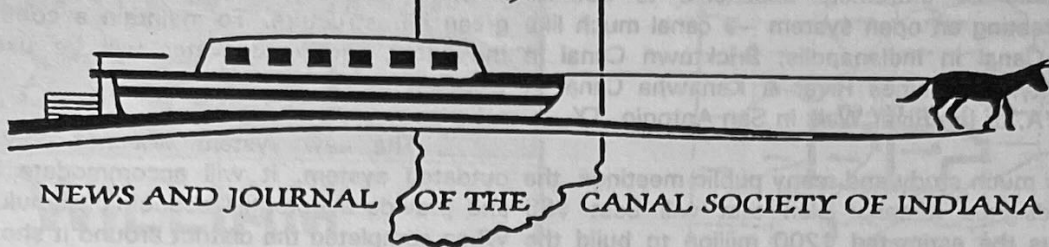


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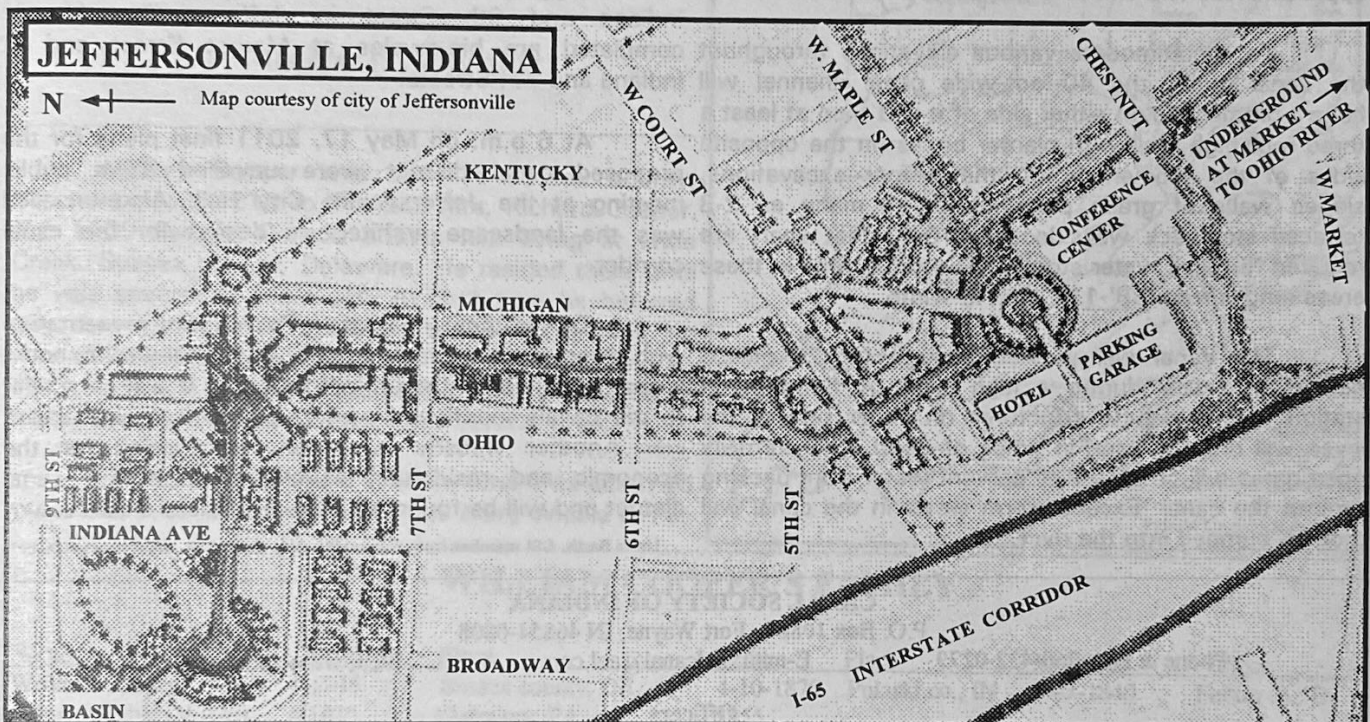


VOL. 10 NO. 7

P.O. BOX 10808 FORT WAYNE, IN 46854

JULY 2011

JEFFERSONVILLE CANAL



Jeffersonville, IN sewer/flood control canal begins in a basin west of Indiana Ave. and follows W. 8th St., turns south between Ohio and Michigan Aves., crosses W. Court to go down Mulberry St. to W. Market St. and goes underground beneath the flood wall to the Ohio River.

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JEFFERSONVILLE'S CANAL

Jeffersonville, Indiana, like many cities throughout the United States, has outgrown its sewage/storm water system. During periods of heavy rainfall its sewers cannot handle the increased volume causing man hole covers to pop up, polluted water to flow onto city streets and raw sewage to be discharged into the Ohio River. About fifteen years ago the Environmental Protection Agency ordered that the situation must be corrected to avoid an \$8 million fine against the city.

Engineers have looked at over sixty-five alternatives to correct the problem. Its mayor, who has

EDITOR: CAROLYN SCHMIDT

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260 432-0279

had experience with laying huge pipes underground, knew it would be extremely expensive to do. He suggested creating an open system —a canal much like the Central Canal in Indianapolis, Bricktown Canal in Oklahoma City, the James River & Kanawha Canal in Richmond, VA, or the River Walk in San Antonio, TX.

The storm water entering the canal will be treated using a combination of drainage structures and green infrastructure. To maintain a continuous flow in the canal, reclaimed water will be used during dry weather.

After much study and many public meetings, the engineers designed a canal plan that will cost \$65 million versus the estimated \$200 million to build the system completely underground. It will be 40 feet wide, 4-15 feet deep (depending on the location), and 3,300 feet long above ground with 1,100 feet below ground in a conduit to the Ohio River. This price tag includes bridges over the canal, landscaping and other appurtenances and will save tax payers millions.

The new system will not only upgrade the outdated system, it will accommodate future growth and provide a potential economic stimulus to the city. When completed the district around it should have small businesses and residential developments and be a destination for residents to come and walk, eat or shop. Also the canal will be an added attraction for conference attendees at the planned Conference Center complex.

To accommodate various elevations throughout the canal route, the 40-foot-wide canal channel will have a promenade on either side of it and then at least a three foot high wall with planter boxes on the opposite sides of the promenade. In the deeper excavations, sloped walls of green plantings or as many as 2-3 terraced step-back walls located 10-13 feet apart are required for peak water storage. The canal zone in these areas ranges from 88'-117' feet in width.

Digging has begun on the upper basin near Indiana and 9th Street in Jeffersonville. Already completed are bio-swaales at Market Street and at Indiana and 7th Streets.

At 6 p.m. on May 17, 2011 final plans for the proposed canal district were unveiled at a public meeting at the Jeffersonville City Hall. Also unveiled was the landscape architecture design for the canal corridor.

The canal will provide storage for 20 million gallons of water during a high river. A flood pump station with two gate structures on either side of the levee will only be used in times of flood. The normally open gates will be closed to prevent water from backing up into the canal. Excess storm water in the canal will then be pumped into the river.

To see these designs, a PowerPoint presentation with diagrams and details of how the canal works, and a video talking about the project and how it will be similar to the canals mentioned earlier, go to: JeffersonvilleCanal.com Another website is under construction for the economic and residential development of the canal district and will be found at: [JeffersonvilleCanal District.com](http://JeffersonvilleCanalDistrict.com)

Linda Barth, CSI member from Somerville, NJ, alerted us about this project

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CANAWLERS AT REST

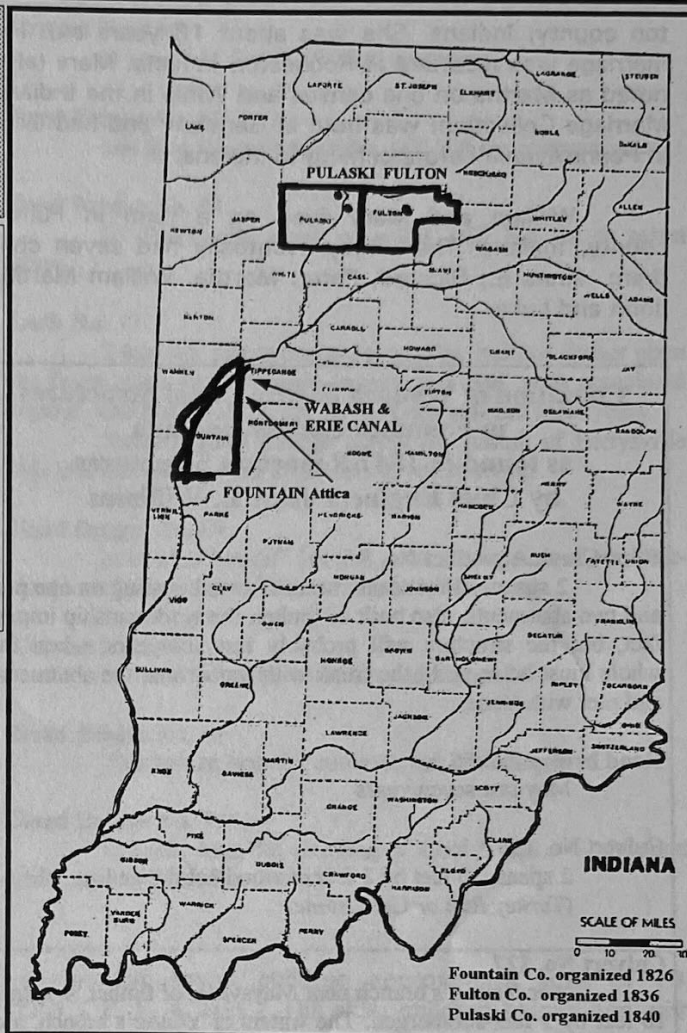
WILLIAM COOPER

b. circa 1815
d. April 10, 1872

By Carolyn I. Schmidt

William Cooper was born in Sussex county, Delaware about 1815 to Mr. and Mrs. Richard Cooper. The 1830 Federal Census shows him living at Little Creek, Sussex county, Delaware. He resided there until he was seventeen years old. At that time he believed that the west offered better opportunities for him. He was an ambitious young man and set off for Indiana arriving in Pulaski county. There he learned the carpenter's trade and worked as a carpenter for several years.

On October 7, 1840 William, who was about 25 years old, was joined in wedlock to Mary Wieble in Ful-



WILLIAM COOPER'S FAMILY

Name	Birth	Place	Death	Place	Marriage	Place
William Cooper	©1815	Sussex county, DE	4-10-1870	Pulaski co., IN	10-7-1840	Fulton co., IN
Mary Weible (Wihle)	©1822	Germany, PA	1855			
CHILDREN						
Anna E Cooper	©1842	Fulton co., IN				
Richard Cooper	4-18-1843	Union twp. Fulton co., IN			12-29-1868	
Margaret Ann Morse	10-13-1847	Rochester, Fulton co., IN				
Ruth Lorena Cooper	10-24-1869	Fulton co., IN	3-3-1880			
Peter Cooper	©1845	Fulton co., IN				
Martha Cooper	©1847	Fulton co., IN				
William Martin Cooper	©1850	Fulton co., IN				
John Cooper	12-18-1851	Logansport, Cass co., IN			1-23-1878	
Lydia E. Bennett		Huntington co., IN				
Luke Cooper	©1853	Logansport, Cass co., IN	Before 1860			

ton county, Indiana. She was about 18 years old. His marriage was recorded at Rochester, Indiana. Mary (also noted as Martha on one census and Wihle in the Indiana Marriage Collection) was born in Germany and had lived in Pennsylvania before coming to Indiana.

William and Mary lived on a farm in Fulton county, Indiana. There they eventually had seven children: Anna E., Richard, Peter, Martha, William Martin, John and Luke.

While living on the farm William sought and found employment on the construction of a Wabash & Erie Canal section that was being built through Fountain County, Indiana in 1845-46. He worked on it in the vicinity of Attica. Although county histories do not detail what his job was, he might have been employed to use his carpenter skills to build wooden structures such as wooden culverts, road bridges, Lock #35 at Attica or Shawnee Creek Aqueduct located further to the southwest. Perhaps he was a common laborer on the canal doing jobs like removing underbrush and trees, pulling

**Condition of Wabash & Erie Canal Structures
in Fountain County, Indiana
as found in 1847 Report on Structures
by Chief Engineer Jesse L. Williams**

Flint Creek Aqueduct No. 8

2 spans, 32 feet each, trunk of wood, resting on one pier and two abutments, also built of timber, the workmanship imperfect, but the structure will probably last six years, when the whole must be re-built, the trunk with timber and the abutments and pier with stone.

Road bridge No. 56

May last seven years

Culvert No. 126

2 spans, 10 feet by 2 feet of wood-submerged
(Turkey Run or Grindstone)

Culvert No. 127

over Young's branch near Maysville, of timber, 4 spans, 10 feet by 3 feet-submerged. The waters of Young's branch, are received into the canal by a small feeder six or eight chains in length. The dam across the stream is 60 feet long and two feet high, built of timber (Opossum Hollow—Young's branch)

Culvert. No. 128

over the stone quarry branch, of wood, 10 feet by 2½ feet will require an expense of \$10, to submerge it

Culvert No. 129

in Attica, of wood, 2 spans, 10 feet by 2 feet-submerged

In Attica, there are two road bridges, Nos., 58 and 59, will last five or six years. An agreement was made by the State officers, and not yet fulfilled, to erect a bridge in the upper part of Attica, in commutation of damages the cost will be about \$400.

Lock No. 35

6.20 feet lift, of timber, built upon the frame plan, this lock appears to be well built and in good condition, may last six or seven years, the gates will last three years. The large horizontal braces were left out in building this lock and must be immediately added. (In Attica, between Jackson & Washington St. on canal, site of War 1846)

Road Bridge No. 60

for Williamsport road, will last six years

Culvert No. 130

of wood, 11 feet by 2¼ feet-submerged

Road Bridge No. 61

may last six years

Shawnee Creek Aqueduct No. 9

one span of 80 feet clear. The trunk and superstructure are upon the same plan with aqueduct No. 1 over the St. Marys, to the particular description of which reference is here made. Abutments are of cut stone masonry, the whole work appears to have been well constructed, and may be considered permanent, excepting the trunk, which will need renewal once in 10 years; as a further exception to this remark, it should be stated that the chords on which the whole structure depends are deemed insufficient in strength, and I have advised that additional strength be given it, by adding a strong iron chain or bar extending the length of the chord, and attaching to each foot of the arch. The expense may be \$300, and will be paid in the expenditures of 1848.

(Covered bridge style aqueduct)

At the south end of this aqueduct, the Shawnee feeder is received. It is near one-half mile in length and twelve feet wide at the bottom.

Feeder Dam Across Shawnee Creek

80 feet long and 8 feet high, built upon the usual crib plan, is in good condition and may be considered a safe structure. The abutments are of timber and may last seven or eight years.

Culvert No. 131

of wood, 11 feet by 2¼ feet-submerged

Culvert No. 132

over Bear Creek, this is a large cut stone arch of 30 feet chord, and being built of very soft sandstone, there may be some doubt of durability. The stone are not affected by the weather. The workmanship appears to be good and the culvert is at present in good condition.

Road Bridge No. 63

may last six years.

Culvert No. 133

of wood, 11 feet by 2¼ feet-submerged

Road Bridge No. 64
will last six years

Culvert No. 134
one half mile above Covington, of wood, 2 spans, 11 feet by 3 submerged
Flood gates near the same place, all of wood, will last six years.

Lock No. 36
10 feet lift, built of timber upon the frame plan, not well constructed, but with care and some repairs, may last four or five years, gates will last three years. This lock is in Covington. In Covington there are two **Road Bridges**, Nos. 65 and 66, which may last four or five years.

Culvert No. 135
3 spans, 10 feet by 3 feet, built of timber and submerged
Flood gates, one and a half-miles below Covington, of wood, will last six years

Culvert No. 136
of wood, 11 feet by 2¼ feet submerged

Culvert No. 137
of wood, 11 feet by 2¼ feet submerged

Culvert No. 138
of wood, 11 feet by 2¼ feet submerged

Culvert No. 139
of wood, 11 feet by 2¼ feet submerged

Road Bridge No. 67
one mile above Perrysville, will last six or seven years.

Road Bridge No. 68
for Perrysville Road, of wood, will last six or seven years.

Lock No. 37
9 feet lift, just opposite Perrysville, built of timber upon the frame plan, workmanship exceedingly bad, with occasional repairs, may last three or four years, gates will last three years.

Towing path bridge across the mouth of Perrysville side cut, not finished but in process of construction

Road Bridge No. 69
at head of "swail" [swale], now in progress of construction - embankments finished and timber delivered

Culvert No. 140
of wood 6 feet by 18 inches-submerged

Road Bridge No. 70
This bridge is under contract, but not completed.

Road Bridge No. 71
at Lodi, near the crossing of Coal Creek — in good order, and will last 7 or 8 years

out stumps, removing boulders, digging, transferring the dirt by cart to the canal banks, etc.

Regardless of what type of labor William Copper did on the Wabash & Erie Canal, he was lucky to have lived through its construction. Since the canal closely followed the river and ran through swamps and low lands, malaria and Asiatic cholera, which broke out in 1845, became problems. The Irish laborers who came to work on the canal after being forced out of Ireland by the potato famine (1845-1852) died by the hundreds.

In Fountain County most of the dead were buried in the Maysville cemetery on a plot of land in Shawnee Township on the Bodine farm two and one-half miles north of the village of Fountain. About 600 men, women, and children from another camp near the Fix schoolhouse died. Two hundred of them were buried in the old graveyard at Attica and the rest thrown into a long trench dug in the marl bed near the camp.

In 1850 William moved his family to Logansport, Cass county, Indiana. There his last two sons were born. Then in 1854 he bought a small farm in Harrison township, Pulaski county, Indiana and again moved his family. His wife Mary passed away in 1855 leaving him

to rear his seven children approximate ages of 13, 12, 10, 8, 5, 4, and 2. His older children helped him with the farm and family.

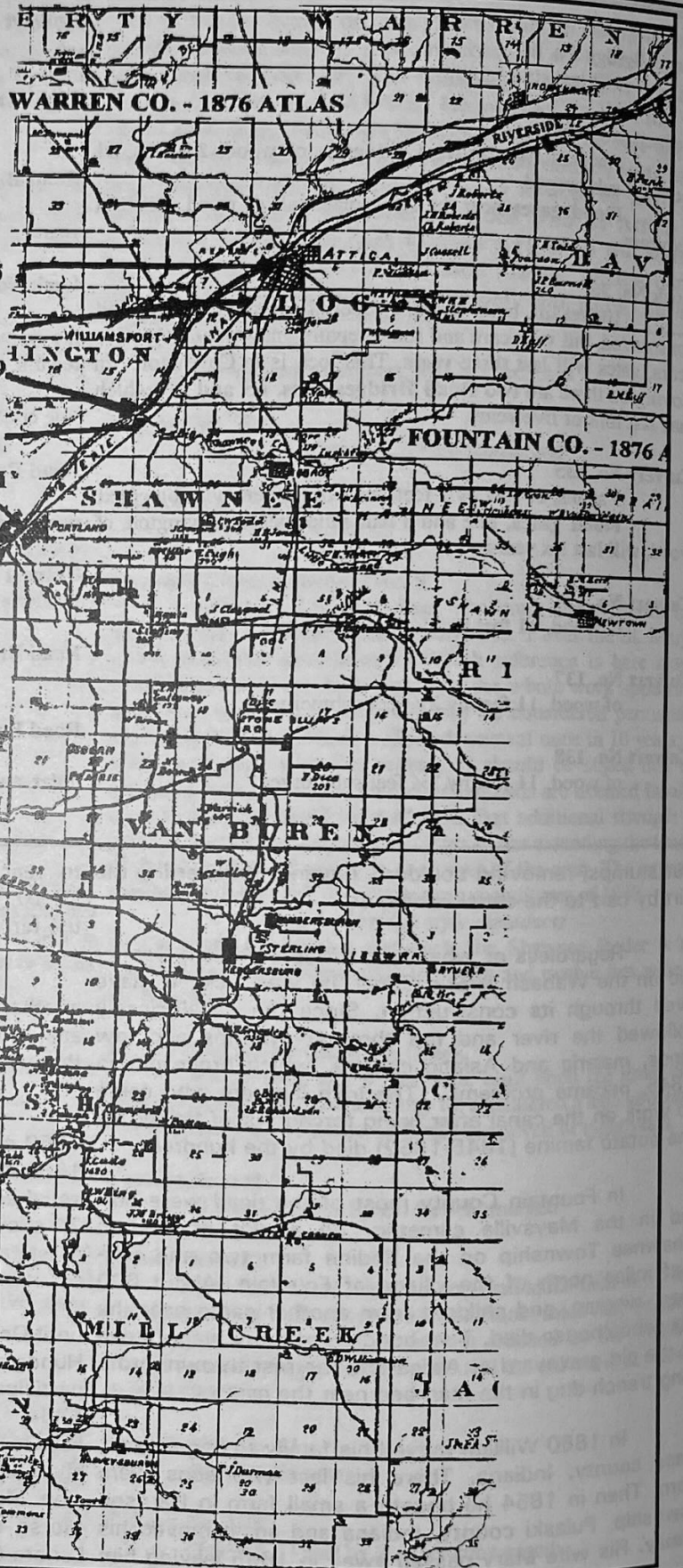
In March, 1858 William sold the farm, purchased another farm in Franklin township, Pulaski county, Indiana, and once again moved his family. William remained there until his death on April 10, 1872.

William Cooper was never a wealthy man. The 1850 census shows his real estate valued at \$200, the 1860 census shows his real estate at \$600 with a personal estate of \$50, and the 1870 census taken on July 24 shows his real estate valued at \$1,800 and personal estate at \$500.

William's son Richard stayed on his father's farm until October 1864 when he enlisted in Company B, One Hundred and Forty-sixth Indiana Volunteer Infantry. He participated in the battle of Franklin, December 13-14, 1864, and Nashville, December 15-16, 1864. After Robert E. Lee surrendered, Richard was honorably discharged at Indianapolis 7-21-1865. He married Margaret Ann Morse, daughter of Solomon and Harriet (Baum) Morse on 12-29-1868. They had one daughter, Ruth Lenora Cooper (b. 10-24-1869, d. 3-3-1880).

WABASH & ERIE CANAL SECTION THROUGH FOUNTAIN COUNTY, INDIANA

1876 Atlas of the State of Indiana by Baskin and Forster



LOCK # 35

WILLIAMSPORT SIDECUT

SHAWNEE CREEK AQUEDUCT # 9

(Covered Bridge Style)

SHAWNEE CREEK FEEDER

FOUNTAIN "NARROWS" STONE PRISM

BEAR CREEK STONE

ARCH CULVERT

LOCK # 36

LOCK # 37

William's son John remained on the farm until William's death in 1870 and then moved to Benton county, Indiana. He later moved to Franklin township, Pulaski county, Indiana and became the county Assessor. He married Lydia E. Bennett, a native of Huntington County, Indiana on January 23, 1878.

His gravesite has not been found.

Sources:

Biographical History of Tippecanoe, White, Jasper, Newton, Benton, Warren & Pulaski Counties, Indiana. Chicago, IL: The Lewis Publishing Company, 1899.

Counties of White and Pulaski, Indiana. Historical and Biographical. Chicago, IL: F. A. Battey & Col, Publishers, 1883.

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Williams, Jesse L. *Wabash & Erie Canal 1847 Report on Structures.* Indianapolis, IN: State Publisher, 1847.

Politically William was a Democrat. He voted at the State and county election, held at the home of Daniel Freeman, on Tuesday, October 2, 1860. His was one of thirty-one ballots cast that day. Franklin township was not heavily populated. The history books say his son Richard was a staunch Republican and son John a Democrat. Unfortunately little is known about William's other children other than his son Luke preceded him in death.

It is assumed that William Cooper was buried in Pulaski county, Indiana probably in Franklin township.

The Spears and Case Block: A Harbor For Slaves

By Mark Smith

After reading information about two of Delphi's previous citizens and one of its early banking firms in the Underground Railroad Commemoration project conducted by Indiana's Department of Natural Resources, Mark Smith sent the following letter with information to add to their files.

For you in the Department of Natural Resources and your Underground Railroad Commemoration project, I have an amplification of the writing in your files by Sarah Smith Pratt, late of Indianapolis, who wrote a book detailing the Delphi of the pioneer days entitled "The Old Crop".

In the eleventh paragraph of the chapter entitled "Why Dr. Grimes Whispered," there is a reference to both Mrs. Beck and Reed Case, and the Spears, Case, and Company banking firm. Please allow me to explain more fully both of these references.

Mrs. Beck was a daughter-in-law of Samuel Milroy, founder of the county, and wife of Dr. Larrey Beck, who was a noted Civil War medic.

The Spears, Case, and Company banking firm structure was a fixture of downtown Delphi which is still standing, although the banking firm is long departed. Please allow me to give you a history of both the banking firm and the structure itself.

James Dugan, who had come to Delphi from Champaign County, Ohio, and who had operated a

warehouse and lending institution, and his brother-in-law James Spears, who had roots in the Rochester, New York area, and who had established ties to the banking community of Lafayette which later on interacted with the likes of John Purdue and who had ties to Attica and Covington, joined forces with Wabash & Erie Canal contractor and banker Reed Case to erect a structure on the corner of Main and Washington. Reed Case was also known for his role as a pork packer, grain shipper, and builder of the dam across the Wabash as well as the side-slip from the canal up to Main Street to serve both a packing house and grain shipping terminal.

This banking structure covered up what had been an eyesore of a site, which was colloquially referred to as the "burnt corner." There had been a terrible conflagration there, which destroyed a tannery and which could have taken the entire block had the building on the east, constructed by William Bolles in 1851, and the pharmacy of James Hervey Stewart on East Main not served as a fire wall.

On February 10th of 1854, the *Delphi Journal* reported that, and I quote, "NEW BUILDING Spears, Case, and Co. have commenced hauling brick for the new building which they intend to erect on the corner below the *Times* office. They will commence laying up the walls as soon as the weather is suitable. Glad to see it. That old corner has been an eyesore long enough. They will put up a splendid three story business office."

In June of 1855, the same publication notes that "Spears and Case have removed to their new building, where they will be ready at all times to wait upon their old customers. Their office is now one of the finest on the Wabash and speaks well for the enterprise of the

builders."

In August of 1865, the *Delphi Journal* noted that "IMPROVEMENT Reed Case is having a new front built to his block. It is a very difficult job, but is progressing rapidly under the superintendence of Monroe Wilder."

In August 30th of the same year, we read that "The new front of Spears, Case, and Co.'s building, has reached near to completion. The scaffolding will be taken down this week."

In September of the same year, further progress is made and recorded thusly "DOWN -The scaffolding in front of Spears, Case, & Co.'s building has been taken down. The new front looks well. How much nicer it will look when the rubbish is cleared away."

The Wednesday, October 4th, 1865 newspaper records the progress to the effect that "Efforts have at last been made to clean the rubbish from the Case corner. The work, however, progresses slowly."

The Spears and Case banking firm was also the site of a relief effort for the troops during the Civil War. It was spearheaded by Case's daughter, Josephine, whose husband, Bernard, was away at the front at Vicksburg as well as other sites of battle.

Unfortunately, the banking firm of Spears, Case, and Company "Was so greatly affected by the death of Reed Case, Sr. on October 28th of 1871 that there was an attempt to operate a National bank out of that facility, and the Crash of 1877 closed that institution" as recorded in the Wednesday, July 11th *Delphi Journal*.

There was another lending institution which replaced that of Spears, Case and Company. It was entitled the Citizen's Bank, which was established in 1877, according to Odell's *History of Carroll County*. "When organized, Henry Gros was the president, E.W. Hubbard was the Vice-President, and W.W. Hubbard (son) was the cashier. The present Citizen's National Bank was successor to the Citizen's Bank and was organized on September 1, 1903. The officers of the bank are as follows: James Shirk, president, W.W. Shirk, vice-president, and C.B. Shaffer, cashier."

James Shirk was in the line of the Shirks from Franklin County, and came from Springfield in that county, according to his obituary of 1932. He had served with the Red Cross chapter, the Farm Bureau, the Y.M.C.A, and was also a member of the Board of Trustees of Franklin College. He also had banking ties to Tipton, Indiana. He was a member of the Phi Delta Fraternity. He passed away while chopping wood on his farm east of Delphi.

Following Shirk's death, the structure was re-modeled between 1932 and 1934 as a furniture store and radio shop of Herb Smith. It has also seen use as a bakery and card shop. It is presently used by the Well Ministry of the local Calvary Chapel, a tanning salon, and beauty shop.

IMPROVEMENT OF THE WABASH

Logansport Telegraph
August 16, 1845

Strong exertions are being made in the several counties of Indiana and Illinois, bounding on the lower Wabash to devise some measures whereby the river may be made navigable during the greater portion of the year. An improvement of the "Grand Rapids" is the principal subject under consideration. These Rapids are shoals in the Wabash, situated some fifty miles above its mouth, and, being impassable to steamboats and to the common flat boats, except at a much higher stage of water than that which affords navigation in the other portions of the river from its mouth to within a few miles of this place, forms a very serious and important obstacle. An improvement of the Wabash river is of no little importance to the people of this section of its valley. The increasing wealth and magnitude of the city of New-Orleans, with a proportionate i * _ of commercial prosperity, render _ * _ the most, if not already the extensive marts of western produce in the U. S. States. The only communication with that market, besides the Wabash river, is the recent one of our Wabash & Erie Canal and the Miami Extension via Cincinnati. The facilities of this medium, although great as respects the transportation of our products to the Cincinnati and New York markets, would be of no moment in comparison with those of the Wabash, if made a navigable stream by the improvement of those Rapids.

Besides being more remote, and expensive, the Canal is often closed on account of repairs at a season when business is most active in the Southern Market. If, then, an improvement of this kind would open to us, the N. O. [New Orleans] and lower Mississippi trade, in addition to the Cincinnati and Eastern Markets - thus affording us the choice of three great marts - it is of no little importance to this section of the Wabash valley.

The cost of the contemplated improvement is estimated at only two hundred thousand dollars, and a meeting of delegates from many counties in this State and Illinois is to be held in Vincennes on the 24th September next for the purpose of obtaining an immediate appropriation. We trust this matter will not be permitted to pass unnoticed by our citizens.

* _ A small hole in the paper makes this unreadable.

EVANSVILLE'S CHANNELS OF TRADE AND THE SECESSION MOVEMENT 1850-1865

Darrell Bakken, CSI member from Bloomington, Indiana, donated a copy of Daniel W. Snapp's 1928 booklet "Evansville's Channels of Trade and The Secession Movement 1850-1865" to the CSI archives in 2002. Permission to reprint it at a later date was granted by Judith Q. McCullen, Assistant Editor of Indiana Historical Society Press, in late 2002. The fourth installment follows and is quoted in its entirety:

EFFECTS OF THE CIVIL WAR UPON THE RIVER TRAFFIC

In 1861 Evansville ranked among the foremost ports of southern shipments on the western waters. Tri-weekly packets, largely owned and controlled by Evansville capital, plied between Evansville and Cairo, while regular packets to Bowling Green had established a lucrative trade with the Green River valley and the border counties of Kentucky. Evansville's trade also extended northward through the region traversed by the Evansville and Crawfordsville Railroad and the Wabash and Erie Canal for a distance of approximately seventy-five miles. But when the city thought her commercial greatness still on the upward climb, the Civil War came on. Evansville's peculiar situation in this struggle has already been explained. Her commerce over the southern rivers was extensive; her hopes of commercial intercourse with the north and east via the Wabash and Erie Canal were blasted, but there was yet left one dependable highway of transportation to the north, the Evansville and Crawfordsville Railroad. When war was declared, steamboat traffic to the South was utterly ruined. The Cairo packet line was harassed by military restrictions; the carrying trade of both the Wabash River packets and the Evansville and Crawfordsville Railroad was greatly decreased by the lack of a southern demand; business in Evansville came to a virtual standstill and men were without work.

The government gave employment to local boats, however, as well as to a great number of men. In fact, the best boats on the Ohio River were pressed into service of either the North or the South. Most of these were sheathed on the sides with boiler-plate to prevent bullets from penetrating them. These boats composed what was called the "mosquito fleet." As a rule the vessels were stern-wheelers, since side-wheelers were not so suitable for purposes of war. The pilot's cabin was covered with old tubular boiler-plate which was found quite impervious to bullets, and the only danger experienced by the pilot was a shot from the front. With all these precautions, piloting was dangerous, and a great number of boats gave up their trade and remained tied

to the wharf until the war ended.

The war had not been in progress long before the Evansville merchants began to look to New York for their commercial salvation. The Union armies, by invading Kentucky and Tennessee, had pushed the Confederates southward and had opened to navigation those rivers which flowed northward out of the Confederacy. The territory between the Confederate line and the Ohio River was cut off from Southern support and therefore had to be fed by products coming from the North. Under this stimulus Evansville developed an unprecedented degree of prosperity; her trade revived and soon exceeded that carried on before the war; the wealth and population of the city increased greatly, steamboat interests tripled and manufacturing received a great impetus as the area of trade was enlarged by the forward movement of the Union armies.

The statistics of steamboat arrivals present very vividly the effects of the movements of the armies upon Evansville's river commerce. In April 1861, the month in which Fort Sumter was fired upon, there was an abrupt decline in the number of steamboat arrivals at the river port of Evansville. From April until September of this year the Union and Confederate forces hotly contested for control of the border state of Kentucky. In September General U. S. Grant seized the strategic points of Paducah, at the confluence of the Ohio and Tennessee rivers, and later Cairo, which held a similar position with reference to the Ohio and Mississippi rivers. The enemy's line then extended from Island Number Ten to Madrid and Columbus, thence eastward to Fort Henry on the Tennessee, and Fort Donelson on the Cumberland, thence to Bowling Green on the Green River, and eastward to Cumberland Gap. Thus a more extensive territory was opened to Evansville's commerce as the Confederates were driven southward to these points. Steamboat traffic increased when these rivers were again opened to commerce, as is shown in the table of "Steamboat Arrivals for 1861." See chart on next 2 pages

The early months of 1862 brought additional victories to the Union armies. Fort Henry surrendered in January; Fort Donelson fell in February; General A. S. Johnston evacuated Bowling Green at a somewhat later date. In March and April General Pope took New Madrid and Island Number Ten, respectively. And on the respective dates of June 5 and 6, Fort Pillow and Memphis fell into Union hands. After the fall of these strongholds came the revival of steamboat traffic on the Ohio at Evansville from April until August, 1862. After the latter date, however, there was a decided slump in river traffic to the city. This may be explained by the northern invasion of General Bragg. He left Chattanooga August 28, eluded General Buell, the Union general, and marched into Kentucky. Here he seized Lexington, ter-

THE HOOSIER PACKET - JULY 2011

rorized Louisville, and threatened Cincinnati. In this section of the border state, Bragg had expected the populace to rush to his aid, but instead he found the Union sentiment very strong. General Buell hastened northward in pursuit of Bragg, whom he overtook on October 8 at Perryville, sixty-five miles southeast of Louisville. Here a bloody battle was fought, after which General Bragg retired towards Chattanooga. This northern thrust by the Confederates, though apparently of no military consequence, so paralyzed steamboat traffic at Evansville that it declined from twenty-five to thirty-five per cent, of its usual volume. By December, 1862, however, more steamboats were on the rivers and a great number were stopping at Evansville.

From the early months of 1863 to the close of the war, steamboat traffic on the Ohio River was flourishing. The rivers flowing out of the Confederacy into the Ohio were occupied throughout their greater portions by the Union forces, and the territory along their

courses looked northward for provisions and support. Evansville's business soon surpassed that of pre-war days, and great fortunes were made by wholesale merchants, who, seeing their opportunity, had stored up goods in order to reap the benefit of the rise in prices. At this time the trade area of the city was tripled; steamboat interests were doubled, and business in general was quickening into life.

The increase in river traffic at Evansville in the late years of the Civil War period was rather a general situation which prevailed on the Mississippi and Ohio rivers at the time. The greatest days of steamboating on the western rivers, however, were from 1840 to 1859, when the country had become populous and railroads had not yet come into active competition with them. After 1866 there was a gradual decline in steamboat building. This should serve as a fair criterion whereby to judge the trend of river traffic.

(To be continued in the next issue of The Hoosier Packet)

APPENDIX

TABLE I

STEAMBOAT ARRIVALS FROM JANUARY, 1861, TO DECEMBER, 1867.¹

The "arrivals" include but one landing of packets per week only.

1861	No. of arrivals	Passed without stopping	In gov't service
January 14-31	113	9	.....
February	228	40	.....
March	247	51	.....
April	119	42	.....
May	98	25	.....
June	78	13	.....
July	86	2	.....
August	102	.....	6
September	76	.....	.....
October	84	2	.....
November	133	2	.....
December	129	13	.....
Total for 1861.....	1493	199	6
1862			
January	111	5	.....
February	98	5	.....
March	97	25	.....
April	141	40	.....
May	234	39	.....
June	221	35	.....
July	178	28	.....
August	147	15	.....
September	70	3	.....
October	40	.....	.....
November	48	6	.....
December	129	26	.....
Total for 1862.....	1514	227	.....
1863			
January	93	.....	.....
February	78	43	151
March	117	36	123
April	94	27	86
May	185	34	148
June	165	17	.....
July	127	11	131
August	123	13	.....
September	114	5	33
October	107	3	32
November	131	18	74
December	161	43	123
Total for 1863.....	1495	250	901

¹Foster, *Annual Report of the Board of Trade for Evansville in 1867*, p. 59. See ante in section "The Early Packet Lines," p. 332.

(379)

TABLE I—Steamboat Arrivals (Continued)

1864	No. of arrivals	Passed without stopping	In gov't service
January	59	5	22
February	104	20	38
March	270	46	18
April	262	60	12
May	272	38	33
June	221	.....	.....
July	137	4	31
August	110	5	84
September	139	13	90
October	163	26	42
November	195	36	24
December	172	47	62
Total for 1864.....	2104	300	456
1865			
January	132	35	69
February	183	33	59
March	269	45	55
April	323	70	30
May	276	.....	.....
June	184	59	44
July	202	18	50
August	213	19	10
September	192	15	3
October	169	7	2
November	189	13	5
December	240	18	6
Total for 1865.....	2572	332	333
1866			
January	244	38	1
February	229	20	.....
March	258	43	.....
April	242	.....	.....
May	232	30	.....
June	224	16	.....
July	186	20	.....
August	152	13	.....
September	151	13	.....
October	189	33	.....
November	190	30	.....
December	210	33	.....
Total for 1866.....	2097	222	1

TABLE I—Steamboat Arrivals (Continued)

1867	No. of arrivals	Passed with- out stopping	In gov't service
January	59	3	....
February	209	17	....
March	235	26	....
April	264	48	....
May	304	52	....
June	264	43	....
July	196	11	....
August	179	....	....
September	130	2	....
October	94	2	....
November	163	8	....
December .....	.....	....	....
Total for 1867.....	2097	212	....

CSI ARCHIVES

CSI has received CD's of photographs taken on the "Taming The Swamp" tour on April 1-3, 2011 from the following CSI members: Carl Bauer, Fort Wayne, IN; Lowell Goar, Costa Mesa, CA; and Ellsworth Smith, Leo, IN. Some of the pictures taken by these men were published in the May and June issues of *The Hoosier Packet*. We thank them for helping document the tour.

We also thank Linn Loomis, CSI member from Newcomerstown, Ohio, for his donation of the following three folios to the archives:

Newspaper Clippings honoring the life of Vane Scott, Jr. of Newcomerstown

Muskingum Improvement (March 17, 2011)

- Coshocton's Old Carnegie Library
- Ellis Lock 11
- Zanesville Lock 10
- Philo Lock 9
- Rokeby Lock 8
- McConnelville Lock 7
- Stockport Lock 6

Muskingum Improvement (March 18, 2011)

- Luke Chute Lock 5 at Waterford
- Beverly Lock 4
- Lowell Lock 3
- Devola Lock 2
- Marietta, site of former Lock 1

The Muskingum River was canalized for 91 miles with 11 locks (originally 12 locks with Lock 1 being removed at the completion of the Belleville Lock and Dam on the Ohio River)

MUSKINGUM IMPROVEMENT



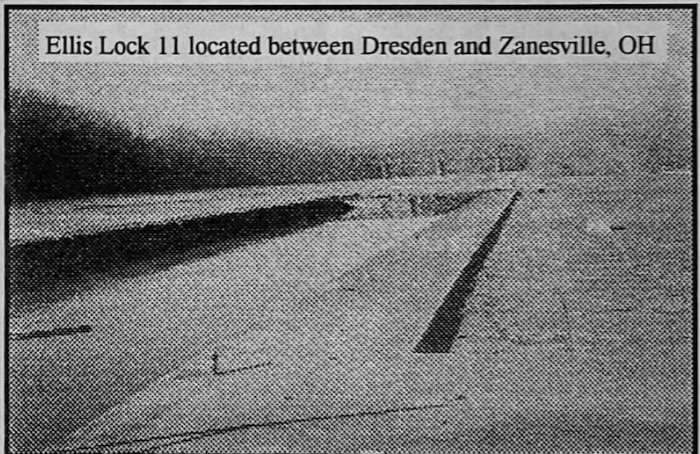
An Ohio Historical Marker at Zanesville

described the locks as follows:

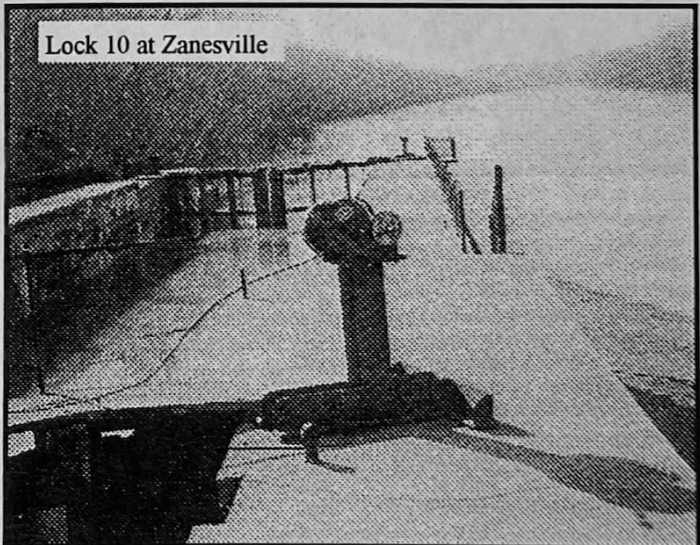
THE MUSKINGUM RIVER LOCKS

The Zanesville lock, canal and dam were part of a series of eleven such built on the Muskingum River from Marietta to Ellis, north of Zanesville, from 1836 to 1841. The improvement made the shallow river navigable by steamboats. The State of Ohio funded the project as a part of the Ohio Canal System. The locks are approximately 35 feet wide and 180 feet long. The river improvements spurred the development of industry in Zanesville, including pottery manufacture, shipbuilding, and grain milling. From Zanesville, goods could be shipped north to the Ohio Canal and Lake Erie. Products could also be sent south to Marietta and east to Pittsburgh or southwest to New Orleans. Steamboats brought in manufactured goods, staples, mail, and entertainment. After 1880, competition from railroads caused a gradual decline in the river traffic. Today the locks remain in operation for the enjoyment of pleasure boaters.

Ellis Lock 11 located between Dresden and Zanesville, OH

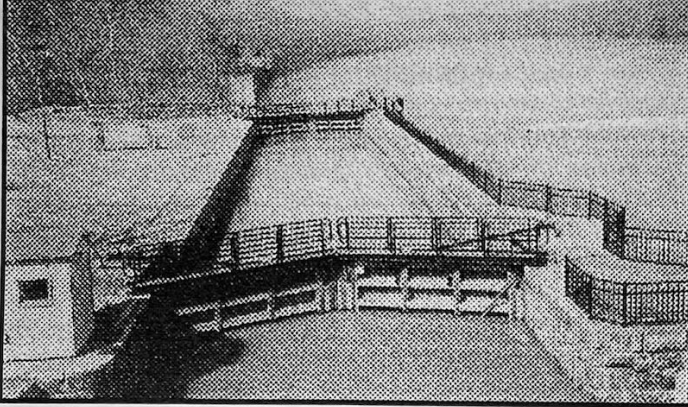


Lock 10 at Zanesville

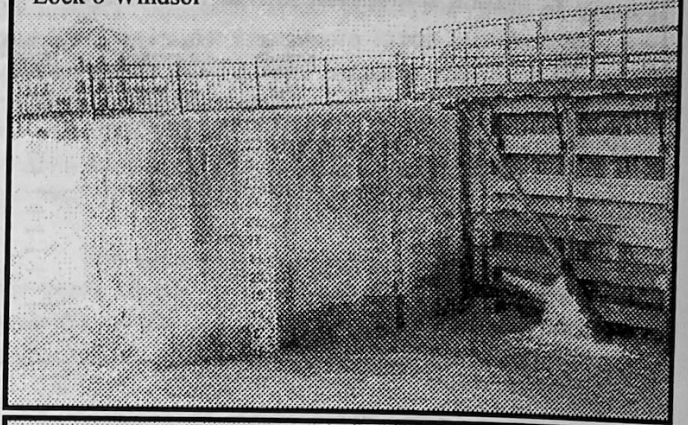


Photos by Lynn Loomis
Taken during high water March 17-18, 2011

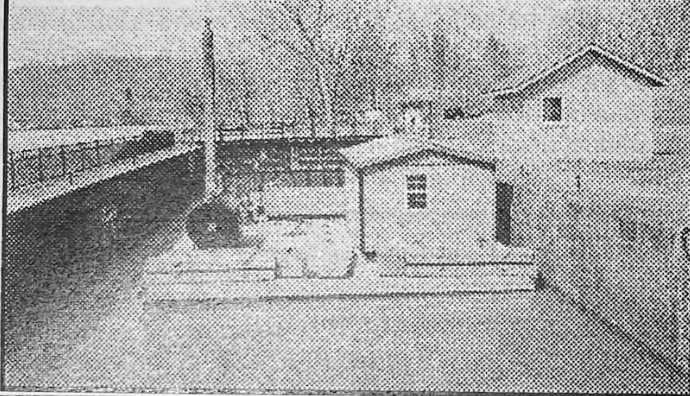
Lock 9 Philo



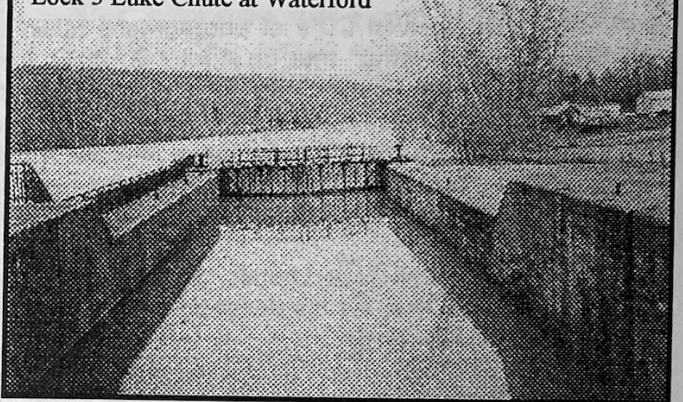
Lock 6 Windsor



Lock 8 Rokeby



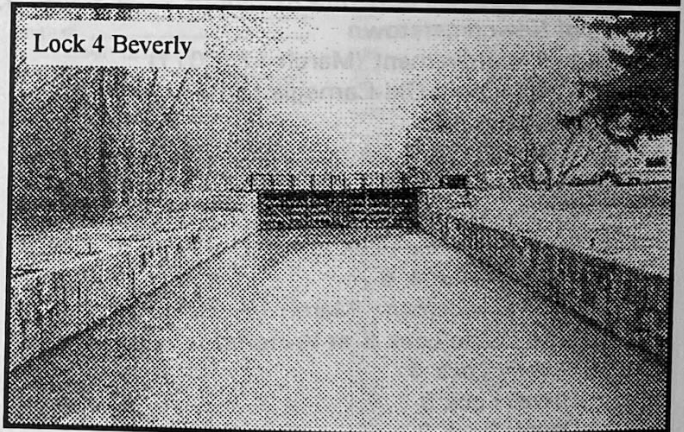
Lock 5 Luke Chute at Waterford



Lock 7 McConnellsville



Lock 4 Beverly



WINDLASS or CRAB WINCH

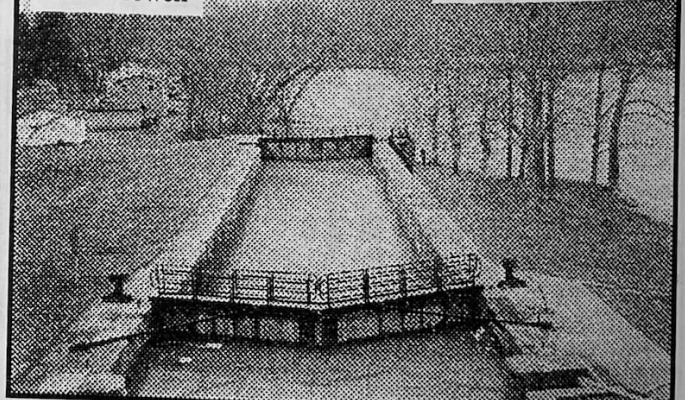
The earliest North American mechanism used to open miter gates on steamboat locks were muscle powered, geared winches (windlass/crab), which quickly replaced balance beams when lock lifts exceeded about 25 feet. This 3,350 pound windlass miraculously survived and is one of 4 known to exist (other than 3 sets similar in design on the Lowell Canal in Massachusetts) in North America. Eight of these windlasses were required at each lock. One winch was used to open a gate while a corresponding one was on the opposite lock wall to close the gate, both taking in and letting out at the same time. These windlasses were used on the Muskingum River Locks from 1840 to the early 1880s.

MUSKINGUM IMPROVEMENT TOTAL LIFT: 125.5 FEET

	Lock 11	Standard	Lock 1	Lock 1
Lock Dimensions:	1834-1910	1841	1841	1879
Length in Chamber	120 feet	160 feet	175 feet	400 feet
Width in Chamber	22 feet	35 feet	35 feet	56 feet
Lift	8 feet	Varying	12 feet	

Lock 3 Lowell

All photos by Linn Loomis



FROM TIMES PAST

Fort Wayne Times & People's Press
January 24, 1846

The State Debt. — The *Indiana State Sentinel* of the 17th says: The bill to provide for the payment of the public debt, and for the completion of the Wabash and Erie canal, was passed to be engrossed in the Senate on yesterday. The whole day was occupied in discussing various proposed amendments; and one of much importance, providing that the law shall not take effect until one half of our outstanding bonds shall be cancelled, by being exchanged for the new bonds proposed to be issued by the bill. The effect of this amendment is to make the canal pay for one half of the principal of the present debt (excepting Bank bonds.) It is a much more favorable arrangement than could have been secured by the bill as it passed the House. — Without this amendment, we could not fully approve of the bill. We have no doubt that House will concur in the Senate's amendment, and thus will be affected an arrangement of this immensely important subject, which, we hope, will be satisfactory to our bondholders, and within the ability of the people to meet.

Dawson's Daily Times
September 10, 1859

Toledo History — We give place to the following, written by Mr. Stout, of the *Dayton Empire*, while on a recent visit to Toledo. Its early references are that to which we direct public attention, and which will doubtless be of interest. And yet it is to be regretted that the author did not give more; but we proceed to give others. This place (now Toledo) was distinguished in early history — then called "The Mouth of Swan Creek," celebrated as a good harbor for vessels. As late as 1831 — about February — the harbor of Swan Creek and the surroundings were described in *The Miami of the Lake*, a newspaper then printed in Perrysburg, established in November 1838, by Scott and Darling, and printed by J.H. McBride.

"Swan creek rises in the northwest corner of Wood county, and following thence a southerly course, it comes within four miles of the Maumee, and thence continues its course nearly parallel with that river, but gradually approaching it, until it meets it, at Port Lawrence, five miles above the mouth of the Maumee. This stream has four or five mill sites, two of which are improved with saw mills. The land bordering this stream is mostly oak openings and prairies, having a light but generous soil, well adapted to the growth of wheat. It is mostly taken up, and in the hands of settlers. The mouth of this creek, which is deep, affords a good harbor for vessels, when they are endangered in the river, by the sudden breaking up of the ice in the spring."

This place (Mouth of Swan Creek) was called Vistula and was then in the disputed territory claimed and acknowledged as in Michigan Territory, and so held till the administration of Gov. Lucas of Ohio, about 1832, as we think. The Governor had an army at Vistula for some time, and serious difficulties were expected to occur, but did not. Congress then created a commission and established the boundary between Ohio and Michigan — leaving Vistula in Ohio. The war of settlement was known as the "Cornstalk War."

The town of Vistula was in turmoil prior to August 1833, which retarded its growth; but the difficulty was removed and the place began to advance, as will be seen by the following from a communication from some one in Vistula, to the *Fort Wayne Sentinel*, August 1833.

"The differences that have existed between the proprietors of this town for a year past, and which have so much retarded the growth of the place, have recently been reconciled, and several gentlemen from New York, of capital and influence, have become interested, by which means a large expenditure is immediately to be made in the erection of wharves, warehouses, stores, dwelling houses, steam flouring and saw mills, and other improvements. Large appropriations are also made upon the several roads and bridges leading to the town, particularly the road from the Chicago road, via Tecumseh, Adrian, Blissfield, and White's Falls, to Vistula. The Steamboat Enterprise, Capt. Fox, made a second visit to the port on Sunday morning last, and discharged passengers and their baggage and merchandise consigned in Maumee, Perrysburg, Fort Wayne, Monroe, and the adjoining country. Capt. Fox informs us that this boat will make her regular trips once a week between Buffalo and this port, during the season. The steamboat Wm. Peacock, from Buffalo, arrived yesterday, discharged merchandise, &c. and returned."

We have thus prepared the way to more perfect understanding of what Toledo is, and have done so for the additional reason that her interests are identical with those of Fort Wayne, and her history coeval.[of the same age or period]

Toledo and Its Surroundings — Toledo Sept. 3, 1859 — When the Lake Erie and Miami Canal was about to unite the waters of Lake Erie and the Ohio, which forms a navigable water communication from the river St. Lawrence on the North with the Gulf of Mexico on the South, speculators were much interested in finding a favorable spot for its entrance into the Lake. Deputations from each cabin on both sides of the Miami of the Lake were to be seen at Columbus during the sessions of the Legislature of '34, '35, and '36, arguing the claims of their respective localities. — Maumee and Perrysburg, at the foot of the Rapids, the head of navigation, each had its lobby members in attendance at Columbus, and claimed that nature had located the spot at each of these towns, where the commerce of the North

West would find an outlet. The war was carried on vigorously, but it was finally determined to lock down into the lake at Maumee, Toledo and Manhattan, thus giving the boatmen a choice of ports. This prevented Perrysburg for all time to come from becoming the metropolis of the Lakes; but unfortunately for speculators in Maumee a bar was said to be discovered that would prevent vessels of large size from reaching Maumee.

Thus this great bone of contention after all was snatched from the rival towns, and Toledo, (or as it was then called, Vistula) become the great store house of the Northwest. Manhattan it is true sprang up at the mouth of the Canal, and for a time claimed the prize, but after spending millions for docks at this point, it surrendered to Toledo. The city of Manhattan, its hotels and great Bank of issue, which at one time furnished a paper circulation for Ohio, has now entirely disappeared. The port of Manhattan was too difficult to access. Monroe, too, tried hard to gain this vast commerce, but she was too far down the Lake.

Toledo, then called Vistula, we believe was laid out in 1819; but the uncertainty of her position, rival towns, and a wilderness country, prevented her from making much progress until 1840. In 1846 we first saw this place, and the immense commerce of the Miami and Wabash canals had then given it an impetus towards its present prosperity; but it never gave any evidence of becoming the second City of Ohio, until 1850. At that time it had between two and three thousand inhabitants, and began to grow rapidly, as farms were then opened, the ponds and wet lands were drained, and it was discovered that as the fountains of miasma, which produced fever and ague, were dried up the city was as healthy as any other. Railroads were then projected to different points, and six have been completed. — They all concentrated in the middle of the river opposite the city, where there was shoal water, and by filling it up at an expense of a million and a half, an island has been formed of sufficient magnitude to accommodate all the business of the railroads. A union passenger depot is there to be found 400 feet in length and 160 feet in breadth, whose trains are constantly arriving and departing; 19 railroad tracks traverse this island. — There is also a good Hotel there, the Island House, and three freight depots, two steam elevators are employed by the roads, which do an immense business in storing grain. Six hundred thousand bushels can be stored at one time. The Island, now filled in, covers about seventy-three acres.

Our ride through Toledo and its environs was one of real pleasure. No one who passes through the lower parts of the city can form a just conception of its magnitude, beauty, wealth and prosperity.

Toledo was incorporated in 1831, but its growth was not rapid till 1850, when it had about 2500 inhabitants. It extends about a mile and three quarters down

the bay, and a mile back. The new buildings are generally brick, from three to four stories high, and it now has a population of about eighteen thousand inhabitants. It is believed in 1870, it will have 120,000, and that it will become the second city in Ohio. The trade in grain, salt, fish and lumber is immense.

Dawson's Daily Times
September 10, 1859

Steam on the Canal — The Columbus State Journal says: The canal steamer Enterprise has again arrived with 1,700 bushels of coal. This novel method of navigating the canals improve every trip, and can hardly fail to work a revolution in canal management, making them a paying instead of losing property.

Dawson's Fort Wayne Times
October 4, 1860

Death of Col. Jordan Vigus — Col. Vigus, one of the oldest settlers of Cass County, departed this life, on Thursday afternoon, the 27th at 4 o'clock.

Col. Vigus was born in the town of New Glasgow, Amherst county, Virginia, on the 17th day of September, 1790. At the age of 19 he removed to Lexington, Kentucky, without any worldly possessions — nothing, as we have heard him remark, but the prayers of a devoted father and mother. Three years after, (1812) war was declared between England and the United States, In August of that year Col. Vigus volunteered, and served a campaign under Gen. Wm. H. Harrison, during the winter of 1812-13. In 1817 he removed to Corydon, the seat of government of the State, Indiana was then in the first year of her existence as a State, and had a total population of but 65,000. Corydon, then was the center of the business and population of the State, North of it was almost an unbroken wilderness, inhabited by Indians and traders, and a few scattering whites. In 1826 the Col. again removed. This time he chose Indianapolis for his residence. The town was then in the fifth year of its existence, and of course bore no resemblance to the stately city which now occupies the spot. Here Col. Vigus was appointed Canal Commissioner, and was afterwards elected to that post by the Legislature, and served for five years. In the year 1832, Col Vigus superintended the commencement of the Wabash and Erie Canal, at Fort Wayne, and with his own hands threw out the first shovel of earth upon that great public improvement which is now the longest of the kind in the world.

In 1829 Col. Vigus removed to Logansport, where he continued to reside to the time of his death.

During his residence at Corydon, Indianapolis and Logansport, Col. Vigus filled many places of trust, in all of which he discharged his duty honorably to himself and with satisfaction to the public.

In the last eight years of his life the deceased was afflicted with a paralysis, which finally ended his

existence.

In his habits the deceased was regular and simple. He indulged in none of the fashionable vices of his day.

In 1811 Col. Vigus joined the Masonic fraternity, at Lexington, KY. He was a member of the first Lodge in that State. He maintained his standing in the order till his death.

Thus passes away one of the links which connect us of the present with the early settlers of the country.

In our immediate vicinity, there are now but few of the pioneers left, and they are swiftly seeking "that bourne whence no traveler returns."

Dawson's Fort Wayne Times

October 31, 1860

A regular packet boat is now lying in the canal in the rear of Colerick's Hall, the first we have seen in this city for many a day, and brought vividly to mind the time when packets in this country were the institution for speed and convenience in traveling. They were a good thing, and answered the public wants at one time. But their day is past, and now they are looked upon by our people as a curiosity. In the course of human events, canal packets have been superceded by modes of conveyance of a different nature — more speedy, if not as safe, and if the people were compelled to resort to former public convenience, what an everlasting grumbling there would be.

WHITEWATER CANAL

TOWPATH 10K DASH AND FUN RUN IN METAMORA

Of all the running events held annually, one of the most unique experiences in the country took place in Metamora, Indiana, on May 21, 2011. The Whitewater Canal 10K Towpath Dash and Fun Run was a special thrill for runners and walkers at all ability levels.

Metamora is a beautiful pre-Civil War village that is registered as a national historic town with the lovely Whitewater Canal cutting right through the center of it. Despite the beautiful green hills surrounding Metamora, the course for the race is flat--a flatlander's dream!

Starting at 8 a.m. runners and walkers dashed past beautiful historic buildings, a working 1845 grist mill, a replica of a freight-type canal boat that is powered by two Belgian draft horses, a world-famous 1848 aqueduct which is a listed Civil Engineering Historic Site, and an original working lock on the canal.

The gravel trail continued to take participants past corn fields into a dark cool forest before turning around — all adjacent to the Whitewater Canal, a state historic site that changed Indiana history in the 1840's. On the return run to the village, runners saw more historic structures and ended the dash in Towpath Park located behind the Metamora Grist Mill. Towpath Park overlooks the grist mill falls [the lock bypass - tumble]. The Whitewater Valley Railroad provided a shuttle train

ride for families, friends and observers to take pictures of the racers and to experience the dash in action.

Besides participating in or watching the Dash, some visitors visited the Metamora Grist Mill and saw how grain was ground and perhaps purchased some corn meal fresh from grinding. Others looked at the canal boat, Ben Franklin III and saw how early travelers came to Metamora. Still others walked or rode their bicycles on the Whitewater Canal Trail.

Metamora merchants offer over 50 unique shopping opportunities--everything from the most delicious candies to antiques to artwork. There are also six bed and breakfasts and inns located in Metamora as well as several outside the town in Franklin County.

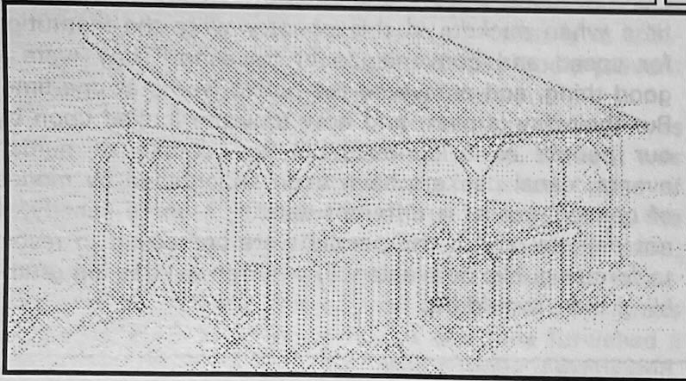
ANNUAL SPRING PET CLINIC

Again this year Western Wayne Heritage, Inc. held two pet clinics that offered reduced cost shots for dogs and cats. The first was held at Greenfield, Indiana on April 16. On that cold and windy day 228 animals were vaccinated and netted the group over \$4,000 after expenses. The second was held at the Creitz Park shelter house in Cambridge City on April 30 from 1-4 p.m. Dr. Mark Woodward was assisted by members of Western Wayne Heritage, Inc.

Proceeds from these popular clinics are used for restoration and maintenance of the Vinton House on Main Street, owned by Western Wayne Heritage. The third floor has the history of our Whitewater Valley area, as well as rooms as they looked when the building was a hotel on the National Road and the Whitewater Canal. The public is welcome to tour the free exhibits.



NEWS FROM DELPHI



Platform Scale Shed Takes Shape: Played Important Role In The Canal Era

By Dan McCain

The process of weighing cargo to be carried by canal boats in the early days will be illustrated at the Scale Shed located alongside the Hubbard & Harley Lime Company Warehouse in the Red Bridge Settlement just north of Canal Park.



While he was living, Ernie Avery, a retired farmer from Michigantown (Clinton County), gave the Canal Association this very old scale. It had been on his farmstead since he was a boy. Ernie helped his father move this scale and said "it was old then." Avery used it to weigh grain and hogs.

This interactive life-size exhibit, big enough to weigh a farm wagon, is being rehabilitated by the M-W-F crew. They are using donated oak logs that were cut in the woods last fall using a portable sawmill. The outdoor exhibit is being sponsored by Ken and Julie Pyle from Danville in memory of her father and grandfather.

In canal days, products (often in barrels) were delivered to the warehouse. Products might be salt pork, flour, cornmeal, or lime freshly made at the adjacent kiln. Even livestock and bulky things could be weighed for shipment.

Once the exhibit is completed, a docent guide could demonstrate how shipping fees were determined by weighing a class of 4th graders (for example).

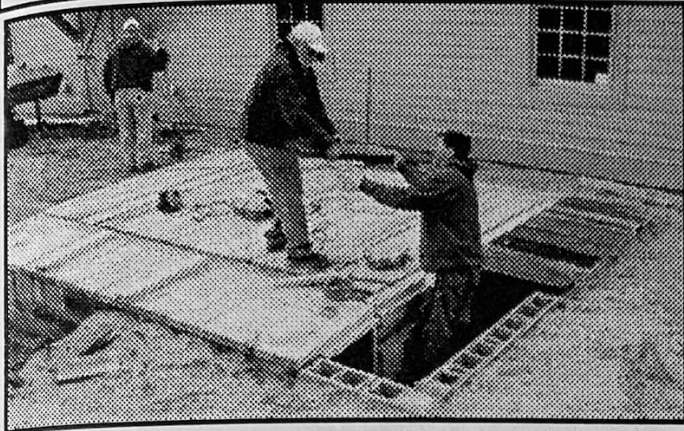


Beneath the scale shed is a pit that contains the metal beams that will "float" or balance the 8 by 14 foot ground level platform. Farmers could easily pull their wagons over the scale to be weighed. The oak beams shown form the parameter of the pit and the weighing platform itself will be suspended over this opening.

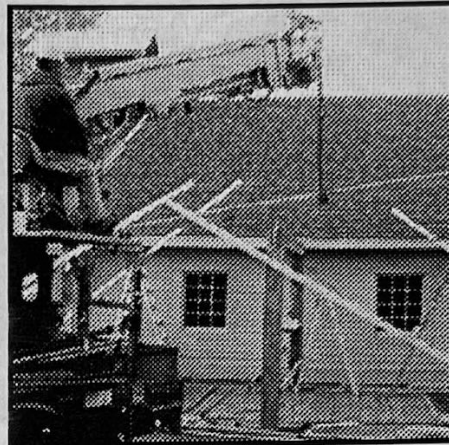


Former Indiana First Lady, Judy O'Bannon recently visited the construction site and viewed plans for the scale project with M-W-F volunteers, Al Auffart and Dave Smith. She was here in Delphi to speak to the Annual Meeting crowd April 19th. In her remarks she congratulated the volunteers for their diligence in creating the array of TOTAL CANAL EXPERIENCE exhibits.

Al Auffart is standing on planks that define the platform covering the pit with the "working parts" of the



flat for this task, they will later be raised. No nails are needed in this post/beam construction process. This is the way older barns were built.

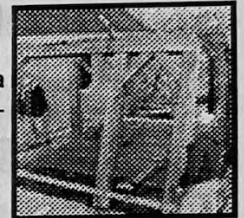


The REMC sky hook with Lynn Brown raises the lumber.

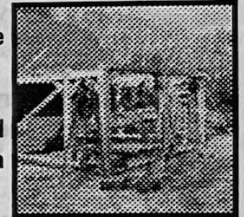
scale. The approach to the platform -- where Clay Sledd is standing -- is also being covered with planks. Shorter planks in the foreground will provide space for the upright cabinet containing the scale's brass slide that will ultimately determine weight.



More help from a sky hook in placing the uprights.



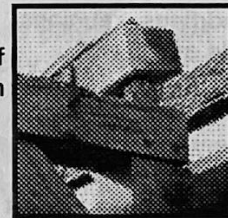
Bracing holds the uprights in place.



Brace post pinned with cross beam being placed.

The M-W-F crew unload the beams for the upright "post and beam" shed onto the completed platform of the scale. The matched mortise and tenon members were created during the winter months while the crew worked indoors.

Final pinning of the post and beam structure.



Photos By

Dan McCain



As Roy Patrick drills holes Brice Crowel drives the pegs to secure the mortise and tenon joints. While

CANAL FESTIVAL
JULY 2 & 3, 2011
 (Saturday & Sunday)
 Canal Park, Delphi
 Old fashioned festival in the
 1850s canal era.
 Children's games, food,
 trail walks, craftsmen,
 canal boat rides and carriage rides



PRESERVING ADAMS MILL

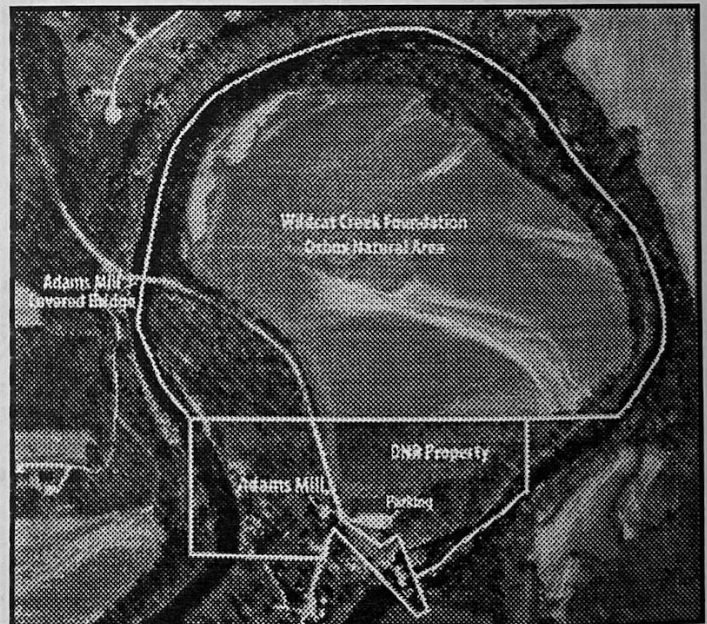
The public was invited to hear Judy O'Bannon speak about preservation of Carroll County's historic Adams Mill. They met in the community room at Don's Pole Buildings & Patio Garden in Cutler, Indiana on May 13, 2011 starting at 5:30 p.m.

The 1845 grist mill on Wildcat Creek near Cutler has always been a center of community activity even though it has been privately owned for 166 years. In its earliest period the mill was the center of the historic community of Bolivar, which was at the hub of early roads bringing grain to be milled. Also in the 19th century the mill served as a post office and Masonic lodge. Today festivals, weddings, reunions, school outings and other events are held at the mill.

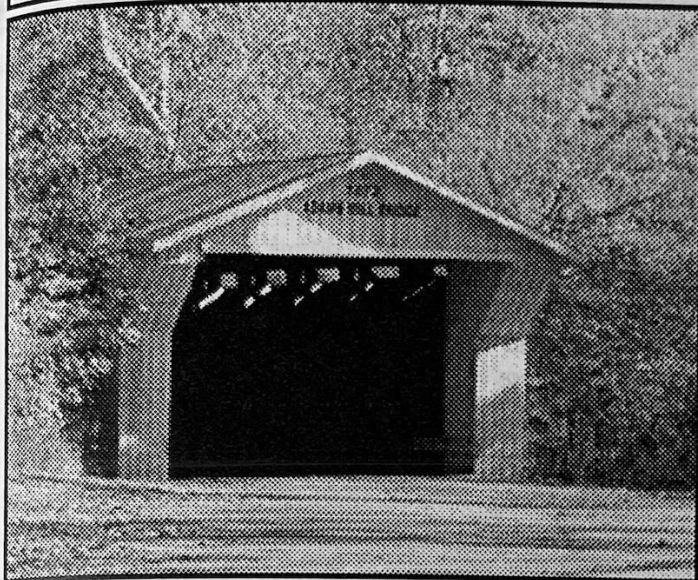
In 1831 John Adams chose the site on an oxbow of Wildcat Creek for obvious reasons. An oxbow is almost a complete circle wherein a stream nearly doubles back on itself. By digging a short millrace at the narrowest point upstream water flows with added force on the water wheel and into the downstream section. A sawmill was the first structure built by Adams. In 1845 he built the present grist mill by sawing huge timbers from trees found on the property.

Adams Mill is in remarkably good condition. The large, four story structure was built of wood timbers in the classic post and beam construction technique of that era. The milling equipment is complete and in operating condition. Flour and cornmeal can still be ground just as it was a hundred years ago, but in 1952 new health regulations closed all old mills in Indiana to commercial sales. From that date onwards Adams Mill became a museum. Wagons and old farming implements were added to help tell the story of producing and grinding wheat and corn.

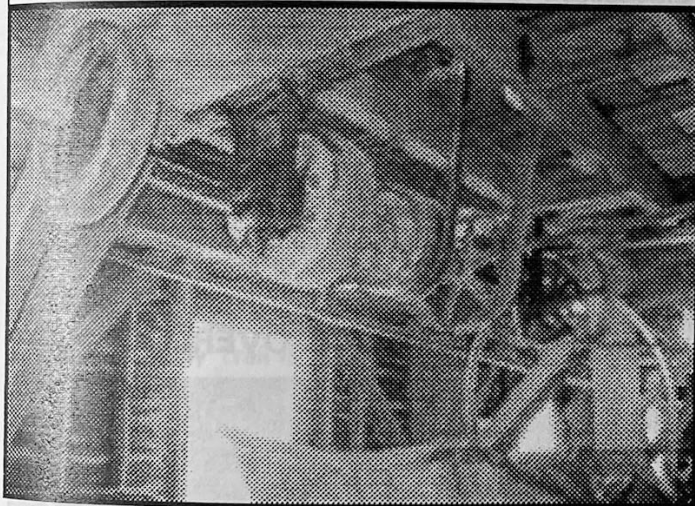
Today, all of the oxbow is open to the public. Within the last several decades the Indiana Department of Natural Resources (DNR) purchased land for a creek access site and put in a parking lot. More recently the non-profit Wildcat Creek Foundation purchased the remaining 70 acres of the oxbow bottomland to create the Adams Mill Oxbow Natural Area with several trails. At the far end of the oxbow the county's 1872 Adams Mill Covered Bridge crosses the creek and completed the picturesque rural scene on one of Indiana's premier creeks. Preserving the mill would be the crowning gem to this historic area.



During a current filming for her TV series called "Communities Building Community," which airs on WFYI in Indianapolis and PBS stations throughout Indiana and Kentucky, O'Bannon said, "Our common heritage is a natural uniter of people. Adams Mill stands for all the industry that grew up in Carroll County as towns devel-



Above: Adams Mill Covered Bridge
Below: Inside Adams Mill



oped, met the needs of their citizens, and became permanent. Historic preservation is about building community, not just rehabilitating old buildings. History, the present and future are all linked together. How are we going to get to the future? It is vital that we build community out of things of the past, and we need to involve the kids of the next generation."

Judy O'Bannon is the honorary chair of Adams Mill Inc. The organization includes recreation and education along with its historic preservation efforts. They are currently fundraising to acquire the mill. Future restoration will largely focus on fixing the broken dam on Wildcat Creek and the mill race leading to the water turbine beneath the floor of the Mill.

For more information
Call: (765) 238-2189 or (765) 564-2169
Visit their website at: www.adams-mill.org

WHITEWATER CANAL

GATEWAY PARK BLUEGRASS FESTIVAL

June 17-18, 2011

By Bob Hansen

The newly acquired Gateway Park in Metamora, Indiana is having its first bluegrass festival. The property includes 33 acres nestled in the magnificent Whitewater Valley owned and operated by the Whitewater Canal Byway Association. G.I. Ball, a life long supporter of bluegrass music, is organizing this event as a fund raising benefit for Gateway Park, which is intended to promote the economical development of the Whitewater Valley through tourism and awareness programs.

You and all your friends are invited to a wonderful weekend of toe tapping fun from 4 p.m. until 10 p.m. on Friday, June 17 and 10 a.m. until 10 p.m. on Saturday, June 18. Come and enjoy great traditional bluegrass music performed live and of course the best home cooked food in the valley. As always there will be jamming at the campsites following the shows. Parking and the festival are free; however, a \$10 donation at the gate would be much appreciated to help buy equipment for the park.

There are camp sites for rent in the park. Surrounding towns have motels and locally there are bed and breakfasts.

Scheduled to play are Vern McIntyre's Appalachia Grass, Kentucky 31, Wes Miller Band, Happy Valley Band, Homeward Bound, The Moving On Band, Clay County Boys, Patchwork, Dennis Barrett Band, Slate - Fall Band, The Peach Pickers and The Baggy Bottom Boys. Many more will be added to the schedule.

CENTERVILLE LIONS LEARN ABOUT WHITEWATER CANAL

Phyllis and Jerry Mattheis of Cambridge City talked about canals and scenic byways in southeastern Indiana at the Centerville Lions Club meeting on May 9. They were introduced by Lion Jim Resh, the brother of Phyllis.

They represented the Canal Society of Indiana and the Whitewater Canal Scenic Byway. They said there are three scenic byways in the area. They spent a lot of time describing how the Whitewater Canal was utilized. Beginning in Cambridge City, with a branch to Hagerstown, it extended down to Lawrenceburg, Indiana, after going through part of southwestern Ohio



Jerry and Phyllis Mattheis illustrated their talk for the Center-ville Lions with posters and maps.

around Harrison. The Whitewater Canal was only one of a series of canals either built or planned in the early 1800s. But, the railroad put an end to the canals even before some of them were completed.

GRAND LAKE ST. MARYS

Dick Kudner, President of the Maumee Valley Heritage Corridor, reported in *Heritage News*:

"Grand Lake St. Marys, which feeds some rivers that eventually reach the Maumee, became a 'dead' lake last year because of toxic algae. The lake is the largest man-made lake in Ohio and was built to supply water to the Miami and Erie Canal. Tim Lovert, President of the Lake Improvement Assn. reported 1,2000 property owners have now raised enough money to begin testing different ideas to remove the algae and reduce the amount of dissolved phosphorus coming into the lake."

MAUMEE RIVER CRUISES

The Maumee Valley Heritage Corridor is partnering again for the fourth year with the "Sandpiper" in offering 2 hour, narrated cruises on the lower Maumee River at Toledo, Ohio. The "Sandpiper" is a replica canal boat, which receives its power from a motor rather than a mule. Noted historian Fred Folger narrates the cruises pointing out sites along the Maumee, the largest river flowing into the Great Lakes, and telling their histories. Besides the Toledo skyline, towering grain elevators, the terminus of the (Miami) Wabash & Erie Canal and the lighted bridge, new sites to see are the reconditioned museum ship, Col. James M. Schoonmaker, and the new Hollywood Casino. Cruises cost \$18 or \$15 for persons who belong to any historical organization in the Maumee Valley. Reserve your seat: (419) 537-1212

Sunset cruises: Monday July 11, 7-9 p.m.
Monday, August 8, 7-9 p.m.
Labor Day Weekend: Sunday, September 4, 1-3 p.m.

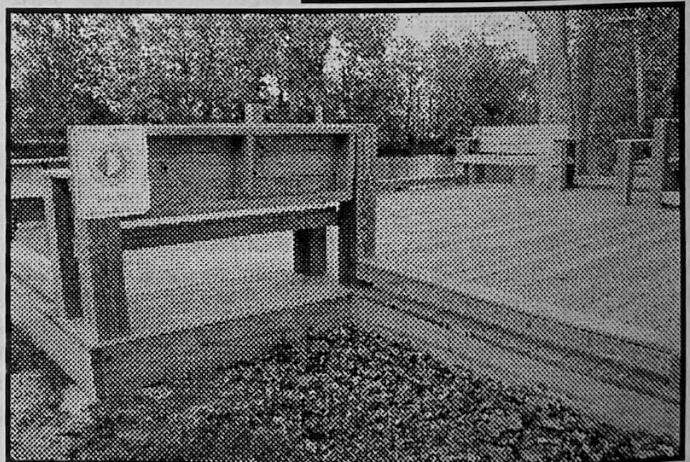
MORE CSI ARCHIVES

CSI headquarters has received four more folios from CSI member Linn Loomis of Newcomerstown, Ohio to add to his collections of folios in its archives. His pictures document the canals and structures in years past and can be used to judge any changes occurring to them over the years. We thank him for donating the following folios:

- Wabash & Erie - Miami & Erie Canal: Fort Meigs, Perrysburg, Ohio, And Toledo Metroplex Along Maumee River On Routes 20/65
- Wabash & Erie - Miami & Erie Canal: Independence Dam Near Defiance, Ohio On Route 424 and Locks 1 and 6 at Maumee Side Cut Park
- Introduction To Background On The Reservoir War In Relation To Paulding County, Wabash & Erie and Miami & Erie Canal History; Paulding, Ohio & Paulding County Historical Society; Six-mile Reservoir; Antwerp, Ohio; New Haven, Indiana With Gronauer Lock Discovery; New Philadelphia Library Display By Linn Loomis
- Defiance, Ohio Showing Lock 37 Replica, Historic Signage, Defiance And Delphos Libraries, Delphos Canal Art And Ottoville Scenes

HANGING ROCK OVERLOOK

An overlook is under construction on the Wabash River at Hanging Rock, a National Natural Landmark near Lagro, Indiana. A trail leads to Hanging Rock. There is a place to sign your name. P-Bob Schmidt



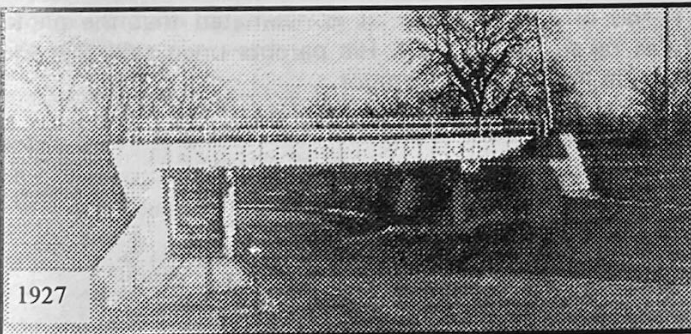
TOWPATH TO INTERURBAN

By Roger Goodland

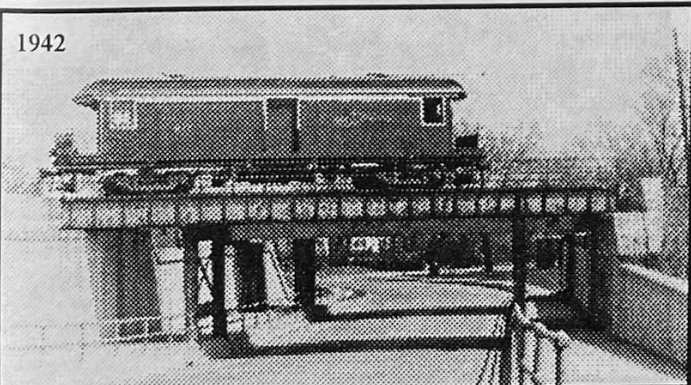
There are currently 61 miles of Fort Wayne Trails, with plans to extend the trails in every direction from the city's center to connect communities, attract economic development, and improve overall livability throughout the Fort Wayne and Allen County area. Created in January 2011, the trails systems of New Haven, Fort Wayne, and Aboite New Trails joined together to form Fort Wayne Trails, Inc., a dynamic, not-for-profit corporation dedicated to improving the quality of life for area citizens through the development of a regional multi-uses trail system. A press conference was held on May 12, 2011 at 11:30 a.m. to unveil the new Fort Wayne Trails brand and logo and to announce the new office location, as well as upcoming events/projects. Mayor Tom Henry and Commissioner Linda Bloom were featured speakers. [editor]

Two of the trails currently under construction are the Pufferbelly Trail and the Towpath Trail, the latter on the towpath of the old Wabash & Erie Canal. Information and pictures are being gathered to help with signage of these trails. Two Fort Wayne residents, Craig Berndt and Steve Bryan, sent interesting photos regarding two interurban railroads that once originated in Fort Wayne. Their rights-of-way will now be part of the Pufferbelly and Towpath Trails.

The railroad right of way for the first two miles of the Pufferbelly Trail is adjacent to a former interurban railroad that once went to Kendallville.



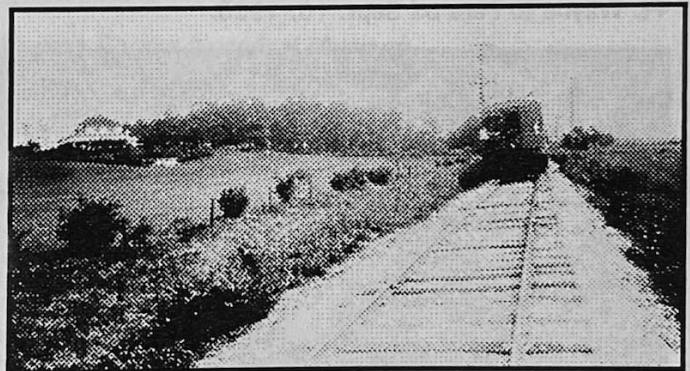
1927



1942

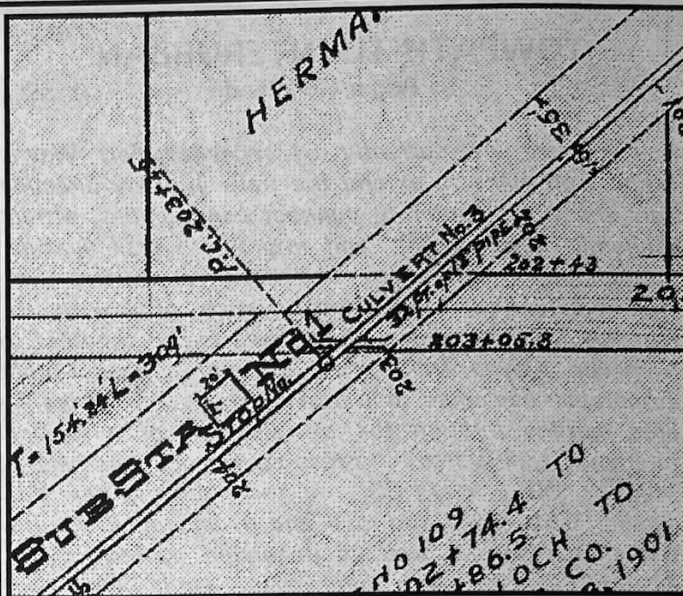
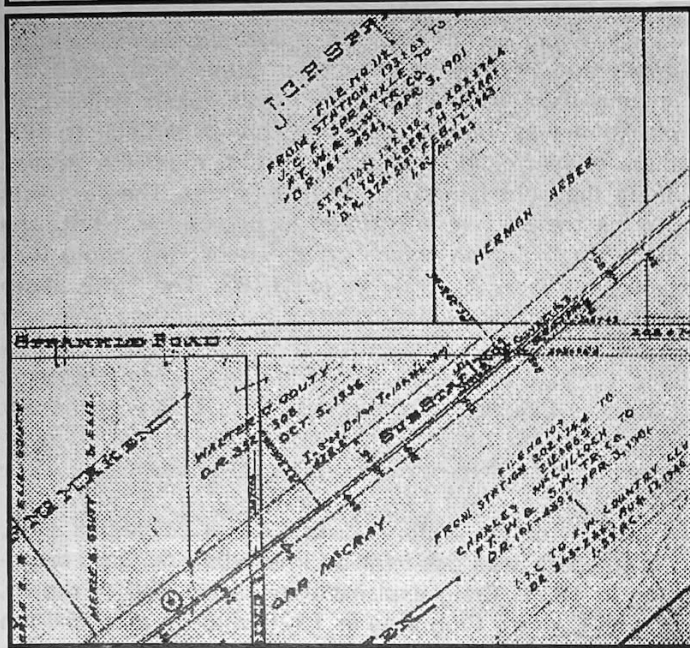
Craig Berndt says these two photos of the interurban and railroad trestles over State Blvd. Both are looking east. The 1927 photo was taken when construction was nearly complete. Though difficult to see, there is scaffolding and a pile of dirt under the trestles along the right (south) side of the street. The contracts for the trestles were awarded in September 1926, and since there are no leaves on the trees, the photo was probably taken in spring or fall 1927. The 1942 photo was taken three years before the interurban line was abandoned. The owner at the time was the Indiana Service Corp, predecessor to Indiana & Michigan Electric Co., now Indiana Michigan Power Co. This was the last interurban line, and freight motor 817 was the last interurban car operated out of Ft. Wayne.

After the Wabash & Erie Canal ceased to exist, the towpath was used for an interurban railroad, beginning in 1901. Craig explains that coach 379 at the Ft. Wayne Country Club stop in 1926 was on a special run (white flags denoted "extra" (unscheduled) trains. The tracks were super-elevated on curves to permit the cars to run fast through the curves. That's why it leans so much."



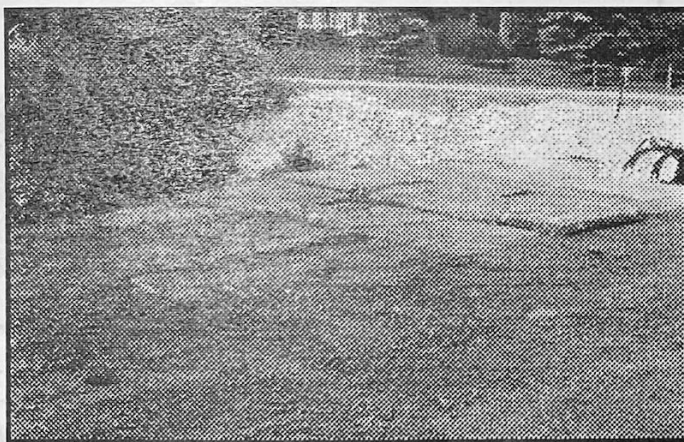
When a new drain was installed where the towpath crossed Covington Rd and is now part of the Towpath Trail, a foundation was uncovered. The following identifies this as the remains of "Substation No. 1"

Craig says the maps on the next page are scans of the official map of the Ft. Wayne & Southwestern Traction Co. The map was always a work-in-progress, so it is undated. Covington Rd. was Sprankle Rd. in 1901 when the FW&SW purchased the right-of-way on the south side of the road from Charles McCulloch. The company built an electrical substation and passenger shelter in the southwest corner of the road/interurban track crossing. According to the map, the substation measured 17 x 20 ft. The FW&SW was incorporated January 4, 1901, and opened the track from Huntingburg to Ft. Wayne on March 30, 1902. The FW&SW was sold to the Ft. Wayne & Wabash Valley Traction Co. on Oct. 28, 1904. The FW&WV was reorganized as

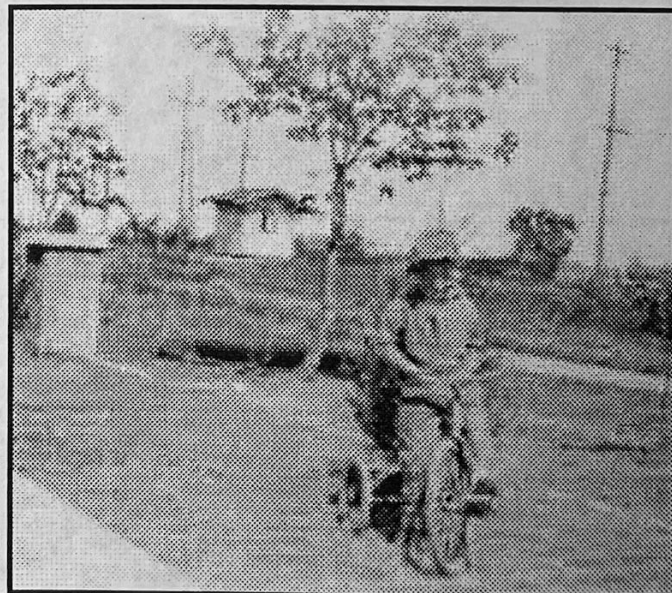
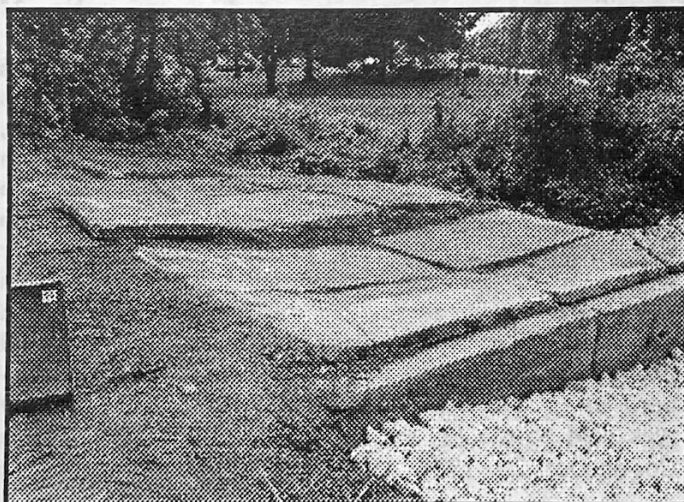


the Ft. Wayne & Northern Indiana Traction Co. on Feb. 25, 1911. The FW&NI was sold to its bondholders on Dec. 29, 1919, and they sold it to the Indiana Service Corp. on Jan. 15, 1920. ISC abandoned the line from Ft. Wayne to Peru on Sept. 10, 1938.

The previous two photos were taken recently by Roger Goodland of the foundation of Substation No. 1 at Covington Rd. This is the only visible evidence on the Towpath Trail that it was once was a railroad, and it presents a great opportunity for the Greenway Consortium to put to some future use.



Steve Bryan, who once lived near the towpath, and has made a large replica of an interurban car said the last photo is of the station that was located at the end of Suburban Drive in Fort Wayne. Although not a very good picture, one can see the station appears to be open on the south side. The little boy on the tricycle is Bob Rietdorf who lived at that location. Based on his age now, it is estimated that the photo was taken about 1930. His parents once said that the station had a stucco exterior.



Fourth of July

"Alvin Harlow remarked in his *Old Towpaths* that ever since the dedication of the Erie Canal had taken place on July 4, 1817, it had become 'almost an ironclad custom to begin internal improvements and especially canal jobs on the nation's birthday. The canal project which did not turn its first earth on the Fourth was considered to have made a bad start.'"

Kalata, Barbara N. *New Jersey's Morris Canal* Morris County Historical Society: Compton Press, 1983.

- 1817 Erie Canal ground broken at Rome, NY
- 1818 Pennsylvania Canal ground broken at Berwick, PA
- 1825 Ohio & Erie Canal ground broken at Heath, Licking Co., OH.
Hampshire & Hampden Canal ground broken in Massachusetts
- Farmington Canal ground broken at Granby, CT
- 1826 Delaware & Ohio Canal ground broken in Pennsylvania
- 1828 (Potomac) Chesapeake & Ohio Canal ground broken near present day Lockhouse 6 and also broken for Baltimore & Ohio RR
- 1835 Wabash & Erie Canal opened to Huntington, IN
- 1836 Illinois & Michigan Canal ground broken at Bridgeport, IL

CANAL EXHIBITS TO VISIT

WABASH & ERIE CANAL

Evansville Museum

411 S.E. Riverside Drive, Evansville, Indiana
(812) 425-2406 www.emuseum.org
Some canal information, school tours

Historic Forks of the Wabash

3011 W Park Dr, Huntington, IN
(260) 356-1903 www.historicforks.org
Canal exhibit, trail along W&E Canal and Wabash River

Miami County Museum

51 N Broadway, Peru, IN
(765) 473-9183 www.miamicountymuseum.com
Some canal information, school tours, walk along Wabash River nearby has Wabash & Erie Canal signage

Riehle Plaza

Amtrak Station, Big Four Depot

Second Street, Lafayette, IN
(800) 872-7245
Canal exhibit, railroad track on top of canal bed

Roanoke Area Heritage Center

102 W. 1st St., Roanoke, IN
Wabash & Erie Canal exhibit, marker for Dickey Lock nearby

The History Center

302 E. Berry Street, Fort Wayne, IN
(260) 426-2882 www.fwhistorycenter.com
Canal exhibit, school tours

Wabash & Erie Canal Park

Canal Conference/Interpretive Center

1030 N. Washington St., Delphi, IN 46923
(765) 564-6572 www.carlnet.org/canal
Huge canal museum, canal era village, canal boat ride, school tours, 7 miles of trails, festivals

Wabash County Historical Museum

36 E Market St, Wabash, IN
(260) 563-9070 www.wabashmuseum.org/
Canal exhibit, school tours

WHITEWATER CANAL

Cambridge City Public Library History Room

33 West Main Street, Cambridge City, IN
(765) 478-3335 www.cambridgecitylibrary.com
Canal artifacts exhibit, Vinton House canal inn and exhibits nearby, yearly canal festival

Canal House

111 E 4th Street, Connersville, IN
(765) 825-0946
Canal exhibit, tours

Fayette County Historical Museum

103 Vine Street, Connersville, IN
(765) 825-0946
Canal exhibit

Nettle Creek Valley Museum

96½ E Main Street, Hagerstown, IN
(765) 489-4005 www.waynet.org
Canal exhibit, tours, canal marker on SR 38

Whitewater Canal State Historic Site

19083 Clayborn Street, Metamora, IN
(765) 647-6512 [www.in.gov/ism/StateHistoricSites/Whitewater Canal](http://www.in.gov/ism/StateHistoricSites/WhitewaterCanal)
Canal exhibit in operating grist mill, canal boat ride, Duck Creek aqueduct, cut stone locks, canal trail, Canal Days festival

Whitewater Valley Railroad Museum

PO Box 406 Connersville, Indiana 47331
(765) 825-2054 www.whitewatervalleyrr.org/main.php
Train ride along canal route from Connersville to Metamora seeing canal and locks

CENTRAL CANAL

Indiana State Museum

650 W Washington St, Indianapolis, IN 46204
(317) 232-1637 www.in.gov/ism/
Canal exhibit, walk along revitalized Central Canal, paddle boats and gondolas on canal, school tours





Portrayers of old Covington, Indiana residents stand in front of monuments at Oak Grove Cemetery. Photos by Sharon Roberts

COVINGTON'S HISTORY RISES FROM THE GRAVE

Thanks to Terry and Ann Bodine, CSI members from Covington, Indiana for information and pictures.

On May 6, 2011, from 1-4 p.m. Covington, Indiana held its third annual Cemetery Walk sponsored by the Fountain County Genealogy Society and the Fountain County Art Council. After the first year's success at Oak Grove Cemetery, the following year's walk was held at Prescott Grove Cemetery. Residents buried in the cemetery were portrayed by local citizens who prepared historically accurate accounts based on census information, history books, obituaries, old newspaper articles and other sources. The researchers found so much information to present that the scripts ran overtime.

This year the walk returned to Oak Grove Cemetery, which contains some centuries-old tombstones, before which presenters stood telling about life 150 years ago in Covington. They were dressed in 19th century garb. Their scripts were shortened to three-to-five minutes to keep the program's length to under an hour.

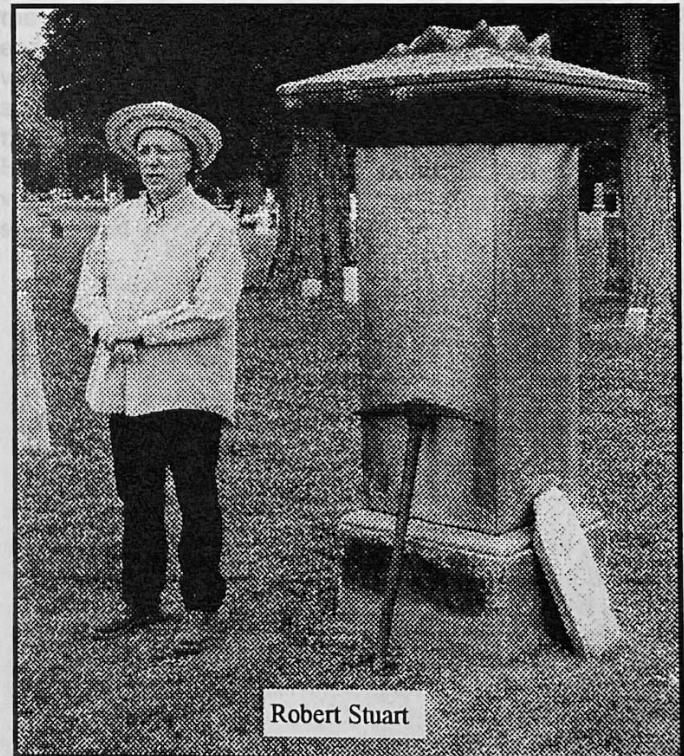
Attendees met at the Fountain County Clerk's Building and Museum at 516 Fourth Street in Covington to purchase their \$7 tickets. They were then transported by a horse-drawn wagon or in a van to the cemetery to see 11 gravesites with 15 individuals.

Two canawlers were among those featured. The first was Joseph L. Sloan and his wife, Mary Jane (Sewell) Sloan. A "Canawlers At Rest" article in the May 2011 *Hoosier Packet* detailed his life and the article was used by the presenter as background information.

The second was Robert Stuart, who worked on



Mary and Joseph Sloan



Robert Stuart

the canal. Upon his death his friend, another canal worker, took a stone from the canal and made it into a headstone for Stuart.