senate During the 49th Session of the General Assembly, 1875.

In 1860 a list of attorneys and legal firms in Indiana was published. G. G. Barton of Daviess County was listed. He was 72 years old and still practicing medicine.

Gaylord must have forgiven John Hyatt after the law suit for in 1866 he, John and R. A Clements served on the building committee for the Daviess County Infirmary. The old county farm had become inadequate and this new building was built on the new farm that was established in 1864 on what eventually amounted to 244 acres in sections 12 and 13 of Washington township. It was a large brick building with dormitories, sitting rooms, dining rooms, a kitchen and living rooms for the superintendent and family. In 1915 it was valued at \$40,000.

Many of Gaylord's children as adults lived in his household. The 1880 Federal Census shows the following still living at home

and gives their ages and occupations: Enoch Y. 42 has rheumatism and is unemployed, Mary E. 39 is a teacher, Gaylord G. 36 is an attorney at law, Josephine A. 23, Esther M. 21, Charles E. 18 a student, William M. 17 at school.

The 1881 Register of Physicians of Daviess County listed G.G. Barton - Washington, Indiana. He was 72 years old at the time.

Dr. Gaylord G. Barton died at Washington, Indiana, on February 12, 1884. He was 74 years old. He left his extensive library to his son-in-law, John H. O'Neall, with instructions to donate them to the library in Washington, Indiana. Sometime later, O'Neall delivered to the library board over 1,000 volumes of his books and those of Gaylord's left in his custody for library purposes. By 1915 the library had 10,000 volumes and was a Carnegie Public Library.

Gaylord was a Roman Catholic and attended St. Marys in Washington, Indiana. Although histories say his burial location is unknown, a director at the Edward L. Lee Mortuary in Washington explained how some of the graves in the old Catholic & City Cemetery were moved to St. John Cemetery in the 1930s to free up land on which to build the city's National Guard Armory and tennis courts. Elizabeth Dowling, Carnegie Public Library reference librarian, located records made of all the old gravestones before the bodies were moved and that were later catalogued by Eleanor Purdue. They showed that Gaylord and Ann were originally buried at the old cemetery and moved to section A in St. Johns. A large grass covered portion of this section has no graves stones to show their exact grave locations. However, we found the stones for Gaylord's second wife, Ellen; his daughter, Esther; and his son, Charles E., in section B, block 131 and stones for his daughter, Mary Ellen; his daughter and son-in-law, Florence H. and David Hefron, and his son, Gaylord Griswold Barton in section B, block 301.

Daviess County death records show that Gaylord died of general debility under the care of J. F. Scudder. His wife Ellen died of arterial sclenitis under the care of Scudder. Gaylord was 74 years, 8 months and 19 days old at the time of his death. Ellen was 90 years, 1 month and 5 days old when she died.

Gaylord's obituary was not found since the microfilm of the newspaper was ruined. However, The *Washington Democrat* of December 16, 1915 carried the following obituary for Gaylord's second wife, Ellen Murphy Barton as follows:

**DEATH OF MRS. BARTON
OLDEST NATIVE BORN CITIZEN**

**OF WASHINGTON DIED
THIS MORNING
WIDOW OF DR. G.G. BARTON**
She Was Born in Washington November 11, 1825 -
Survived by Three Children

Mrs. Ellen Barton, the oldest native born citizen of Washington, and probably of Daviess county, died at 2:10 this morning at her home at the southwest corner of East Sixth and Hefron street. She was ninety years old.

She was a daughter of John and Ellen [Campbell] Murphy, who came from Ireland to Daviess county when Indiana was but sparsely settled and Washington was but a hamlet with a population of only a few hundred. Mr. and Mrs. Murphy occupied a log house which stood on the present site of Sum Brothers' block, and here Mrs. Barton was born Nov. 11, 1825.

She was united in marriage to Dr. G.G. Barton, who for many years was a leading physician of southern Indiana, the Barton homestead occupying the present site of Temple Court. He died February 12, 1884. To this union six children were born, three of whom are living. They are Mrs. Josephine Hefron and Miss Esther Barton of this city and William Barton, of Indianapolis. Also three step-children are left to mourn her death, John Barton, of Danville, Ill., Miss Mary Ellen Barton and Mrs. John H. O'Neal, both of this city.

Mrs. Ellen Barton was one of those loveable, motherly souls whom everybody liked. Kind of speech and with always a cheerful disposition the children of the neighborhood loved her as they would a mother, and even the newsboys spoke of her kindness toward them.

She was a devout Catholic, and was a member of St. Simon's congregation. The funeral will likely take place Saturday morning, but the hour has not been fixed. It is the request of the family that no flowers be sent.

Gaylord's Children

Enoch Barton was the Daviess County Recorder. He served in this position from 1862-70.

Mary E. Barton is listed on the roll of teachers of the first County Teacher's Institute. It was held at the Washington courthouse in August 1869.

Gaylord Griswold Barton, Jr. was born on April 11, 1844, at Washington, Indiana and received a good education there. In 1860 he and his sister, Alice Barton, were living with Ellen Murphy age 60, along with their uncle, Michael Murphy age 48, and John Murphy age 30. The census shows him as a merchant clerk at that time. He began teaching school in 1863 at the age of nineteen and continued in this occupation off and on until 1867 at which time he took a position as a deputy in the Daviess County clerk's office. He served there until the fall of 1875 when he began the study of law at the State University at Bloomington (Indiana University today). He was graduated in 1877 with a law degree

Before starting his legal career Gaylord took a trip to Ireland, England and France. His application for and issue of a passport was found. It stated that Gaylord G. Barton, Jr. was born in the state of Indiana on the 11th day of April, 1844. It described him as 33 years old, 5 feet 9 inches tall, with a high forehead, blue eyes, a medium nose, a mustache, a medium chin, dark

brown hair, fair complexion and oval face. His passport was paid and issued on June 29, 1877. A letter written on stationary from the Post Office Department, Washington, requesting that a passport be granted to him and his uncle was attached to the application. It read:

June 30, 1877

Hon. H. W. Seward,

Dear Sir: The bearer, Gaylord G. Barton, Junr. desires to procure passports for himself and his uncle, Michael Murphy, to visit Europe.

Mr. Barton is a native of the United States. Mr. Murphy was born in Ireland, but was brought to the U. States by his parents when he was four or five years of age, and his father was naturalized during his minority. They are both residents of the State of Indiana.

The enclosed letter from Hon. Thos. R. Colfax, M. C. of Indiana, is a further evidence of the statement, therein made.

Please afford these gentlemen the necessary assistance in securing their passports, and oblige

Yours truly
 Jas N Tyner*

*James Noble Tyner had been the U.S. Representative for the 8th district of Indiana 1869-1875 and was the U.S. Postmaster General 1876-1877 under the Grant administration.

Gaylord Jr. returned in time to begin his professional career that year and was admitted to the Daviess County Court on October 9, 1877. He apparently didn't have a law partner for the Washington bar list of 1886 shows members/firms and G. G. Barton is listed alone. He was a successful and reliable practitioner. On October 4, 1901, he was commissioned as a notary public for Washington, Indiana. Politically he was a Democrat. He was reared in the Catholic faith. He died at age 62 on June 18, 1906 in Washington, Indiana. He is buried in section B block 301 St. John Cemetery, Washington, IN.

Florence H. Barton was born in 1847 in Washington, Indiana and received her education from St. Mary's Institute. She married Judge David J. Hefron (b. 2-18-1842, d. 1910) on September 10, 1873. He attended State University (I.U.) before entering the law office of John H. O'Neall, who tutored him and became his partner in 1870 (O'Neall & Hefron) after David was admitted to the bar. O'Neall was Hefron's brother-in-law. During his political career David was the mayor of Washington, Indiana in 1871 and re-elected in 1873. He was nominated for the State Senate in 1876, elected, and served the un-expired term of Andrew Humphries, who had been elected to the U.S. Congress. In 1878 David was elected to succeed himself in the Senate for another four year term. He opposed the State constitu-

tion providing for woman's suffrage. He was a prominent factor in the congressional apportionment, which was arranged by the Legislature.

Florence and David had three daughters, Josephine M., Ann B., Hellen (Ellen) A., and a son, John David. She was described as a faithful, affectionate wife and an ideal mother. A Christian and devout member of St. Mary's Church she brought up her children in the Catholic faith. She died December 18, 1884 and is buried alongside her husband in section B block 301 St. John Cemetery. Their daughter Josephine purchased the lot in St. John Cemetery.

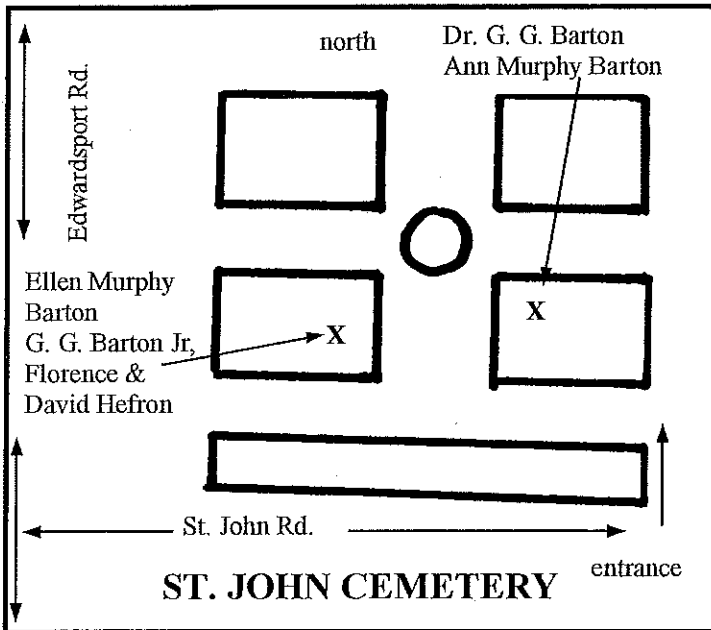
William E. Barton was graduated in Washington High School's Class of 1882. The high school was organized in 1877.

Alice Barton was married to John Henry O'Neall (b. 10-30-1838, d. 7-15-1907) a lawyer, state legislator, and congressman on July 5, 1866. He represented Daviess County and other counties in second district in the Indiana state legislature in 1866; was in the Department of Inspection; was prosecuting attorney for the eleventh judicial circuit in 1873 and also in 1874, but he resigned during the later term; repeatedly on local board of trustees for public schools, in 1887-91 was a representative to the fiftieth and fifty-first congresses as a democrat, and was on the Committee of Commerce and Committee of War Claims. He was the brother-in-law of David J. Hefron. John H. O'Neall* died at age 69 and was buried in St. John's Cemetery on the northern edge of Washington on Highway 57.

*It should be noted here that both Hefron and O'Neal were sometimes spelled Heffron and O'Neall through the various documents used in this biography.

In an Indiana Supreme Court case on December 9, 1897 (Graham et al. v. Lunsford et. al.) concerning title to a land deed both John O'Neall and David Hefron and their wives were mentioned. John H. O'Neall had purchased land in 1882, a certificate of sale was executed to him by the sheriff, which was assigned to William F. McDougal, to whom a sheriff's deed was executed after the expiration of one year. The court found that on April 17, 1883, McDougal and wife joined O'Neall and David J. Hefron and their wives in a deed conveying the lands in controversy, among others to Thomas B. Graham. Graham lost since he could not establish title to the land.

Josephine A. Barton married Laurence Hefron on 4-27-1881. They were only married seven years when he died in 1888. We are not sure how he was related to Judge David J. Hefron.

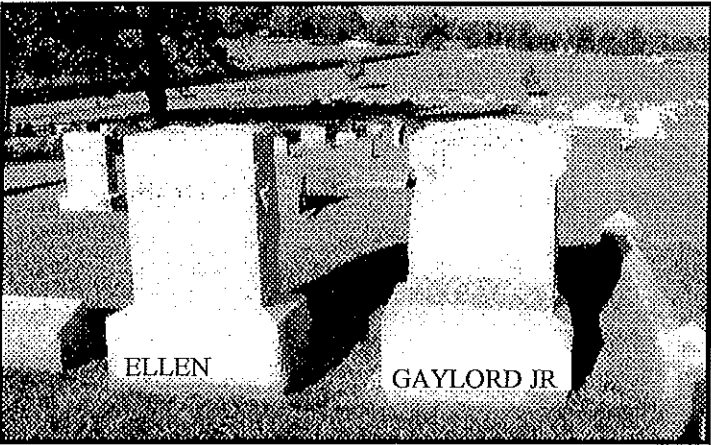
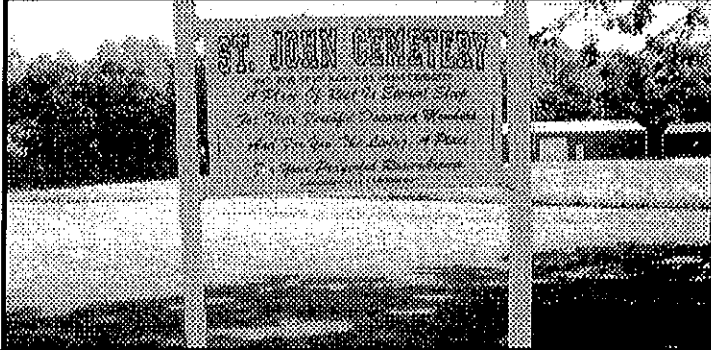


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Special thanks to:

Edward L. Lee Mortuary for help with burial records and purchasers of burial plots
 Elizabeth Dowling, reference librarian Washington Carnegie Public Library, for locating cemetery records, Ellen's obituary, and birth and death dates for the Barton children.



DAVID & FLORENCE BARTON HEFRON
 Photos by Bob Schmidt

some time, and the street range will now be erected without delay.

Some of the buildings now being torn away, are of but few years' standing, and were thought quite an acquisition to the town when they were built; but the city has quite outgrown them, and it becomes necessary to occupy their places with a range of first-class buildings, such as would be a credit to any city in the West. So it is, that "old things are passing away."

We learn that seven buildings, John E. Hill is proprietor of one; B. W. Oakley, one; W. G. & G. W. Ewing, one; and Allen Hamilton, four.

ORDER IN THE COURT

A MESS OVER MESS PORK

The following case was first tried before the Circuit Court of the United States for the District of Indiana before being heard by the Supreme Court of the United States during its January term in 1850. It shows how goods were shipped by farmers through various agents to the east and how they had to depend on the honesty of others to complete their sales.

Mess pork, according to the Chicago Board of Trade in 1910, was "made from sides of well fattened hogs, split thru or one side of the back-bone, and equal proportions on both sides, cut into strips of reasonable uniform width, properly flanked and not back-strapped." Back-strapped refers to trimming a strip of fat from the edge of the side, above the back-bone. "The strips average about six inches in width, and not over sixteen pieces may be packed in a barrel for regular delivery." Hall, Louis D. *University of Illinois Agricultural Experiment Station Bulletin No. 147, Market Classes and Grades of Meat*. Urbana, IL, July 1910.

EDMUND T. H. GIBSON, Plaintiff in Error,
V.

BRADFORD H. STEVENS, Defendant.
(Sheriff of Allen County, Indiana)

[Exhibit A]

"Fort Wayne, April 4th, 1844.

"Messrs. McQueen & McKay,

"Bought of Hanna, Hamilton & Co.

"350 barrels mess pork, to be delivered on board of canal boats soon after the opening of canal navigation, at \$8.31.....\$2,908.50

"Received payment in full,

"Hanna, Hamilton & Co.

"We guarantee the inspection of the above port at Toledo, and the delivery on board of canal boats at this place, soon after the opening of canal navigation.

"Hanna, Hamilton & Co.

"Fort Wayne, April 4, 1844."

The said barrels of pork were, at time of said sale to McQueen & McKay, lying in the warehouse of said Hanna, Hamilton & Co., in the town of Fort Wayne, in the State of Indiana, about twenty feet from the Wabash and Erie Canal, marked and branded "Mess Pork," together with a large number of other barrels of pork marked and branded "Prime Pork," and "Clear Pork."

Said three hundred and fifty barrels being all the mess pork in said warehouse at that time, or at any other time since, and all the barrels marked "Mess Pork," but were not seen by McQueen & McKay. Said barrels of prime, clear, and mess pork laid in said warehouse promiscuously, and so remained up to, and at, the time of the assignment of said writing marked A' but after the assignment, and before the levying the attachment hereinafter mentioned, said Hanna, Hamilton & Co. had shipped off all of the said barrels of pork marked and branded "Prime Pork" and "Clear Pork."

Said McQueen & McKay, at the same time, purchased of D. J. A. F. Nichols, of Fort Wayne, Indiana, two hundred barrels of superfine flour, for the sum of \$712.50, and at the same time paid the said D. & J. A. F. Nichols the said purchase money; and thereupon said D. & J. A. F. Nichols executed and delivered to said McQueen & McKay a memorandum of said purchase, receipt, and guarantee, in the words and figures following, to wit:

[Exhibit B]

"Fort Wayne, April 4th, 1844.

"Messrs. McQueen & McKay,

"Bought of D. & J. A. F. Nichols.

"Two hundred barrels of superfine flour, at \$3.56 1/4.....\$712.50

"Received, Fort Wayne, April 4th, 1844, payment in full. "D. & J. A. F. Nichols."

"Received the above flour in store, at Fort Wayne, April 4th, 1844, which we agree to deliver on board of canal boats here, soon after the opening of the navigation, subject to the order of McQueen and McKay.

"D. & J. A. F. Nichols."

"We guarantee the inspection of the above flour in New York as superfine flour.

"D. & J. A. F. Nichols."

Which are herewith filed and marked B, and are part of this agreement. Said barrels of flour were, at the time of said sale, lying in the warehouse of said D. & J. A. F. Nichols, in the town of Fort Wayne, Indiana, on the bank of the Wabash and Erie Canal, and there remained until they were seized and taken under the attachment hereinafter mentioned. Said Purchases were both made in the town of Fort Wayne, in the county of Allen, in the said State of Indiana, on the 4th day of April 1844.

On the 17th day of April, 1844, said McQueen & McKay presented the said memorandums of purchase, receipts, and guarantees marked A and B, to the said Gibson, in the city of New York and requested of said

Gibson an advancement upon the flour and pork therein mentioned; whereupon the said Gibson did advance to the said McQueen & McKay, on the faith of said flour and pork, and the evidences of title thereto, the sum of \$2,787.50, and took from said McQueen & McKay an assignment of said "memorandums of purchase, receipts, and guarantees, respectively, indorsed on the back of each in the words and figures following, to wit:

"Deliver the within two hundred barrels of flour to E. T. H. Gibson, or order.

"McQueen & McKay."

"New York, April 17th, 1844.

"Deliver the within 350 barrels of pork to E. T. H. Gibson, or order.

"McQueen & McKay."

Which are also part of this agreement.

Said McQueen & McKay, at the same time, delivered to said Gibson the original memorandums of purchase, receipts, and guarantees above set forth, and marked A and B; in whose possession they now remain.

At the same time McQueen & McKay wrote, signed and delivered to said Gibson, the letter which is herewith filed, marked C, and made a part of this agreement; and is in the words and figures following to wit:

[Exhibit C]

"New York, 17th April, 1844.

"Messrs. Ludlow & Babcock, Toledo:

"Gentlemen, - We have this day received an advance from E. T. H. Gibson, Esq., on the following lots of pork which you will have the goodness to deliver to his order, and to comply with his instructions relative to the shipment, to wit:

365 bbls. mess pork } from warehouse of Walker, Roger
 225 do. prime do. } & Co. [do. = ditto, bbls. = barrels]
 11 do. mess do. } from warehouse of Benbridge & Mix
 300 bbls. mess pork, from warehouse of Hamilton & Williams
 350 bbls. mess pork, from warehouse of Hanna, Hamilton & Co.

200 bbls. flour from warehouse of D. & J. A. F. Nichols.

"Respectfully, Gentlemen, your obedient servants,

McQueen & McKay"

On the 18th day of April, 1844, Gibson inclosed the letter above referred to in another letter written by himself, directed to Mott & Col, at Toledo, Ohio, and mailed the same on the said 18th day of April 1844, in the post office in the city of New York; which said letter with the inclosure, said Mott & Co. received by due course of mail, and handed said inclosed letter, as requested by said Gibson, to Ludlow & Babcock, at Toledo, Ohio.

Said Gibson also, on the said 18th day of April, 1844, mailed in the post office in the city of New York, a letter written by himself, and directed to said Ludlow & Babcock, at Toledo, Ohio, which said Ludlow & Babcock received by due course of mail; which letter is herewith filed, marked D. and made a part of this agreement; and is in the words and figures following, to wit:

[Exhibit D]

"New York, April 17, 1844.

"Messrs. Ludlow & Babcock, Toledo, Ohio:

"Gentlemen, - I have this day made McQueen & McKay, of Detroit, an advance on twelve hundred and fifty-one barrels of pork and two hundred barrels of flour, which is stored at different points on the line of the Wabash Canal, and which they state is to be shipped to your care, and held by you at Toledo, until you receive instructions from them respecting it. They have given me an order on you for it, which I have sent to Mott & Co. immediately on its arrival at Toledo, at the lowest possible rates of freight, and send me a bill of lading of the same. There is one lot of three hundred barrels of pork in Hamilton & William's warehouse, on which there is due from McQueen & McKay, on its arrival at your place, \$550.00. This amount you may draw on me for, so soon as I receive bill of lading of the pork. Let me hear from you by return mail respecting it.

"I remain truly and respectfully your,

"E. T. H. Gibson."

At the time of the assignment of said memorandums of purchases, receipts, and guarantees, said Gibson was a commission merchant in said city of New York, in the State of New York and it was usual and customary for commission merchants, residing and doing business in the city of New York, to make advances on Western produce, upon the assignment of the proper evidences of title thereto.

On the 23d of April, 1844, said Gibson, having on that day learned that McQueen & McKay had suffered some of their bills to be protested for nonpayment, despatched one William Hoyt to the town of Fort Wayne, aforesaid, to see to the shipping of said pork and flour; and the said Hoyt arrived at said town of Fort Wayne on the 29th day of April, 1844, for that purpose, having in his possession the said writings marked A and B.

At the time of the assignment of said writings marked A and B, the said Wabash and Erie Canal was navigable at and from the said town of Fort Wayne to the said town of Toledo.

On the 27th day of April, 1844, a writ of attachment issued from the Allen Circuit Court, in the State of Indiana, in due for of law, at the instance and in the name of the State Bank of Indiana, against the goods and chattels, lands and tenements of the said McQueen and McKay (William McQueen and James McKay); which said writ of attachment and all the proceedings in and about the issuing of the same, are admitted to have been regular; and the production of the same, and of the record thereof, is hereby waived.

This said writ was directed to the defendant in this suit, who then was and still is sheriff of said County of Allen and came to his possession as such sheriff on the said 27th day of April, 1844; and which said 27th day of April, 1844, the sheriff aforesaid, by virtue of said writ of attachment, levied upon, seized, and took into

his possession the said pork and flour described in said writings, marked A and B, the return day of which said writ has not yet elapsed. And it also agrees that the proceedings of the said sheriff in executing the writ of attachment were, in all respects, regular. (It is not, however, admitted by the plaintiff, that the property levied on was, at the time levied on, or at any time since, the property of the said McQueen & McKay, or that McQueen & McKay had an attachable interest therein.) And that the defendant shall have the full benefit of all the proceedings in the said attachment, in the same manner as through the record thereof was produced before this court. And it is further agreed, that the said sheriff kept and retained the possession of the said flour and pork; so levied on by said writ of attachment, until the same was replevied out of his possession, by virtue of the writ of replevin in this case. The said writ of attachment was issued and sued out for the purpose of coercing the payment of the said money, obtained by the said McQueen and McKay, as above stated.

It is further admitted by the parties, that the said pork and flour are of the value mentioned in the affidavit of William Hoyt, now on file in this court, on which said writ of replevin was issued. [The writ by which one takes over the goods.]

The said Ludlow & Babcock were, on the 17th day of April, 1844, the forwarding merchants of the said McQueen & McKay, at Toledo, Ohio, one hundred and four miles from Fort Wayne; and that Mott & Co., were, on the same day, the forwarding merchants of said Gibson, at same place, Toledo.

It was understood between the said Gibson and the said McQueen and McKay, at the time of said assignment of said writings marked A and B., that the said Gibson should sell the said pork and flour, and after retaining his said advancement and his legal commission, and interest and outlays, pay the remainder of the proceeds of said pork and flour to said McQueen & McKay, according to the usage and custom of commission merchants. The pork and flour mentioned in said writings, marked A and B, and that levied upon by virtue of said attachment, and that replevied by virtue of said writ of replevin, in this cause issues, and purchased by McQueen & McKay with the money obtained from said bank, as aforesaid, are the same pork and flour, and not other or different. The said levy, seizure or detention of said pork and flour happened at and within the county of Allen, in the State of Indiana; a legal demand was made before the commencement of this suit, and after the said levy, upon the defendant, by said Hoyt, as the agent of said Gibson, for the said pork and flour, and the said defendant refused to surrender the same. The said Gibson was, at the time of the commencement of this suit, and still is, a citizen of the State of New York, and the defendant a citizen of the State of Indiana.

The said advancement, so made by said Gibson, corresponds with the usual advancing rates of commission

merchants in the said city of New York, at the time of said advancement.

The said writ of attachment was levied on the said property at the instance of the said branch of said State Bank of Indiana; and it was known to the State Bank of Indiana at the time of, and before the levy of said writ of attachment, that the said loan had been procured from her said branch at Indianapolis fraudulently, by said McQueen & McKay, and that the said McQueen & McKay had invested the said money, so obtained, in the purchase of said pork and flour, and that said attachment is still pending; and the original bills on which said money was obtained fell due after the levy under said attachment; and that none of said bills, on which said money was obtained, or any part thereof, have ever been paid, but were at maturity protested for nonpayment.

It is also admitted, if the court should consider the circumstances legitimate or material which the defendant denies, that in 1843 the said McQueen & McKay, and said Gibson, had a similar transaction in New York, in which the said McQueen & McKay acted with integrity, but with which the bank or the other parties had no connection.

Upon this case stated, the Circuit Court gave judgment for the defendant in replevin [The recovery by a person of goods claimed to be his, on his promise, to test the matter in court and give the goods up again if defeated]. The counsel for the plaintiff took an exception, and brought the case up to this court [Supreme Court of the United States].

It was argued by Mr. Romeyn and Mr. Wood for the plaintiff in error, and by Mr. Bright (in a printed argument) for the defendant in error.

At this point of the document the Points for the Plaintiff with references to earlier corresponding court decisions were recorded and covered two and a half pages of the document. Then:

Mr. Chief Justice Taney delivered the opinion of the court.

This case is one of much interest, and has been very fully argued. There is, however, but a single question in it, and that is, whether the property in dispute was transferred to the plaintiff in error, and vested in him, by the indorsement and delivery of the warehouse documents in the manner stated in the record.

The fact that McQueen & McKay by fraudulent means obtained the money from the bank, with which they purchased the pork and flour, is not material in the decision of this question. The bank in these proceedings does not claim the property as its own, upon the ground that it was purchased with money fraudulently obtained from it. If it had intended to asset its title as owner, it should have proceeded by some appropriate action to recover the property itself, or the value of it in damages, But the bank presents itself in the character of a creditor, seeking to collect its debt by an attachment against the

property of its debtor. And the claims of both parties, plaintiff and defendant, rest upon the admission that the pork and flour were the property of McQueen & McKay, and had been left by them in the custody of the warehouses as their bailees.

We are not, therefore, called upon to decide whether the owner of the money fraudulently obtained from him can follow the proceeds in the hands of a bona fide purchaser without notice, and in the usual course of trade. As this question is not in the case, we forbear to examine it, although it was discussed in the argument at the bar. We must not, however, be understood as intimating that, if this point had arisen, the judgment of the court would have been different from that which we are about to give.

The case as it comes before us in substance is this: The pork and flour were purchased by McQueen & McKay, at Fort Wayne, in the State of Indiana, on the 4th of April, 1844. The articles were in the warehouses of the respective vendors at the time of sale, and the purchasers took from each of them a written memorandum of the sale, with a receipt for the money, and an engagement to deliver them on board of canal boats soon after the opening of canal navigation. There was also a written guarantee from the respective vendors, that the articles sold should pass inspection. By the order of McQueen & McKay they were to be sent by canal boats to Ludlow & Babcock, their agents at Toledo, in the State of Ohio, to be held by them until they received orders from McQueen & McKay.

The documents executed by the warehousemen, herebefore mentioned, transferred the property and the possession of the pork and flour to McQueen & McKay, and the vendors from that time held it for them, and as their bailees.

Being thus in possession, McQueen & McKay afterwards, on the 17th of April, in the city of New York, in consideration of the advances of money mentioned in the statement of the case, delivered to Gibson, the plaintiff in error, the evidences of title which they had received from the vendors, indorsing thereon an order upon them to deliver the property to Gibson. They at the same time delivered to Gibson a letter to Ludlow & Babcock, their agents at Toledo, stating that they had received an advance from Gibson upon this property, and directing them to deliver it to him, and to comply with his orders.

Gibson was a commission merchant residing in New York, and it is admitted that this transaction with McQueen & McKay was in the usual course of his business. On the 27th of April, ten days after this transfer, the property was seized by the defendant in error, as sheriff, under an attachment issued on the same day at the suit of the bank, to obtain satisfaction for the debt due to it from McQueen & McKay. At the time of the attachment, the pork and flour still remained in the warehouses at Fort Wayne, and neither the warehouse-

men nor the attaching creditor had notice of the transfer to Gibson. The agent dispatched by him arrived two days afterwards, and claimed the property. The sheriff refused to deliver it up, and this action of replevin was thereupon brought to recover it.

In examining the question between these parties, it is proper to say, that, if the fact had not been admitted that the dealing between McQueen & McKay and the plaintiff was in the usual course of trade, the court would yet have felt itself bound to take judicial notice of it. Apart from the fraud imputed to McQueen & McKay, of which Gibson had no knowledge, the statement of facts in this case describes the usual course of the great inland commerce by which the larger part of the agricultural productions of the valley of the Mississippi find their way to a market. It has existed long enough to assume a regular form of dealing, and it embraces such a wide extent of territory, and is of such general importance, that its ordinary course and usages are now publicly known and understood; and it is the duty of the court to recognize them, as it judicially recognizes the general and established usages of trade on the ocean. For if, by any decision of this court, doubt should be thrown upon the validity and safety of a contract fairly made according to the usages of this trade, and in the ordinary course and forms of business, the want of confidence would seriously embarrass its operations, to the injury of all connected with it, and would certainly be not less injurious to the agriculturist and producer than to the merchant and trader.

The transaction, therefore, being in the usual course of trade, and free from all suspicion of bad faith on the part of the plaintiff, the question to be decided is, what was the legal effect of the indorsement and delivery of the warehouse documents, in consideration of the advance of money he then made to McQueen & McKay? In the opinion of the court, it transferred to him the legal title and constructive possession of the property; and the warehousemen from the time of this transfer became his bailees, and held the pork and flour for him. The delivery of the evidences of title and the orders indorsed upon them was equivalent, in the then situation of the property, to the delivery of the property itself.

This mode of transfer and delivery has been sanctioned in analogous cases by the courts of justices in England and this country, and is absolutely necessary for the purposes of commerce. A ship at sea may be transferred to a purchaser by the delivery of a bill of sale. So also as to the cargo, by the indorsement and delivery of the bill of lading. It is hardly necessary to refer to adjudged cases to prove a doctrine so familiar in the courts. He goes on to refer to other cases anyway before saying:

The rule is not confined to the usages of any particular commerce, but applies to every case where the thing sold is, from its character or situation at the time, incapable of actual delivery. The contract between the plaintiff and McQueen & McKay having been made in New

York, the articles in the warehouses at Fort Wayne were incapable of actual delivery; consequently, the delivery of the evidences of title, with the order to the bailees indorsed on them, passed the title and possession to the plaintiff.

It is true there is no formal assignment indorsed on the warehouse document. But the technical rules of common law conveyances and transfers of property have never been applied to mercantile contracts made in the usual course and forms of business. The indorsement of the delivery order upon these evidences of his title, like the indorsement upon a bill of lading, sufficiently manifests the intention of the parties that the title and possession should pass to Gibson. And when that intention is evident from the language of the written instruments, and the nature and character of the contract, it is the duty of the court to carry it into execution without embarrassing it with needless formalities. A contrary rule would most commonly defeat the object which both parties design to accomplish, and believe they had accomplished, by the instruments they executed.

Nor, as respects the legal title, can there be any distinction between the advance made by Gibson, and the case of an actual purchaser. To the extent of his advances he is a purchaser, and the legal title was conveyed to him to protect his advances. It is not like the lien of a factor, who makes advances for his principal upon goods in his possession. But even in that case the property cannot be withdrawn from his hands until his advances are repaid. But in the case before us, the title of Gibson is not a mere lien. The legal title, the right of property, passed to him, and McQueen & McKay retained nothing but an equitable interest in the surplus, if any remained after satisfying the claims of Gibson. The Justice then refers to an earlier case before going on.

It appears that the attachment was laid before the warehousemen received notice of the transfer to Gibson. Undoubtedly it was his duty to use reasonable diligence in giving notice both to them and the agent at Toledo. And negligence in this respect on his part would be regarded as evidence of fraud, and might moreover put in jeopardy his right of property, if it passed into the hands of a bona fide purchaser without notice, and in the usual course of trade. But in this case there has been no unreasonable delay. The notice was promptly given, and the receipt of it by the bailees was not necessary to complete his title. As between him and the creditors of McQueen and McKay, the property and possession (were) vested in him at the time of the transfer and delivery of the documents. The cases before referred to establish this principle.

Neither is the equitable interest of McQueen & McKay in the surplus (if any remain) material to the decision. This equitable interest is no doubt liable to attachment by the laws of Indiana. But that liability will not authorize the attaching creditor to take the property out of the

hands of the legal owner, before his claims upon it are discharged. The equity of redemption upon a mortgage of real property is liable to attachment. But it will scarcely be contended, that the attaching creditor, or a purchaser under the attachment, or the officer levying it, could maintain an ejection against a mortgage in possession, or in any other way interfere with his possession when holding it as security for money due him. The same rule applies to a mortgage of personal property holding the legal title and possession to secure his advances.

Upon the whole, therefore, we think there is error in the judgment of the Circuit Court, and that it must be reversed.

Order.

This cause came on to be heard on the transcript of the record from the Circuit Court of the United States for the District of Indiana, and was argued by counsel; on consideration whereof, it is now here ordered and adjudged by this court, that the judgment of the said Circuit Court in this cause be, and the same is hereby reversed, with costs; and that this cause be, and the same is hereby remanded to the said Circuit Court, for further proceedings to be had therein in conformity to the opinion of this court.

Source: *Reports of Cases Argued and Adjudged in the Supreme Court of The United States, in January Term, 1850.* By Benjamin C. Howard, Counselor at Law, and Reported of the Decisions of the Supreme Court of the United States. Vol. VIII. Google Digitized Books

INDIANA BYWAY CONFERENCE

Aurora, Indiana will host the Indiana Byway Conference on May 19-20, 2010. Members of the Whitewater Canal Scenic Byway, Indiana's Historic Pathways, Ohio River Scenic Byway, Michigan Road Historic Byway, Lincoln Highway, The River Road, the Indiana National Byway Association and their guests will meet at Hillforest Mansion, 213 5th St. at 7 p.m. on Wednesday to hear Dan Marriott speak about "Hoosier Historic Road: Linking Indiana Communities" followed by The Tillers, whose original song "There is a Road" played behind the credits of Tom Brokaw's documentary "American Character Along Highway 50."

Participants will gather at 9 a.m. Thursday at the Aurora Lions Building at 228 2nd St. to hear updates from the various byways followed by Dan Marriott speaking about "Historic Roads and Community Preservation." After a luncheon buffet a panel will discuss "Marketing to Visitors and Your Community."

You may register on line at:
www.usi.edu/extserv/conferences/scenicbyway.asp
 or call 812-464-1989.

This is a great value for \$20.

FALKIRK WHEEL

We've published articles and listed websites that show the Falkirk Wheel in operation. Jerry Lehman, CSI member from Terre Haute, Indiana has found the following PowerPoint show on the net and thought you'd like to see it: www.authorstream.com/Presentation/kimo10-345908-scotlandscanals1.pps

GREENING OF CENTRAL CANAL

St. Patrick's Day started early on March 17, 2010. Indianapolis mayor, Greg Ballard, was joined by early risers who started gathering at 6 a.m. alongside the Central Canal at West and Ohio streets. At 6:50 a.m. the mayor poured green dye into the canal to begin the day's celebrations. The event was sponsored by the Hoosier Lottery.

This was followed by the 30th annual St. Patrick's Day Parade at 11:30 a.m., which featured bagpipers, dancers, people riding horses, local TV and radio celebrities and 33 of this year's Indianapolis 500 princesses. Between the greening and the parade, visitors to downtown could check out the St. Patrick's Day Tent Party from 10 a.m. to 3 p.m. in University Park between Meridian & Pennsylvania and New York & Vermont streets. It included a food court, beer garden and live entertainment. Free shamrock beads were given out at the Indianapolis City Market where Celtic fiddler Emily Ann Thompson and Jim Reilly, market executive director and pianist, played Irish tunes. An Irish Fest was held at the Athenaeum and a St. Patrick's Day party at Claddagh Irish Pub. Several other taverns had Irish specials for the day.

RAY SEEKS SUPPORT FOR ARKANSAS CANAL WATER WALK

CSI member, Billy Ray of Russellville, Arkansas, has asked for our support through the following letter:

Russellville, Arkansas Canal Water Walk
And Flood Control Project Proposal
February 11, 2010

In hopes of seeing an improvement to Down Town Russellville, I have worked to bring interest in the Prairie Creek and its flow through town. The drainage is controlled by the U.S. Army Corps of Engineers and the Prairie Creek Pumping Station is in need of improvement.

If a gravity drain was used as a replacement, the Lake Dardanelle could be used as a source of regulated

flow of water, which in turn would create an aesthetic expression that with encouragement brings unity flowing water alone can do.

The sewer plant could use this water source to dilute our effluent before entry into bio-breakdown lagoons and its journey to the Arkansas River using the existing Whig Creek.

To show support, please contact, Billy Ray, 1094 East Gum Log Rd., Russellville, AR 72802 and our local elected officials.

The U.S. Army/ Corps of Engineers Flood and Recreation Feasibility Study has been postponed but not cancelled, so please help it to be restarted.

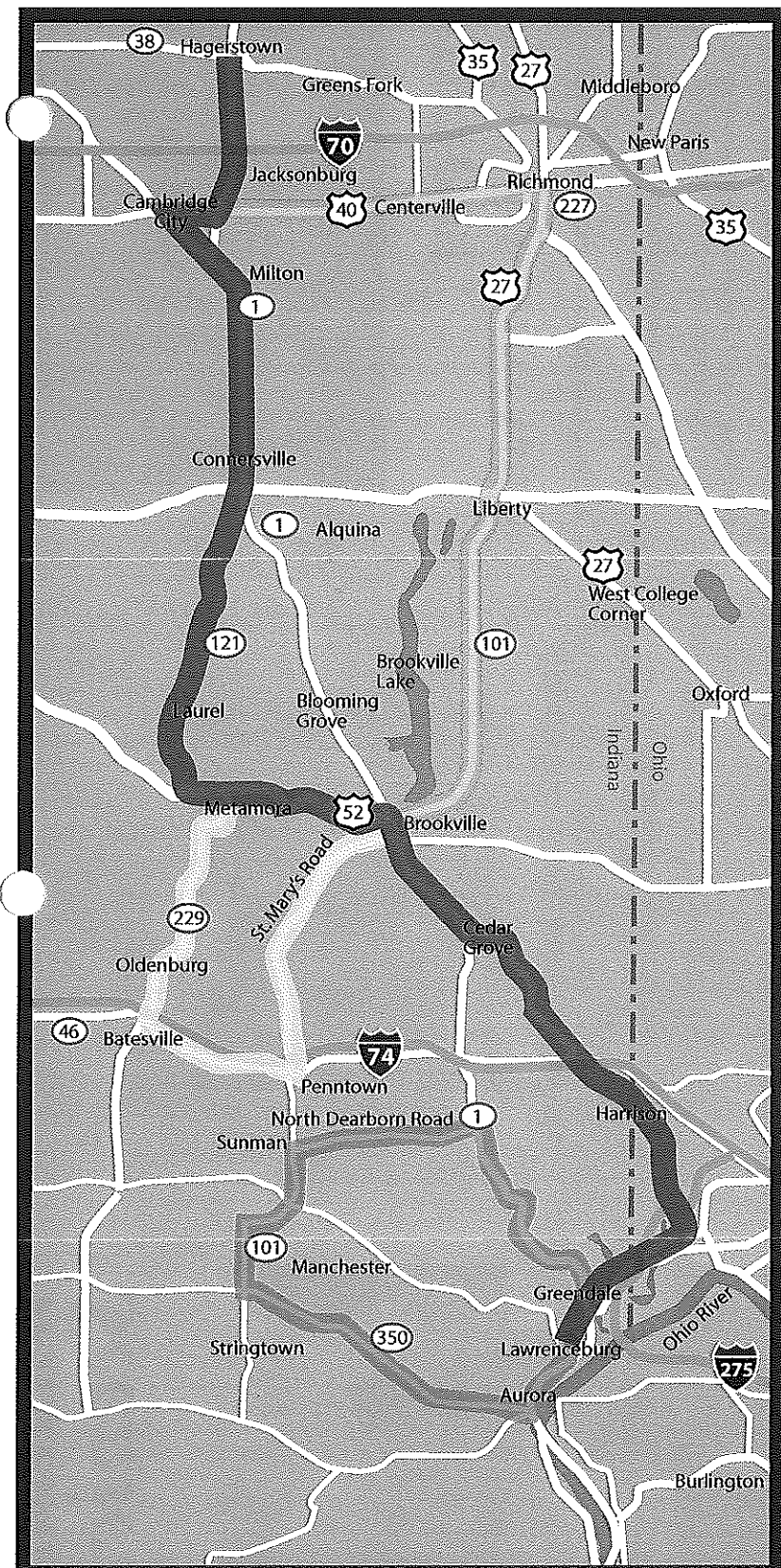
Thanks again, Billy Ray

CASTALDI SHOWS FT. WAYNE HISTORICAL SITES




The *Fort Wayne Journal Gazette* featured Tom Castaldi, CSI director and Allen County Historian, on March 14, 2010 in an article entitled "On Trail Of City's Heritage." Tom took a local reporter around Ft. Wayne pointing out historical spots such as where a building once stood in which Thomas Edison had lived when he was a telegraph operator for the railroad; a stone pillar from the Rosemarie Hotel that stands on the site of the old Randall Hotel, which later was turned into a tannery; and an alley, which used to be at the front of the buildings that now face Columbia street and is next to the elevated railroad over the Wabash & Erie Canal's earlier route. He pointed out that the canal was the interstate of its day and that a huge canal basin was once adjacent to the Randall Hotel. He said he has related the stories of these sites and others on Northeast Indiana Public Radio's WBOI since 1994 in a short program entitled "On The Heritage Trail." It resulted from a 1990's book project he edited with the same name. In 2006 he broadcast over 100 programs entitled "Historian Nostra" for the 150-year-celebration by the Fort Wayne-South Bend Diocese.

Tom said canal history interests him the most. His father pointed the canal out to him as a boy in Logansport. After college, his job had him traveling back and forth between Fort Wayne and Logansport. He knew the route so well that he began noticing ruins, railroad tracks, etc. and knew that canal remains should be found along the way. He is learning more about the feeder canal and thinks Bloodmoney Tattoo Shop's angled side is right-of-way related. He pointed out where the feeder joins the mainline canal in Ft. Wayne. He hopes that the towpath trail will eventually extend and canal signage be placed all the way to Evansville.

Connect with the Whitewater Canal Scenic Byway



Whitewater Canal Scenic Byway

-  Main Route
-  Oldenburg Batesville Loop
-  East Fork Loop
-  Dearborn Ripley Loop

Follow the route of the Whitewater Canal Scenic Byway and its loops through the Whitewater Valley.

Along the way you will visit —

Hagerstown — Fine dining, traditional candy shop, a grass landing strip for private aircraft

Cambridge City — Situated on the historic National Road, now U.S. 40.

Milton — Many traces of history can be seen in this quiet small town.

Richmond — Music and Quaker heritage

Connersville — The Whitewater Valley Railroad is a working vintage rail line that offers rides to and from Metamora. Nearby is the Audubon Society's Mary Gray Bird Sanctuary

Laurel — Off-road fun at Haspin Acres

Liberty — Home to Whitewater Memorial State Park's horseback-riding trails.

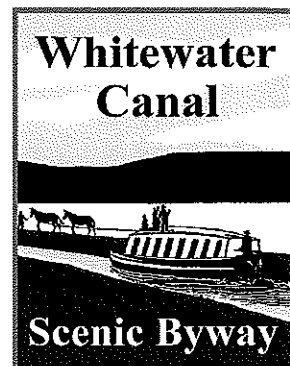
West College Corner — Site of the only public school on a state line.

Metamora — A village of quaint shops and home of the Whitewater Canal State Historic Site with its canal boat, wooden covered bridge aqueduct and operating grist mill

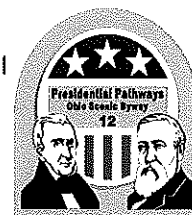
Brookville — An early settlement in this area, now home to Brookville Lake and boating, kayaking, canoeing, fishing and fine dining.

Harrison/West Harrison — divided by the Indiana/Ohio line, this town was the intersection of the Whitewater and Cincinnati Whitewater Canal. Nearby is Cleves Tunnel where the canal goes underground.

Lawrenceburg — Ohio River port for the Whitewater Canal, now home to riverboat casinos, snow skiing and snow tubing.



Connect with the Historic National Road Scenic Byway at Cambridge City



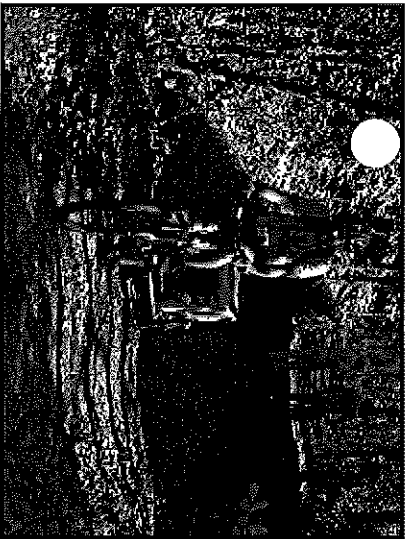
Connect with the Presidential Pathways Ohio Scenic Byway at Harrison, Ohio



Connect with the Ohio River Scenic Byway at Lawrenceburg

For More Information, Visit Our Web Site: www.whitewatercanalscenicbyway.org

Thank you to Franklin County Tourism for sponsoring the printing of this piece.



Connect!

In the Whitewater Valley

To Lawrenceburg's riverboat casinos and boating on the Ohio River.

To snow skiing and tubing in Dearborn County.

To the historic Underground Railroad and to the John Hunt Morgan Trail, marking a Civil War raid.

To America's canal era along a quiet towpath and canal boat; visit with artisans in their shops at the quaint village of Metamora.

To unique Old World architecture at Oldenburg.

To the romance of rail at Connersville.

To farmers markets in several of our towns.

To the water-filled fun of kayaks, canoes, skiing, tubing and pontoons at Brookville and Liberty.

To fun with off-road vehicles at Laurel.

To a day of golfing at a local course—we have nearly a dozen in the Whitewater Valley.

To healthy fun during a stroll or bike ride on a well-developed trails.

To nature as you watch for birds in an Audubon sanctuary near Connersville.

To the musical heritage of the jazz and swing eras at Richmond.

To local festivals—nearly every town has one.

Connect!

In the Whitewater Valley



Connect to More Information at
www.whitewatercanalscenicbyway.org

Or any of the following:

Dearborn County Visitor Center
 320 Walnut Street, Lawrenceburg, IN 47025
 812-537-0814 or 1-800-322-8198
 E-mail: dearborn@vistsotheastindiana.com
 Website: www.vistsotheastindiana.com

Fayette County Tourism Bureau
 504 Central Avenue, Connersville, IN 47331
 (765) 827-1366
 Website: www.tourconnersville.com

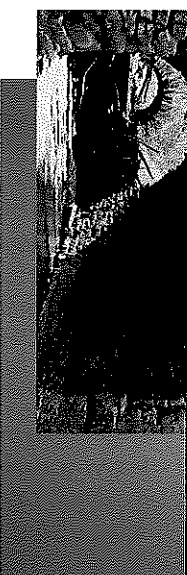
**Franklin County Convention,
 Recreation & Visitors Commission**
 813 Main Street, Brookville, IN 47012
 (765) 647-6522 or 1-866-647-6555
 Website: www.franklincountryin.com

Ripley County Tourism Bureau
 PO Box 21, 102 N. Main Street, Versailles, IN 47042
 1-888-747-5394
 Website: www.ripleycountytourism.com

Union County Chamber of Commerce
 5 West High Street, Liberty, IN 47353
 (765) 458-5976
 Website: www.ucdc.us

Wayne County Convention & Tourism Bureau
 5701 National Road East, Richmond, IN 47374
 (765) 935-8667 or 1-800-828-8414
 Website: www.vistrichmond.org

Whitewater Canal Scenic Byway



Whitewater Canal



Connect to canoeing, camping, casinos, golf, hiking, water skiing, snow skiing, tubing, fishing, history, 19th-century architecture and museums.

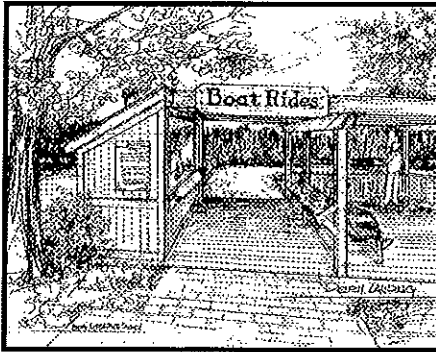
www.whitewatercanalscenicbyway.org

NEWS FROM DELPHI

EARLY SPRING PROGRESS AT THE DOCK

By Dan McCain

Canal Boat passengers of the 1850s paid tolls to ride. Fast forward to 2010 and the Canal Association is working to put in place the likeness of an 1850 dock, toll booth and waiting area for the passengers that can access *the Delphi* -- our beautiful replica boat. It will all be in place by Memorial weekend.



Two of our primary volunteers Al Auffart and Ed Gruber developed the plans for the dockside toll booth while working in Ed's barn. During the cold weather 5-8 volunteers worked M-W-F mornings in Ed's barn. There was the pleasant aroma of wood burning as we warmed our backsides and hands on Ed's old potbelly stove.

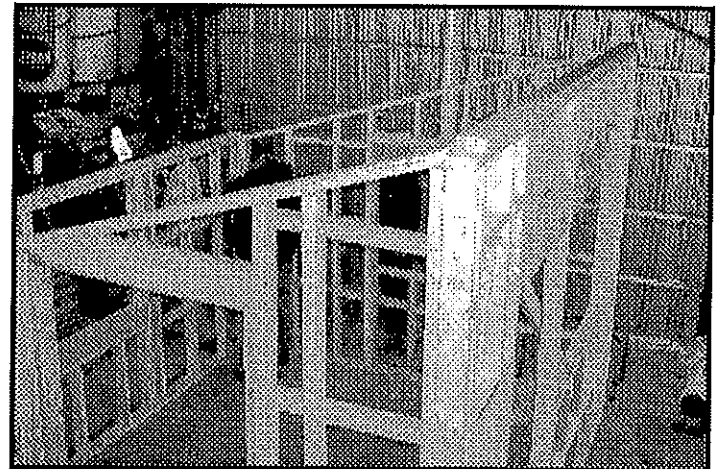
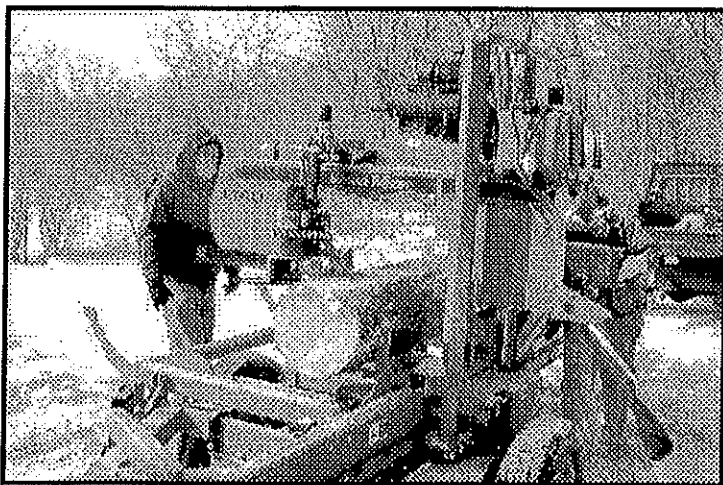
Early in the construction of the toll booth the right decision was made (by the toss of a coin) to make the exterior of the little building look old with *board 'n batten* siding. That meant we needed to find enough boards to make this possible.

out of the woods, cut them into five 8 foot length logs, and make the boards with a portable sawmill. Rollin Graybill (sawyer) one of our volunteers works as Al Auffart assists.

Thanks go to Fred Bergner, Land Steward and NICHES Executive Director Gus Nyberg for helping make this possible. Don't worry this is not the only gift we have retrieved from this property. Watch for our next CANAL UPDATES release about the weathered building materials we salvaged for our "bank barn".

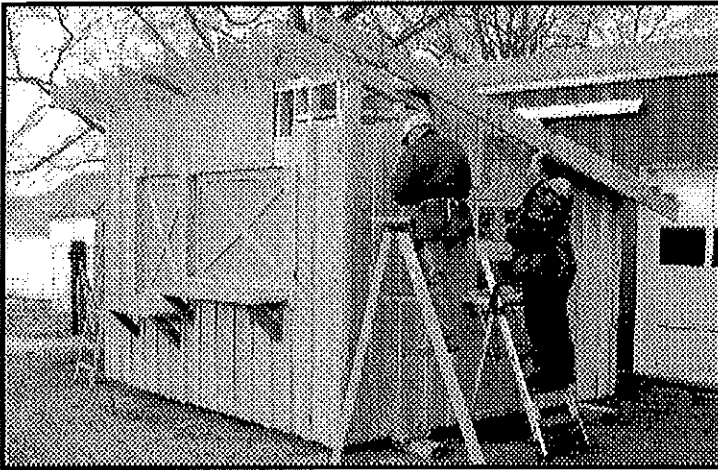


The resulting hardwood lumber didn't even fit all in one truckload. Dave Smith's truck here is full of the beautiful boards and they are green heavy planks. Batten is on the right side. A special means of nailing is needed to allow this green lumber to dry without splitting and revealing the narrowing of boards in the air drying process during the next year.

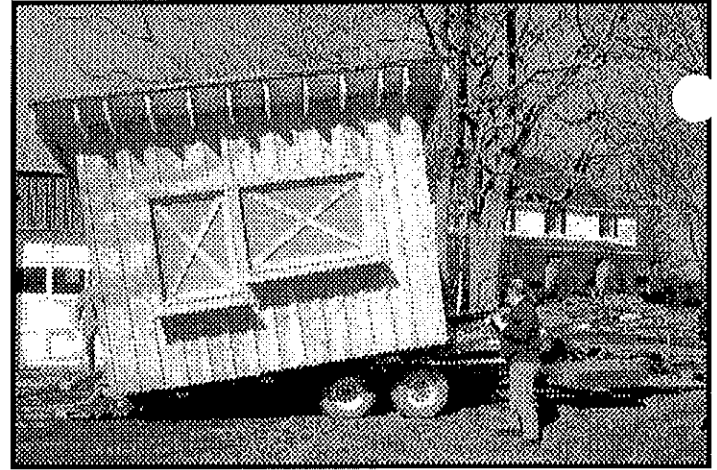


A pine frame was assembled inside Ed's barn from the plans that our designer Len Mysliwicz had prepared. Do you remember the children's playboat outside the Canal Center? Len designed that too and all the indoor galleries of the Interpretive Museum. We like the simple designs of the canal era and Mysliwicz's ability to bring these exciting ventures to our visitors.

A trip to the Moyer-Gould Woods recently acquired by the land preservation organization NICHES netted a "find" of two big Red Oak trees that had blown down in a windstorm. We were allowed to pull the trees

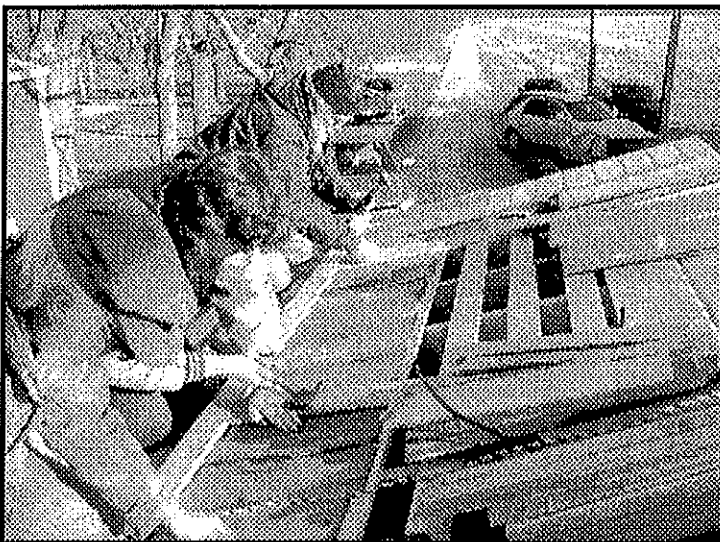


The boards and batten cover the frame. Now you can see the ticket windows. One is ADA compliant so little folks and those in wheel chairs may buy their tickets. Regular staffing of this booth this summer will be by volunteers Jean and Kevin Howell. They will be handling the boat ticket sales at the same time they operate the adjacent "Bank Barn" along the waterway for their rental bike and paddleboat business. The rental bikes will be available many more hours/days per week than the boat runs so they too will stock and sell simple food, cookies, candy, ice cream and cold drinks from this toll booth.

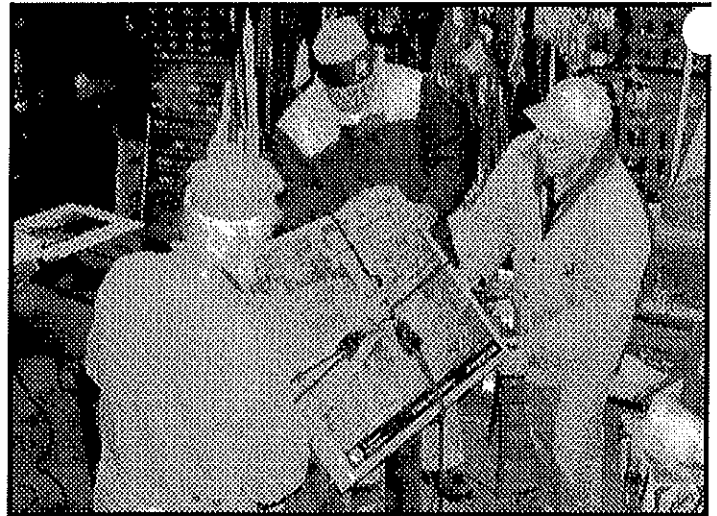


New volunteer Ron Scowden helps load the little building onto a transport trailer just perfect for this task. Brice Crowel, a retired farmer from north of Delphi, had been watching progress at the Canal and came out during the recent Volunteer Callout to see about joining our crew and works regularly now. These newest volunteers have many skills.

The building has been placed temporarily in the corner of the parking lot at Canal Park awaiting the completion of the foundation. It will be located along the trail above the new dock being constructed by INDOT.



Notice that this building was finished outside. That is because the roofline would have been too tall to get out through Ed's barn door. Once the rafters were in place and nailing strips laid down the old fashioned cedar shake shingles were nailed in place. Old fashion roofing like this will air dry and last almost forever. Roy Patrick (foreground) works alongside "spring break" college student Martin Seese (he shows up to work with us every time he has a school break) and Al Auffart as we complete the roof covering.



Other regular volunteers who worked on the toll booth are Vern Cripe (upper center) and Dave Smith (right). Here they work with Roy on making more outside interpretive sign holders for the towpath. Several more panels have been completed making six finished units and ten more underway. This specific one is for our Campbell Ridge Trail overlooking the confluence of Deer Creek and the Wabash (it's upside down and laying on its side as they glue the protective frame). The picture surface is a very durable long lasting material specially produced for graphic displays. Once in the ground it will be about waist high and be at a 45 degree angle for ease in reading.

ON-CELL TRAIL TOUR TRIAL

By Dan McCain

We have something new and exciting to offer. On-Cell Tours offered us a free trial run with an innovative tool for interpreting sites. Call ON-CELL systems from your phone 585-797-6310. It will guide you through our trail as we explore our volunteer's efforts in establishing exhibits. Follow the numbered stops when prompted (press succeeding stops 11, 12, 13 and 14) If you have a "smart" phone you can access picture images on your cell too. Quicker yet click:

<http://myoncell.mobi/15857976310>

and try it now. At the end of any stop you can leave a message by pressing *0 We will be able to access your verbal comments and help us see what success this venture might offer.

**2010 NARRATED TRAIL WALKS
AND WORK DAYS**

April 17 -- 8:30 a.m. Earth Day Tree Planting Half Day, Meet at Trailhead Park, 1 mile SW of Delphi on Ind 25. Volunteers work and then are treated to a "free" lunch.

-- 1:00 p.m. Nature Walk, Trailhead Park to the "Blue Bridge," Kip Sloan

May 15-- 9:00 am. Canal Park Flower Planting Half Day -- Volunteers should bring lawn tools, gloves, durable clothing. Meet in Canal Park, 1030 N. Washington St. in Delphi

June 5 -- Noon National Trails Day, Canal Park All volunteers from the last 12 months come for a "free lunch" and presentation of awards, hats and shirts. They also receive a "free gate pass" to the 1812 Rendezvous going on in the back of Canal Park that lasts until 4 pm.

July 3 and 4 -- Canal Days Festival in Canal Park Food, fun, historical adventures, craftsmen, boat rides, etc.

July 17 -- 1 p.m. Downtown Delphi Walk. Meet at the SE corner of the Court House square. Narrator: Mark Smith, View historic buildings -- hear about the community leadership that functioned in Delphi in the mid 1800s.

August 21 -- 1:00 p.m. *Front Street Fancy* -- A walk along Front Street with Mark Smith commenting about prominent Canal era merchants' homes. Meet at the Public Library on Main Street

Sept. 18 -- 1 p.m. Fall Nature Walk -- Kip Sloan - Meet at Trailhead Park.

Oct 9 -- 1 p.m. Treaty of St. Mary's Walk -- Trailhead Park. How did a bookkeeping error affect Carroll County? Meet at Trailhead Park on Ind. 25.

October 16 -- 1 p.m. Cemetery Walk -- IOOF Cemetery.

**WHITEWATER
CANAL NEWS**

WAYNE COUNTY TO CELEBRATE 200 YEARS

By Phyllis Mattheis

Wayne County Historian Carolyn Lafever of Hagerstown spoke to the members of Western Wayne Heritage about the celebration of the county's 200th year this year. The big event will be at the Wayne County fair on June 19 through the 26th.

The first weekend re-enactors will set up in the field west of the fairgrounds. The Raper Building will house a bookstore and souvenir shop and a tent for displays and activities will be set on the grounds. One display will be the Bicentennial Quilt and, unlike the 1910 Centennial Celebration that has nothing left but newspaper clippings, the quilt will become a lasting treasure from this celebration. A float honoring the 200th year will be constructed and made available for use in the parades of each of our county festivals, including Cambridge City Canal Days in September.

Just as Wayne County was being organized in 1810 and 1811, the War of 1812 erupted in the summer of 1811. To read more about the celebration visit **Waynet** which has a 200th anniversary page under the Wayne County Foundation listing.

During the business meeting, it was noted some plumbing has been done for the Vinton House third floor and a wood ceiling has been installed on the second floor. Grant applications were discussed and members are invited to the home of Ron Morris in Centerville on Monday, **April 12** at 6 p.m. to meet with representatives from Ball State's Building Better Communities.

Two pet clinics will be held this spring; the first in Creitz Park on Saturday, April 17 from 1-4 p.m. in the shelter, and the second at the Hancock County fairgrounds in Greenfield on Saturday, May 1 from 2-5 p.m. All proceeds benefit the restoration of the Vinton House.

AN AFTERNOON IN WABASH

By Carolyn Schmidt

An E-mail from Tracy Stewart, executive director of the Wabash County Historical Museum, jogged my memory that they were having a "History Hunters" speaker about the Big Four Railroad Shops that were once located where Paradise Spring park is today. Canawlers who were on the "Wait Til You Get To Wabash" tour will remember the treaty grounds and log cabins at this spot. Knowing that the Wabash & Erie Canal once ran through this property, I suggested that Bob, my husband, and I go.

The "History Hunters" series, which meets the fourth Thursday of each month at noon, encourages attendees to bring a sack lunch and hear the program over their noon hour. Its free to members and non-members may attend by paying the museum admission fee.

When we arrived the meeting room was filling fast. Before long the sliding glass doors had to be opened into the main museum and additional chairs set up. Kyle Coble of Auburn, Indiana presented a PowerPoint show about the Cincinnati, Wabash & Michigan railroad, often called the Elkhart Line to distinguish it from the Wabash railroad. We learned about its mergers, its shops, its turntable and roundhouse, its yards, and the big cut made to straighten out a large S curve. He said not only was working on the railroad dirty but that laundry hung out on lines to dry near the train tracks had to be quickly taken down when a train passed by or else had to be re-laundered. He used old atlas and Sanborn fire maps to illustrate his talk. From these maps we could easily see how the canal was encroached upon by the railroad and eventually filled in for the rail yards. We knew that a few boats were still using the canal in the early 1870s. The maps proved that it was filled in shortly after 1872. We saw pictures of a beautiful depot that once stood near the cut where ugly old gas storage tanks now stand.

When asked about his interest in the railroad, Kyle said he was building a model railroad in his basement and when looking at old maps and pictures to see how to make his layout, he really found its history interesting. He had grown up in Wabash.

After the program we stopped in the museum shop and found we could buy a copy of Ron Woodward and Gladys Harvey's new book *Wabash County Chronicles: Raucous Quirky and Essential Tales* that was to be presented at a book signing the following Saturday. The book includes the tale of the squirrels, which was related by Ron at our evening tour banquet.

We left the museum and headed west on Market

street looking for a place for lunch (we hadn't bothered to pack a lunch) when we noticed that the Charley Creek Inn, located on the block between Modoc (named for the runaway elephant) and the Honeywell Center was open and people were dining in its restaurant. At the time of our earlier tour the hotel, built in 1920, was being renovated. We were curious to see it. We parked in the adjacent lot and went inside. There we found the dining room was called *Twenty* and was decorated with posters from the 1920s and photographs of Wabash. We sat in the part of the dining room that is usually reserved for evening diners since the place was packed. It had only been open for two weeks. The elegant dining room had table tops covered with all kinds of Wabash related post cards, advertisements, etc. sealed under a thick layer of plastic. The bar was at the back of the restaurant, which is open for breakfast, lunch and dinner. The meal was tasty and reasonable.

Wanting to see more of the hotel, I went to the registration desk and asked if we might go upstairs and look around. Not only did they say we could, they also gave us a key to look at a room with two queen-size beds and another room that turned out to be a suite complete with sitting area, kitchen, dining area and huge bedroom with adjoining bath. These rooms were beautifully decorated with highly polished antique furniture, wallpaper, draperies, etc. What they have done is taken several old hotel rooms and joined them together to form the larger rooms. The halls still reflect how many rooms the hotel once had, but now there are only 30 individually appointed guest rooms and suites. Besides the dining room there is a huge banquet room in the basement; a soon-to-be roof-top garden with a fountain, small party room and kitchen; a conference room; a Hoosier Salon art gallery; a candy shop; and a wine and cheese shop. The latter did not have its shelves stocked as yet. We were told the grand opening for the hotel would be in a few weeks but they were open for guests prior to the opening. Every detail has been beautifully done. They are marketing it as a designer hotel, and it is.

From the hotel we went to the Wabash Library's genealogy department to look up an obituary in the 1926 *Wabash Daily Plain Dealer*. (The Plain Dealer building today is located where the lock for the Wabash & Erie Canal once stood. The lock may still be buried under the railroad track at this site.) We also found a book that had much information about a canawler, who will one day soon be featured in the "Canawlers At Rest" column of "The Hoosier Packet." The library subscribes to "The Hoosier Packet," but we couldn't find it on the shelves. They are stored in a filing cabinet in the genealogy department under "canal." The librarian said they needed to expand the library, but there is no land adjacent on which to expand. The railroad runs right behind it.

CENTRAL CANAL NEWS

BROAD RIPPLE DAM REPAIRS

The timber dam across the White River located at 65th street in Broad Ripple was originally built to pool water in the river and feed the Central Canal through its guard gates located a few hundred feet south of it. The Central Canal was part of the statewide Internal Improvement Project to build a system of canals, railroads, and roads to promote commerce. The project was halted when the canal reached Port Royal (Waverly) due to expenses of all the projects bankrupting the state.

The current low head dam of timber and concrete dates back to the 1880s. The canal currently carried 60% of the water supply for Indianapolis to the Veolia Water filtration plant. Last year in September and early October temporary repairs were made on its downstream concrete apron by adding rows of articulated concrete mats that are tied together with cables. These mats temporarily reface the apron and keep the damage to the dam from expanding. Although the dam will need to be replaced sometime in the future, for time being more repairs are planned for this summer to increase its stability. Meetings will be held to inform residents about the movement of construction equipment to/from the site.

For now the replacement and possible relocation of the dam is not far enough along in the planning stages to be released to the public. Details need to come first from engineering and permitting sources before they can be evaluated. There is nothing in the five-year water utility capital plan for now other than they note the dam needs to be repaired or replaced. Funds need to be available before the process of determining what to do can begin. Chuck Huppert, CSI vice-president, Broad Ripple, IN

\$78.5 MILLION CARP FIX

A \$78.5 million dollar plan was proposed in February by the Obama administration to keep the Asian carp from gaining access to Lake Michigan via the Mississippi River basin by severing the link created by Chicago engineers over a century ago. Environmentalists and those in the \$7 billion dollar fishing industry on the Great Lakes are thrilled at the idea but fear that the plan

relies too heavily on strengthening an electric barrier on the Des Plaines River and killing fish that slip through.

Barge operators currently move millions of tons of commodities on the waterways in the Chicago area. They fear that a proposed study will close two navigational locks at Chicago more often and maybe even result in permanently severing the connection between the lakes and river. Currently boats pass from Lake Michigan through the Chicago lock into the Chicago Sanitary and Ship Canal and then into the Des Plaines River. The Wilmette lock and Obrien lock plus the Calumet Sag Channel are all part of the lake-river system.

The Scientists don't even agree on whether the carp could thrive in the colder, deeper Great Lakes. The plan is said to be more politically than scientifically based with no guarantee that it will actually work. John Geyer, CSI member, Hamilton, OH

TOWPATH TO BIKE PATH A POSSIBILITY

The stalled bikeway project in Hamilton, Ohio, may get a boost. Commissioners agreed on January 21 to apply for a \$500,000 state grant, with the Hamilton Community Foundation pledging the rest of the \$1.5 million bill. The path would be on the Miami-Erie Canal right-of-way and extend 2 miles from Rentschler Forest Preserve to Allison Avenue where it would meet another 2.5 mile path planned from Allison Avenue to the foot of High-Main Bridge and then be linked to an existing path extending to Waterworks Park in Fairfield. It is hoped to someday extend the path to Middletown and then connect to other trails all the way to Piqua. John Geyer, CSI member, Hamilton, OH

2010 DONATIONS TO CSI

We thank the following for donations to the Canal Society of Indiana above the \$25 membership level:

\$100 Frog Prince
Mick & Jenny Wilz - Brookville, IN

WELCOME NEW MEMBERS

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

Philip & Clona Bond - Hagerstown, IN
Thomas & Sue Griffiths - Ft. Wayne, IN
Warner & Evelyn Ward - Newport, IN

Welcome Aboard!



Canal Society of Indiana

"Rappites, Riverboats, Pirate's"

**Tour along the Ohio River and W&E Canal
In Illinois, Indiana and Kentucky**

October 22-24, 2010

Fairfield Inn 5400 Westin Rd., Evansville, IN 47712

(812) 429-0900 Block room rate: \$72.00 + tax
(mention Bob Schmidt and CSI when booking room)

Headquarters: Fairfield Inn

5400 Westin Rd., Evansville, IN 47712 (off of Indiana 62 Lloyd Expressway)

Call (812) 429-0900 to reserve your room AS SOON AS POSSIBLE

A block of 30 non-smoking rooms has been set aside @ \$72.00 + tax

(All guest/meeting rooms non-smoking)

Delicious continental breakfast

Mention Canal Society of Indiana Bob Schmidt and guarantee it on your credit card. Room block will be released 30 days prior to tour.

Friday:

CSI Board of Directors Meeting at Fairfield Inn

Registration at Fairfield Inn

Tour of LST 325, Evansville built LSTs on a 45-acre shipyard during WWII and employed over 19,000.

They completed two of these massive ships per week.

Dinner on your own at one of many restaurants near Fairfield Inn.

Saturday:

Coach tour of southern Indiana, southern Illinois and northern Kentucky with stops at:

New Harmony, IN: Atheneum-Film and Docent led historic walk. Learn about Rappites & Harmonists.

Cave-in Rock State Park, IL and box lunch, explore Cave, hear about River Pirates, watch for barges on Ohio River

Learn about Ohio River Locks 52 & 53

Paducah, KY: Flood Wall Murals by Robert Dafford who painted the Portsmouth, OH murals

Choice: National Quilt Museum docent led tour or River Discovery Center

Dinner at Whalers Catch

Return to Evansville late in the evening

Sunday:

Car caravan to Wabash & Erie Canal sites in Warrick County, Indiana

Your tour committee: Bob & Carolyn Schmidt indcanal@aol.com

Registration forms will be mailed closer to tour date

Mark Your Calendar!