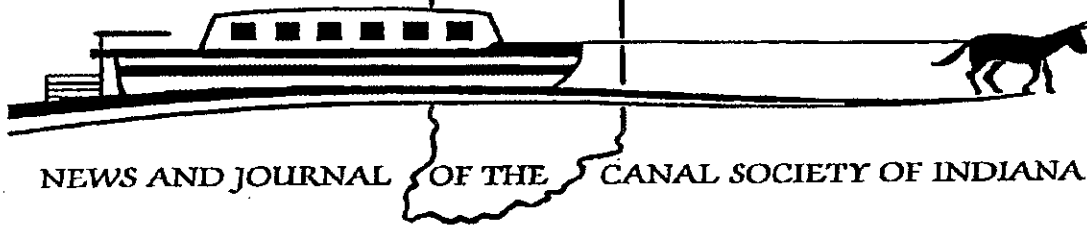


THE  
**HOOSIER-PACKET**

ISSN 1545-421



VOL. 9 NO. 6

P.O. BOX 40087 FORT WAYNE, IN 46804

June 2010

## A "GORGE"OUS TOUR



Most of the tour participants posed for this picture in front of the Cambridge City post office before going inside to see a mural. BS

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### A "GORGE"OUS TOUR

The Canal Society of Indiana headquartered its "Hoosiers On The Move" spring tour on April 9-11, 2010 at the Comfort Inn in Richmond, Indiana, the home of the "Gorge" on the east fork of the Whitewater River. Blooming spring flowers; redbud, crab-apple and pear trees loaded with blossoms along the tour route; falling water in the Gorge and over the Whitewater feeder dam; bright sunshiny skies; and balmy weather made for a "Gorge"ous weekend.

Sixty-four tour participants came from Toronto, Canada, California, Illinois, Indiana, New Jersey, and

# THE HOOSIER PACKET - JUNE 2010

Ohio to see sites along the Whitewater Canal. They also learned the history of the canal, the National Road, the Underground Railroad, the Quaker Trace, and the Republican Party.

Jerry and Phyllis Mattheis, CSI members from Cambridge City, planned the tour route and were docents throughout the weekend. Everyone remarked about the fabulous job they did and their wealth of knowledge about not only the Whitewater Canal but also the history of Wayne County, Indiana, which is celebrating its 200th year.

Each participant received a goody bag with maps, a brochure about the Whitewater Canal Scenic Byway, the "Hoosiers On The Move" tour guide plus an itinerary and map that had excellent information on what was being seen, etc. For those who missed the tour, copies of the 94-page, name-indexed guide may be ordered for \$15 including postage from Canal Society of Indiana, P.O. Box 40087, Ft. Wayne, IN 46804 with check payable to Canal Society of Indiana.

Once again members enjoyed spending time with old friends as well as making new ones with the new CSI members and guests that attended. As usual everyone had plenty to eat with breakfast at the hotel, the banquet and lunch, popcorn during game time, and snacks of bananas and cookies mid-morning and mid-afternoon. Archway cookies were donated by Jim & Ruth Ellis of Fort Wayne. On Saturday night canawlers were on their own to dine at establishments either near the hotel or in the historic district.

(continued on page 19 *21*)

CSI Spring Tour and Annual Meeting  
April 9-11, 2010  
Comfort Inn, Richmond, Indiana

Tour planners: Jerry & Phyllis Mattheis, Bob & Carolyn Schmidt  
Theme: "Hoosiers On The Move" the Whitewater Canal, National Road, Underground Railroad, Quaker Trace and Republican Party in Wayne County

Program: "Movers & Stakers" the National Road in Indiana  
Tour: Bus tour of Whitewater Canal sites in Wayne County  
Car caravan of Richmond's Whitewater Gorge and Morris home in Centerville  
Wayne County Historical Museum

Docents: Phyllis & Jerry Mattheis, Jim Harlan, Carolyn Lafever, Ron Morris

Tour book: Phyllis Mattheis, Bob & Carolyn Schmidt  
Banquet: Reid Hospital Grand Hall

Lunch: Cambridge City Christian Church

Buses, hotel, banquet and lunch arrangements: Phyllis Mattheis

Registration, name tags, centerpieces: Carolyn Schmidt

Goody bags: Phyllis Mattheis, Carolyn Schmidt

Cookies: Donated by Jim & Ruth Ellis

Bananas & water: Bob Schmidt

Home tour: Dr. Ron Morris

Cambridge City walking tour: Jerry & Phyllis Mattheis

64 attended: Ken Baker, Sally Bancroft, Bob Barth, Carl Bauer, Leon & Sandy Billing, Philip & Clona Bond, Maury & Dorothy Bonecutter, Paul Brandenburg, Sue Burger, Tom & Linda Castaldi, Allan & Linda Corwin, Jim & Ruth Ellis, Tom & Diane Flederjohann, Gail Ginther, Lowell & Jerry Goar, Tom Grimes, Ed & Melverine Gruber, Web and Dorothie Hall, Gerry & Jean Hyster, Pauline Hurley, Lynette Kross, Julie LeHunt, Jerry & Phyllis Mattheis, Dan McCain, Mike Morthorst, Ed & Cynthia Powers, Melissa Reed, Bob & Carolyn Schmidt, Dan Schuster, Bob Sears, Kay Sheldon, Steve & Sue Simerman, Ellsworth Smith, Neil & Diana Sowards, Brian Stirm, Michael Thrall, Frank & Mary Timmers, Larry Turner, Margaret Van Vleet, Allen & Becky Vincent, Steve & Sue Walker, Chuck & Ann Whiting, Dick Winchell

Toronto, CAN 1, CA 2, IL 2, IN 51, NJ 1, and OH 7

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# WANTED DEAD OR ALIVE

## NOTABLE OUTLAWS & HISTORIC CANALS

by Richard F. Brown, Jr., AICP

The initials "C, S, and I" of the Canal Society of Indiana are also often used to refer to crime scene investigations, such as for the three television series currently airing on CBS. Building upon that theme, the following is the first in a series of articles about well-known outlaws and criminals whose career of crime happened to cross paths at some point with an historic canal.

### Chapter I: The Jesse James Gang Robs the Muscle Shoals Canal

When one thinks of Jesse James, the first things that likely come to mind are his train and bank robberies across the heartland of this country or possibly his service for the Confederate States of America during the Civil War. But, late in Jesse's crime career, one of his final and most unique robberies was of the federal paymaster of the Muscle Shoals Canal in northern Alabama.

The original Muscle Shoals Canal was designed and built in the 1830's to improve navigation past several shoals in the Tennessee River. The first canal was closed approximately 1840 ([www.americancanals.org](http://www.americancanals.org)). In 1873, work began on an improved canal, which was completed in 1890 ([encyclopediaofalabama.com](http://encyclopediaofalabama.com)). It was during this second canal construction period, on Friday afternoon March 11, 1881, that canal paymaster Mr. Alexander G. Smith was robbed by three men of \$5,240.18 near Lock #5. ([www.rootsweb.ancestry.com](http://www.rootsweb.ancestry.com)).

Mr. Smith was transporting the payroll on horseback to the canal construction workers from a bank in Florence, Alabama when three armed men rode up and robbed him approximately 15 miles east of town ([www.rootsweb.ancestry.com](http://www.rootsweb.ancestry.com)). From there, the gang, accompanied by Mr. Smith, rode northward about 20 miles before releasing him unharmed and continuing their escape ([www.rootsweb.ancestry.com](http://www.rootsweb.ancestry.com)).

Jesse James went on to conduct two more train robberies back in his home state of Missouri in July and September of 1881 before being killed in his home by Robert Ford on April 3, 1882 ([www.frontiertimes.com](http://www.frontiertimes.com)). Jesse's brother Frank James, who had been trying to turn his life around, sought mercy and surrendered to the state of Missouri in October of 1882 ([www.rootsweb.ancestry.com](http://www.rootsweb.ancestry.com)). However, he was charged with being a participant in the paymaster robbery in Alabama the prior year. Eighteen months later when Frank was tried in Huntsville, Alabama the jury had enough reasonable doubt regarding his guilt, that they acquitted him after five hours of deliberation ([www.rootsweb.ancestry.com](http://www.rootsweb.ancestry.com)).

#### SOURCES:

American Canal Society. *Canal Information & Data Sheets*.

[http://en.wikipedia.org/wiki/Jesse\\_James](http://en.wikipedia.org/wiki/Jesse_James)  
<http://www.americancanals.org/Alabama-%20west%20Georgia/Muscle%20Shoals.pdf>  
<http://www.encyclopediaofalabama.org/face/Multimedia.jsp?id=m-3340>

<http://www.frontiertimes.com/outlaws/jesse.html>  
<http://www.rootsweb.ancestry.com/~allauder/cops-robbers-james-frank-jesse.htm>  
[http://www.usace.army.mil/History/hv/Pages/026-Stolen\\_Payroll.aspx](http://www.usace.army.mil/History/hv/Pages/026-Stolen_Payroll.aspx)



**JESSE JAMES**

Born September 5, 1847 near Centerville (Kearny, MO) on 257-acre farm of Robert and Elizabeth (Cole) James.  
 Died April 3, 1882 from a gun shot wound in the back of the head while standing on a chair and dusting a picture in his home in St. Joseph, Missouri. He was unarmed at the time.

## NEW INDIANA STATE PRISON HEADS FOR FORT WAYNE FEEDER CANAL

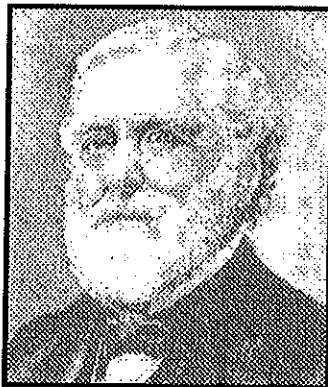
By Bob & Carolyn Schmidt

Great!! More jobs and opportunities for the Summit City thought readers of *Dawson's Fort Wayne Daily Times* in 1859 when they saw the headlines. They were truly excited about the possibility of the new Indiana State Prison planned for the city. Can you imagine an announcement like this today in downtown Fort Wayne? How did it happen that the prison ended up in Michigan City, Indiana?

It wasn't until November 1822 that the first Indiana state prison was established at Jeffersonville, Indiana, which was pretty well centrally located at the time because the majority of the population of the state was along the Ohio River. Prior to its being built, prisoners in the state were held in local jails costing the public for room & board and generally doing nothing — an unproductive situation.

The promoters of the Indiana canal around the falls of the Ohio River needed cheap labor. The enabling legislation in January 1821 provided that the prison administrator could "contract with the president and directors of the Jeffersonville Ohio Canal Company for the employment of the able-bodied convicts in labor on the said Canal in such manner as may be thought expedient." Of course this canal was never completed after the Louisville and Portland Canal on the Kentucky side of the river bypassed the falls. By 1859 with the population growing in the north along the Wabash & Erie Canal a need developed for another prison in northern Indiana.

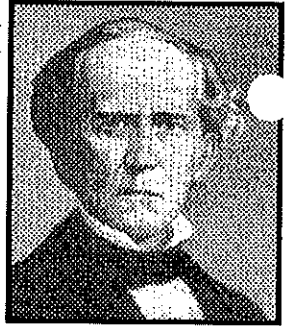
Franklin Randall, a lawyer, arrived in Fort Wayne in 1838 and soon became an important political figure. In 1840 he was elected as school commissioner of Allen County and also that year he was appointed Chairman of the Indiana legislative committee that prepared a bill to abolish the imprisonment of debtors. He was involved in writing the original Fort Wayne city charter, which was approved by the legislature without change. By 1847 he was elected as a Democrat to the Indiana Senate.



FRANKLIN P. RANDALL

Governor Joseph Wright, also a Democrat, served as governor for 1849-1857. He first appointed Franklin Randall as a colonel in the state militia for Allen

County. Next, in 1856, he appointed Randall as a Director for the State Prison South in Jeffersonville. That same year Randall was also a presidential elector for James Buchanan. The next Indiana governor, Ashbel P. Willard, also a Democrat serving from 1857-1860, appointed Randall as a brigadier-general of the 10 Division Indiana Militia. In 1859 Franklin Randall became mayor of Fort Wayne and served until 1864.



JOSEPH A. WRIGHT

In his speech to the Indiana State Legislature Governor Willard recommended that another prison be established. There were over 500 prisoners at Jeffersonville at the time. He took into consideration the cost of transporting prisoners to Jeffersonville from all over the state and felt that prison labor could be utilized better elsewhere. So, on March 5, 1859, the legislature passed a bill providing for a State Prison north of the National Road, appropriated \$50,000 for the project and authorized the governor to establish a three person board for the site selection. Governor Willard was given authority to approve the final site.



ASHBEL P. WILLARD

Those selected as commissioners for the Board of Control were John W. Blake of Frankfort, (Clinton Co), Dr. Bernard F. Mullen of Napoleon (Ripley Co.) and John P. Dunn of Indianapolis, (Marion Co.). In turn the board selected Indianapolis architect, Edwin May, as Superintendent of construction and Elkhart County Sheriff and U.S. Deputy Marshall, Charles W. Seeley, as warden of the new prison. They proceeded to visit the various potential sites: Fort Wayne, Logansport, Michigan City, Laporte, South Bend, Goshen, Huntington, Wabash, Peru, Delphi, Lafayette, Attica and Williamsport. They also reviewed the construction details of other prisons at Jackson, Michigan and Joliet, Illinois and evaluated stone quarries at Joliet, and Gosport and Bedford in Indiana.

Later in the *Journal of the Indiana Senate Sixty-First Session of the General Assembly Commencing Thursday, January 5, 1899*, during an investigation concerning the prison the criteria for site selection was given as follows:

"There appeared to the commissioners to be five points of importance to be considered, a majority of

which, they felt, ought to control them in making the location and selecting the site. These were, first, the cost of construction; second, accessibility from counties north of the National road; third, influence of the locality upon the health of the prisoners; fourth, the presumptive demand for convict labor; fifth, the most extensive and ready market for the products of the prison. When these very essential advantages could be found and combined at any one point, the commissioners determined there to locate the prison and select a site for the same."

In early May the commissioners were in Fort Wayne. The *Dawson's Daily Times* of 1859 reports:

Fort Wayne May 7 *Dawson's Daily Times*

"The State Prison Commissioners are quartered at the Rockhill House, and are prospecting fully, and receiving the hospitalities of the place. This city now has but one rival and that is Lafayette, and we do think if the Commissioners will only take the map, after having well surveyed Fort Wayne, and look at her position, and then remember her advantages in every thing superior to Lafayette and all other places yet named, we think that they will drive a stake for Institution at this place."

May 24 1859 *Lafayette Courier*

Indianapolis - Editor Courier I have deferred writing until the last moment in the hope that something decisive might turn up with reference to the location of the new prison - No decision, however has yet been made. It is understood that Blake is uncompromisingly in favor of Lafayette, Dunn and Willard are no less decided for Logansport, and Mullen, in western parlance, is on the fence. The longest pole will undoubtedly knock the persimmons. The Lafayette delegation arrived yesterday, and the lobby of the State Legislature never numbered as many energetic and effective workers as compose the representatives of your interest in this matter. Logansport and Michigan City are also well represented, and the poor Commissioners have been button-holed to death."

On May 25<sup>th</sup> the Commissioners favored Fort Wayne so, on May 26 this article appeared in the *Dawson Daily Times*:

*Dawson's Fort Wayne Daily Times*

May 26, 1859

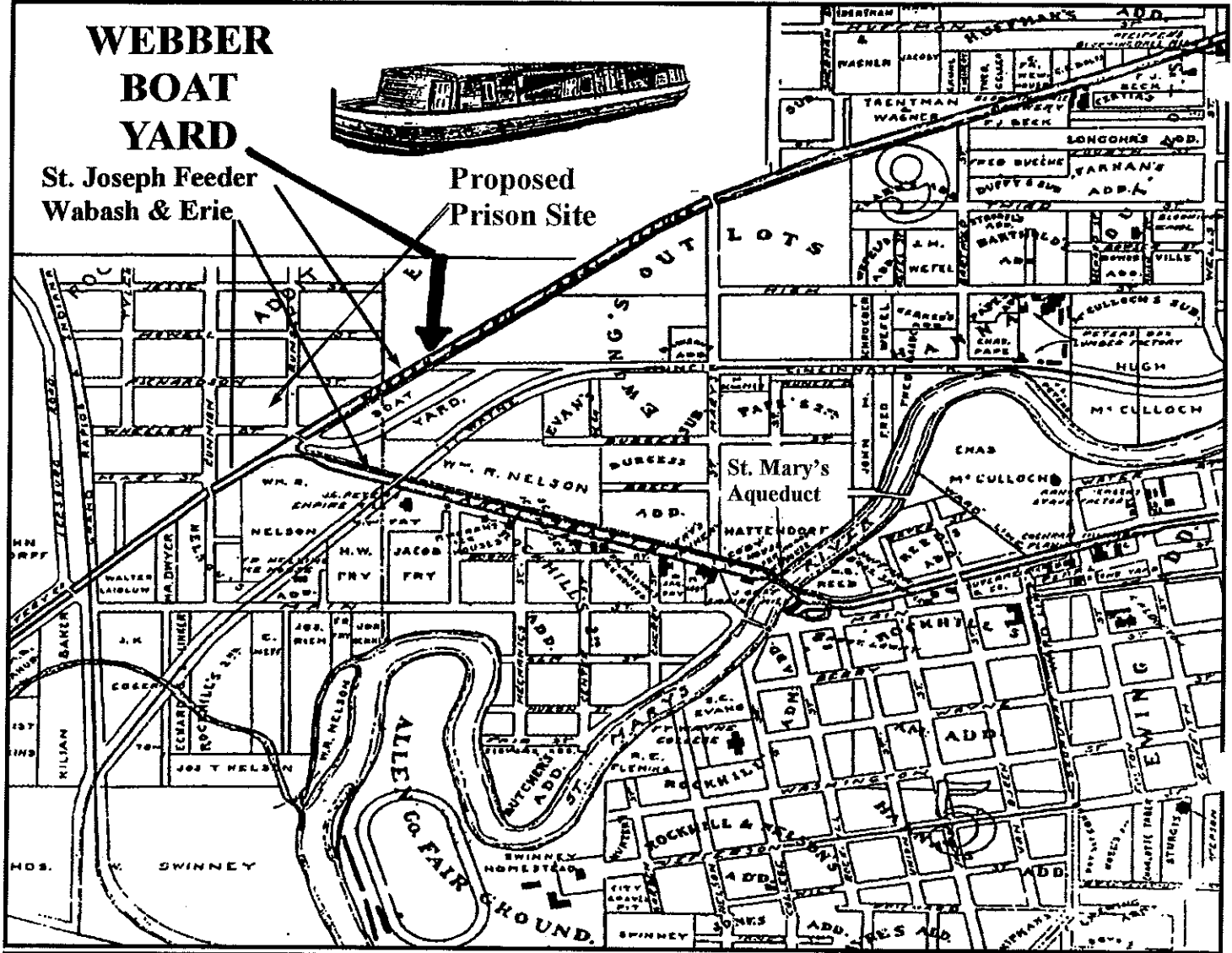
**"STATE PRISON LOCATED.**

"The late Legislature of Indiana, in view of the necessity for a new penitentiary and in accordance with the recommendation of His Excellency - Governor Willard, - took the first step in the right direction, and passed an act for the erection of such an institution north of the National Road, and in that act, besides appropriating \$50,000 to procure the title to a site, obtain drafts of plans, &c. do all things preparatory to a letting

and to let the construction, &c. For the selection of a site, a commission was constituted, and the appointment thereof vested by the same law in the Governor, who filled it by appointing Major J. P. Dunn of Marion county, Dr. B. F. Mullin of Ripley and Hon. J. W. Blake of Clinton, whose services were to be paid out of the State Treasury, and not out of the appropriation named, and whose point of selection for the prison should be reported to the Governor, for his approval or veto - just as to him seemed to meet - a contingency (the veto) conferred only to arrest a choice so exceedingly injudicious as to make a rejection necessary - or tainted with fraud; neither of which was likely to occur, and neither of which has occurred, in fixing on the point designated and reported to the Governor - we mean Fort Wayne.

"The Commissioners took a wide field of reconnaissance - made themselves thoroughly acquainted with the business matters of State Prisons, preparatory to locating a site - then the facilities for building - and then the additional and indispensable considerations of health, and the advantages and economy in getting material on which the convict labor was to be done; and having gone over and examined the work the first time, and made comprehensive notes of all matters connected with the object of their trust - they returned and reviewed the field of labor in order that their report might be free from the least suspicion, either of hasty action, or undue influence, and that after time might continue to add proofs of their caution and the correctness of their decision. Having completed a re-survey of the field, they (the Commissioners) sat a day to meet at the Capitol, and there report to the Governor their choice for the site, to which he was expected to give his official sanction, this meeting was held, and on the 25th the Commissioners unanimously reported in favor of the City of Fort Wayne - a report which Governor Willard, we make no doubt will approve so soon as he makes a trip to Fort Wayne to examine the grounds, title, &c., which trip he will make about the 1st of June, prox., accompanied, we presume, by the Commissioners.

"The point selected as the ground on which the prison will be built, is owned by William Rockhill, and is that high ground on the west of, but adjacent the Feeder Canal where it disembogues into the main line of the Wabash and Erie Canal, about one and a half miles west from the Court House - being about a half mile from the line of the P. Ft. W. & C. R.R., where it crosses the canal, and from which a side track can be cheaply constructed and where a supply of good water can be had; and finally, at Fort Wayne, where health abounds - where materiafor erecting the structure can be had very cheap -where every material, such as timber, lumber, &c. used by convict labor, can be had in abundance, on the best terms; and where iron can be had from Pittsburgh most cheaply; all which are desid-



The proposed state prison was to be built in Fort Wayne on land owned by William Rockhill. It was that high ground on the west of, but adjacent the Feeder Canal where it disembogued into the main line of the Wabash and Erie Canal, about one and a half miles west from the Court House. *1876 Historic Atlas of the State of Indiana*  
Today this land has houses built on it as shown below. Photos by Bob Schmidt March 2010



Railroad  
Wheeler  
Rumsey

Proposed  
Prison  
Site

Richardson  
Rumsey

erata which will most largely confirm the judiciousness of the selection of this well merited city, whose pretensions to this distinction have been but modestly told, but which have themselves appealed to the judgment of the locating Commissioners; and finally, which, we have not a doubt, will so convince Governor Willard, and lead promptly to a final action on this institution.

"The citizens of Fort Wayne may well feel rejoiced at the already distinguished consideration given their model city, and we do hope that while Gov. Willard and the Commissioners are here that that kindness always characteristic of this people will be again extended. The architect selected to draft the Prison, is E. May, Esq., who is most eminent in his profession, and doubtless he and several hundred others, will on the commencement of this work locate here, besides those who will be brought here by mediate causes connected with business induced by such a great improvement."

Perhaps Lafayette didn't get the word for the newspaper reported:  
May 27 1859 *Dawson Daily Times*

"Our neighbors at Lafayette, on the night of the 25<sup>th</sup>, fired 100 times out of the mouth of the gun, over the supposed location of the new Penitentiary at that place. Wonder if they won't fire 100 more out of the other end of the canon, now that Fort Wayne has that Institution. .... A few moderate guns were fired by the boys here last night, in honor of our city."

But Governor Willard wasn't convinced to approve Fort Wayne as the site. In early June he traveled by rail to visit the four primary sites, Lafayette, Michigan City, Fort Wayne and Logansport. Word leaked out that the governor favored Logansport. The Fort Wayne press touted all the advantages of Fort Wayne and Lafayette began to deride the governor's excursion trip at taxpayer expense. Speculation was that he would announce his selection sometime in the next week. In Fort Wayne, even Colonel Thomas Swinney offered some of his farm near the site of the 1843 canal dedication as an alternative site.

June 1859 *Lafayette Journal*

"The good folks of Fort Wayne will hardly halloo next time, until they are out of the woods."

Dawson's paper responded: "Just so, Mr. Journal, and now that we are emphatically *out of a Penitentiary*, will you allow us to give what we call, up here, a *howl*? Penitentiaries any how, are a great bore to the *citizens* living in them, at least those who have had experience don't give them much character — And then, Gov. Willard wants to place it where it will be *handy* as a coffin, and remembers that Logansport is the nearest town to Lafayette, so he can accommodate both just as

well. We have not yet learned 'where the laugh comes in' nor do we expect it, until the Democratic party shows us the *rueful* countenance, after the ship-wreck which Gov. W. is making of it.

With all Franklin Randall's political activity and association with the law, education and prisons, it was quite natural that one of the key sites for the new northern prison should be Fort Wayne. We do not know of any direct connection with the selection of Fort Wayne by the three man selection committee but one cannot help but feel that Randall indeed was a great influence on the directors. As the newspaper reported it looked like a done deal for Fort Wayne, but Governor Willard did not approve the site selection and stated that he personally favored Logansport.

At the hearing that was earlier mentioned, the *Journal of the Indiana Senate Sixty-First Session of the General Assembly Commencing Thursday, January 5, 1899* reports why Michigan City was recommended by the commissioners and finally approved by Governor Willard:

"At the meeting of the board held at Indianapolis March 1, 1860, among other the following proceedings were had, to wit:

"To His Excellency, Ashbel P. Willard, Governor of the State of Indiana:

"The undersigned Board of Control of the Northern Indiana State Prison respectfully submit the following supplemental report:

"Since the submission to you of our former report in reference to the selection of a site for the prison, we have had full time for reflection, and have made a more accurate and complete examination of the cost of construction, as well as of the various advantages of the different points suitable for the location. There has been much rivalry among the principal towns in the north part of the State with reference to the location, giving rise to much excitement upon the question. In our visit to the respective places we necessarily encountered this feeling, which rendered still more difficult the unpleasant task of selecting a location where all were so anxious. After reviewing the whole ground, the estimates for each point, [&] the probable future operations of the prison after its construction, we are now satisfied that the best location for the interests of the State will be at Michigan City, in the county of LaPorte. This place is situated upon Lake Michigan, with a complete railway communication in every direction, so that competition will always reduce the price of shipments either to or from the prison. Both stone and lumber can be had at this point cheaper than at any other place in northern Indiana; brick material of the best quality is found here; there are eligible sites near the city which can be purchased at a low rate; in our judgment, prison labor can

be very profitably employed at this point.

"In view of all these facts, we respectfully submit this report, and ask your approval of the same.

"J. W. BLAKE,

"President Board of Control.

"March 1, 1860.

"The foregoing report is by me approved.

"ASHBEL P. WILLARD,

"Governor of the State of Indiana."

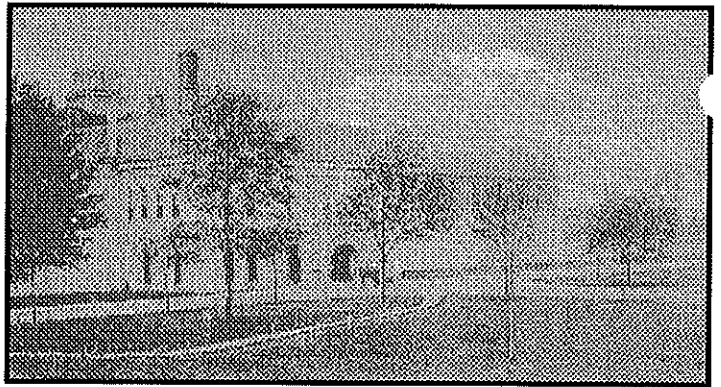
At the time of the hearing the commissioners also reported their excursion to Joliet, Illinois, where they found quality stone easily accessible:

"Joliet

"Is sixty-five miles from Michigan City and forty miles from Chicago, on the Rock Island & Alton and St. Louis R. R. It is situated on the Illinois Canal and on a small but rapid stream called Des Plaines; along its banks are as fine stone quarries as are to found in the West. The stone lies in the bluffs of the creeks in horizontal layers from four to fifty inches in thickness. Two years since the Legislature of Illinois appointed three commissioners to select a prison for that State; they selected Joliet as the point; after their appointment and the selection of a site, they visited twenty prisons in the United States; they had, of course, in this tour, obtained the best plan and united experience of a hundred years. They had been accompanied by an architect, who took copies of all plans and improvements, with the suggestions of officers who have had many years' experience in prison life. These plans and suggestions were carefully preserved in a book, and the Indiana commissioners, with their architect, had free access to them, and for which they are under many obligation to the resident commissioners, N. D. Elwood, Esq., George R. MacGregor, Supt., and S. R. Casey, Warden. The information was opportune and very valuable; the Indiana commissioners were well received by the commissioners and officers in charge of the new prison at Joliet, and by their kindness and courtesy obtained a fund of information which could not have been got at any other point. The mode of keeping and securing the prisoners at work on the new building was also a matter of much importance.

"The commissioners required the citizens to file a statement of the advantages of their location and all the reasons they could give in favor of this point; this was complied with; lake navigation and cheapness of all kinds of building material were the principal reasons given by the citizens for the location at this place.."

Thus, after a year's delay, on March 1, 1860 the small village of Michigan City on the shore of Lake Michigan was finally chosen. This is the site of Indiana's State Prison today.



INDIANA STATE PRISON AT MICHIGAN CITY  
IN 1908  
IN 1927  
WITH CONVICTS

What happened? In 1860 Lafayette (pop. 12,600) and Fort Wayne (pop. 15,000) were of roughly equal size as were Logansport (pop. 3000) and Michigan City about (pop. 3300). All four had good rail connections and three were on the Wabash & Erie Canal, but Michigan City had access to the Lake and was able to import stone via the lake steamers. Logansport was more centrally located in northern Indiana, and Michigan City was located in the extreme northwestern part of the state. Political intrigue played a key role in the final outcome.

The political controversy over the construction



of the prison was just beginning to heat up. The legislature by this time was Republican and they decided to investigate the actions of the past Democrat governor and legislature. Their investigation in January 1861 reveals some of the background of the controversy.

The first area of contention was the supposed bribery of the commissioners of the site selection committee by persons unknown in Fort Wayne. There was an allegation that B.F. Mullen made overtures to a person at Fort Wayne that a local residence be purchased and donated to him. This was denied by him. Then Edwin May, the famous Indianapolis architect, was offered \$30,000. He refused the offer but supposedly was told by the other commissioners that unless he took the funds they would find someone else. The commissioners also denied this. May said he had received a \$10,000 advance of these funds and told the governor that the \$30,000 was to be offered to the State but that the Governor declined to accept the funds and they were returned. The commissioners denied that they had planned the whole bribery event and that the funds were offered 2 or 3 days after the announcement for Fort Wayne. What the truth was is unknown, but it did put a cloud on the Fort Wayne location.

Edward May emerged unscathed and got an architectural contract to build the 4<sup>th</sup> Allen county court house in 1860. He also contracted for many other county court houses in the State and still later the Indiana State Capital in 1878.

The governor and the commissioners of the Board of Control were in deadlock. A Mr. Achey approached the directors saying that he would see the governor, and he would fix it. He did see the governor, fixed the matter up, and harmoniously had the location made at Michigan City. He swears that when he went into it he was 'for sale', and was to have \$1,000 for what he did. Who was to pay him he does not disclose.

Achey knew that Michigan City was the second choice of both the governor and the Board of Control. A Mr. Alan May of LaPorte county probably made the payment to Achey, but it could have been the commissioners wishing to resolve the issue. The investigative commission felt that either Logansport or Fort Wayne was a less expensive location, especially considering the Fort Wayne offer of \$30,000. The Democrat minority felt that Michigan City was the best choice and cost effective due to the cheaper cost of importing the better quality stone from Joliet Illinois.

In March 1860 the final selection was made for 100 acres of land four miles west of Michigan City. Actual work on the prison proceeded quickly as about 150 prisoners on April 5<sup>th</sup>, 1860, were brought north from

Jeffersonville to work on a temporary prison building and later the stone prison itself, which was not fully completed until 1870.

The next controversy to emerge was the selection of the primary contractor. The original bids were to be opened on May 7, 1860. The governor was at the Democratic presidential convention in Charleston, SC. There were 9 bids submitted but when the Governor returned he supposedly *pulled another one from his desk drawer* saying it was submitted on time. This bid by contractors, Talbot & Costigan, just happened to be the one that was selected even though it was \$32,000 higher than the one submitted by George W. Dunlap.

The Democrats argued that Dunlap grossly underbid the project. It also emerged that either the commissioner B.F. Mullen or his brother Dr. Alexander Mullen were silent partners with Dunlap. The Democrats said that Talbot & Co. was the only bid that embraced the entire work. Dunlap had a poor performance record and "drank freely four or five times a year." Col Samuel Casey of the Joliet Prison supposedly told Governor Willard that if Dunlap got the contract the work not only would never be finished, but would never be begun. Talbot & Costigan got the contract and worked proceeded.

Work was well underway on the foundation of the prison on October 3, 1860, when Governor Ashbel Willard died at a convention in St Paul, Minnesota. He was succeeded by Abram A. Hammond of Terre Haute, who served out the balance of his term until January 14, 1861. This was the first governor to serve upon the death of a predecessor. In his address to the legislature on January 11, 1861,



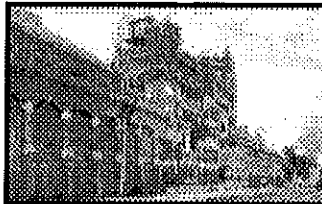
ABRAM A. HAMMOND

Hammond stated that he "had no connection, either personal or official, with this transaction" and that the legislature "should cause a full investigation to be made in reference to their actions as such directors, and I respectfully recommend that you cause such an investigation to be made."

This investigation produced the allegations of bribes and political dealings alluded to above. The result was lots of smoke, allegations and counter charges. No one was prosecuted and the work at the prison went on.

Dr. Bernard Mullen's older brother, Dr Alexander Muller, was eventually appointed the prison physician for the Northern Prison. In 1922, Edward J. Fogarty the

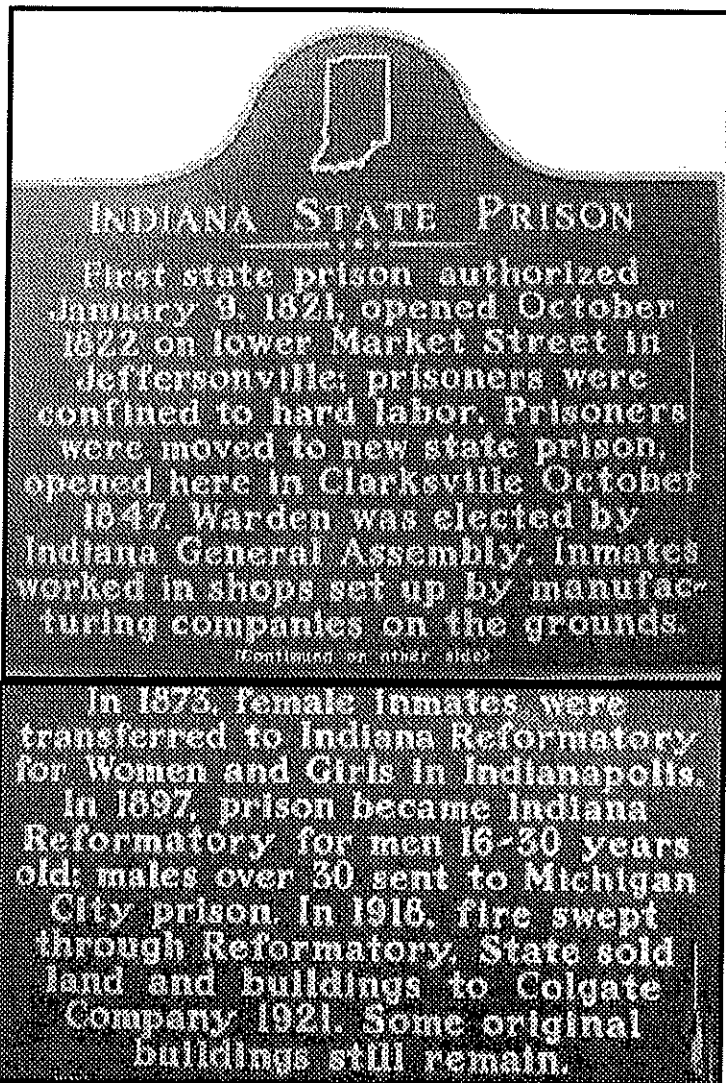
warden in Michigan City commented "There is little of unusual interest to relate of the early history of this institution, save the fact that it seems to have been the football of politicians."



INDIANA STATE REFORMATORY AT JEFFERSONVILLE, INDIANA

Fort Wayne settled back realizing that maybe the prison on the canal feeder was not such a good idea. In 1897 the State Prison South at Clarksville became the Indiana Reformatory and housed younger prisoners age 16-30. Michigan City became the site of the Indiana State Prison and housed famous ne'er-do-wells like bank robber John Dillinger and D.C. Stevenson of the KKK. Today it stills houses Indiana's hardened criminals and death row inmates.

The Jeffersonville prison, by then incorporated into Clarksville located west of Jeffersonville, had a serious fire in 1918 and the property was sold to Colgate Palmolive, refurbished in 1924 and used today although it is said to be haunted by the old prisoners. The inmates of the Reformatory were moved to Pendleton, Indiana, in 1923. Today an Indiana State Format Marker tells about the prison:



In 1890 the School for Feeble Minded Youth was moved from Knightstown to Fort Wayne on 801 E. State Boulevard. These buildings were torn down in 1982. Today Bob Arnold Northside Park is located at the site.

In the early 1900's the Feeder Dam near Robison Park went out and the feeder went dry. Soon commercial business developed over the old feeder and housing was built on the proposed sight of the prison north. How different the outcome might have been.

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# CANAWLERS AT REST

**HUDSON  
McDONALD  
SHRODE**  
b. April 5, 1817  
d. August 2, 1849

By Carolyn I. Schmidt

Francis Shrode on December 5, 1816, six days before Indiana became a state. Hudson (Hut) was the oldest of their 14 children who were all born in Warrick County.

In 1836 the original 20 miles of the southern division of the Central Canal from Evansville to the Pigeon Creek Dam in Warrick County, Indiana was being constructed. Hudson, age 19, began working on the canal and became a contractor on what would later become part of the Wabash & Erie Canal. Although he hired all the local people available to construct the canal, he didn't have enough workers and had to import several hundred Irishmen. They dug the canal by hand or used horse drawn slip scoops. The dirt was then put into narrow-rimmed wheelbarrows and transported to a site to build either the canal's berm or towpath banks or the dam across the creek. After Hudson died many of these wheelbarrows, which he had kept, were sold at a public sale.

Published reports about construction of the southern division of the Central Canal in 1836, 1838, said:

Hudson McDonald Shrode was born on a farm in Boone Township, Warrick County, Indiana on April 5, 1817 to Francis and Rebecca Marrit (Hudson) Shrode. Francis Shrode had been born in Allegheny County, Pennsylvania on November 25, 1789, moved to Kentucky and then to Indiana Territory in 1814. He was described as a very tall, rawboned, stooped shouldered, Irishman who loved to tell stories about how he dealt with the Indians when coming to Indiana. He was elected and served for several years as judge in the old log Warrick county courthouse located in Boonville. He died in Boonville on November 23, 1872 at the age of 83.

1836 "A survey and estimate of the line down the valley of Pigeon, was made by the resident Engineer, and after instituting a comparison between this line, and the former survey [down Bluegrass Creek] he has reported that by adopting the Pigeon line, there will be a saving in cost of \$284,892, and an increase of distance of about two miles.

"The valley of Pigeon is decidedly favorable to the construction of a canal. The "flats" or low bottoms are from one to two miles in width, presenting a very uniform inclination towards the Ohio of about two feet per mile, and the stream in winding its way through this valley seldom approaches so near to the adjoining high

Rebecca Marrit, Hudson's mother, had been born in North Carolina on October 6, 1797 and married

**FRANCIS & REBECCA MARRIT SHRODE AND CHILDREN**

Name	Born	Died	Married	Born	Died
Francis	11-25-1789	11-23-1872	Rebecca Marrit	12-5-1816	10-6-1797 11-27-1857
Rebecca Marrit	10-6-1797	11-27-1857	Francis Shrode	12-5-1816	11-25-1789 11-23-1872
<b>Hudson McDonald</b>	4-5-1817	8-2-1849	Susan Coats	3-18-1837	9-27-1813 1-10-1874
Isaac Heron	12-28-1818	12-7-1894 in Minnesota	Rhoda Jane Taylor		
Henry Wilson	2-20-1820	4-?-1870 in Texas	Minerva Ellen Hargrave		
Jacob Wise	9-15-1821	3-2-1851	Viola Derrue Guernsey		
William Luce	10-10-1823	9-20-1900	William M. Spencer		
David Shaw	3-18-1825	1-15-1895 in California	Benjamin Allen		
Absalom	12-19-1826	12-24-1826	Carlos Owen Woodruff		
Daniel	12-19-1826	12-24-1826	Mary Taylor		6-28-1828
Nancy Ann	12-1-1827	1-2-1911	Eliza Jane Feels		
Sarah Margaret	7-31-1827	9-28-1831			
Sarah Crooks	2-9-1833	2-28-1905			
Susan Rebecca	6-13-1835	3-20-1917			
Francis Marion	6-13-1835	3-29-1876			
Ezekiel Perigo	12-24-1837	3-3-1894			

land as to prevent a favorable and cheap location of the canal. Excepting six or eight chains at Ditney bluff, the canal bank will no where require protection against the current, for the distance of thirty miles.

"The Acting Commissioner having decided upon the adoption of the Pigeon line, the final location preparatory to placing it under contract, was commenced near the head of that stream. The southern termination having been fixed by law on the east side of Pigeon Creek, it was evidently proper to follow that side in the location in order to avoid the expense of crossing..."

1837 "Laborers have been less abundant on this division, especially during the spring and summer, than on most other lines in the State. The operations of contractors were much hindered during the early part of the season by the accumulation of water on the surface of the ground, the face of the country being remarkably level and the soil an impervious clay. Both of these difficulties were in a great degree removed during the latter part of the year."

1838 "Twenty miles of this canal, extending north from Evansville, including the feeder dam across Pigeon, are very nearly completed, and the water may be let in early next season."

1839 "Nineteen and a half miles of this line, extending from Evansville to the feeder from Pigeon, including the extension to Lamasco for water power, has been completed, and made ready for the admission of water, at a total cost of \$236,092, not including superintendence. This sum includes the work done on the four abandoned sections above the feeder."

1840 Noah Noble, then a member of the State Board of Internal Improvement, reported to that board at Indianapolis on November 25, 1840 the following:

"That part of this division extending from Evansville to the Pigeon Creek Feeder is finished and navigable. It was transferred from the charge of the late Superintendent to the care of the Board, by a special act of last session, and placed by the Board under the charge of a Superintendent, whose report shows that no business has been done of this portion, ow-

ing principally to the want of water. The amount expended for repairs, including pay to Superintendent, is \$154.50.

"The unfinished part of this division, embracing the heavy work on the Pigeon and Patoka Summits, and the Patoka and White river embankments, remains as it was last year. Like all other of the unfinished works, it is in a state of dilapidation.

Not long after beginning work on the canal Hudson married Susan Coats on March 18, 1837. Susan, who was born in Salisbury, North Carolina, had lost her parents when she was very small. She migrated by a wagon pulled by oxen to the southern part of Indiana with her brother-in-law and two sisters when she was a young woman. On their way they stopped in Kentucky and raised a crop of tobacco before coming to southwestern Indiana.

Hudson and Susan had four children, Sarah Margaret, John Henry, Rebecca Ann and Jacob Allen. Their playmates were Indian children.

Hudson was on the list of Warrick County, Indiana pioneers. He understood his Indian neighbors and lived peacefully with them. He also got along well with others of his own race. He was a Methodist and a Republican.

Hudson accumulated enough money while working on the canal to purchase land. On August 1, 1839 he bought the North West quarter of the North East quarter of Section Six, in Township Five South, of Range Eight West, in the District of lands subject to sale at Vincennes, Indiana, containing thirty-nine acres. (Certificate No. 20161)

This land was located near his birthplace. On it he built a large, two room, log cabin about a quarter of a mile from the road. The Shrodes were known for building the best homes of the day and this one was no exception. The two spacious rooms were side by side with a huge brick chimney between them. The spaces between the large, square-cut logs were chinked with mud. Each room had a large fireplace connected to the chimney and had a polished stone hearth. Hearth stones came from a neighbor's quarry. A cellar was under the

<b>HUDSON AND SUSAN COATS SHRODE &amp; CHILDREN</b>					
<b>Name</b>	<b>Born</b>	<b>Died</b>	<b>Married</b>	<b>Buried</b>	<b>Occupation</b>
Hudson McDonald Shrode	4-5-1817	8-2-1849	3-18-1837	Wesley Chapel Cem.	Canal Contractor
Susan Coats Shrode	9-27-1813	1-10-1874	3-18-1837	Wesley Chapel Cem.	
Sarah Margaret Shrode	6-10-1838	2-10-1889	Elijah Dewees	Morrison Cem.	Teacher
John Henry Shrode	10-12-1840	11-18-1856		Wesley Chapel Cem.	
Rebecca Ann Shrode	10-3-1842	10-3-1917	Levi Horatio Warner	Morrison Cem.	
Jacob Allen Shrode	10-7-1844		Mary Catherine Cox		

kitchen and pantry room. In it they stored the apples, cabbage, and potatoes he raised on his farm as well as other provisions.

Near the cabin Hudson built a huge log barn. It housed all his livestock and the food he raised for his animals. He also planted a variety of fruit trees that provided enough fruit for his family.

Over the years the roads were changed to run along section lines and cut off the home from the road. The huge old oak trees were cut down and sold. Coal that was close to the surface under the farm was dug out by locals for their winter coal supplies. This left the ground with surface holes. Then the land was leased to a company for a hundred dollars an acre and was stripped it of what coal remained. Unsightly hills remain and the land will be worthless for a long time.

On October 1, 1840 Hudson purchased the North East quarter of the North West quarter of Section Six, in Township Five South, of Range Eight West, in the District of Lands subject to sale at Vincennes, Indiana, containing fifty acres and ninety-five hundredths of an acre. (Certificate No. 24342)

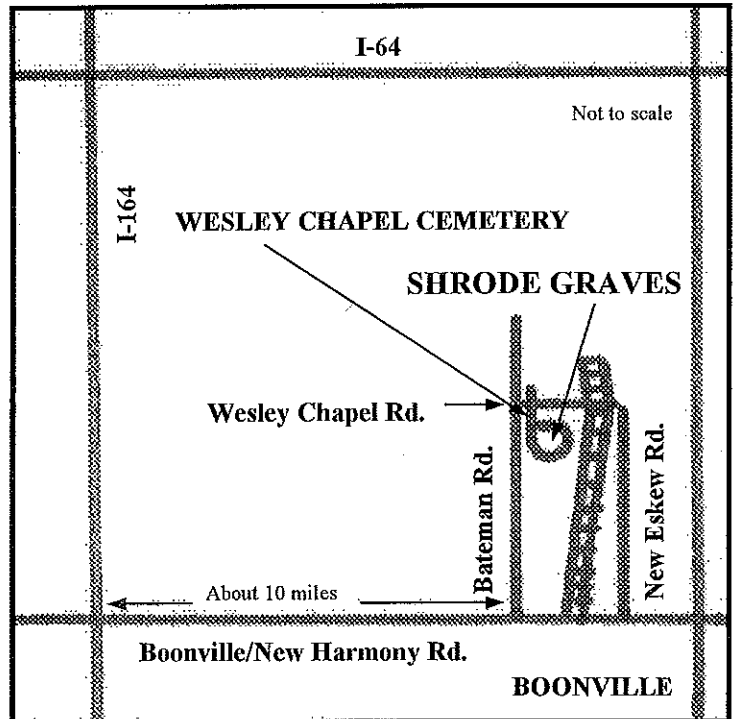
Following his construction work on the canal Hudson began farming his newly acquired land and became a successful farmer. But this alone did not satisfy him. He loved and hoarded money and wanted more. He started buying up poultry and eggs, putting them on a canal boat at Millersburgh, went down the canal to Evansville, transferred them to a raft, floated them down the Ohio River and the Mississippi River to New Orleans where he sold them for a big profit. He then returned to Evansville by a steamboat and made his way back to Warrick County by canal boat. At home on the hearth before his fireplace, he would count the gold coins he had emptied into pie pans. When every coin had been counted over and over he would place them in his cellar, which was his bank.

Hudson was a Justice of the Peace for many years. This was quite an honor for, at the time, the position of Justice of the Peace was about equivalent to the position of Judge today in prestige.

On February 1, 1849 Hudson purchased the South West quarter of North East quarter of Section Six in Township Five South, of Range Eight West, in the District of Lands subject to sale at Vincennes, Indiana, containing thirty-nine acres. (Certificate No. 33974) He made preparations to move to this farm on White River. He rented the old farm on which he lived.

Hudson made another trip to Orleans in 1849. It was to be his last. He contracted cholera and on his re-

turn trip got as far as Millersburgh, Indiana. He was so ill that he was taken off the canal boat to the home of Aunt Annie Cox where he died on August 2, 1849 at the young age of 32. He was buried in Wesley Chapel Cemetery in Boonville, Warrick County, Indiana. It is located in a desolate stripped mined area northwest of Boonville. When the coal companies stripped the area they were required to let the cemeteries stay where they were and provide roads to them. To reach the cemetery from Boonville, take New Harmony Road to Bateman Road, turn right and go to Wesley Chapel Road and turn right. The cemetery is on the southeast corner of Wesley Chapel Road.



His lichen covered grave stone, which he shares with his wife Susan and son John H., sits under a tree near the center of the cemetery. It is extremely difficult to read. On the west side of the marker it says:

AT REST  
HUDSON M.  
SHRODE  
APR. 5, 1817  
AUG. 2, 1849

The north side has his wife Susan's

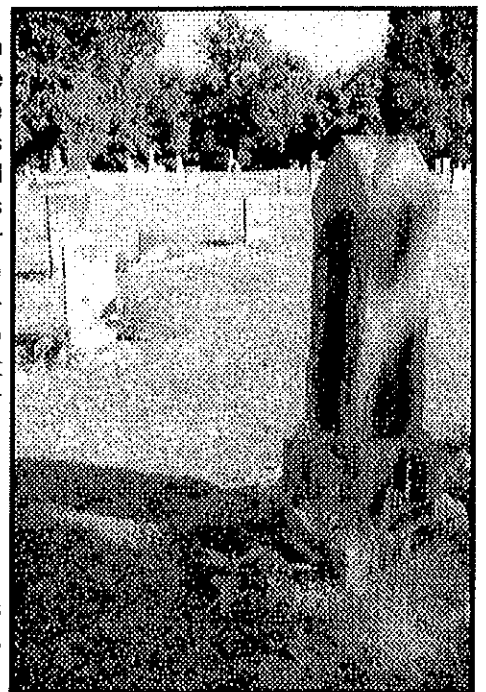
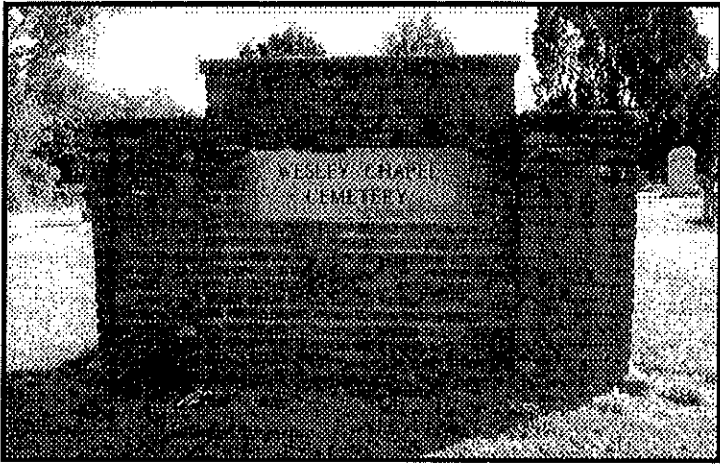


Photo by Bob Schmidt



Wesley Chapel Cemetery is located amid land strip mined for coal. It is well kept but in a very desolate area. Photo Bob Schmidt

information. The east side has John H. Shrode's birth and death dates.

Susan, Hudson's wife, was left with four children to rear. She knew nothing about conducting business and hired her neighbor to see after the family's affairs. There was really nothing that needed to be done, but the neighbor paid himself royally. He took the newly purchased White River farm for his services leaving Susan with little to keep the family together.

Luckily Susan knew how to sew and became a tailor. She made men's clothing by hand for a very large county store called Jarretts, which was quite prosperous

at that time. As soon as her daughter was old enough, Susan taught her how to sew and together they worked all day and well into the night either by light from the fire, from a rag twisted up in a saucer of grease, from a candle or, in later years, from a coal oil lamp. Susan's granddaughter, who eventually married a Jarrett, remarked on the quality of work she saw on her father's black satin wedding vest that Susan made. She said that Susan's stitches were more even than what a machine could have made.

The 1860 Federal Census shows Susan living with her daughter and son-in-law Sarah Margaret and Elijah Dewees. After her son got married she went to live with him. In the 1870 Census she was living with her son and daughter-in-law Jacob and Mary Shrode. Susan died on January 10, 1874 in Hart Township at Union (Eby, Indiana). She was buried in Wesley Chapel Cemetery beside Hudson, her husband.

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[http://trees.ancestry.com/tree/1935695/family/family\\_group](http://trees.ancestry.com/tree/1935695/family/family_group)

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## WHITEWATER CANAL NEWS

### VINTON HOUSE IMPROVED

By Phyllis Mattheis

The Vinton House, an old National Road and Whitewater Canal Inn in Cambridge City, Indiana, is undergoing restoration by Western Wayne Heritage. A small room on the second floor has had a wood ceiling installed and finished by D. & J. Designs. The ceiling of the second room of four will be installed soon. The dry-wall that has been on the upper porch is useable for walls. Dungan plumbing has done work on the third floor for a future half-bath. Ron Morris has completed an application that can be used for a future grant.

The sewer line from Connersville to Milton will likely follow along the old Whitewater Canal prism on the east side of town. The sewer will be tunneled under newly reconstructed SR 1 and will follow the alleys on both the east and west sides of town.

## CENTRAL CANAL

### HUPPERT SPEAKS TO QUESTERS

Chuck Huppert, CSI vice-president, spoke before the Lockerbie Square Chapter of The Questers on April 3, 2010, at a members home overlooking the very beautiful Eagle Creek Reservoir. The Questers is a large organization founded in 1944. It is composed of women who are interested in historic preservation. The sixteen ladies enjoyed his talk about Indiana's Canals and more specifically the Central Canal. The program along with questions from the audience lasted about 1½ hours. Following the program they presented Chuck with an honorarium to the Canal Society of Indiana.

**NEWS FROM THE PAST**

October 27, 1852

*Fort Wayne Times & People's Press*

**Atlantic and Pacific Canal.**

We publish a paragraph on Saturday announcing that Mr. Catherwood, the artist, had just left New York for Chagres, in connection with the London project of constructing a ship canal across the Isthmus of Darien. The New York Post furnishes the following particulars. —

The route has the advantage of any others proposed, that it is shorter and is to be so constructed as to accommodate vessels of every dimension and tonnage. It is designed to communicate between San Miguel on the Pacific, and the nearest point on the opposite shore — a distance of about fifty miles; of which only thirty would require to be cut, the remaining 20 being navigable by a small river which empties into the Gulf of Darien.

It is proposed to make the canal thirty feet deep, and to construct it without locks, which the formation of the country and the peculiar tidal currents of the two opposite waters seem to make not only practicable but preferable.

It has been ascertained that the waters in the Caribbean Sea rise and fall 24 inches, while that of the Pacific rise and fall 24 feet. This curious ordination of nature, would give to the waters of a canal communicating between the two seas, a tide each way once a day, with 12 feet head — a sufficient motive force to deliver vessels from one side to the other in a single tide without any other propulsion, thus rendering the tow path and locomotive power of all kinds superfluous whether for sail vessels or steamboats.

The deepest cut to be made in the whole distance is only one hundred and twenty-five feet, and the cost is estimated at £9,000,000. The prominent parties to the project in London are Messrs. Fox & Anderson, the Architects of the Crystal Palace. They have procured a survey to be made by Mr. Gisborne, an eminent engineer, from whose report we gather most of the foregoing particulars. Abbot Lawrence, our late Minister to England, also, is understood to have an interest in the enterprise.

From the character of the parties, and the encouraging tenor of Mr. Gisborne's report, there is reason to hope that a ship channel is destined finally to be opened between the Atlantic and Pacific oceans in New Grenada.

November 10, 1852

*Fort Wayne Times & Peoples Press*

**LaFayette & Indianapolis R. Road**

By reference to a notice in another column it will be seen that this road is nearly completed, and that it

will be fully completed in a few days. This road has encountered many difficulties, but has been pushed forward with extraordinary vigor and energy; and we congratulate the Company, and all others concerned, in the final success of their enterprise. By way of the canal — during the navigable season — and this road, will hereafter be the route from this part of the State to Indianapolis. We intend trying it tomorrow.

November 10, 1852

*Fort Wayne Times & Peoples Press*

**The Packets.**

We understand, will continue to run until the canal is closed by ice. Heretofore they have been laid up about the 25th of November, whether the canal was closed or not. — By that time travel is about at an end, and the canal can hardly be expected to remain open much beyond that date; so it may be regarded as virtually the termination of Packet navigation.

The line under the management of Mr. Petree, during the past season, has been unusually prompt and regular, and given the highest satisfaction to the traveling community. He has shown himself to be just the man to own it; and, with the assistance of as able and efficient a corps of captains as ever run a canal, every thing has gone on like clock-work. The travel has been immense, and must have paid handsomely. The boats have generally been well filled, and frequently to their utmost capacity. We have been glad to see an enterprise, so useful to the public, so liberally patronized.

With the opening of spring, these fine Packets, refitted and repaired, with probably some new ones, will be again in motion on the line; and we hope to see them under the command of the same captains. Their places could not be so well filled by others. — May they all live a thousand years, and "their shadows never grown less."

November 10, 1852

*Fort Wayne Times & Peoples Press*

**LaFayette & Indianapolis R. Road.**

PASSENGERS are now conveyed daily (except Sundays) on the line each way. The staging is now reduced to seven miles (at the Indianapolis end,) and will be within ten days reduced to three miles. Leave LaFayette at 8 o'clock A.M., arrive at Indianapolis at 2 ½ o'clock P.M. The cars will run through from LaFayette to Indianapolis about the 20th of November.

Northern Canal Packets arrive at LaFayette at evening. S.L. MEREDITH, Secy.  
Office L. & I. R. Road Co.  
LaFayette, Oct. 28, 1852

November 17, 1852

*Fort Wayne Times & Peoples Press*

The important ship canal which is to unite Lake

Superior and Michigan will soon be begun. The surveys for its location have been completed, and the ground has been found quite as favorable for the easy and speedy construction of the work as was expected. Several routes have been surveyed, which will enable the Legislature of Michigan and contractors to obtain a perfect understanding of the whole subject. The canal will be a fraction less than a mile in length. The law of Congress provides that the locks shall be at least 350 feet long and 60 feet wide, and the Michigan Legislature has power to enlarge the dimensions.

January 22, 1879  
*Ft. Wayne Weekly Sentinel*

**Concerning the Canal**

At the time the canal was sold there were breaks at Orff's mill and the feeder dam. Before the sale, on the petition of leading citizens here, an order had been entered on record directing the canal authorities to repair these breaks, and the sale was made with the understanding that this was to be done. After great delay, these repairs were made by the canal subscribers under the direction of Mr. J. L. Williams

Soon after the work was left as finished the feeder dam gave way, and Bass, Simons & Co. applied to Judge Drummond, of the United States court, for an order directing the dam to be rebuilt without expense to them, alleging that the manner in which the work had been done was not in compliance with the order of the court. This was refused, but the court appointed W. Fleming a commissioner to supervise, keep, and report an accurate account of the cost of rebuilding of the dam, and Col. Robertson was appointed a commissioner to take testimony as to the sufficiency of the repairs made by Mr. Williams and report it with his conclusions to the court. This was done, and the damway rebuilt under the direction of Mr. Simons. Col. Robertson reported the testimony in full. It proved conclusively that the dam gave way because of the careless and insufficient manner in which it had been built, and the colonel so reported to the court. So complete was the proof on this point that it was not questioned by the attorneys rebating the allowance.

The case was finally heard last week, and after a bitter contest by the attorneys interested in the fund, Judge Drummond confirmed Col. Robertson's conclusions and allowed Messrs. Bass, Simons & Co. the expense of rebuilding the dam as reported by Mr. Fleming — about \$9,000.

January 22, 1879  
*Ft. Wayne Weekly Sentinel*

*Indianapolis Journal:* Jesse L. Williams, of Fort Wayne, the pioneer civil engineer of the state, presented they state geologist, yesterday, official notes of elevation of some thirty different points in the state, showing the

elevation above the lakes and above the gulf. The highest point in the state is in Randolph county, some ten miles southwest of Winchester.

**PRINCIPAL CANALS OF THE UNITED STATES IN 1842**

Allen, R. W. *The World in Miniature.*  
 New London: Bolles & Williams, 1842.

<i>Names.</i>	<i>Length.</i>	<i>Miles.</i>
Annapolis, from Annapolis to the Chesapeake and Ohio Canals.....		44 ½
Blackstone, Worcester to Providence.....		45
Black River, Rome to Carthage.....		76
Cayuga, Beneva on Seneca Lake to Motezuma on Erie Canal.....		20
Brunswick, to the Alatomaha.....		12
Central, from Wabash by valley of White River to Evansville.....		290
Champlain, from Whitehall to Watersford on the Hudson.....		63
Chemung, Elmira to Seneca Lake.....		23
Chenango, Binghampton on North Branch of Susquehanna to Utica.....		96
Chesapeake and Ohio, Georgetown on Potomac to Cumberland.....		186
Chesapeake and Delaware, from the Delaware to the Elk, ship canal.....		14
Cross Cut, Terre Haute to Eel River and Central Canal (Indiana).....		40
Cumberland, Portland to Sebago Pond.....		20
Clinton and Kalamazoo, Lake St. Clair to Lake Michigan.....		210
Delaware, from Easton to Bristol.....		60
Delaware and Hudson, mouth of Roundout Creek to mouth of Lackawaxen.....		82 ½
Delaware and Raritan, New Brunswick to Bordertown, ship canal.....		42 ½
Navigable feeder of, from Bull's Island to Trenton.....		24
Dismal Swamp, Deep Creek of Chesapeake Bay to Joyce's Creek of Albemarle Sound.....		23
Erie, Albany to Buffalo.....		363
Farmington, New Haven to Northampton.....		78
Genesee Valley, Rochester to Olean on the Alleghany.....		107
Illinois and Chicago, from the Illinois to Lake Michigan.....		100
James River, Richmond to Lynchburg.....		150
Lackawaxen, Delaware to Honesdale.....		36
Lafourche, Mississippi above New Orleans to the Atchafalaya.....		85
Lehigh, Easton to White Haven.....		66
Louisville and Portland, ship canal round the falls of the Ohio.....		2
Middlesex, Boston to Lowell.....		27
Miami, Cincinnati to Maumee.....		265



Morris, Jersey City opposite New York to Easton..... 101

Muscle Shoal, round the Muscle Shoals in the Tennessee..... 37

Northern Canal, Fort Wayne to Lake Michigan (Indiana).....160

Ohio and Erie, Portsmouth to Cleaveland, with lateral branches.....340

Oswego, Syracuse on Erie Canal to Oswego..... 38

Pennsylvania

Central and Western Divisions, Columbia to Pittsburgh, including Allegany Portage Railroad of 36½ miles.....312

Susquehanna Division, Juniata to Northumberland..... 39

West Branch Division, Northumberland to Dunnstown..... 66

North Branch Division, Northumberland to the Lackawanna..... 76

Beaver Division, from Beaver to Mercer County...30

French Creek Division.....46

Pennsylvania and Ohio, Akron on Ohio Canal to Newcastle and Beaver Canal..... 82

Sandy and Beaver, Bollivar on Ohio Canal to mouth of Little Beaver..... 73

Santee, from the Santee to the Cooper..... 22

Savannah and Alatomaha..... 60

Schuylkill, Philadelphia to Port Carbon.....108

Susquehanna, Columbia to Port Deposit.....40

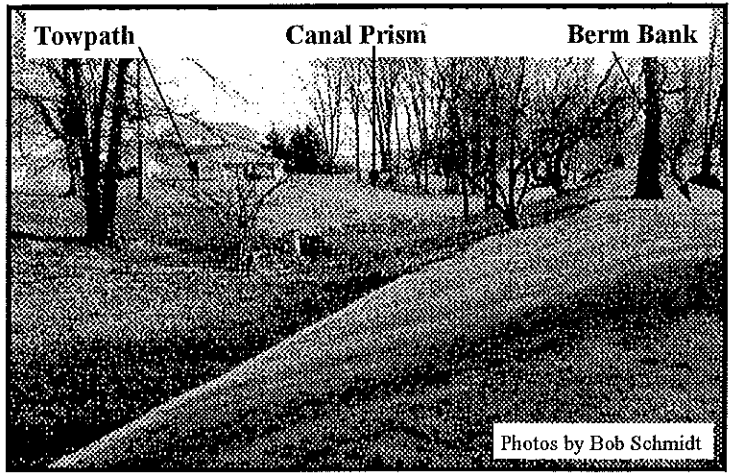
Union, Middletown on the Susquehanna to Reading..... 82

Wabash and Erie, Lafayette (Indiana) to Manhattan on the Maumee (Ohio) in progress..... 210

Walhonding, from Roscoe up Walhonding River (Ohio)..... 25

White Water, Cambridge city (Indiana) to Lawrenceburg, in progress..... 76

White Water and Cincinnati..... 25



Photos by Bob Schmidt

**WELCOME NEW MEMBERS**

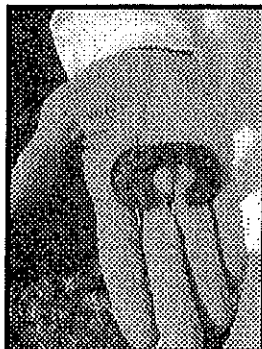
The following have joined the Canal Society of Indiana at the single/family membership rate of \$25 unless otherwise noted:

- Tom & Diane Fledderjohann - St. Marys, OH
- Connie McCammon - Terre Haute, IN

*Welcome Aboard!*

**WHAT IS IT?**

Betty Williams E-mailed CSI headquarters saying she had an object shaped like the letter C with prongs on its back like a horseshoe. In 1986 she found it behind her home along the Wabash & Erie Canal prism in the Tanglewood Addition of New Haven, Indiana. She was cleaning out drawers, rediscovered it, and wondered if we were interested in seeing it. Bob and Carolyn



Schmidt went to her home and took pictures of the object and the wonderful canal prism behind her home. Does anyone have a clue as to what it is? Could it be canal related? Send ideas to [indcanal@aol.com](mailto:indcanal@aol.com)

**CORRECTION**

Chuck Huppert, CSI vice-president from Indianapolis, found the article about David Hervey Maxwell in the April 2010 issue of *The Hoosier Packet* very interesting since he is a relative of Mary E. Dunn's family. However, he noticed a discrepancy in her date of birth on her tombstone and thought it was a typing error in the article. CSI headquarters enlarged the picture of the stone and it clearly says she was born on Mar. 14, 1778 and died aged 92 Ys, 4Ds; however, this is inaccurate if she died on Mar. 18, 1880. This would make her 102 Ys, 4Ds old and make her years older than her husband, David H. Maxwell. Further checking shows that the 1778 is incorrect on her stone and should read 1788. The stone carver made the mistake.

TABLE OF ALTITUDES along line of Wabash and Erie Canal, from Toledo, Ohio, to Evansville, Indiana.

LOCALITY OF OBSERVATION.	COUNTY.	STATE.	Feet above Lake Erie.	Feet above Ocean.
Low water of Maumee river at Toledo—average lake level.....	Lucas	Ohio	0	575
do do foot of Maumee rapids.....	Lucas	Ohio	0	575
do do head of Maumee rapids, below Providence dam.....	Lucas	Ohio	59	532
Pool of Providence dam at head of Maumee rapids.....	Henry	Ohio	63	536
Low water of Maumee at Defiance.....	Defiance	Ohio	94	507
Surface of Wabash and Erie canal at junction of Miami and Erie, and Wabash and Erie canals.....	Defiance	Ohio	149	721
do do at east line of Indiana.....	Allen	Indiana	177	750
do do at Fort Wayne, Indiana, (summit level).....	Allen	Indiana	194	737
Low water of Maumee at Fort Wayne, Indiana.....	Allen	Indiana	164	767
Court-house square at Fort Wayne, Indiana.....	Allen	Indiana	199	732
Summit, four miles southwest of Fort Wayne—divide between the Maumee and Wabash drainage.....	Allen	Indiana	198	772
Reversed track of Pittsburg, Ft. Wayne & Chicago depot, at Fort Wayne.....	Allen	Indiana	212	776
*Rock ledge across bed of Little river, three and one-half miles above Huntington.....	Allen	Indiana	171	785
Court-house square in Huntington.....	Huntington	Indiana	165	744
Low water of Wabash river at mouth of Little river, two miles below Huntington.....	Huntington	Indiana	126	699
do do Salamanca.....	Huntington	Indiana	94	667
Court-house square in Wabash.....	Wabash	Indiana	167	730
Low water of Wabash river at mouth of Mississinewa.....	Wabash	Indiana	60	633
Court-house square in Peru.....	Miami	Indiana	84	657
Low water of Wabash at mouth of Eel river.....	Miami	Indiana	10	583
do do at Delphi, below Pittsburg dam.....	Cass	Indiana	47	526
do do at mouth of Tippecanoe.....	Carroll	Indiana	57	516
do do at Lafayette.....	Tippecanoe	Indiana	67	506
do do three miles below Clinton.....	Tippecanoe	Indiana	115	453
do do at Terre Haute.....	Vermillion	Indiana	122	451
Public square in Terre Haute.....	Vigo	Indiana	75	498
Summit level, cross-cut canal, the divide of drainage between Wabash and White rivers, twelve miles east of Terre Haute (ground).....	Vigo	Indiana	0	573
Surfaces of canal at mouth of Eel river feeder.....	Clay	Indiana	18	555
Plane of town at Worthington—junction of Eel river with west fork of White river.....	Clay	Indiana	49	534
Low water of White river below Newberry dam.....	Greene	Indiana	117	458
Surfaces of canal at Fetersburg and Patoka summit, in the deep cut.....	Greene	Indiana	139	444
Low water of White river at junction of east and west forks.....	Pike	Indiana	177	398
Surfaces of canal at Douglas and Patoka summit.....	Pike	Indiana	187	408
Pool of Pigeon creek dam.....	Gibson	Indiana	118	385
Plane on which Evansville stands.....	Vanderburg	Indiana	190	333
Low water of the Ohio at Evansville.....	Vanderburg	Indiana	247	326

\*NOTE.—A singularly shaped granite boulder growing out of this ledge, and rising above the water with a form slightly resembling a saddle, gave to this spot the name of "Saddle Rock," by which it was known to early traders and navigators. Geologists agree that this rocky barrier was once the overflow outlet of the great Lake basin, or inland sea.

Source: Cox, E. T., Collett, John & Levette, Dr. G. M. Eight, Ninth and Tenth Annual Report of the Geological Survey of Indiana, Made During the Years 1876-77-78. Indianapolis, IN: Indianapolis Journal Company, State Printers, 1879.

## NEWS FROM DEL-

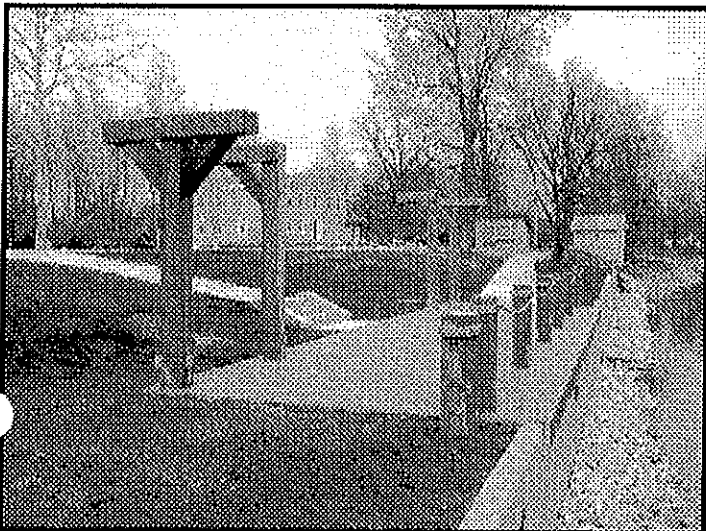


### GRUBER WINS AWARD

Ed Gruber, CSI member from Delphi, Indiana, was one of fourteen volunteers in the Greater Lafayette region who was recently given a Bison award sponsored by Bison Financial Group in Lafayette. The group honors volunteers from Tippecanoe and surrounding counties for their excellence and dedication. The top nominee receives the Crystal Bison Award and \$500 given to the organization that he or she represents. Anita Werling, Chairperson of the Opera House Restoration Committee, won this year's coveted Crystal Bison. Representatives from the Board of Directors of Carroll County Wabash & Erie Canal, Inc. attending the awards ceremony were Steve Gray, Annadell Lamb, and Dan McCain. Hip Hip Hooray for Ed!

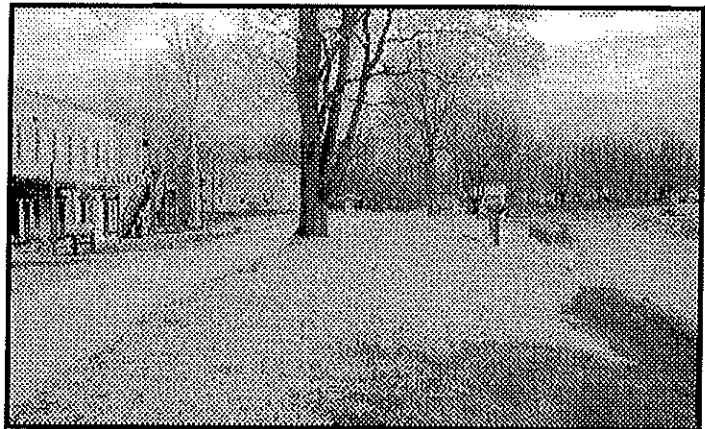
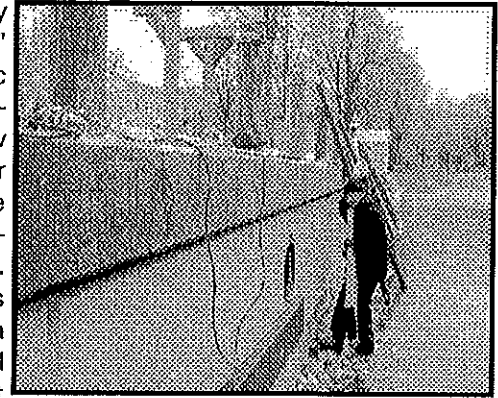
### WAITING FOR OUR SHIP TO COME IN

Article and photos by Dan McCain



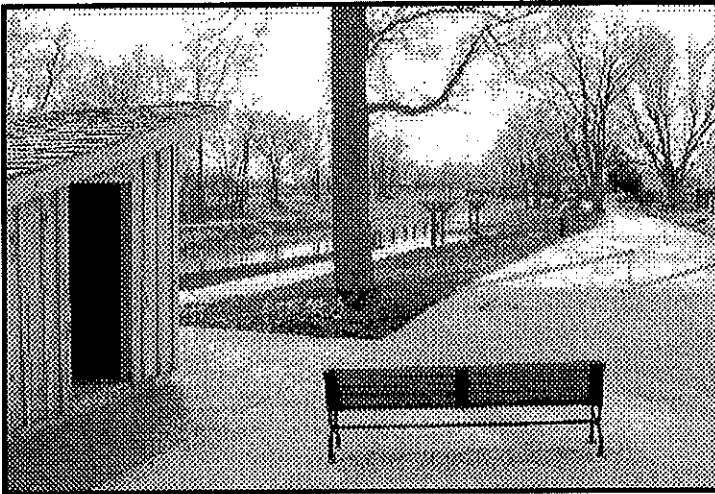
The new dock at Canal Park in Delphi is completed except for the lantern lighting to make it resemble the 1850s. Canal Boat operations this summer begin on Memorial weekend. *The Delphi* runs public cruises on weekends and is available for "charter" by groups and organizations as well. The beautiful dock built by a competent crew from LaPorte Construction Company and supported through ARRA funding administered by INDOT will see many passengers this summer. 2009 with the introduction of the new boat saw nearly triple the number of visitors compared to 2008. Dedication is planned for Saturday, June 19th during the Heritage Transportation Festival.

A very durable 3"x12" recycled plastic "rub-rail" is installed below waterline for protecting the boat from scraping the side rails. The boat has similar abrasion resistant rub-rail material down at that same level. Last year with the temporary dock the new boat received some "bruises" from grazing the top edge of the dock.

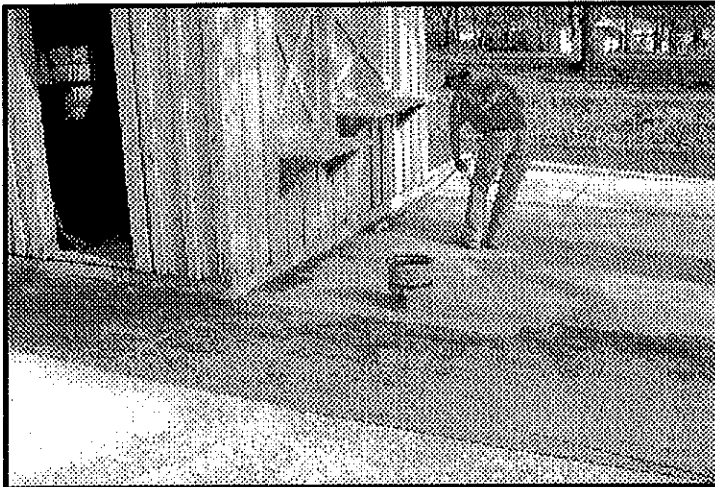
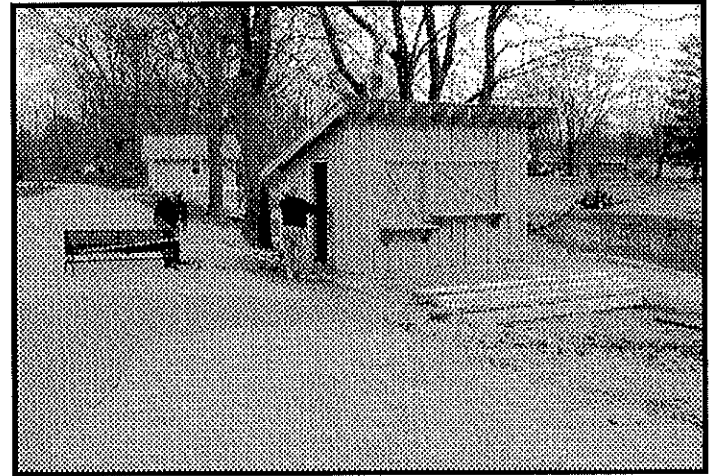


The waterfront has all been changed and improved since last year. The dock is just outside the Canal Center with sidewalks and a concrete ADA ramp going down to the passenger loading platform. In the background is the volunteer built Toll Booth at the top of the ramp. Beyond that along the waterfront is the Bank Barn.

Looking from the Toll Booth toward the dock the slope will be maintained in grass to allow an amphitheater for the public to observe boat loading, speeches, plays, award presentations, wedding receptions, etc.

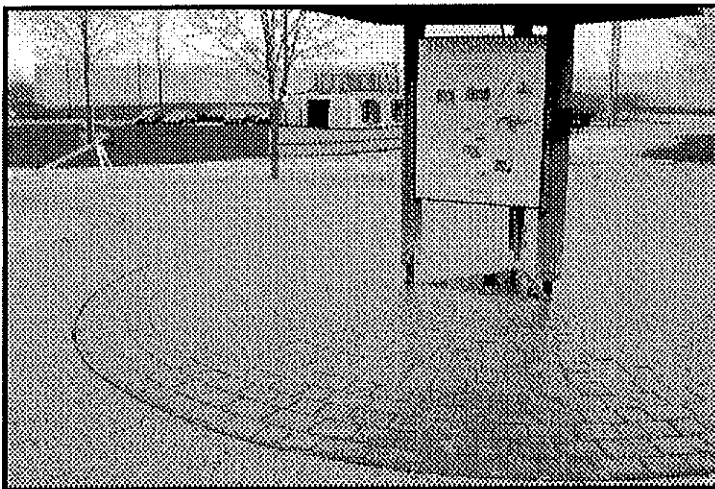
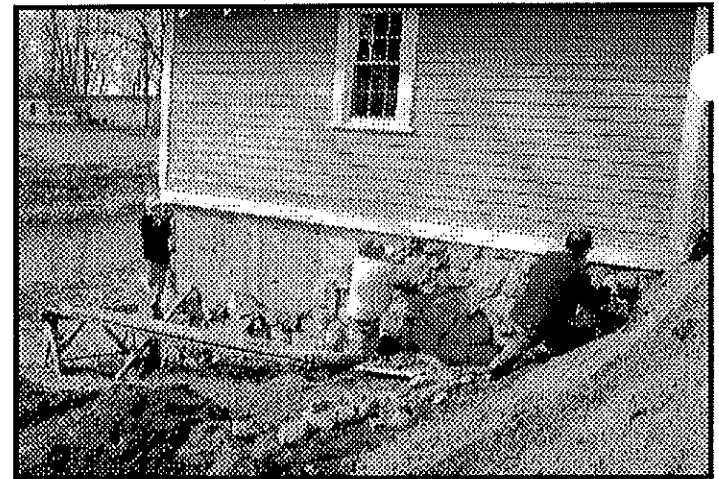


LaPorte Construction Company. This unusual effect creates an aura of historical experience by visitors as they reach the ramp down to the boat.



Toll Booth completion includes a patio deck (being laid out to the right). It will provide waiting space with benches and shade provided by trees and an overhead trellis for passengers waiting for the next ride. Ice cream and drink concessions will be provided along with ticket sales.

In the spot where the public will purchase their tickets the noticeable planking imprint into the concrete surface is being treated with a sealer to make it permanently shine. This brings out a luster and plank appearance with variable colors in the concrete itself.



Meanwhile the volunteers are completing the stone facade work on the Bank Barn. This building will also be a concession for rental bikes (at trail level) and paddleboats out the back at the lower level near the water. The M-W-F Volunteers have just completed the stone façade work.

Adjacent to the Toll Booth is the information Kiosk with surrounding "cobblestone." This public information booth was built in 2005 by Eagle Scout Tom Walton as his project. Outside the cobblestone circle is a curved "exposed aggregate" concrete completed by

Re-roofing of three older buildings in the Canal Park's Pioneer Village is underway. They are the popular Snack Shack, the Speece Shelter House, and the Log Schoolhouse. Our thanks to the Deer Creek Township park and recreation fund for providing monetary assistance.

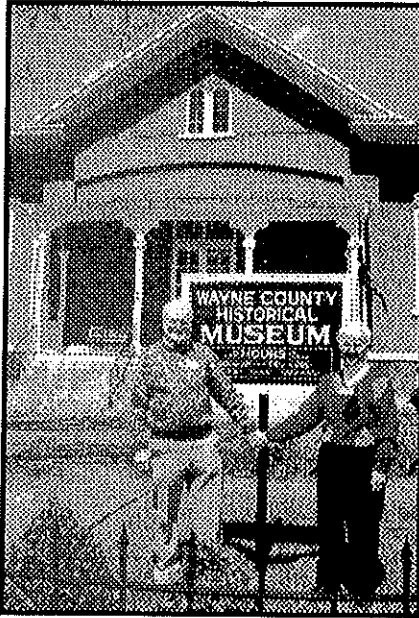


**'HOOSIERS ON THE MOVE'**

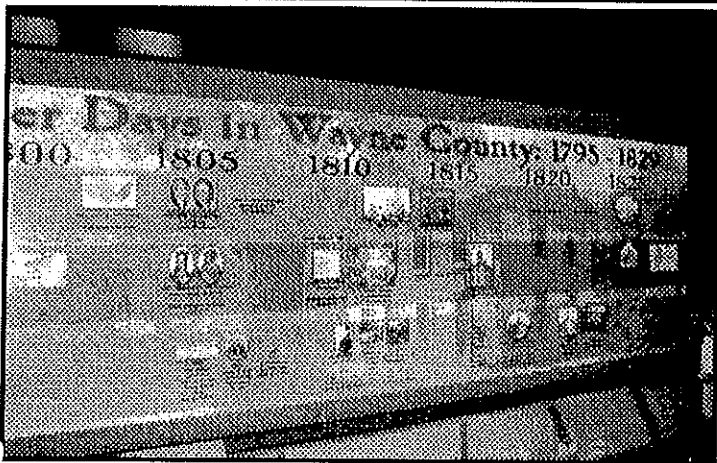
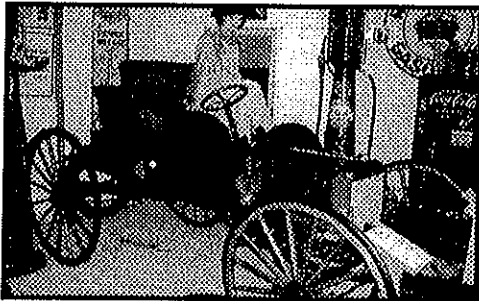
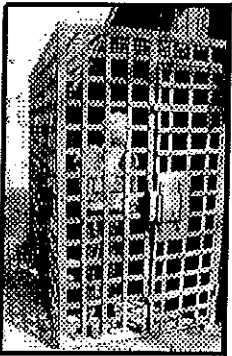
*Wayne County's 200th year!*

By Phyllis Mattheis and Carolyn Schmidt  
 Photographs by Tom Castaldi TC, Lowell Goar LG,  
 Bob Schmidt BS, and Sue Simerman SS

On Friday April 9, 2010, canawlers met at 2:00 p.m. in the Wayne County Historical Museum, North 12th and A and were greeted by Jerry and Phyllis Mattheis, our tour hosts. Starting at 2:30 Jim Harlan led them on a 90-minute-tour of the excellent exhibits in the old Quaker church building, which included several canal related items; through buildings with vehicles from earlier times; and past an outdoor jail, bake shop, steam engine, etc.



Jerry & Phyllis Mattheis at Wayne County Historical Museum, Phyllis in the jail, an early hand-cranked car and the well planned time line. BS



They saw the Time Line of Wayne County and heard about the county's 200th anniversary from

County Historian, Carolyn Lafever. Carolyn had just completed a book on the Courthouses of Wayne County. The museum remained open an hour later than usual to accommodate CSI.

Canawlers picked up their tour packets as they left the museum and were encouraged to walk/drive through downtown Richmond on Main St. from 11th St. to 5th, observing architecture and the present magnificent Wayne County courthouse at 5th and 4th. The Depot District on North E Street had a train depot that will be restored in the future. Another suggested stop was Richmond Furniture that had four floors to browse to see the kids' train and the owner's collectibles.

CSI's banquet and annual meeting was held at 6:30 on Friday night in the huge downstairs Great Hall at Reid Hospital. After welcoming remarks and introductions by President Bob Schmidt, an excellent Ball-State-produced 60-minute DVD about people and places along the National Road entitled "Movers and Stakers" was shown by Webster Hall.



Allan & Linda Corwin awaited the banquet in Reid Hospital's Great Hall. Web Hall showed the "Movers & Stakers" DVD.



Nominating Chairwoman, Sue Simerman, passed out biographies of those newly nominated by the nomination committee (see page 20). She then presented the slate of nominees for CSI's board of directors noting that one-third of the directors were up for re-election for another 3 year term. Newly nominated for this time period was Frank Timmers. A vote was taken and Lynette Kross, Dan McCain, Jerry Mattheis, Carolyn Schmidt, and Chuck Whiting were re-elected and Frank Timmers was elected to serve until 2013.

Sue also said that our current vice-president, Chuck Huppert of Indianapolis, will be moving to Maryland. He asked to be replaced as vice-president but will remain on the board until his term expires. She then nominated Chuck Whiting for Vice-president. According to CSI bylaws, officers are elected by the directors. Sue asked that directors remain following the meeting to elect this years officers. They did and CSI officers for 2010-11 will be Bob Schmidt, President; Chuck Whiting, Vice-president; Sue Simerman, Secretary; Jim Ellis, Treasurer; and Carolyn Schmidt, Editor.

NEWLY ELECTED

Frank Timmers is a native Minnesotan and has traveled and lived in many different areas of the country throughout his working career. He is a Civil War enthusiast and belongs to the Indianapolis Civil War Round Table and was a past President of the Carmel Clay Civil War Round Table. He is also a member of the Indiana Covered Bridge Society, President Benjamin Harrison Home, Landmark Society, the Indiana State Historical Museum and is a lifetime member of Old Fort Niagara in Youngstown, NY.

He and his wife Mary reside in Carmel, IN. They have two daughters - Sarah, an attorney living in Roanoke, VA and Molly, a marine biologist living in Honolulu, HA. Mary keeps herself busy making sure Frank stays out of trouble and is active as a docent at the Indianapolis Museum of Art.

Chuck Whiting started volunteering at the Cincinnati Historical Society shortly after retiring where he heard about a canal tunnel at North Bend, Ohio. Researching and finding the tunnel before the area was threatened to become a fly ash dump resulted in an interest in canals and the Canal Society of Indiana. He continues at the Cincinnati Historical Society where he is presently Captain Richard Wade on their steamboat "Queen of the West" every Wednesday. With the Canal Society he continues to research the Whitewater Canal, which terminated in Lawrenceburg, IN. He also was on the committee that had Indiana designate The Whitewater Canal Scenic Byway as an official byway and is working to obtain the signage for Dearborn County,

Chuck is the president of the Dearborn County (Indiana) Historical Society, which is located in the historic Vance Tousey House on the banks of the Ohio River. This 1818 construction was designed in the Federal style with its seventeen-inch thick brick walls and palladium window. It was built by Samuel C. Vance, the founder of Lawrenceburg, and is on the National Register of Historic Places.

Joining the Navy at seventeen during the tail end of WW II resulted in having the GI bill to finance a Bachelor of Science degree in Electrical Engineering at Purdue University. This education resulted in a forty-year career spent with Alcoa (The Aluminum Company of America), where he worked at their research labs, several plants and at Central Engineering in the areas of forging and extrusion.

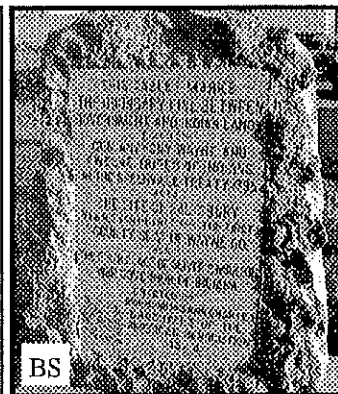
Chuck and his wife Anne have been happily married for sixty-two years and have two children and three grandchildren. He enjoys books, golf, travel and the wonderful visitors at the Cincinnati History Museum.

Gail Ginther reported on the new Whitewater Scenic Byway brochure and future plans for the byway. Dan McCain reported about new additions to Delph canal park. A check for \$5,000 from CSI was presented to Ed Gruber, treasurer of Carroll County Wabash & Erie Canal, Inc., for a mural to be painted on the warehouse building that houses their new canal boat. Bob Schmidt announced the fall tour for CSI, "Rappites, Riverboats, Pirates" to be headquartered in Evansville on October 22-24, 2010. Larry Turner announced the Canal Society of Ohio's spring tour on April 30, May 1 & 2 entitled "Bridging the Tuscarawas Gap." Phyllis Mattheis reviewed the plans for the Saturday bus tour and possible evening activities. A drawing was held for the book "Traces & Trails: Intersections of Wayne County" that was created by Dr. Ron Morris' Ball State students in 2004 and donated to CSI by Ball State. About 20 books were given away. Those receiving them were asked to share them with other canawlers after they had read them. The meeting was adjourned and directors met to vote on officers for the upcoming year.

Saturday's bus tour

After a deluxe continental breakfast at Comfort Inn, attendees began loading two new school buses at 7:45 a.m. and were on the road by 8 a.m. Driving through the White Water Gorge on Sim Hodgin parkway they passed under two new bridges before emerging at the National Road Scenic Byway, one of five byways in Indiana. Richmond High School was seen to the south - the only high school with a free public art museum! Earlham College founded in 1847 by Quakers was also on the south side of the bus and was soon followed by Earlham Cemetery with its Field of Honor for veterans down near Clear Creek. Wayne County's first courthouse in 1810 was just south on Salisbury Road near K. Mart, which had a stone marker along the National Road that read:

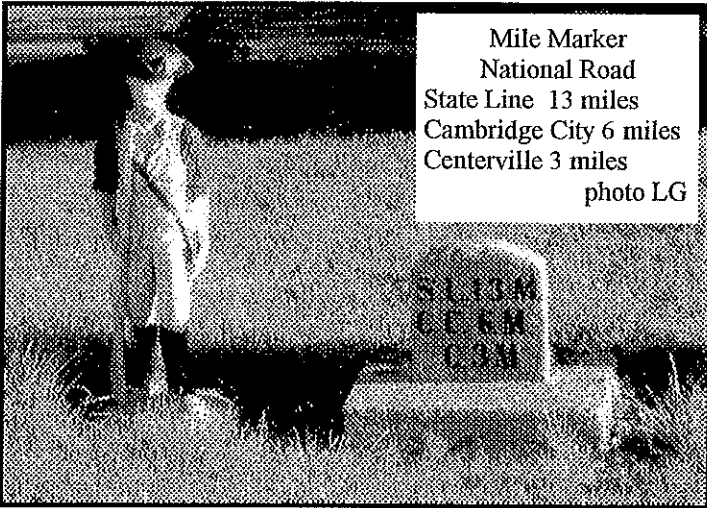
THIS TABLET MARKS THE  
BOUNDARY LINE BETWEEN  
GOVERNMENT AND INDIAN  
LANDS FIXED BY GEN. ANTHONY  
WAYNE AND TWELVE TRIBES  
OF INDIANS IN THE  
GREENVILLE TREATY, 1795  
ALSO  
THE SITE OF SALISBURY 1/3  
MILE SOUTH EAST - THE FIRST  
COUNTY SEAT OF WAYNE CO.  
ALSO  
THE BIRTH PLACE OF OLIVER P.  
MORTON, WAR GOVERNOR OF  
INDIANA



A National Road mile marker was seen in the yard of a house on the north side just before they reached Centerville, founded in 1814. Further on another mile marker stood guarded by a Continental sol-

dier. Behind the four story Mansion House, the log courthouse from territorial days was seen. The former grand Masonic Lodge is now the public library. A battle ensued here to remove the courthouse to Richmond. The second courthouse was located on the north east corner at Main and Morton. Centerville celebrates Archway Days in late summer, because several homes are connected to one another by archways along the sidewalk. They counted seven of these archways as the bus moved on.

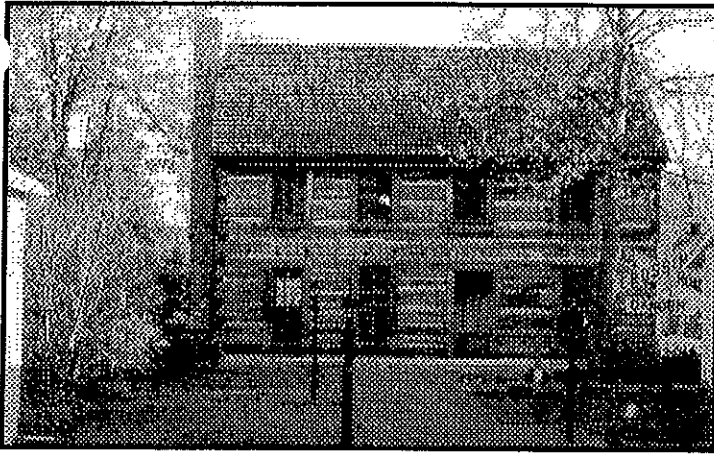
The National Road/U.S. 40 climbed the hill west. Now privately owned, the county poor farm's buildings still stand on the north side, and next was the pavilion for Beechwood Park. Past the hilltop another Mile Marker was seen in the yard of an old brick house on the north side. Passing Hiser Station Road it was noted that it received its name from the interurban that stopped there just after 1900. They passed through East Germantown, an early town that changed it's post office name to Pershing during WW I.



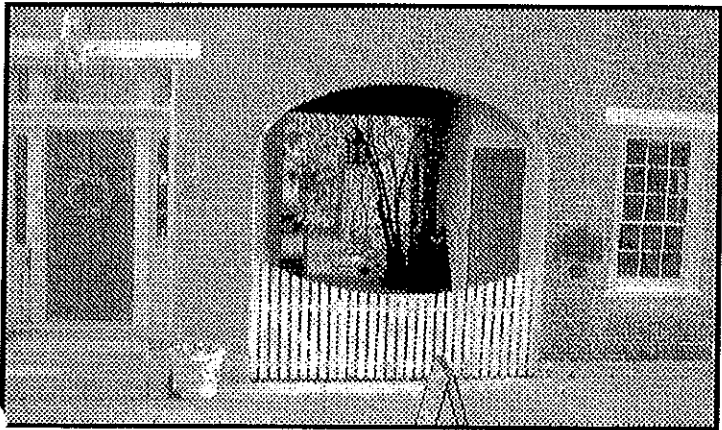
Mile Marker  
National Road  
State Line 13 miles  
Cambridge City 6 miles  
Centerville 3 miles  
photo LG

At S.R. 1 the bus turned south to pass through Milton, founded in 1824. The highway was newly rebuilt with curbs and sidewalks, completed in 2009. The town hopes the school on the west side will become senior apartments after the town is connected to Connersville's sewer system. SR 1 is part of the north-south Whitewater Canal Scenic Byway, which connects the east-west National Road Scenic Byway to the Ohio River Scenic Byway across southern Indiana.

Near the Fayette County line the bus pulled into Valley Grove Cemetery to turn around. The little canal town of Lockport was to its east. The tree line to the east marked the line of the White Water Canal. At this point one bus went to the Schambers' property and one to the Ferris' property.



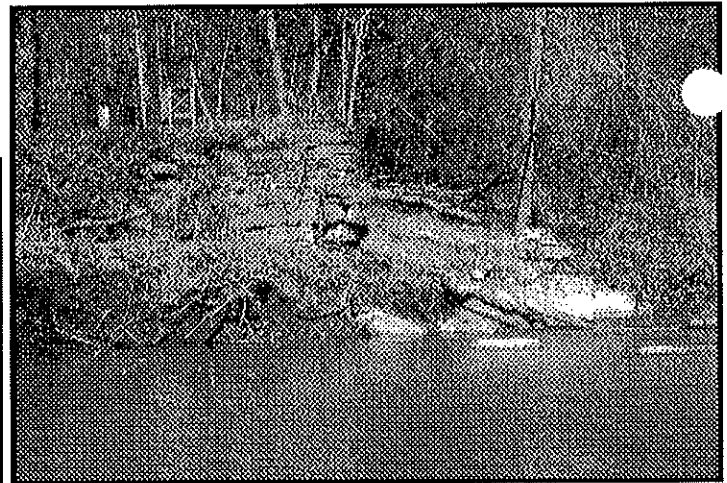
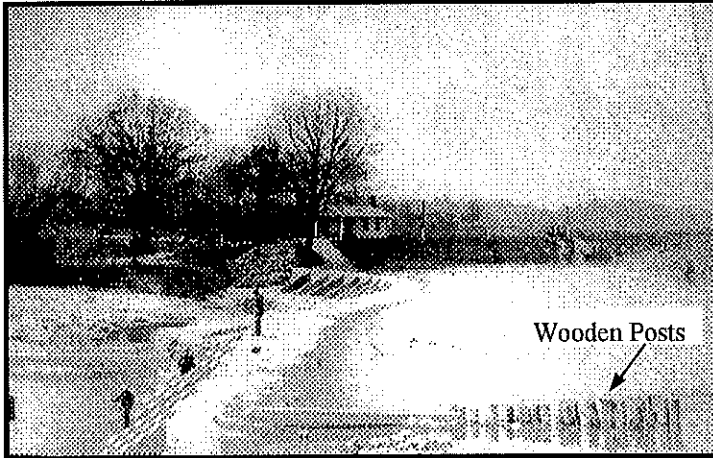
Whitewater Canal Lock 49 remnants were visible behind the Schambers' corn cribs. Lockport was platted here. BS



The territorial courthouse was moved from Salisbury. LG  
One of Centerville's archways between homes. LG

One of the Lockport locks, No. 49, was seen on the north side of Interstate Road. The Schambers family now owns all this farm land and permitted CSI to visit the location of the Feeder Dam at the south edge of Wayne County. The city of Connersville maintained this area as a park and fishing place for many years. The stone abutments of the original dam still stand on both the east and west sides of the Whitewater River. When built to feed the canal the dam was a series of wooden cribs with stone abutments. If one ventures out, wooden posts can still be seen in the water. Later it was

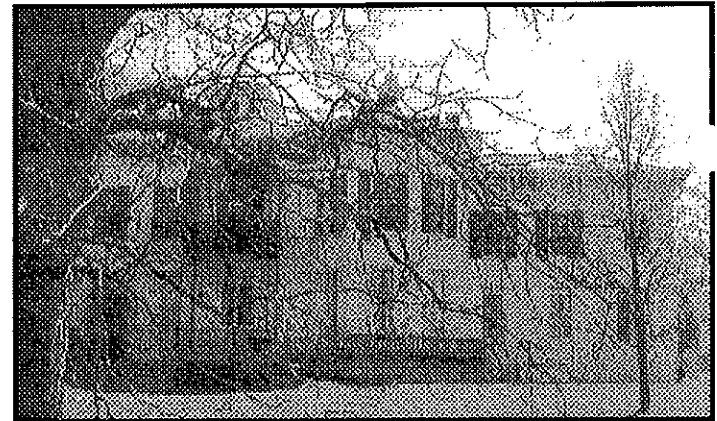
replaced with concrete. A neighboring farmer dynamited the concrete dam. Mrs. Schambers held up an early photo of the dam and displayed a map of the town of Lockport that was once platted near the dam.



The old stone abutment for the dam was seen.

LG

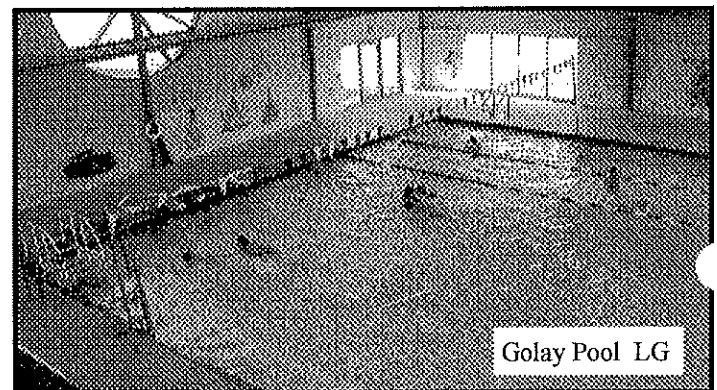
The bus drove up the hill to the west to pass the Kinsey Mansion on Sarver Road. The cupola has a wonderful view down to the canal on the east. The canal contributed to the wealth of Isaac Kinsey, who also built the brick business building at the NW corner of Main and Central in Milton.



The Isaac Kinsey mansion overlooks the canal.

LG

In Milton they drove by a small white brick house that was the toll house for the toll road to Connersville. Then on to Cambridge City for a restroom break at the Golay Community Center. The center has an Olympic size pool and was impressive for such a small town.



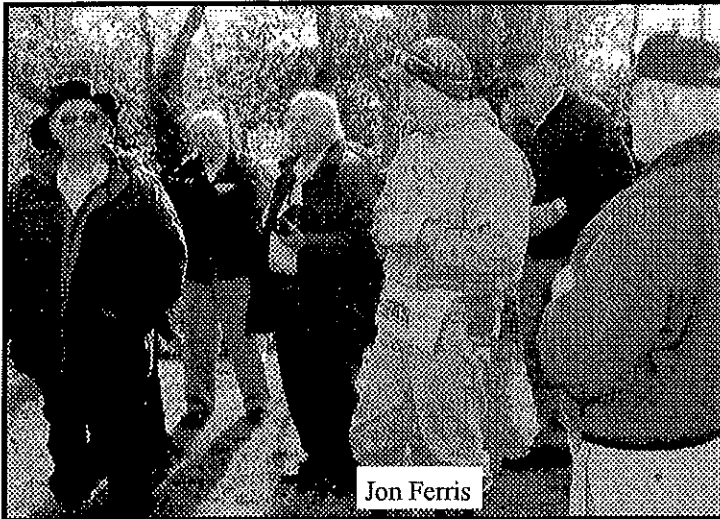
Golay Pool LG

Early picture from Mrs. Schambers BS  
 A farmer dynamited the concrete dam on  
 Whitewater River. LG  
 A fish ladder in the concrete dam BS  
 Mrs. Schambers pointed out the posts re-  
 maining from the old wooden dam on the  
 early picture and held the plat of Lockport  
 in her hand. BS

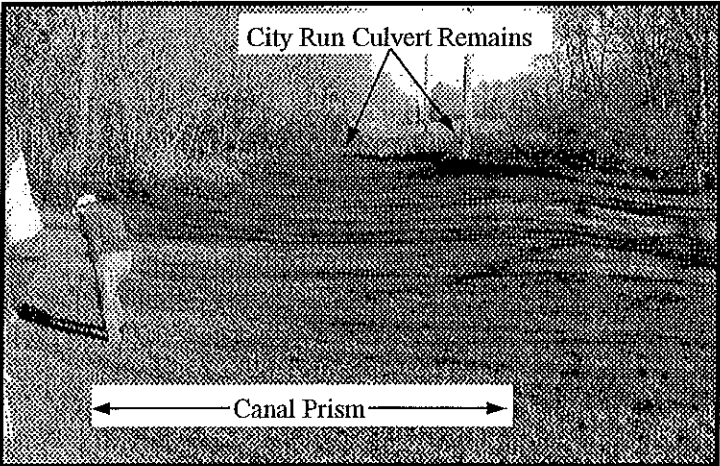




On the Ferris farm they were met by Jon Ferris, who gave a short talk about the canal and the deer he was raising. They then walked the canal prism to the remnants of the 125-ft.-long City Run Culvert that carried the canal over City Run Creek.



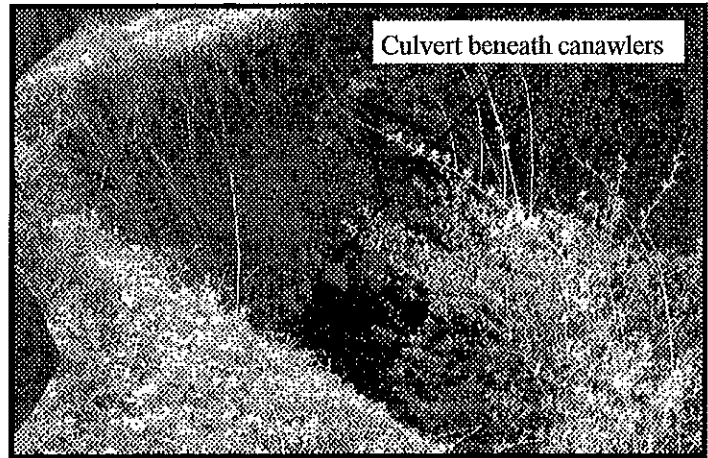
Jon Ferris



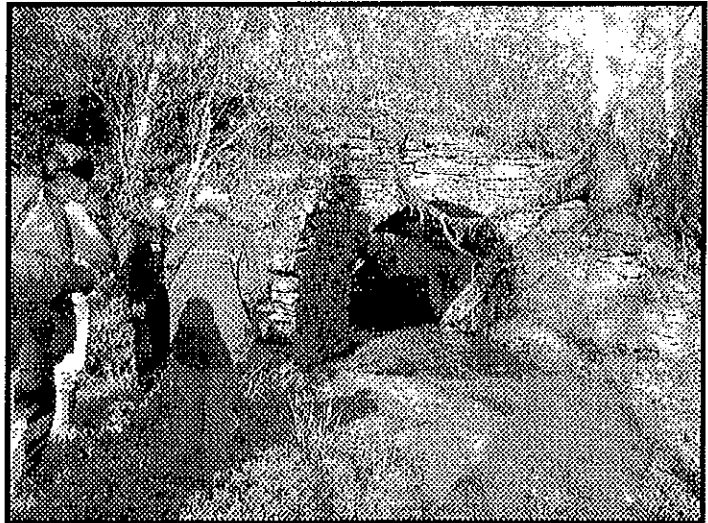
City Run Culvert Remains

Canal Prism

Jon Ferris told canawlers how he had lived near the culvert all his life and never had been down to see it until recently. LG  
 Canawlers gathered around Jon before heading down the White-water Canal prism to see City Run Culvert. LG  
 Jon keeps the canal prism mowed so that it was easy to see and easy to walk part of the way to the culvert. LG



Culvert beneath canawlers



Canawlers walked over a small section of grass to look down at the culvert remains. It was dark and little was seen. LG  
 When canawlers climbed down the hill they were impressed by the huge culvert with a gaping hole in the middle. SS  
 Looking inside the culvert its timber foundation was clearly visible as well as all the stones held in place by the key stones. The floor had two levels as the creek descended. They are not shown here. LG

Canawlers followed the mowed grass beside the deer pen and along the towpath that had telephone

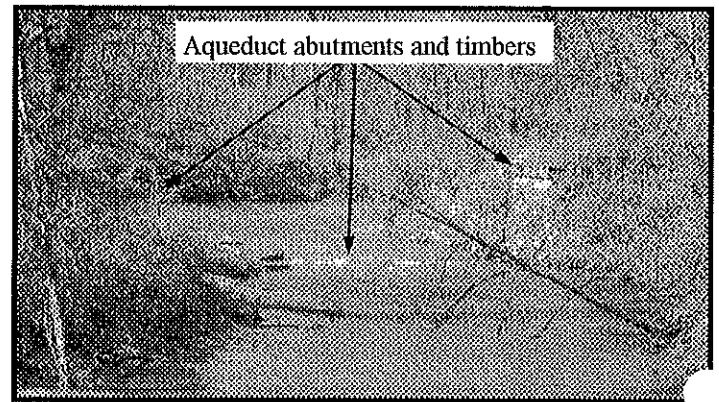
poles on it to reach Lock #50. The lock was a composite lock. Its approaches and gate recesses were of cut stone and stones of various sizes made up its chamber that was once lined with planking. Those who ventured to its downstream end could see the remains of the tumble that carried water not required for the locking process around the lock.



Canal towpath has telephone poles on it. LG  
 This shows the south end of Lock 50 with cut stone entrance and rubble stone interior. LG  
 The tumble or bypass is located to the left of the downstream end of Lock 50. LG

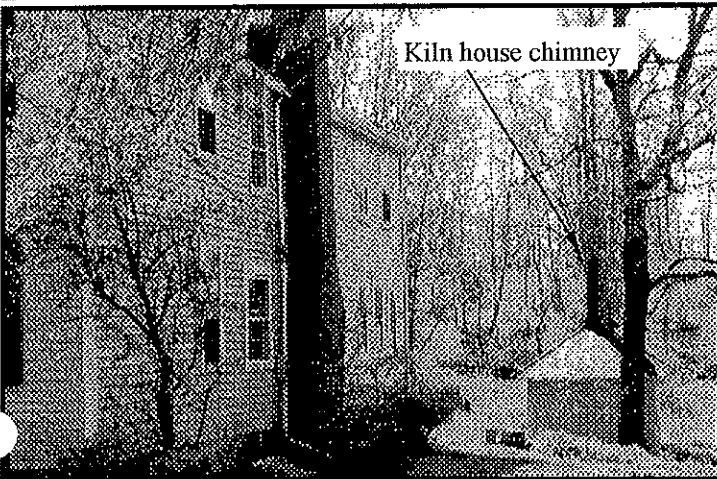
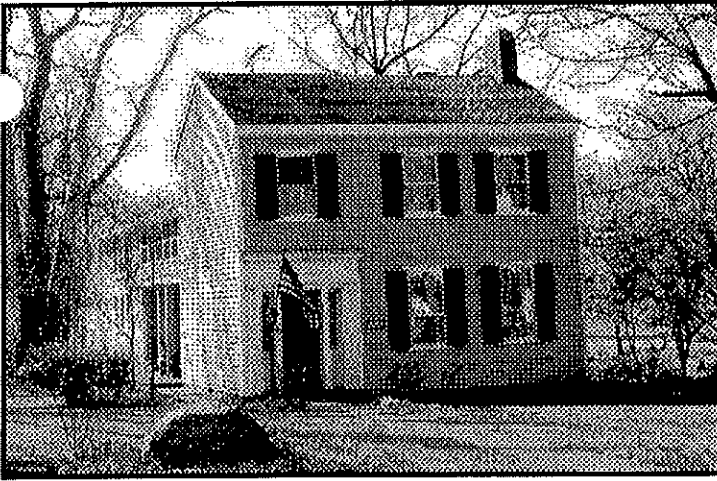
Near the canal in Milton two early Quaker cemeteries were pointed out that have old headstones. The north Milford brick meeting house is incorporated in the Powell Paving building adjacent to one of the cemeteries. The other, Capitol Hill Cemetery, was seen as we drove north on SR 1 just before reaching Cambridge City. No doubt canal workers are buried in both of these cemeteries.

From the bus they saw the remains of Symons Creek aqueduct, a good section of Whitewater Canal prism that is kept mowed in a home's front yard, and the huge arch that once carried the railroad over the road. Although much of the railroad fill has been taken out, the arch remains as an icon for Cambridge City.

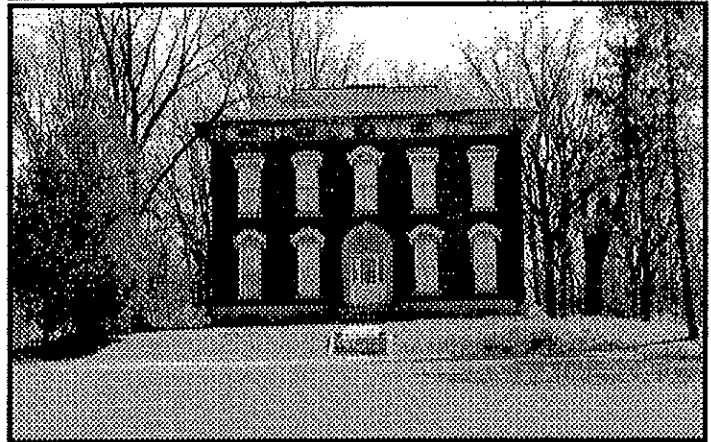


Remains of Symons Creek Aqueduct from bus LG  
 Railroad Arch now a city icon LG  
 The arch is similar to a canal culvert over a stream. The railroad crossed over the road, the canal crossed over the stream.

Turning west on Church Street, they passed the Overbeck House and kiln where the Overbeck sisters fired their pottery, painted pictures and taught piano lessons. The home, currently owned by Jerry and Phyllis Mattheis, was owned by the Whitewater Canal Company from 1844-49 before being purchased by John and Sarah Overbeck in which to rear their six daughters. The home was owned by the Overbecks for over eighty years.



Kiln house chimney



The Overbeck house was once owned by the Whitewater Canal. Indiana's first art pottery was fired in the kiln, which at one time had a chimney taller than the house. BS

They stopped at the large brick home Solomon Meredith, who started out as a colonel in the 19th Indiana regiment, served from July 29, 1861 to October 25, 1862 during the Civil War and worked his way up until he was the brigadier general of the "Iron Brigade" at Gettysburg, where he was wounded. He purchased his 180 farm, which he named "Oakland Farm," from Ira Lackey in 1851 for \$6500. The house, built in 1836, has been enlarged several times. He bred cattle and sheep and supported agricultural fairs. His daughter-in-law, Virginian Claypool Meredith, took over his interests, bred cattle on his land and became quite famous winning all sorts of awards for her breeding stock. She earned the title of Queen of American Agriculture. A book has recently been published about her. Several books have been written about Solomon Meredith.

Solomon Meredith's home sits on land purchased from Ira Lackey, who also had an interest in the Overbeck house. BS  
Rose Hill, another canal era home, is a neighbor to Meredith's home and the Overbeck house. BS  
This is the back of the Benjamin Conklin house. He operated a store out of it on the left side. LG

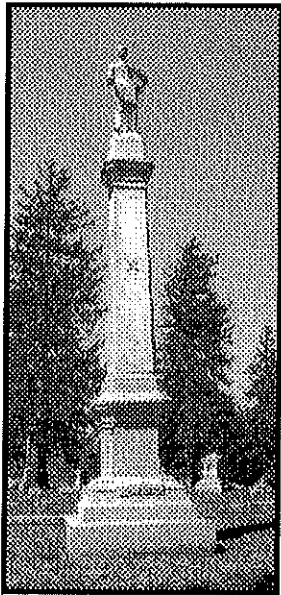
Several other early large homes were seen. Next to Meredith's home was Rose Hill. At Main Street they saw the brick house/store of Benjamin Conklin, who built the last two miles of the Hagerstown Canal in exchange for water rights for his mill. This area is known

as East Cambridge, established about 1830.

Crossing Main on Lincoln, they passed Lincoln Junior-Senior High school on their way to Riverside Cemetery, just north of town. There the imposing 40 foot monument of Civil War General Solomon Meredith dominated. They also found the gravesites of Valentine

and Sarah Sell, who operated a canal boat; William Barefoot, owner of Single G; and Will Creitz. The Overbeck family is buried along the north drive. Nearby is Elbridge Gerry Vinton, owner of the Vinton House, an old canal inn. Another famous man is Ben Stalker, known as Buckskin Ben, who operated a traveling Wild West Show.

Canawlers were served a hearty lunch by the ladies of Cambridge City Christian Church. Two kinds of soup, sandwiches and wraps, tossed salad, fruit salad, chocolate mouse, and drinks made up the menu. Many canawlers wished they could nap before taking the two hour walking tour of Cambridge City.



Markers in Riverside Cemetery: Meredith, Overpeck, Vinton  
Note the spelling of Overpeck instead of Overbeck BS

The afternoon walking tour included the office of Dr. James Bertsch, which was an early brick canal warehouse along the three block basin down the center of Church Street. Nearby the canal boat keel, now in the Wayne County Museum in Richmond, was discovered. The Pennsylvania Railroad was elevated in 1910 and the arches remain. At the Vinton House, owned by Western Wayne Heritage, Inc. two floors of antiques and a floor of exhibits by the Ball State students of Dr. Ron Morris, were seen. The well done posters and pictures included: The Forgotten Canals of Wayne County, The National Road, The Quakers, The Underground Railroad, The Whitewater Canal, and The Republican Party. Antiques complimented the rooms. The fourth floor attic windows on the east provided a view of the town to the river.

It was noted that the west wall of the Vinton House is not at a right angle. The inn was built to accommodate the line of the canal and the basin, just on the west side. CSI provided half the funds for the interpretive sign that stands beside the building.

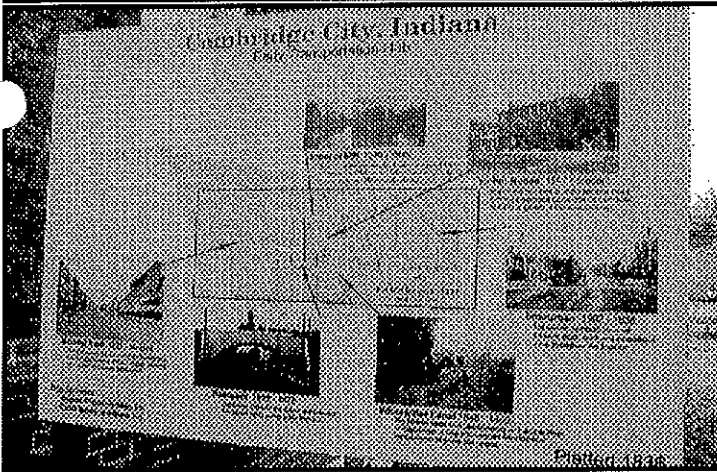
They saw a monument to Single G, a horse that set many records in his 30 year lifetime, in Creitz Park. It was then noted that Green Street was built on the bed of the Hagerstown Extension Canal, that ran north from the mill pond of the huge four story brick Conklin/Creitz Mill that stood at the NW corner of Foote and Front. The mill burned for many days in 1945. They saw the feeder for the Hagerstown Extension Canal. The extension was in the original plan for the Whitewater Canal. But when the state had financial problems, it was not completed. Hagerstown businessmen built it from Cambridge City to Hagerstown using their own money.



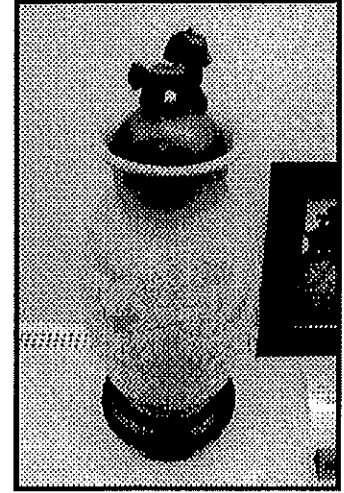
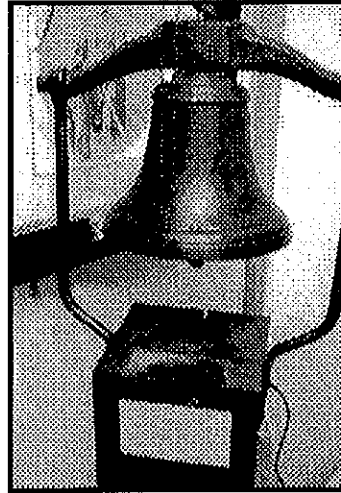
The Vinton House was built along the National Road. LG  
The Whitewater Canal basin was in the foreground. Products could be loaded/unloaded right into the Vinton House through the doors on the lower level. BS



This is what is left of the feeder to the Hagerstown Canal. BS



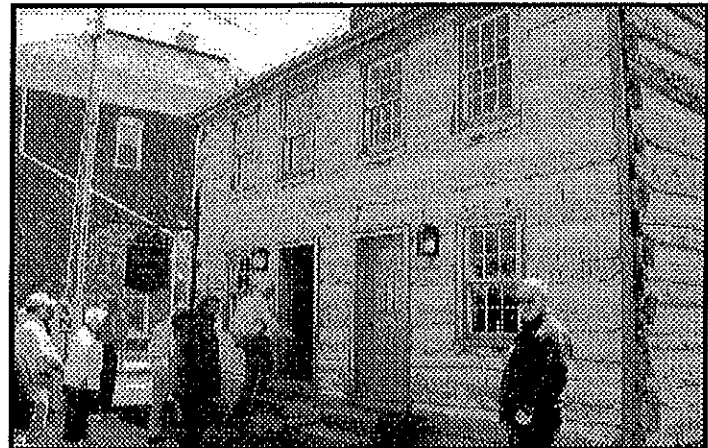
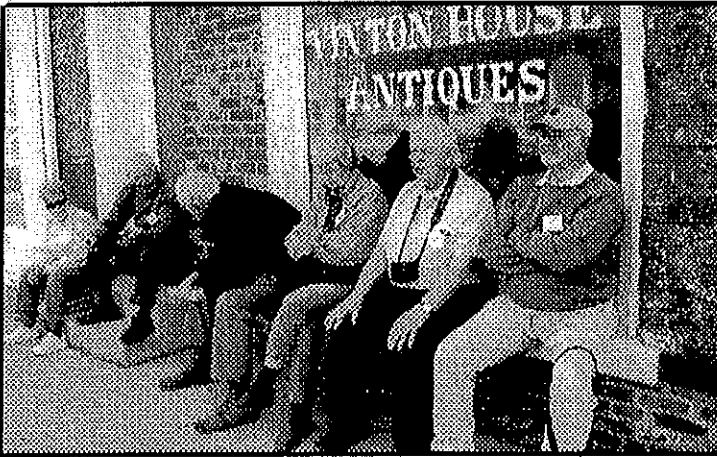
saw the Overbeck Museum in the basement, which has the largest collection of Overbeck Pottery, paintings, water colors, and memorabilia.



The canal boat bell and an Overbeck vase were seen in the Cambridge City library. BS



As part of the walking tour, participants went into several antique shops to look more closely at the historic buildings in which they were located. Some of them were the National Road Antique Mall, the Pour House where a lunch counter with delicious fudge was mixed in with the antiques, Building 125, and the log house.



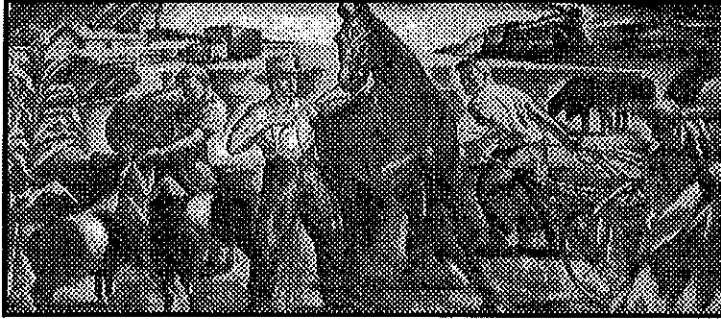
This sign declared Cambridge City a transportation hub. The Whitewater Canal was clearly seen on the map. Another nearby marker reads: Cambridge City, A transportation center, platted 1836 along the Whitewater River, the Cumberland/National Road, and the Whitewater Canal route. Four steam railroads served the town; interurban electric railroad opened 1903. BS  
A canal culvert that has been filled in next to the Vinton House was pointed out by Jerry Mattheis. BS  
Tired canawlers found a place to rest on the Vinton House. BS

This log house had recently been moved to Cambridge City, had a second floor added, and just opened the week before our tour as an antique shop. BS

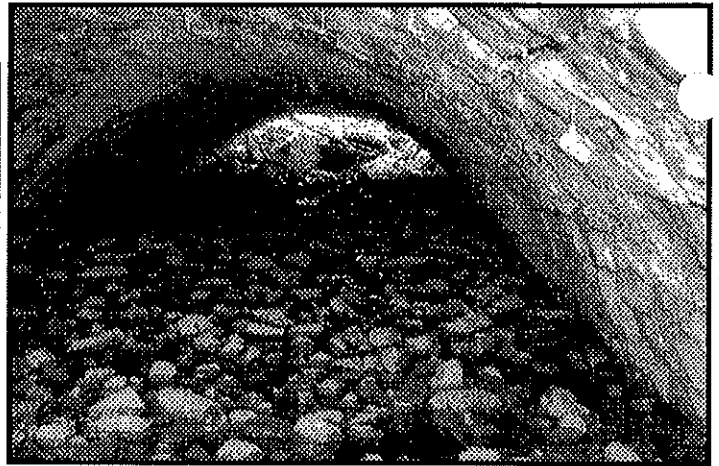
At the Cambridge City library canawlers rang the canal boat bell down in the History Room, saw paintings and the collections of history of the town and area, and

They posed for a group photograph in front of the post office and then went inside to see a mural of Cambridge City. In the center of the mural was Single G, a pacer that was foaled April 4, 1910, one hundred years ago, and was one of the most beloved horses in harness racing. When he retired in 1926 after 14 consecutive seasons, he had won \$100,000 in races, more than any other pacer at the time. He died in 1940, was buried in Tipton, Indiana, and later moved back to Cam-

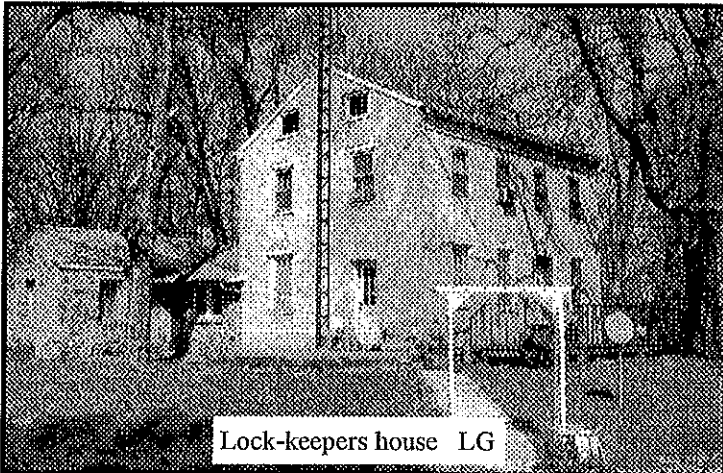
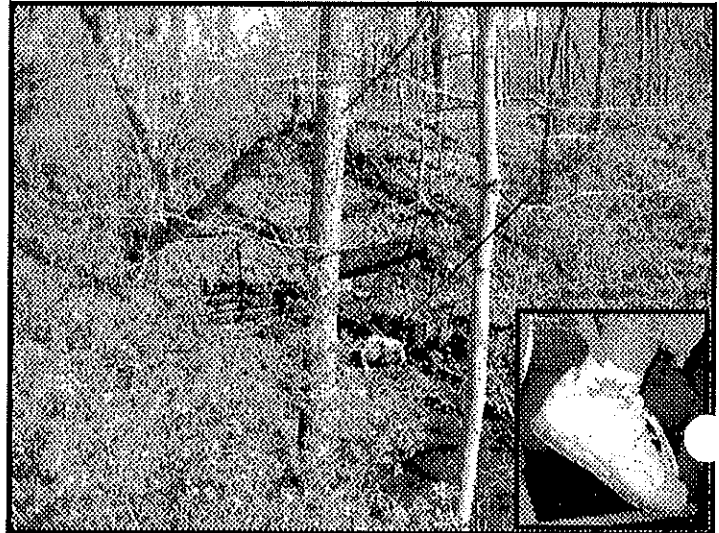
bridge City to be reburied in Creitz Park.



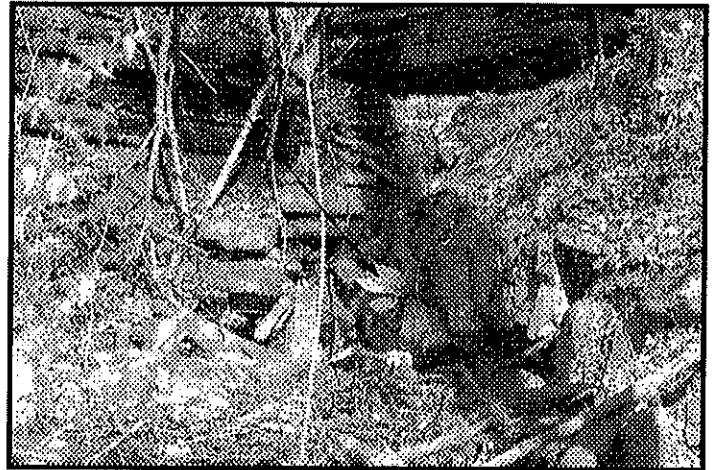
The post office mural depicted things important to Cambridge City: transportation, agriculture and Single G. LG



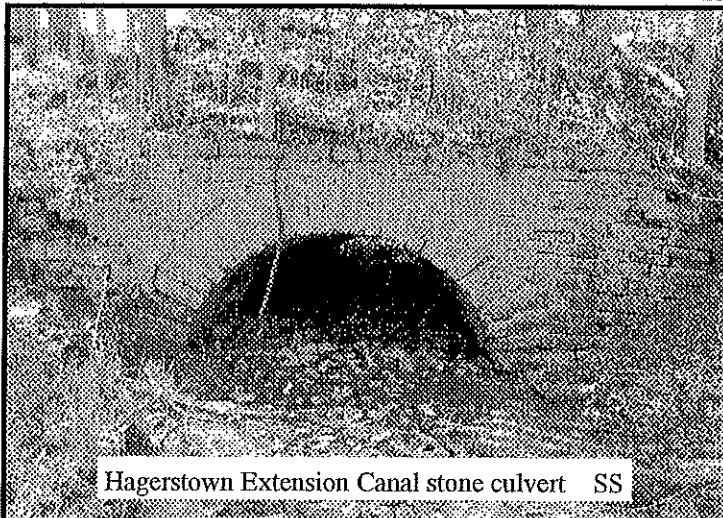
At 3 p.m. they boarded the buses to visit Hagerstown. On the way they drove up Brick Church Road through the country and saw Mark Wright's collection of unusual animals and his ponds. The tree line of the Whitewater Canal was seen to the east. They drove past the marker for the Hagerstown Canal. At the Hagerstown airport near Bear Creek Road was an early brick lock-keepers house, Scout Lake and a small culvert, which both Sally Bancroft and Michael Thrall managed to get through without hardly getting dirty. A walking trail ran along the west side of the canal.



Lock-keepers house LG



They looked through the culvert remains. LG  
 Sally Bancroft exited culvert with fairly clean shoes. TC  
 Michael Thrall emerged from culvert. LG



Hagerstown Extension Canal stone culvert SS

The buses soon had everyone back to the Comfort Inn. They were on their own for dinner. Later that evening popcorn and card games were enjoyed by some in the lobby while others went to places of interest in Richmond or to a meeting of the American Canal Society directors.



Tired tour attendees arrived back at the inn after a full day of activities. BS

Another beautiful day greeted canawlers on Sunday morning as they lined up 20 cars in a caravan before proceeding down US 27, turning east on Sylvan Nook Drive, and hiking a short distance to Bulla Cemetery to see the Hoover family stones. A tree with 7 Wayne County eagles (turkey vultures) greeted them as they parked their cars.



Turkey vultures LG  
Phyllis Mattheis read Hoover marker. BS



They walked up the hill to the Hoover/Bulla cemetery, which was nicely mowed with violets blooming in the grass. There Phyllis Mattheis, Web Hall and Bob Schmidt gave the history of David Hoover and told how he and his Quaker family

were related to John Newman [see *The Hoosier Packet*, August 2009 "Canawlers At Rest: John Smith Newman."] and President Herbert Hoover (1929-1933). It was surprising to find that several of the canawlers were related in some way to the Hoover family. At the entrance to the cemetery a bronze plaque read as follows:

In memory of Andrew Hoover and his wife Elizabeth Waymire Hoover, patriots of the Revolutionary War, who settled in Wayne County in 1806 and were the parents of Mary Hoover Newman, Elizabeth Hoover Bulla, David Hoover, who laid out and named the city of Richmond, Frederick Hoover, Susannah Hoover Wright, Henry Hoover, Rebecca Hoover Julian, Andrew Hoover, Catherine Hoover McLane, Sarah Hoover Sanders.

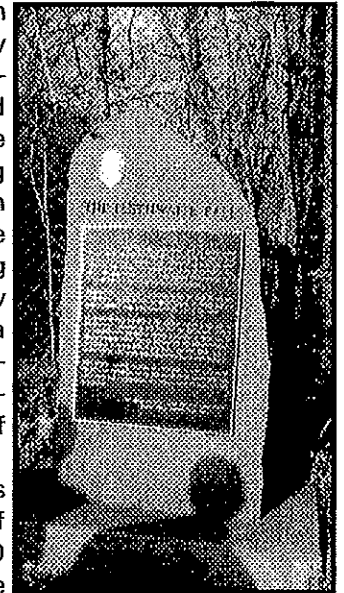
The caravan then headed west on Water Fall Road to lovely Thistlethwaite Falls, at the north end of the gorge. After reading the signage about the falls and its geologic history, the climbed down steep stairs to take pictures of the falls.

One plaque read: "On this site in 1854 Timothy Thistlethwaite and his brother-in-law Joseph Ratliff dammed the water of the river with the use of farm teams, placing large boulders at the bottom of an earth and stone fill in the river channel, thus changing the course of the river to flow into a new channel, over a rocky ledge forming Thistlethwaite Falls. It has withstood a century of floods of the seasons.

"Timothy's wife's grandfather, Cornelius Ratliff Sr., came to this site in 1810 when impressed with the heavy growth of timber and the mass of building stone lying loosely in the bed of the river.

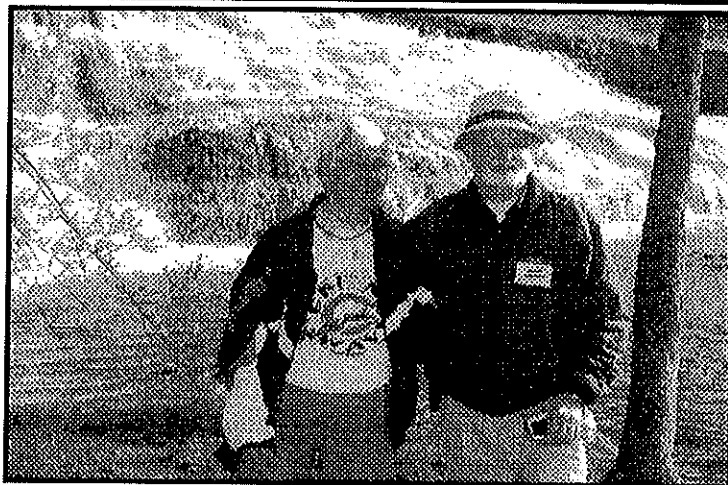
"Mr. Thistlethwaite's sawmill at this site was placed at the edge of the falls over a shoulder of rock and near the bull wheel a lock was installed above the falls to regulate the volume of water used in turning the water wheel. The forty-seven foot fall from the falls allowed Timothy's development of several mills (a grist mill, flour mill, paper mill and lumber sawing mill) in the Happy Hollow district of early Richmond.

"After 80 years nothing remained as a reminder of these mills except the pit at the falls which ran the bull wheels of the up-and-down saw and a portion of a raceway from the paper mill site downstream."

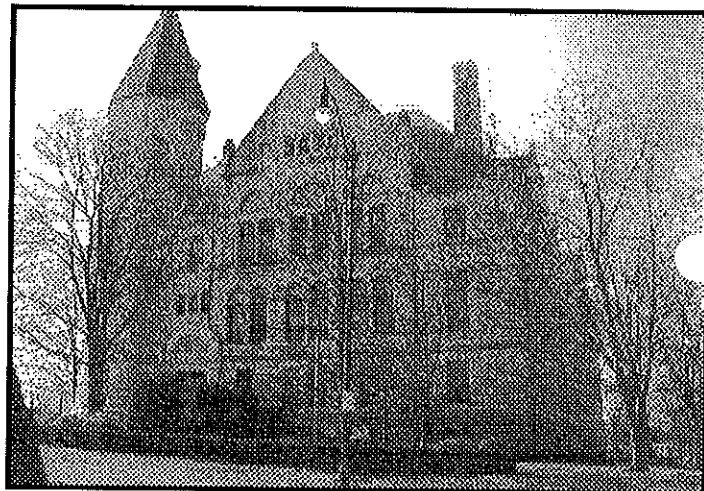
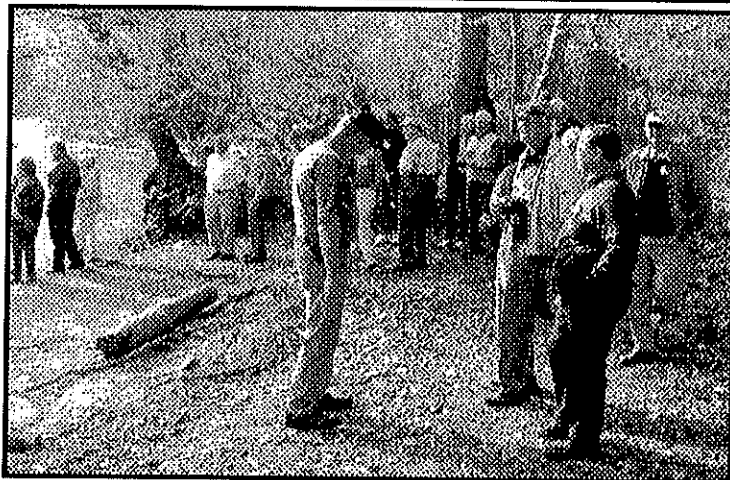




Another marker reads: "About 2 million years ago great continental ice sheets began to spread across parts of North America. Richmond was covered by ice estimated to be as much as a mile thick. When the ice finally melted away about 20,000 years ago, torrents of melt-water rapidly carved much of the Whitewater River gorge once again exposing the ancient fossil bearing rocks. The sand, gravel and boulders at the base of the falls were carried to Richmond by the glaciers and deposited by glacial melt-water. The Whitewater River continues to erode the bedrock, transport sediment downstream and modify the landscape."



The caravan wound its way through Richmond's historic district, passed the sixth Wayne County Court House, and again descended into the gorge to have refreshments and walk the "Walk of Fame" of musicians who recorded in Richmond. The huge Starr Piano manufacturing plant was located in this gorge. It later became the Gennett Recording Studio.



Thistlethwaite Falls near the top of the gorge. BS  
 Docents Phyllis & Jerry Mattheis at Thistlethwaite Falls LG  
 Canawlers chatted and snapped photos at base of falls. LG



When plans were made for the Whitewater Canal, engineers opted to place it on the west fork of the Whitewater River rather than the east fork where they had to cope with the Whitewater Gorge. The gorge was carved during the last 20,000 years, but reveals a geologic history much older than that. Fossil seekers from all over the world visit the gorge finding well preserved marine animals.

Wayne County's sixth courthouse LG

The 20 car caravan, probably the longest we've ever had and the most canawlers we've ever had on a Sunday morning, parked at Gennett Records recording studio, once the kiln for Starr Pianos, had refreshments and looked at the row of plaques for jazz and other recording artists in the sidewalk of the "Walk Of Fame." LG



A marker at the site read:

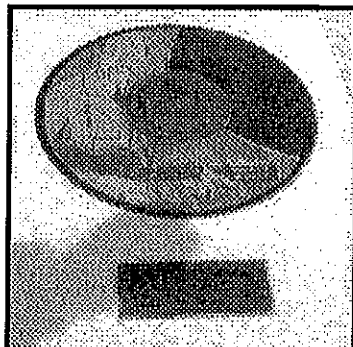
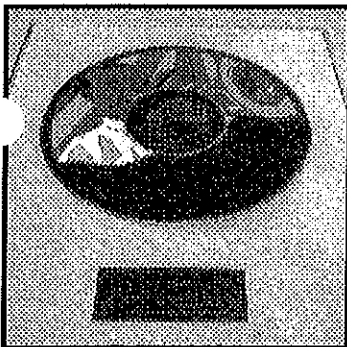
"The Gennett Recording Studio" The Gennett recording studio once stood on this spot. A division of the Starr Piano Company, Gennett Records produced phonograph records from 1916 until the Great Depression. This recording studio was a long, rectangular building once used as a kiln to cure wood used in manufacturing Starr pianos.

"Some of the most important early jazz musicians were recorded here including Louis Armstrong, Jelly Roll Morton, and Bix Beiderbecke. In his autobiography, Hoosier jazz pioneer and Gennett recording artist Hoagy Carmichael wrote, 'The birthplace of recorded jazz was a rambling brick building on the bank of the Whitewater River. The factory was the home plant of the Starr Piano Company.' Carmichael, who recorded his famous "Stardust" for the first time on this very location, recognized the importance of the Gennett Label and held it in high respect.

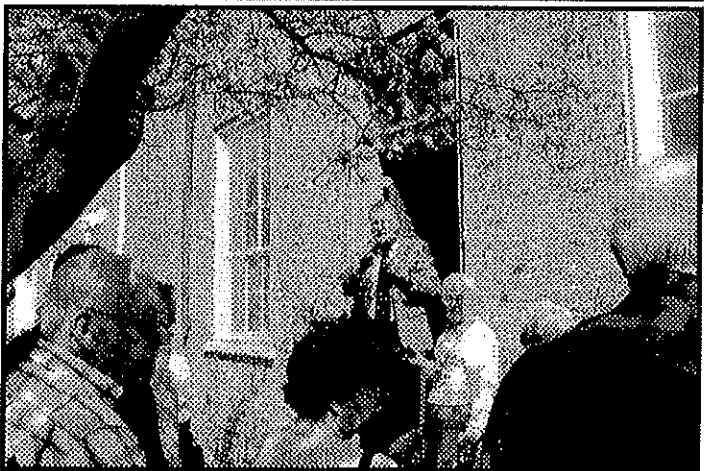
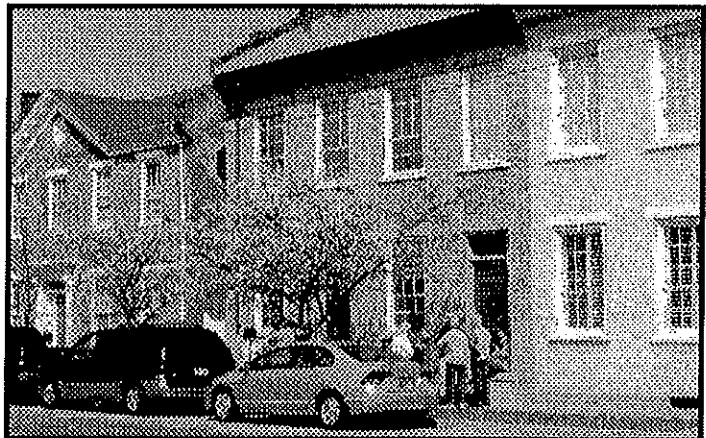
"Gennett engineers also recorded notable blues artists such as Charley Patton and Georgia Tom, an alias used by Thomas A. Dorsey, who would become the father of gospel music. Early country music stars such as Gene Autry also recorded for the label."

home, admired his antiques and art collection, and heard some history of Centerville and the National Road.

The home was owned at one time by James Rariden (1795-1856), who was born in Cynthiana, Harrison County, Ky. on February 14. He was a lawyer; member of Indiana state senate, 1823-29; candidate for Presidential Elector for Indiana, 1824; member of Indiana state house of representatives, 1829-30, 1832-33; U.S. Representative from Indiana 5th District, 1837-41; was defeated, 1835; and was a delegate to Indiana state constitutional convention, 1850-51. He died in Cambridge City, on October 20, 1856 and was buried in Riverside Cemetery, Cambridge City. Rariden, along with John Newman and George Shoup, purchased Indiana's Central Canal from the state. His home, now owned by Dr. Morris, had a large parlor where a meeting of politicians including Henry Clay was held. Rariden was a friend of Abraham Lincoln.



Louis Armstrong and Gene Autry were featured on two of the brightly colored mosaic and bronze plaques in the "Walk of Fame." BS LG  
Canawlers ate refreshments while looking at the plaques. LG



The James Rariden home owned by Dr. Morris. BS  
Dr. Ron Morris related the history of the home. BS



They crossed the river and hiked a short distance south along the trail through the gorge before retracing their steps to their cars.

The caravan then proceeded to Centerville where Dr. Ron Morris, a professor at Ball State University, welcomed the canawlers to his early brick house, built right on the sidewalk at 120 West Main. They learned about his restoration project, saw the 'before' pictures of his

The 42 canawlers who attended the Sunday tour were: Sally Bancroft, Bob Barth, Carl Bauer, Leon & Sandy Billing, Philip & Clona Bond, Maury & Dorothy Bonecutter, Tom & Linda Castaldi, Paul Brandenburg, Tom Grimes, Web Hall, Gerry & Jean Hulslander, Julie LeHunt, Dan McCain, Jerry & Phyllis Mattheis, Ed & Cynthia Powers, Melissa Reed, Bob & Carolyn Schmidt, Steve & Sue

Simerman, Ellsworth Smith, Neil & Diana Sowards, Brian Stirm, Michael Thrall, Frank & Mary Timmers, Margret Van Vleet, Allen & Becky Vincent, Steve & Sue Walker, Chuck & Anne Whiting, and Dick Winchell.

## Speakers Bureau

### WAYNE COUNTY HISTORICAL MUSEUM

April 11, 2010

Dressed as canawlers from the 1850s, Bob and Carolyn Schmidt presented a forty-five minute program about how the Whitewater Canal fit into Indiana's grand canal plan and what life was like during the canal era to an audience of 17 at 2 p.m. in the Wayne County Historical Museum located in Richmond, Indiana. Since this was the afternoon of the final day of the "Hoosiers On The Move" tour, some of the tour participants attended: Sandy & Leon Billing, Web Hall, Phyllis & Jerry Mattheis, Ellsworth Smith, Mary & Frank Timmers. After an extensive question and answer period refreshments were served. Those attending received CSI brochures and were invited to join the society.

### DEARBORN PUBLIC LIBRARY

April 13, 2010

Charles (Chuck) Whiting, Jr., CSI's newly elected vice-president, spoke at 6 p.m. at the library in Lawrenceburg, Indiana, on Tuesday evening about the Whitewater Canal and the Whitewater Canal Scenic Byway. The event was sponsored by Rivertown Tale which has a program once a month. There were 29 people present.

### CSI NOW ON FACEBOOK

CSI director, Rick Brown of Okemos, Michigan, has set up a CSI site on Facebook. Search for Facebook, then search for Canal Society of Indiana and see pictures from the "Hoosiers On The Move" tour. Click on the wall pictures and fan photos on the left. Some are the same as those in this publication, but they are in color. Bob Schmidt has entered pictures taken by himself and Lowell Goar. Hip Hip Hooray!

### ANOTHER CANAL RESTAURANT

CSI director, Tom Castaldi of Ft. Wayne writes: I see in the April 6, 2010, *News-Sentinel* that Canal Tap Haus is now open at Hall's Commissary restaurant, 216 Indiana 930, New Haven. So we have bookends: Canal Tap Haus just east of Lock 3 in Ft. Wayne and Lock 4 in Roanoke.

### MEMORIAL RECEIVED

CSI has received a memorial in honor of Paul Moffett from Lynette Kross. Thank you.



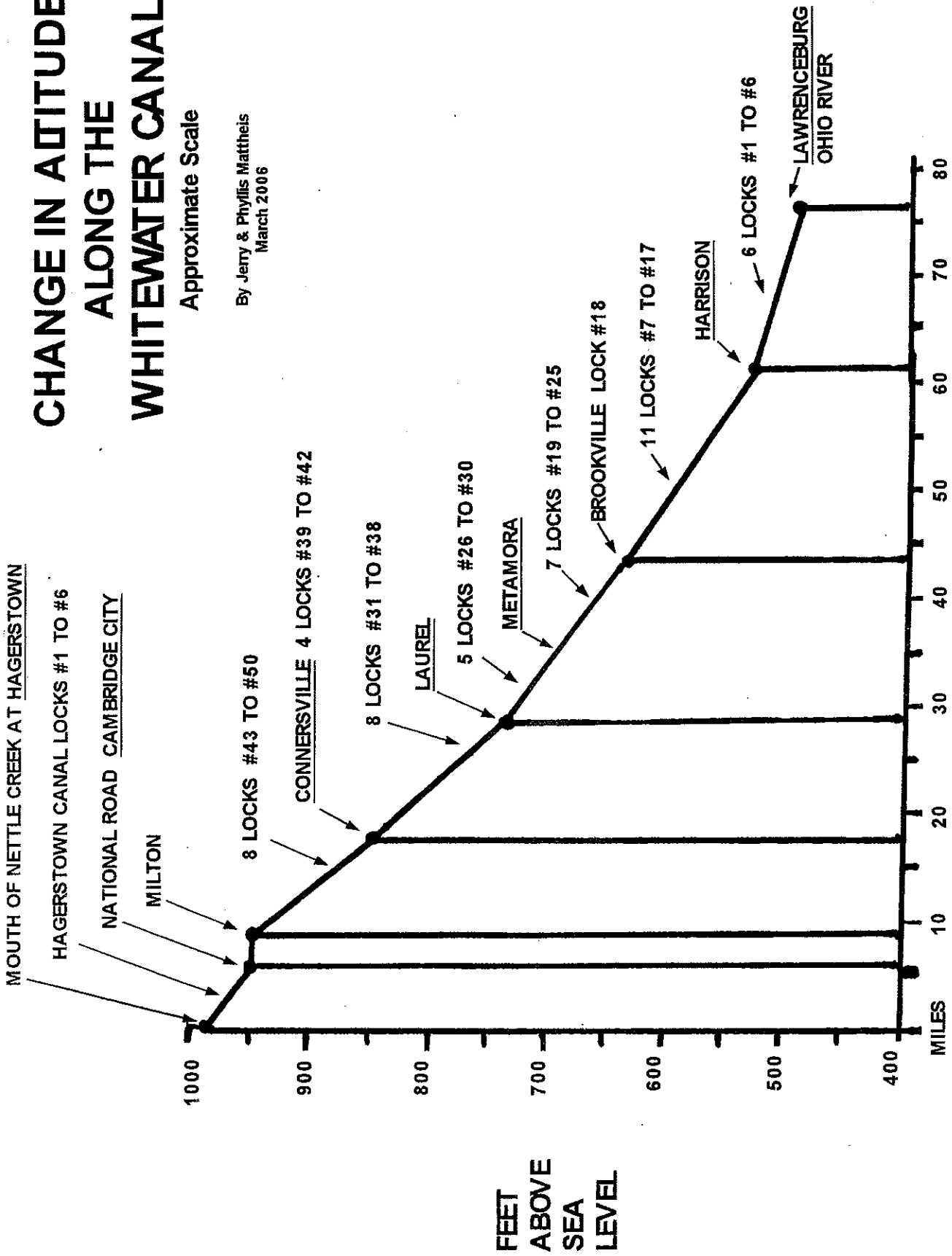
The largest bed/sitting room was seen upstairs as well as two other bedrooms. LG

After touring the home of Dr. Morris, canawlers were invited to the Wayne County Historical Museum for a canal program that afternoon. They thanked their hosts, said goodbye and went their separate ways. A thoroughly entertaining and educational weekend was had by all who attended. See you in the fall!

# CHANGE IN ALTITUDE ALONG THE WHITEWATER CANAL

Approximate Scale

By Jerry & Phyllis Mattheis  
March 2006



DESCENT 491 FEET IN 76 MILES THROUGH 56 LOCKS

FEET  
ABOVE  
SEA  
LEVEL

**WHITEWATER CANAL STATISTICS**

**490 FT. FALL HAGERSTOWN TO LAWRENCEBURG**

**7 FEEDER DAMS 56 STONE LOCKS**

CONSTRUCTION COST \$1,164,665

1848 Construction & Repair Cost \$1,920,175.13

FROM	MILES	TO	BY
Hagerstown	8	Cambridge City	Private Capital (Often called Hagerstown Canal)
Cambridge City	13	Connersville	Private Capital
Connersville	11	Laurel	" "
Laurel	7	Metamora	" "
Metamora	8	Brookville	" "
Brookville	17	Harrison	State of Indiana
Harrison	12	Lawrenceburg	" "
<u>Total Mileage</u>	76	7 miles- Ohio/ 69 miles- Indiana (Includes Hagerstown Canal)	

**CINCINNATI & WHITEWATER CANAL**

Harrison 25 Cincinnati, OH Private Capital

**DATES OF CANAL CONSTRUCTION**

Brookville south to Lawrenceburg 1836-39  
 West to Laurel 1843, East to Cincinnati 1843  
 North to Cambridge City 1846  
 North to Hagerstown 1847

**CONSTRUCTED BY:**

1836-39 State of Indiana 29 miles  
 1836-43 Cincinnati Whitewater Canal Company 25 miles  
 1842-45 Whitewater Valley Canal Company 39 miles  
 1846-47 Hagerstown Canal Company 8 miles

Sometimes the portion of the Whitewater Canal north of Cambridge City is called the Hagerstown Canal since the money to build it came from merchants in Hagerstown.

The Whitewater Canal was built into the state of Ohio to go around a ridge of hills. The Cincinnati & Whitewater Canal took advantage of the situation and tapped into the Whitewater Canal at West Harrison, IN and Harrison, Oh. This drained off to Cincinnati much of the canal business that would have gone from Harrison to Lawrenceburg.

*11 years in construction  
 20 years in operation*

The Whitewater Canal

**Wayne County** required 20 structures:

- 10 locks
- 3 culverts
- 3 feeder dams
- 2 aqueducts
- Hagerstown basin
- Cambridge City basin

**Fayette County** required 18 structures:

- 14 locks
- 2 aqueducts
- 1 feeder dam
- Connersville basin

**Franklin County** required 34 structures:

- 21 locks
- 5 aqueducts
- 3 feeder dams
- 2 guard locks
- 2 culverts
- Brookville basin

**Dearborn County** required 10 structures:

- 8 locks
- 1 culvert
- Lawrenceburg basin

The Cincinnati & Whitewater Canal

**Hamilton County, Ohio** required 13 structures:

- 5 locks
- 1 feeder dam
- 2 guard locks
- 3 aqueducts
- Cleves tunnel
- Cincinnati basin