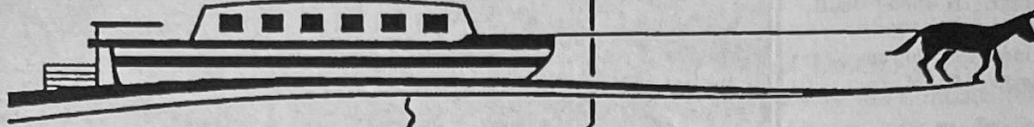


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REMNANT OF THE PAST



Photo Bob Schmidt

A watered portion of the Wabash & Erie Canal can still be seen at Francisco in Center township, Gibson county, Indiana.

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REMNANT OF THE PAST

On the balmy Monday morning of July 29, 2013, Bob and Carolyn Schmidt, CSI president and editor, took a trip to several Wabash & Erie Canal sites in Gibson county, Indiana. One of the stops was at Francisco on a section of canal that is watered for over a mile. This section was purchased a few years ago and they wanted to see if any development or destruction to the canal had occurred. It was found unaltered and a great example of the width of the original canal. Although its water was covered with small plants, sun shone brightly upon it and it glistened. It ends at a paved road on the outskirts of Francisco and has

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been filled in toward the town. At this end is a sign showing the route of the canal from the Ohio/Indiana state line to Evansville, Indiana. Although the sign Wabash & Erie Canal peeks through the surrounding grasses, they hide most of the information. Since Bob did not have boots or equipment with him to cut back the grasses, the sign will probably be hidden even further this year. Photos by Bob Schmidt

Another road to the right of the sign parallels the canal for about a half mile. The canal can be seen through the trees along its prism. Wild flowers bloomed, cattails grew at the shallow end, and frogs, insects and birds were heard.

CANAWLERS AT REST

SAMUEL DODSON

b. October 18, 1818
d. May 23, 1890

By Carolyn I. Schmidt

Samuel Dodson was born on October 18, 1818 to Jeremiah and Arletta (Brown) Dodson in western Tennessee. He was the fourth of their ten children of which nine grew to maturity. His parents, from Scotland, moved to Tennessee in colonial times. His father was a minister, who preached the gospel and who also practiced medicine.

Samuel and his siblings were sent to the common schools. At an early age he became a contractor. Little more is known about his early life.

Meanwhile in 1824 Col. Thomas H. Blake of Vigo county, Indiana was a member of the county legislature. While serving in this position he made many trips to Corydon, which was the capital of Indiana until 1825. There he introduced the first measure to investigate building a canal from Lake Erie to the Wabash River. He gave a long and able report that said since Terre Haute was the head of navigation on the Wabash River, it should have a canal to transport things from the river to Lake Erie. After much discussion about what route this canal might take, the canal act was passed by the legislature in January 1830. Ground was broken for the Wabash & Erie Canal in Fort Wayne, Indiana on the 100th anniversary of George Washington's birthday, February 22, 1832. By 1840 the canal was completed from the Indiana/Ohio state line to Lafayette.

The citizens of Terre Haute saw that farm produce was sold in Lafayette for double of what they were receiving locally. They wanted the canal completed from Lafayette to their town. Although it looked like it would be built along the line previously suggested, Col R. W. Thompson, who was in the 1840-41 legislature, advocated building a railroad instead of the canal, even though much

work had already been done on it. Citizens of the county didn't have faith in the technology of railroads and voted to finish the canal.

In 1844 Samuel Dodson moved to Terre Haute, contracted to build several of the railroads running into the town. In 1847 an agreement was made with the canal bondholders to extend the Wabash & Erie Canal to Evansville. Around this time Samuel took on an extensive contract to build the canal at the summit level near Lockport. Lockport was located about ten miles southeast of Terre Haute. The canal contracts were for sections 1/2 mile in length. The list of W & E contractors found in the Indiana State Archives shows that Samuel Dodson, David B. Dodson, and Hiram S. Hanchette held the contract for section 221 and that Samuel Dodson also held the contracts for sections 219 and 220 by himself. All of these contracts were for south of Terre Haute.

Lockport, which is now called Riley, did not exist before the canal was built. Since there were several locks being built in that vicinity, the town was laid out on land owned by Nathaniel Donham during canal construction. The first stores in the new town were opened by a grocer and whiskey seller named Manning and J. W. Penn. Samuel Dodson opened two general merchandise establishments. This town did a booming business from 1847-1850 and was considered one of the best trading points up to the time the canal was closed. Then there was about a two-year period when business was quiet until the Terre Haute & Worthington railroad opened a station in the town.

On January 25, 1845 Samuel married Martha E. Witty in Putnam county, Indiana. She was of Scotch descent, the daughter of John Witty, and was born in North Carolina on April 16, 1825.

In 1848, when Peter McKenna came from New York to Terre Haute to work for Samuel, he found that no work had been done on the canal through the town limits. When completed it came into town from the north along the city cemetery, now Woodlawn Cemetery, and ran close to the river bank to the foot of Mulberry Street, then turned east on Eagle Street, then rounded a bend to the north to Canal Street, then east on Canal Street to Tenth Street, then down Tenth Street to Oak Street and finally headed south-easterly, passing out of town. Water was finally turned into the canal in Terre Haute and the line boats E. A. Hannegan and the G. R. Walker arrived on October 25, 1849.

On May 1, 1850 water was let into the first portion of the Cross-Cut from the Eel River Dam to Terre Haute. This is the portion that Samuel had worked on. In June 1850 the Iolus (Oleus), a line boat, left town via "the raging

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canal" with Captain Spear, canal officers, prominent citizens and a cannon on board headed for Eel River Dam. The first regular Terre Haute packet or passenger boat on the canal was Captain David Dodson's "Eliza." Next was Samuel Dodson's "Eliza Jane," but the boat was so small that there was only room to paint the word "Eliza" on it. So two "Elizas" floated through Terre Haute.

At the time the canal reached Terre Haute, its superintendent was K. B. Osborn and its resident engineer was William J. Ball, who was the first civil engineer to come to Terre Haute. He came in 1840 because of the canal and went on to work as chief engineer on several early railroads. One of its canal trustees was Thomas Dowling. A short time later the canal was completed to the reservoir junction. Although the canal was opened all the way to Evansville, Indiana in 1853, the canal era in Terre Haute was basically from 1850-1860 — a mere ten years. Its last two years of operation were only for local trade between Terre Haute and Worthington. The Rothchilds had abandoned the project in 1858 and, had it not been for Chauncey Rose and the company he organized with W. D. Griswold as vice-president and Gen. Charles Cruft as treasurer, it would not have had its life extended those two years. After that the Wabash River washed out its west

bank and ended the canal forever.

Construction of the Wabash & Erie Canal and building railroads were not the only interests of Samuel Dodson. Soon after the canal was completed he "saw money in the show business." He leased the Corinthian hall located at the northeast corner of Third Street and Wabash Avenue and produced the town's first play, "Uncle Tom's Cabin." He mainly relied on local talent. The daughter of railroad engineer, Billy Baugh, played "little Eva" and Samuel's son was cast as the baby, who had no speaking part. He conducted the play for several years and was a very successful manager. It can be seen that it was a powerful drama, for fifty-five years later it was still running in Terre Haute.

In May 1853 Terre Haute had its second election and Samuel was elected marshal. He was re-elected to that position in May of 1854-55-56. He served 4 one year terms. He was replaced by C. M. Crooks in 1857.

While serving as marshal three of Samuel and Martha's children were born. George C. in 1852, Florence E. in 1854, and Emma O. in 1855

Samuel Dodson's Family						
Name	Birth	Place	Death	Place	Marriage	Place
Jeremiah Dodson		Scotland				
m. Arletta Brown Dodson		Scotland				
A.						
B.						
C.						
D. Samuel Dodson	10-18-1818	Western Tennessee	5-23-1890		1-25-1845 Putnam, IN	
m. Martha E. (Jane) Witty Dodson	4-16-1825	North Carolina	D. 11-28-1907	Bur. 12-30-1907	1-25-1845 Putnam, IN.	
1. Mary Dodson King	1849					
m. Thomas King	1847					
a. Catherine King	1868					
2. George C. Dodson	1852	Terre Haute, IN			10-21-1879	
m. Elvira Armstrong					10-21-1879	
a. Bertha Dodson						
b. Emma Dodson						
3. Florence E. Dodson Crapo	1854		7-?-1936	Terre Haute, IN		1873
m. George W. Crapo M.D.	8-31-1852	Sullivan co., IN				
a. Edna Crapo Hyneman						
b.						
4. Emma O. Dodson Davis	9-23-1855	Terre Haute, IN	9-23-1881			
m. Daniel N. Davis						
m.2 Maggie D. Strout Davis	9-6-1856	Fairmount, W. Virginia				3-4-1883
a. Anna C. Davis Johnson						
b. Paul Hyde Johnson						
c. Charles S. Johnson						
E.						
F.						
G.						
H.						
I.						
J.						

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Samuel also served three terms as tax collector and was a street commissioner. He belonged to the Whig Party and became a Republican when the Whig Party ended. He and Martha were members of the Methodist Episcopal Church in Terre Haute.

In 1855 Samuel and Martha were living at the corner of Fifth and Eagle streets in Terre Haute. Their daughter Emma was born in this house.

The 1859 *Indiana State Gazette* shows Samuel as a constable. He was living on 8th Street between Poplar and Swan Streets in Terre Haute.

The U.S. Federal Census of 1860 lists Samuel's occupation as Express. His personal estate was valued at \$300. Living with Samuel were his wife and children Mary Dodson age 11, George C. Dodson age 8, Flora (Florence) Dodson age 7 and Emma E. Dodson age 4.

The 1870 census lists his occupation as Huckster (peddler) with a personal estate of \$300. Living with Him was Martha and their son George, who was a clerk in a grocery, Flora and Emma who were in school, and Thomas & Mary Dodson King and their daughter Catherine King. Thomas was a railroad fireman.

In 1873 Flora (Florence) E. Dodson, Samuel's daughter was married to Dr. George Crapo in Terre Haute. George was the son of Silas Crapo. George was born in Sullivan county, Indiana on August 31, 1852 and moved to Terre Haute with his parents at age 14 in 1866. After finishing public school he was a clerk in a drug store for two years. There he became interested in medicine. He studied with Dr. J. E. Link for three years and entered the Ohio Medical College at Cincinnati in the fall of 1873. He was graduated on February 28, 1875. He set up practice in Terre Haute. He and Florence had a daughter, Edna Crapo Hyneman. They belonged to the Congregational church. He was a Democrat and served on the city council. George was also a Mason.

Sometime in the middle to late 1870s Emma Dodson, another of Samuel's daughters, was married to Daniel N. Davis. Dan, as he was best known, was born in Wales, came with his parents as a young child to Youngstown, Ohio, and after being there briefly settled in Terre Haute. After a public school education he attended Garvin's Commercial College and then became employed for a year at the old nail works. He then worked in a retail grocery on the corner of Seventh and Main streets until accepting a position as bookkeeper with the old Wabash Iron Company. He remained there for twenty-six years before starting a coal business in 1900. He was so

successful that he incorporated his business in 1905 as the Dan Davis Coal Company.

Emma's marriage to Dan was cut short by her death on September 23, 1881. She was only 26 years of age. The 1880 census shows that they had no children. Her early death may have been in child birth. He then married Maggie D. Strout on March 4, 1883.

George C. Dodson, Samuel's son, married Elvira Armstrong on October 21, 1879. George had attended the Terre Haute public schools and at first was employed as a salesman in a general store. After working there for six years, he became a partner in the firm. Two years later he went into the produce trade after which he became a wholesale dealer in junk, wood and coal. Elvira was of Irish/German descent and was the daughter of John Armstong. George and Elvira had two children, Bertha and Emma, and were members of the Methodist Episcopal Church. George was a Republican, a member of the K. of P. and K. of H., being the treasurer or the latter for eight years. He also served for several years as director of different building and loan associations.

The 1880 census shows Samuel as a Junk and Produce Dealer. He and his son George were probably working together in this business at that time. Samuel was with Martha and all the children were on their own.

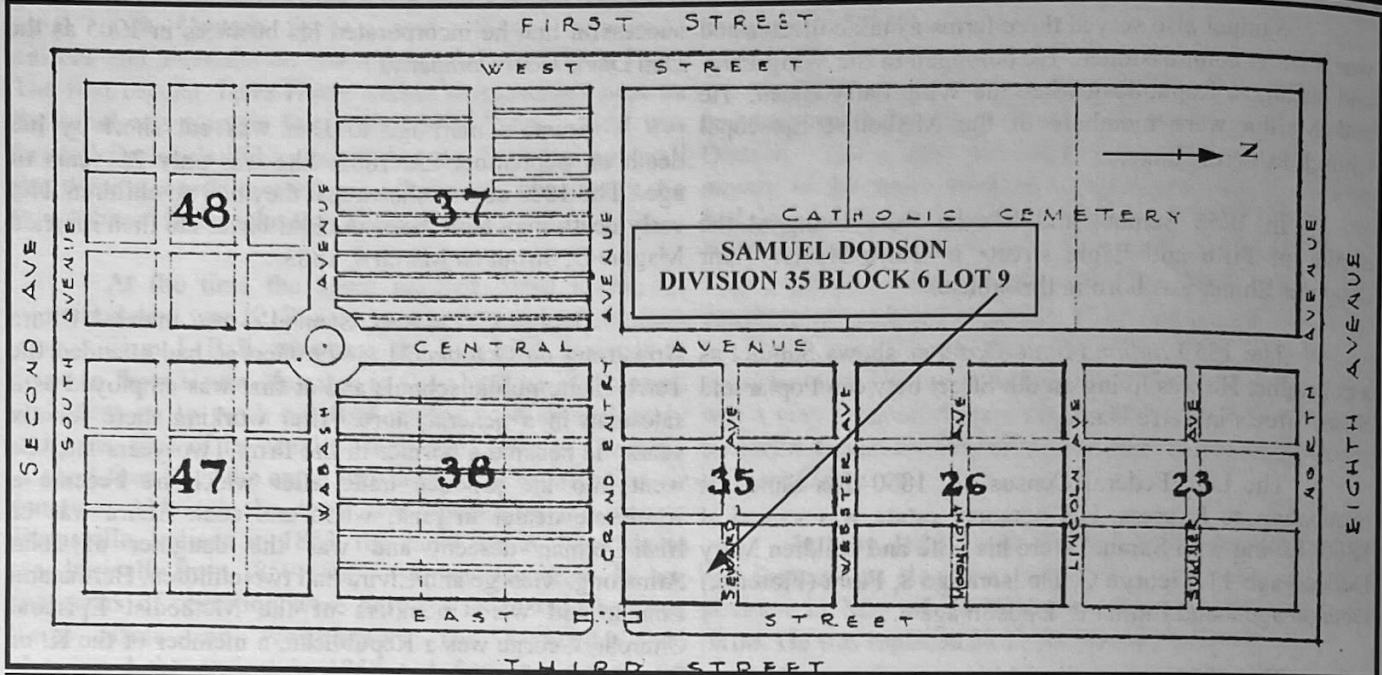
Samuel Dodson passed away in his home in Terre Haute on May 23, 1890. He was laid to rest in lot 9, section 6, division 35 of Woodlawn Cemetery, which was located on Third Street in Terre Haute, on May 25, 1890.

He had many personal friends and business associates who attributed the secret to all of his successes in all the things he undertook to his "rare versatility of talent, and [that he] easily became master of the work before him" according to the *History of Vigo County, Indiana*.

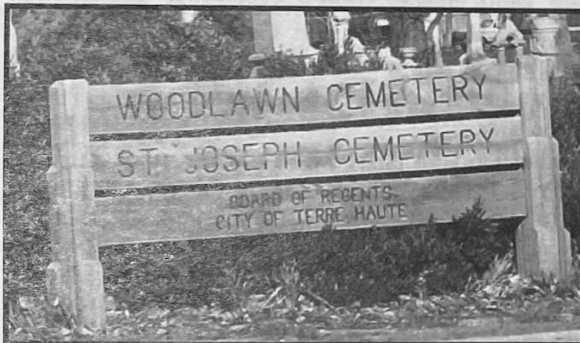
Martha E. (Jane) Witty Dodson, Samuel's wife died on November 28, 1907 according to the large Dodson marker. However the cemetery's ledger says she was buried in the Dodson plot on December 30, 1907. We believe the ledger should read November 30, 1907. Perhaps the E. in her name stood for Eliza. Did Samuel name his canal boat "Eliza Jane" after his wife?

While searching for Samuel's grave, Sandy and Leon Billing, CSI members from Terre Haute, also found another Samuel Dodson buried in Division 37 Section 6 Lot 197 of the cemetery according to cemetery records. He died at age 23 in 1869. A headstone on or near this lot is unreadable. How he is related to our subject is uncertain.

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Samuel Dodson died on May 23, 1890 and was buried on May 25, 1890 in City (now Woodlawn) Cemetery in Terre Haute, Indiana. The Dodson family plot marker shows Martha Jane on one side and Elijah Dodson on the opposite side. Samuel has no headstone, but there are newer headstones for Martha, Elijah and John Dodson.



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Special thanks to:

Sandy & Leon Billing, CSI members from Terre Haute, for locating Samuel's grave and taking pictures for this article.

The staff at Highland Lawn Cemetery where records for Woodlawn Cemetery are kept

WOODLAWN CEMETERY

THIRD STREET

TERRE HAUTE, INDIANA

Top left: Sign outside Woodlawn Cemetery

Bottom left: Entrance to Woodlawn Cemetery with old office that is no longer used

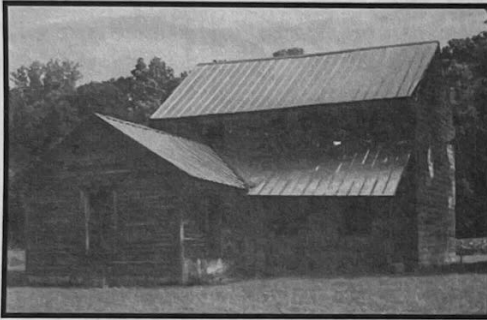
Center: Dodson family plot marker

Photos by Sandy Billing

**THE FINNEY FAMILY
AND THEIR WABASH & ERIE CANAL CONNECTIONS**

By Charles Davis

Joseph Finney Sr., son of John and Ruth Loyd Finney, was born April 2, 1765 in Newcastle county Delaware. From about 1785 to 1825 he lived in Surry county, North Carolina, and Grayson county, Virginia He was a school teacher and taught in the above places. In 1826 he with his second wife and his two youngest children, Richard K. and Margaret, moved to Parke county, Indiana, buying land from the U.S. government in Penn township described as the W½ SW¼ Section 2 Township 16, Range 8. Deed Record 107-49



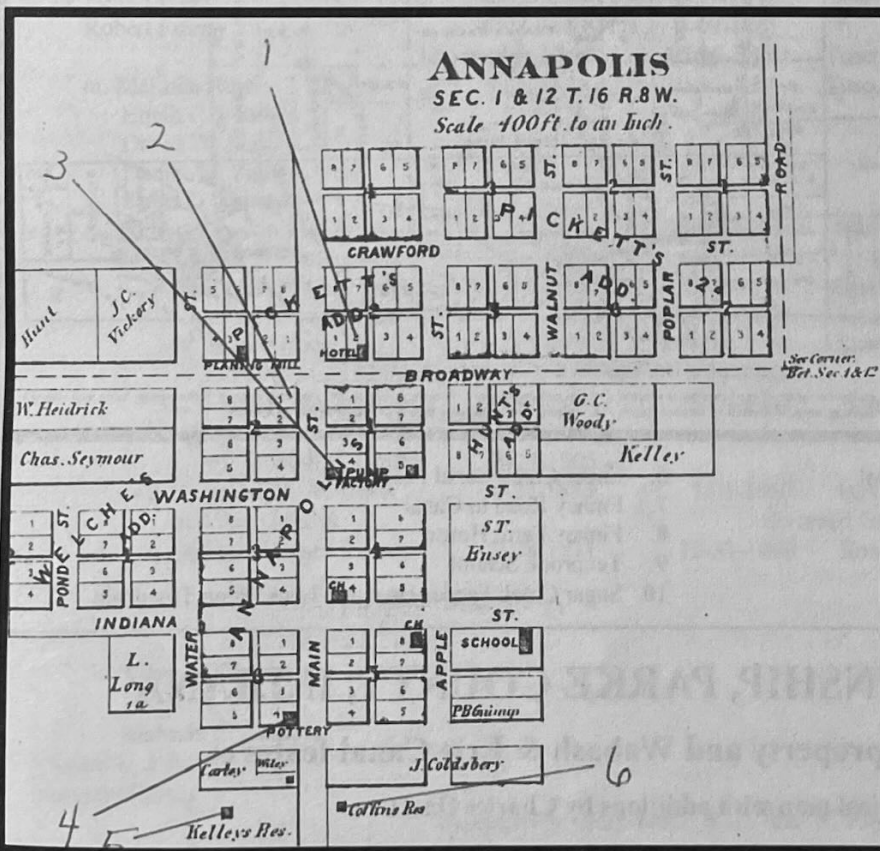
Joseph Finney Sr. built this log home in 1826. Later wooden siding was put over the logs. It is at the dead end of 200 W. Photo Charles Davis

county, Tennessee. While there he served during the War of 1812 in the 2nd Surry Regiment, North Carolina. Around 1815 he and all of his family left Surry county after the war and went to Lawrence county, Indiana. From there they moved to Parke county and settled next to his father in Penn township, also buying land from the government in 1830. They were located about a mile and a half northwest of Annapolis, Indiana. In 1842, Joseph Jr. bought one half interest in lot #1 block #2 in Annapolis from Joseph A. Wright, leaving Thomas Woody as his partner. This shows us what kind of business was conducted by them. Thomas Woody was Annapolis' first merchant and first blacksmith in the town. In 1827, Mr. Woody made all the irons in the first Armiesburg mill for Abner and Jonathon Cox, hunted and fished with Miami Chief Johnnie Green at his village on Leatherwood creek, cleared and cut logs for the first court house in Rockville, and, in 1856, pioneered the town of Tuscola, Illinois starting with one house, which he built. From the description, lot #1 Block #2 probably was a store and blacksmith shop.

After the canal opened up through Parke county in 1848, Joseph Jr. bought out the interest of Mr. Woody on the above lot on October 26, 1849. Then that same day he sold his part to Samuel T. Ensey. Deed Record 11/521-522

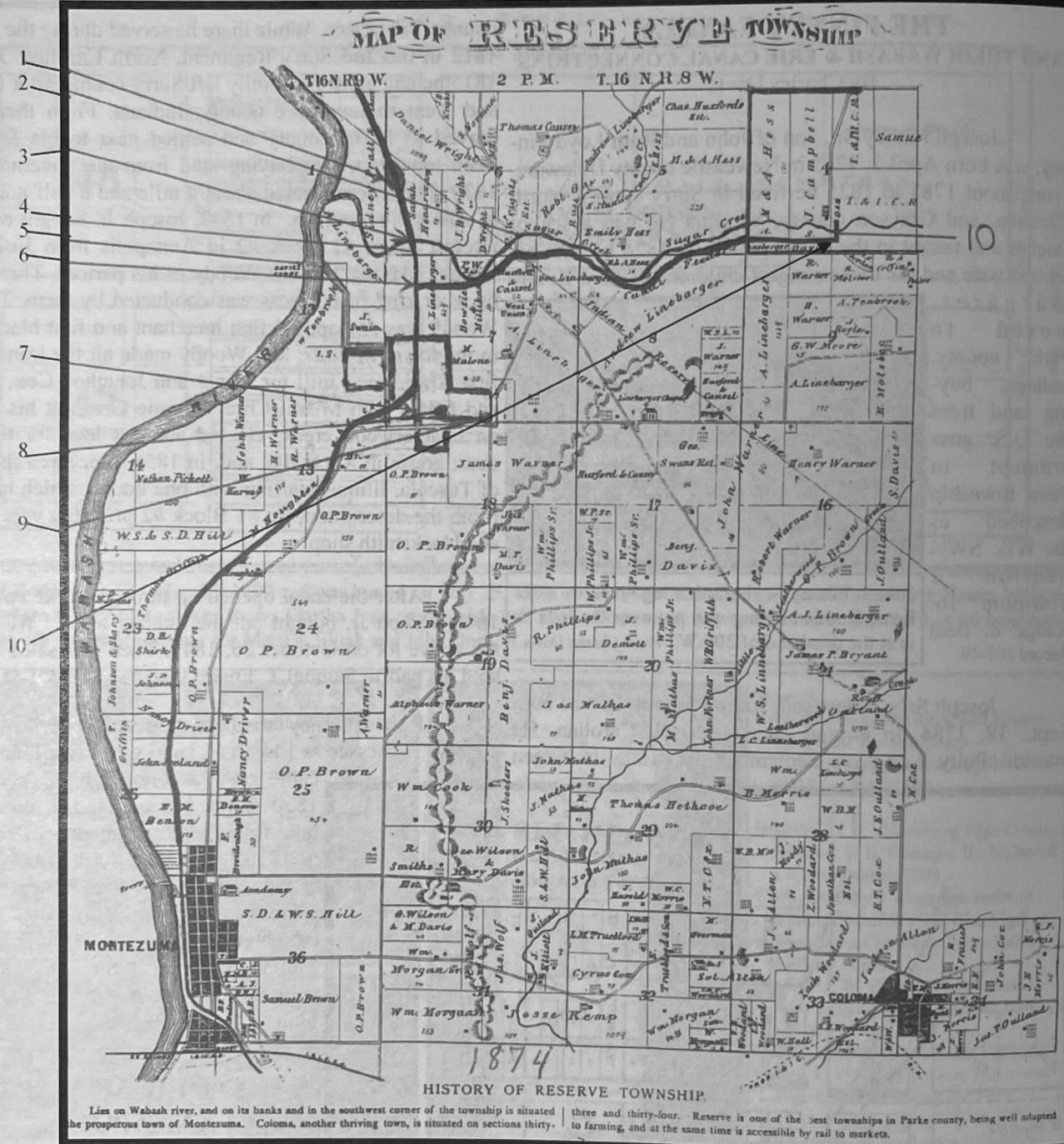
Joseph Sr's. oldest son, Joseph Finney Jr. was born Sept., 18, 1784, in Orange county, North Carolina. He married Polly Long on September 10, 1805 in Green

county, Tennessee to Joseph Jr. and Polly Long Finney. He came to Parke county with his parents in 1830 at the age of 24. He too bought land from the government on December 6, 1830, which was located next to his father's farm. D. R. 2/275 Robert married Malinda Hunt on May 10-1835, the daughter of Zimri and Mary Dix Hunt. Malinda grew up in Sugar Creek township around Hunt's Mill that her father built



**HISTORICAL MAP OF
ANNAPOLIS,
PARKE COUNTY,
INDIANA**
With additions by Charles Davis

1. Samuel T. Ensey Hotel
2. Thomas Woody & Joseph Finney Jr. store and blacksmith shop
3. Joseph A. Gurley pump factory
4. David L. & Ranson G. Atcheson pottery
5. Joseph Cannon grew up here, Wm. P. Stanley built the house
6. Coffin underground railroad



RESERVE TOWNSHIP, PARKE COUNTY, INDIANA

Showing Finney property and Wabash & Erie Canal features

Historical map with additions by Charles Davis

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in 1830. The mill later became known as Wilkens mill.

Robert's son, Robert Johnson Finney, was born on his father's farm on December 10, 1844. On November 25, 1859, Robert, the father, bought a farm in Reserve township, consisting of 204 acres for \$7320 from William Tenbrook. D.R. 19/300 The Wabash and Erie Canal ran through the middle of this farm.

William Tenbrook's father, William Tenbrook Sr., is the man who named the town of Annapolis in 1826. This is where Robert Johnson Finney worked and grew to manhood on the farm and canal.

Farming was prosperous here and the canal brought them wealth. There was a canal "wide water" at this point that was contained by a bluff on the east side or berm side of it that contained the water. On the map at number 5 you can see a road going north to the wide water for shipping from the farm. Number 6 was high land where the Finney farm house stood and number 9 was the location of the local school, a one acre lot excepted in the land deed

above. This school was deeded to the township trustees on August 14, 1858 by William Tenbrook. D.R. 17/582.

On March 9, 1861, Robert Finney died and was laid to rest in the Linebarger cemetery. There is no obituary or cause of death known. His estate was probated and recorded in Book 21, page 208. His wife Malinda vs. Adult children, Elijah C., David W., Daniel W., and Minors: Zimri D., Robert J., Mary E., Joseph H., and Malinda C. each got a share. They didn't start selling the estate until October 20, 1865 at which time they sold the 160 acre farm in Penn township. They kept and operated the farm in Reserve township until November 14, 1868 when they sold the 62 acres on the west side of the Wabash and Erie Canal to Andrew Linebarger for \$4,000. D. R. 27/574 Then on November 16, 1868, Malinda, Robert's wife, sold the farm home and the 62 acres on the east side of the canal to Charles and Benjamin Huxford for \$6,450 along with other parcels. D. R. 29/1

When the Civil War began, Robert Johnson Finney worked on the Finney farm until February 13, 1865 when

Name	Birth/Place	Death	Burial/Place	Marriage
Joseph Finney Sr.	4-02-1765 DE	1835	Rawlins Cem. Parke Co. IN	
m1. Rachel Barkey		1800 before		
m2. Ann	1773			
Joseph Finney Jr.	9-18-1784 NC	3-18-1867	Linebarger Cem. Parke Co. IN	
m. Polly Long	4-02-1786 VA	9-27-1872	" " " " Green Co. TN	9-10-1805
Robert Finney	8-23-1886 TN	3-09-1861	" " " " " "	
m. Malinda Hunt	removed and buried in 9-28-1815	10-16-1896	Tuscola, IL	
Elijah C. Finney		10-16-1896	Tuscola, IL (parents Zimri and Mary Dix Hunt)	
David W. Finney				
Daniel W. Finney				
Zimri D. Finney				
Robert Johnson Finney	12-10-1844	12-11-1912	Bloomigdale, IN	
m1. Melissa D. Thompson	2-09-1845	9-04-1909	" (father Morris Thompson of Lodi)	7-08-1867
Infant daughter	7-25-1868	7-27-1868	Rawlins Cem. Parke Co. IN	
Charles Edward Finney	4-29-1869	9-13-1954	Tucson, AZ	
m. Jessie Groce	11-30-1871	1-14-1952	San Diego, CA	6-20-1895
Dorothy Mildred Finney		infant 6-11-1898		
Charles Wesley Finney	11-30-1899	5-14-1948	San Diego, CA	
m1. Helen Gladys Cline	4-00-1898			divorced 5-10-1921 3-10-1921
m2. Beulah B. Birden	3-23-1905			6-30-1928
m2. Gertrude M. Atkinson	4-27-1883	7-01-1960	Bloomigdale, IN	12-01-1910
m. Wm. Griffith			divorced Griffith 6-17-1925 and took back Finney name	
Robert Howard Finney	9-28-1911	12-31-1969	Roselawn, Terre Haute	
m.				
Jane Finney				
Michael Finney				
Mary E. Finney				
Joseph H. Finney				
Malinda C. Finney				
Richard K. Finney				
Margaret Finney				

Compiled by Chas. Davis and Chas. W. Finney

W.D. Mull was in command, under orders of Gen. Kezyanowski, at Stevenson. There the 149th had the pleasure of receiving the surrender of Roddy's and Pillow's forces, to the number of several thousand. The war ended before they had a chance to do anything, no casualties in battle, little sickness and only two or three deaths. The 149th passed the summer on guard duty, was returned to Indianapolis, and mustered out in 1865. When Robert returned home, he married Malissa D. Thompson on July 8, 1867. In 1868, his mother and some of his siblings moved to Tuscola, Illinois. His brothers went into businesses from Tuscola to Neosho Falls, Kansas. Robert remained in Parke county. For many years he lived in Bloomingdale.

In 1871, Robert Johnson Finney moved his family to Neosho Falls, Kansas. They lived there for two years. He was there at the time the Missouri-Kansas-Texas railroad was being built southward across the Indian nation. It issued a call in the summer of 1871 for carpenters to go as far as Sherman to build depots along the new route ahead of the rails. The crew of which he was foreman built stations at Sherman, Denison and Marshall, Texas, and at several points in eastern Oklahoma near Vinita. After this two year period he moved his family back to Parke county, Indiana and settled in Bloomingdale. There he ran a grocery store. He bought the Post Office and was in the mail service on the railroad from Indianapolis to Decatur for 28 years.

Malinda Hunt Finney became ill at Tuscola, Illinois and on her death bed she requested her son Elijah to return to Parke county, dig up her husband, Robert Finney, bring his remains to Tuscola, and bury them at her side. Malinda and Robert Finney were buried October 16, 1896 in Tuscola.

Robert Johnson Finney's wife Melissa died on September 4, 1909, and was buried in the Bloomingdale cemetery in Parke county, Indiana. Her obituary says, "she was a dear lover of nature and never so happy as when in God's outdoors with His creatures." Robert J. was elected sheriff of Parke county in 1908 and re-elected in 1910. He married Gertrude Atkinson on December 1, 1910. Their son Robert Howard Finney was born on September 28, 1911. Robert J. died on December 11, 1912, before his second term of sheriff was over. His estate was probated. Gertrude then married William Griffith but divorced him later on June 17, 1925 and took back the name of Finney. She raised Robert H. to manhood. Probate Book 28.321 January Term 1930 shows Gertrude sold the Post Office on lot 5 block 9 Newlins Addition to William Cox on April 1, 1930.

Robert Howard Finney adopted the middle name of his father "Johnson" at adulthood. He served in World War II, had a family, died at Terre Haute and was buried in



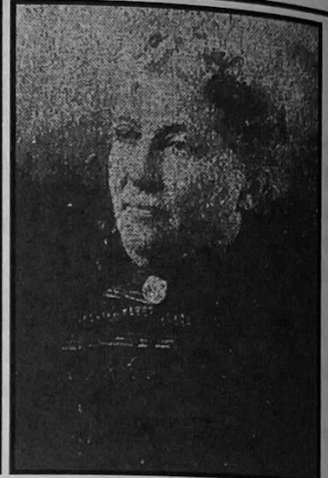
JOSEPH FINNEY JR.

B. 9-18-1784

D. 3-18-1867

Buried

Linebarger Cemetery near West Union, Parke County, Indiana



MELISSA THOMPSON FINNEY

B. 2-09-1845

D. 9-04-1909

From her obituary in the *Rockville Republican* September 8, 1909

Roselawn Cemetery in 1969. His half-brother, Charles Edward, died at Tucson, Arizona on September 9, 1954. Charles Edward's son, Charles Wesley Finney, died at San Diego, California on May 14, 1948. He had served as an editor of the *San Diego Tribune-Sun* since 1944. The Finney family with all its branches was a large one and many descendants survive today. This was their story and their Wabash and Erie Canal connections.

Sources:

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 - Finney, David Wesley
 - Finney, Zimri Dix #76234284
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 - Finney, Robert # 979202001
 - Finney, Elijah Cook #59004323
- Finney, Charles Wesley. Genealogy of the Finney Family. 7-14-1940 Indiana State Historical Society
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- "Finney, Joseph H. obituary," *Rockville Republican*. 11-3- 1881.
- "Finney, Malinda Hunt obituary," *Rockville Republican*. 10-21-1896.
- "Finney, Melissa obituary," *Rockville Republican*. 9-8-1909.
- "Finney, Robert Johnson obituary," *Rockville Republican*. 12-11-1912.
- Parke County Cemetery Records. Rockville, Indiana library.
- Probate records in basement of Rockville court house

**COLLECTION OF TOLLS ON THE
OHIO & ERIE CANAL**

Canal Comments 22 originally published in "Towpaths"
By Terry K. Woods

We all have an intimate knowledge of toll collecting, at least from the paying of tolls standpoint. This 'paying' can consist of stopping our conveyance and following the exchange of a cardboard 'ticket' with money; throwing a handful of change into a large metal funnel, or having a 'transponder' electronically back-charge our account as we zip through. Sure, we're all familiar with toll collection. We are all also familiar with the way tolls were collected and/or paid on our nation's early canals. Aren't we? I thought I was until someone new in the hobby asked me how the procedure worked and my 'simple' explanation bogged down quickly in details. Now, with the help of research material from Dave Newhardt, past president of the Canal Society of Ohio, and Wilma Hunt, past historian of Ohio's Roscoe Village, I think we finally have a handle on this important and very basic canal operation procedure.

The basic procedure for the collection of tolls on Ohio's Canals was rather straight-forward. First, a Bill of Lading was prepared by the freight line or boat master. It listed and described the various cargo items by destination, type and number of containers or weight. The carrying of bulk cargo was rare during the early operating days of the Ohio Canal, so it was only necessary to ascertain, or estimate, the weight of an average container and multiply by the total number of containers to determine the weight of the cargo. The Cleveland collector's office contained portable scales as early as 1831 to verify a Bill of Lading. It is assumed that the other Collector's Offices on the Ohio Canal did also. It is doubtful, however, if these scales were used as a matter of course as Collectors were authorized to question a boat's Master "Under Oath" to ascertain if his Bill of Lading was true. If any passengers were on board, their names were listed separately along with a description and weight of their luggage and possessions.

If a craft were to begin its voyage on the Ohio Canal at a point where there was a Collector's Office within a mile of such an office, the Master of the craft would present his Bill of Lading to that Collector. All tolls on the various items of cargo and/or passengers to their various destinations were paid here by the Master of the craft. Then, a Clearance was issued by the Collector showing the types and destinations of each item of cargo. A separate Clearance for the boat would also be issued here that would clear the boat to the point where the farthest item of cargo was cleared.

If a canal boat began its journey at a point where

there was no Collector's Office, it was allowed to travel to the first Office it passed on its journey without a Clearance. All the tolls for cargo and/or passengers would be paid at this office and clearances obtained.

The Master of a canal boat was required to show that Clearance to each successive Collector's Office encountered during the journey. If new cargo was picked up at or before a Collector's Office, an additional Bill of Lading would be prepared and a new Clearance issued. If cargo was to be unloaded at this point or at a point before the next Collector's Office was reached, that cargo might be inspected by the Collector. If all was in order, a Permit of Unlading was issued. Any Lock Tender, Supervisor, etc. of the Ohio Canal could demand to see any boat's Clearances and Bills of Lading. Each time a Clearance was examined or altered by a canal official, that official was to sign it.

At the termination of a Canal Boat's journey, the various cargo Clearances, Bills of Lading and cargo were liable to be inspected by the Collector at whose office the cargo was to be off-loaded or at the last Collector's Office that boat would pass before off loading cargo. In the latter case, the Collector would issue a permit to allow the Master to take his craft to its final destination.

No boat was to receive a Clearance to proceed further along a canal than any item of its cargo. One has to wonder what provisions, if any, were made for boats running 'light' (empty) further along the canal to collect new cargo or returning to home port.

As with any 'simple' procedures where humans are involved, 'weak spots' in the system were quickly discovered and exploited. The first section of the Ohio Canal (approximately 37 miles between Akron and Cleveland) was opened on July 4, 1827. As early as September, 1828 the Collector at Cleveland was searching 'up canal' for a 'Mr. Clink' who was carrying freight and passengers on a Scow between the Collector's Offices of Cleveland and Akron and not paying toll at either place.

Laws and Acts were quickly passed to plug loopholes in the system and to assign fines and penalties for any boatman audacious enough to try and take advantage of them. In cases like "Mr. Clink's", it became a requirement for the Master of any craft operating between Collector's Offices to present his Bill of Ladings for any such voyages to the nearest Collector's Office and pay the full tolls within 10 days of the termination of any such voyage. Failure to do so resulted in a \$20.00 fine for each offence and, we assume, also payment of the tolls.

If the Master of a craft should attempt to depart

from any Collector's Office without a proper Clearance or to pass a Collector's Office without showing his Clearance, he was subjected to a \$10.00 fine, plus double tolls.

If a cargo item was found to have exceeded the weight or quantity listed in the Bill of Lading, through an honest mistake, the Collector at the end of the voyage would receive the toll from this excess prior to issuing a Permit of Unlading. If the Collector missed the excess, the Master of the craft was obligated to report the infraction or risk paying a \$25.00 fine and double toll on the excess. On the other hand, a Master who signed or delivered a knowingly false Bill of Lading had to pay treble toll on the unreported cargo for the entire distance of the voyage and be charged with a misdemeanor in a Court of Law.

The paperwork a Collector was required to maintain appears to have been substantial. Every craft operating on any of Ohio's State canals was required to be registered - Master's Name, Owner, Port of origin, etc. - at the nearest Collector's Office. The Collector maintained these 'Certificates of Register.' They were also required to maintain a book of all the Clearances for freight and passengers that cleared their office as well as a book of Permits of Unlading. Registered copies of any of these documents (in pre-Xerox Machine days) could be hand copied by the Collector for 10 cents (for documents of less than 100 words) and for 20 cents for documents that were longer.

Boats whose Masters were guilty of infractions were placed on a "wanted List" and every Collector, Lock Tender and Canal Official was 'on the lookout' for that boat. Since there were few places on a canal that a Master could hide and still do business, there appears to have been very little "breaking of the rules" -except, it seems, where Bills of Lading were concerned. There are documented examples of Master's moving cargo around, through and past Collectors and their portable scales until "less than 40% of the proper toll was counted." "Hiding Cargo" appears to have been a game, perhaps a monetary one, between the boat Masters and the Toll Collectors. When Weigh Locks with huge balance beam Fairbanks & Company scales were installed at Cleveland and Toledo in the early 1850's. The scales at Toledo 'discovered' 1,957 tons of 'excess' cargo in the first 80 days of operation. This projected to a yearly savings of \$3,788.00, or 15% of the installation cost. Canal officials were so pleased that three additional units were ordered, to be placed at Cincinnati, Junction and Portsmouth. The facts are, however, that the three new scales were never installed and the one at Toledo was soon found "unnecessary in conducting the business of the canal" and removed. One hates to cast doubt on long-dead officials, but we can't but wonder if the "kick back" is a modern invention after all.

Ohio's State Owned Canals were leased to a many-headed consortium in 1860. When the canal system was returned to the state in 1878 as the result of the lease being abandoned, passenger service was gone as were the formal freight lines. Now, most of the boats operating the truncated canal system were individually owned and operated. Usually bulk cargo, coal, stone, etc. was carried north with few cargos or 'light' boats running south. Bills of Lading were still prepared and tolls still collected, though many of the stringent rules of Clearances and Permits of Unlading seem to have disappeared with time.

So when next you are stopped in line at a bridge or turnpike toll booth, think back upon the canal Toll Collector, with his Canal Boat Registers, Bills of Ladings, Clearances, Permits of Unlading and continuous watchfulness for the Law Breakers of the old canal.

LAWS for the Protection of the CANALS of the STATE OF OHIO; the Regulation of the Navigation Thereof and for the Collection of Tolls. Board of Public Works, March 20, 1844, Columbus; Samuel Medary, Printer. Section No.77.

Ibid; Sections Nos. 85 & 86. Diary of Joseph Suppiger, 1831 -diary of a Swiss family traveling into Ohio- mentions scales at the Cleveland Collector's Office. Passengers were designated as anyone 12 years of age or older, whether they were paying for their passage or 'working it off'.

LAWS, Sections No.74 and No.76.

Ibid; Section No.75.

Ibid; Section Nos.111 and 114.

Ibid; Section No.116.

Ibid; Section No.114.

Ibid; Section No.83.

Letter from Beardsly to Howe, October, 1828.

Canal Commissioners Minutes Book, Record No. 1, original in the possession of the Ohio Historical Society. On February 23, 1830 the Legislature passed an "Act to Regulate the Navigation and Collection of tolls on the Canals of this State".

LAWS; Section No.81.

Ibid Section No.113

Ibid. Section. No.87.

Ibid Sections No.83 and 84

Ibid. Sections No.69, 92 and 108.

Ibid Section No.117.

Suppiger; pg. ___

Ohio's Canals., Frank W. Trevorrow, 1973; The Weigh Lock, Pgs. 63-65.



FROM TIMES PAST

Fort Wayne Times & People's Press

January 16, 1847

HOUSE OF REPRESENTATIVES. Saturday, December 26, 1846.

Bills Passed.

To incorporate the town of Mt. Vernon; the authorized county surveyors in the State to be elected by the people; to legalize the acts of masters in chancery in Huntington county; to reduce the expenses in Floyd county; to fix the time for the report of the trustees of the Indiana asylum for the deaf and dumb; to define the width of roads in the counties of Tipton and Clinton; for the relief of purchasers of canal lands in Clinton and Carroll counties; for the relief of S. P. Morgan; to incorporate the Delphi manufacturing company; making an appropriation to Pay J. R. Morley, a contractor on the Madison and Indianapolis railroad; to extend the provisions of the statutes in relation to domestic and foreign attachment; to amend the charter of the Hagerstown canal company, and legalize their acts; to define the duties of county treasurers; amendatory to the act relating to county auditor in Grant county; to grant to the citizens of Madison the power of unfending their charter; to authorize the sale of a certain school section; to authorize the State Bank of Indiana to lay off certain land in town lots near South Bend; to regulate the mode of doing county business in Harrison county; to authorize the Secretary of State to make a deed in certain cases; to legalize the acts of the probate judge of LaGrange county, amended so as to read "An act to authorize probate judges to take the acknowledgments of deeds, &c.; the joint resolution in relation of preemptors in Indiana; to authorize the collectors of Richardville to collect certain taxes; to exempt certain improvements in Kosciusko county from taxation; to authorize the clerks of circuit courts in vacation to administer oaths; to vacate a State road in Randolph and Wayne counties; to locate a State road in Dearborn county; in relation to State roads in Putnam county; in relation to the improvement of roads in Bartholomew county; to provide for the re-appraisalment of real estate in Clay and Owen counties.

A large number of bills passed their second reading.

A bill in relation to collecting debts before a justice of the peace in the township where they were contracted being read the second time.

Considerable discussion ensued on Mr. Thompson's motion to indefinitely postpone, which will be given in our next.

On motion of Mr. Watts, the House adjourned until Monday morning.

Fort Wayne Times & People's Press

January 16, 1847

From the Brookville American — DESTRUCTIVE FLOOD.

Jan. 1st, 1847, will be a day long remembered in the White Water Valley. And many years will elapse before the citizens of the Valley will be in as prosperous circumstances as they were on that morning.

It is our task to record the most disastrous flood, that has ever swept along the White Waters. It had rained for two days previous to New-year's day, and the waters began to rise in our rivers on the morning of that day with fearful rapidity, and before midnight it swept almost every thing within reach of the river. It was higher by 10 or 11 feet than it has been for thirty three years, and about three feet higher than it was at the memorable flood of 1813. It is almost useless to enumerate individual losses. Every farm on the river is divested of fences and in many cases the soil. Mills and mill dams are either ruined or seriously damaged. Roads are torn up, filled up with drift, or deep and impassable pits of water. And the White Water Canal is in ruins. The Southern part of Brookville, between the forks of the river, suffered most seriously. Some fifteen or twenty dwelling houses, with all the furniture, provisions and clothing of the occupants are gone together with an innumerable number of stables, shops, out buildings, &c. , &c. The new saw mill of Lynn & Adams is gone. James White lost five houses. But the heaviest loss sustained in our town in the damage to the Mills of Messrs Speer & Stephens. We have collected the following items of loss. This list is incomplete and may be in some instances over estimated, whilst in others it may be under the real loss. But in all cases there is a greater loss in detention of business. The following are some of the losses in this place.

Here follow in the American, the names of near fifty individuals and firms, with their respective losses attached to each, varying from \$50 to \$10,000.

The damage done the White Water canal is estimated at \$100,000, and the American says:

It is impossible for us to specify the various breaches in our canal. Not more than one lock (that at Harrison) is destroyed. But most of the locks on the line are washed round, which can be repaired by embankment, which is the cheapest of constructions. All the dams are remaining but the water has washed round all of them, and formed a channel which only requires cheap embankments. Three aqueducts, one across White Water at Laurel, one across Williams Creek, six miles above Laurel, and the other just below Cambridge, are gone. But they have not floated far, and much of the timber can be replaced. Where the canal was constructed on low bottoms and bluff sections, the water has made fearful inroads. The bridges at this place [Brookville] and at Harrison are safe.

Fort Wayne Times & People's Press

January 16, 1847

THE FLOOD! — The greatest rise that has occurred in the Miami for 41 years took place of Friday 1st inst. We had some rain on Thursday, and on the evening of that day for some hours a regular "pour down," after which it ceased for a few hours, when it again commenced and continued to rain without ceasing through the night and until after noon on Friday. At daylight on Friday morning the river was quite high, and continued to rise at a rapid rate through the whole of the day and up to 10 o'clock at night. The damage to the Canal and to private property in this region is heavy. The embankment of the canal is washed away in two places at the lower, and two at the upper end of town. At Col. Johnston's — 2 miles above town — it is also washed out for a considerable distance. Col J. thinks the breach there will require \$4,000 to repair it.

The Villages of Huntersville and Rossville on the opposite side of the River from Piqua, were both completely inundated. One or two dwellings with several stables, shops, and other out-houses were swept away, with all their contents save the owners and their families. Most of the families left their houses as it was not safe to remain in them. Owing to the very favorable location of this town it has suffered but little. A few houses on the eastern side of it, on the bottom land, below the race, were surrounded. A part of these were abandoned by the tenants, and in some of them the Furniture, &c., sustained considerable damage.

The Farmers along the river have also sustained heavy losses — most of the fences having been entirely swept away. The loss in this respect must be very great in the lower part of this county and all the counties on the river below where the bottoms are more extended than here. Mill property on the river has also suffered severely; large quantities of lumber and saw-logs having been carried away.

In Shelby county, too, there has been great destruction of property. A new and very good bridge across the River near Sidney is gone, as also two or three saw-mills with a large number of logs. The Feeder, too we learn, is considerably damaged near the head.

From Mercer county we have but little news except from the vicinity of St. Marys. Here also the canal has been greatly damaged. The Feeder leading from the Reservoir to the Main Canal is much injured, and we have been informed that a large amount of embankment on the Main Line, just below the town, has been washed away. Beyond this we have no information at the present writing. As there was a great deal of rain north it is feared much damage has been done on the whole line in that direction, as on the Wabash and Erie Canal.

On the Canal south of the Aqueduct across the Miami is so much damaged that it will have to be rebuilt. It had not fallen down at the last accounts, but fears were en-

tertained that it would. Our information is that it cannot be repaired without being taken to pieces. If this be the case there will be no navigation in that direction next spring, as it will require several months to do so large a job. — Piqua Register.

Fort Wayne Times & People's Press

January 16, 1847

From the Tippecanoe Journal.
THE RAINS - HIGH WATERS - DESTRUCTION
OF PROPERTY, &c.

An immense quantity of Rain has fallen within the last ten days, producing unusually high waters, and occasioning great injury to the crops on the river and creek bottoms, and damage to the Canal, Bridges, Mill Dams, Fences, &c. &c. — The Wabash has been about as high, we believe, as it was in the Summer of 1844, when the destruction of property, public and private, was so general and wide-spread. The smaller steams, of course, have been high in proportion.

There is no estimating the amount of damage done. The Canal above this, is broke in some three or four places between here and Wild Cat. A part of the Wild Cat Bridge is carried away; — so that, beyond there, we have no means of knowing how things are. We are informed this morning, (Wednesday), that there is imminent danger of the whole course of the Wild Cat being changed, leaving the dam, when the water shall fall, if not "high and dry," at least of no particular use.

The centre pier of the Wea aqueduct has sunk about 2 feet — but the sinkage is perfectly level, and the Canal may be said to be uninjured. There is a small break, however; in the feeder embankment, just below the lock. There is a breach in the towpath about a half mile above, and another about 2 miles below Granville. The Flint Creek and Shawnee Aqueducts are both uninjured.

There is no such thing as passing on the different Stage Routes, and hence we are without mails, except for a short distance. A letter from Crawfordsville, we hear, states that all the bridges between that place and Indianapolis, are carried away.

We have no late news, of course, either, from Indianapolis, Washington the Seat of War, or any where else; but we hope that the contents of our paper will, nevertheless, be acceptable to the reader.

Fort Wayne Times & People's Press

January 16, 1847

Great Freshet. — The Indiana State Journal of the 4th says:

During Wednesday night, Thursday and Friday last, the rain came down in torrents. White River, Fall Creek, and Pogue's Run were never known to be so high as at this time.

The Bloomington Stage attempted to cross Pogues' Run on Friday morning, but could not. In the effort a horse was drowned, and the mail so badly wet as to be destroyed. — We don't expect any mail to leave this city or to arrive for many days to come.

The Central Canal aqueduct across Fall Creek, has been carried away and it will require many months to rebuild it. In the meantime the grist mills, (from which this city is supplied with breadstuffs,) and the paper mill on the canal, will be idle. The extent of the damage is not known., If the rain has been general, it must be immense throughout the whole State.

Fort Wayne Times & People's Press
January 16, 1847

The Flood at Dayton — In addition to the particulars relating to the tremendous flood at Dayton, from the Journal of the city, we copy the following from a private letter to a gentleman of this place, dated DAYTON, Jan.3d, 1847.

We are in the midst of a second deluge. Our beautiful city of Dayton is so nearly inundated that there are not left more than a hundred acres of dry ground upon which our population of 10,000 can rest the soles of their feet. So you perceive that the elevated portion of our town has be-

come a sort of little Arrarat. The destruction of property in the Miami Valley will be immense. — We have no means of estimating even the amount destroyed within the corporation.

The number of buildings swept away, and the loss of life, we suppose, will be small, having as yet heard of but two persons and two houses. The rise of water was unparalleled and rapid, and had it not been for the loud alarm of our church bells and the vigorous efforts of our citizens during the night of the first, in all probability many lives would have been lost. News from Cincinnati of the 31st of December, gave the rise in the Ohio at the rate of one foot per hour — so that by this time that great river must be booming in a most frightful and terrific manner. This letter will not probably start for a day or two or until the water subsides, it being impossible for us to get out of the city. The eastern stage was unable to come up third street to the P.O. yesterday afternoon, and the mail was brought in through a rapid and deep current on horseback. Most of our bridges are left standing, though several are gone and several inured. The smaller towns below are rumored to be inundated — the canal bank for miles is swept away — and the waters playing havoc with everything within their reach — but I must close.

THE CENTRAL CANAL

Indianapolis News June 11, 1878

Bathing In The Canal.

To the Editor of The Indianapolis News:

No other generation of Indianapolis boys were ever harassed as this present one is. The police, "citizens residing on the canal," and pleasure-seekers who row up and down the canal in water craft of various patterns have become exceedingly modest recently, and all unite in denying us the privilege of abluting in the only available water-course we have. A correspondent of the News yesterday wants to send us to the arm of the canal west of Military park when the moon is in season, though at other times under proper restrictions we may "go in" between first and sixth streets. This individual, who is afraid that the modest moon will be shocked by this display of birthday suits on the canal proper, wants to send us away from the best bathing places to a narrow and circumscribed arm of the water-course, that will not accommodate one-fifth of those who desire to swim. What we want is to be let alone. My father, whose head is round, and he never was bothered when he used to go swimming in the canal, and recommends those persons who do not want to be shocked to stay away from the water and give the boys a chance. As it now is we can not get away from men and women who come up the canal

in boats, even if we go as far as the aqueduct, and the unhappy bathers are compelled every two or three minutes to escape observation to get under the water or scurry shivering over the banks among the stones and thistles until these spoil-sports get by. SCHOOLBOY

THE ERIE CANAL

On July 17, 2013 a section of the Erie Canal near Amsterdam was reopened. It had been closed in late June due to flooding in the Mohawk Valley. However they cautioned boaters to watch out as repair work, clean-up of debris and re-stationing of buoys continues. Repairs were made by employees of the Canal Corporation with the help of other contractors and heavy equipment. Boaters can now travel the entire distance of New York's Erie Canal.

WELCOME NEW MEMBERS

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

Edward & Lisa Lomont Fort Wayne, IN

Welcome Aboard!

THE HOOSIER PACKET - OCTOBER 2013

WHAT HAPPENED TO OHIO'S CANAL ENGINEERS?

Larry Turner, CSI and CSO member and an American Canal Society director from Doylestown, Ohio, sent CSI headquarters two charts listing the Civil Engineers on the Ohio and the Miami Canals and those removed by resignation or death.

Arrangement of the Corps of Civil Engineers for the service of the State of Ohio.

JANUARY, 1830 — ON THE OHIO CANAL

Name	Rank	Annual pay	Annual substance	Annual horse keeping	Length of district	Where and how employed
Richard Howe	Resident	\$720	\$156	\$52	67 miles	From Lake Erie to Massillon, as Superintending Engineer
Leander Ransom	"	720	156	52	68 "	Massillon to Caldersburgh, as Superintending Engineer
Gardner Field	Senior Assistant	540	156			
Andrew Young	"	540	156			
John B. Warren	Junior Assistant	360	156			
Lewis Roberts	"	360	156			
Byron Kilbourn	Resident	720	156	52	55 "	Caldersburgh to Deep Cut, as Superintending Engineer
Sebried Dodge	"	720	156	52	29 "	Deep Cut to Columbus Feeder, as Constructing Engineer
Wm. H. Knapp	Junior Assistant	360	156			
Darius Lapham	"	360	156			
Nathaniel Medbery	Resident	720	156	52	27 "	Columbus Feeder and Main Line to Circleville, as Constructing Engineer
John M'Carthy	Junior Assistant	360	156			
Jesse L. Williams	Resident	720	156	52	24m52c	Circleville to Paint Creek, as Constructing Engineer
O.P. Jennison	Junior Assistant	360	156			
Wm. R. Williamson	"	360	156			
Wm. H. Price	Senior Resident	1200	200		24m64c	Paint Creek to Peepee Bluffs, as Constructing Engineer
Thos. B. Adams	Senior Assistant	540	156			
Charles Vorhies	Junior Assistant	360	156			
Francis Cleaveland	Resident	720	156	52	23m10c	Peepee Bluffs to Ohio River, as Constructing Engineer
Sterns Fisher	Junior Assistant	360	156			
Timothy G. Bates	Senior Assistant	540	156			

ON THE MIAMI CANAL

Samuel Forrer	Senior Resident	720	156	52	66 miles	Dayton to Cincinnati, as Superintending Engineer
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Engineers formerly in the service of the State, removed, by resignation or death.

<u>Names</u>	<u>Rank</u>	<u>Remarks</u>	
James Geddes	Principal	Term of service expired in	1822
David S. Bates	"	Discharged in March	1829
Alexander Bourne	Exploring	Resigned, Spring	1827
John Bates	Resident	Left service, "	1826
William R. Hopkins	"	Resigned, "	1828
Joseph Ridgway, Jun.	"	" "	1829
Isaac Jerome	Assistant	" "	1822
Seymour Skiff	"	Died, Fall	1823
Thomas J. Matthews	"	Resigned, Fall	1824
John Forrer	"	Died, Spring	1827
James M. Buckland	"	Resigned, Fall	1827
John Brown	"	Died, Summer	1829
Peter Lutz	"	" "	1827
Robert Anderson	"	" "	1828
Dyer Miner	"	" Fall	1827
William Lattimore	"	" "	1829
Isaac N. Hurd	"	Resigned, Summer	1829
Charles E. Lynch	"	" "	1828
Philo N. White	"	" Spring	1827
James H. Mitchell	"	" January	1829
John S. Beasley	"	" December	1829

Larry writes: "This list is from Ohio's Canal Commissioners Report of 1830. A lot of the engineers moved on. David S. Bates was 'discharged' in 1829. I think he spent too much money getting over the summit that year, but he did get it done. Some engineers resigned due to bad working conditions. Was John Bates related to David S. Bates? Richard Howe went to the California Gold Rush. Sebried Dodge built and engineered the Pennsylvania & Ohio Canal in Ohio. Jesse Lynch Williams went to Indiana." He became the Chief Engineer of all of Indiana's canals. Joseph Ridgway, Jr. became Chief Engineer on the summit section of the W & E Canal. He reported his opinions to the Indiana General Assembly in 1830.

NEWS FROM DELPHI

INTERNATIONAL STUDENTS WORK ON TRAILS & VISIT CANAL PARK

Article and photos by Dan McCain

As part of Purdue University's Benjamin Franklin Institute, 42 foreign students from 25 countries around the world arrived at Canal Park in Delphi on July 15, 2013. Primarily the International students were to experience "volunteering" for part of the day. So we put them to work on the trails in the southern end of our system. They worked down near Deer Creek where the canal entered, crossed and exited the creek (when it was a lake) and repaired spots where the flood waters had caused damage this past spring. They had a trolley ride to and from the work site. Back at Canal Park they toured the museum and school house and took a canal boat ride. It was a great experience for them and for us. Having 25 countries represented in one day at the canal was a record. We do get many coming from all over the U.S. and the world and our attendance numbers are growing every year.



Students participating in the Benjamin Franklin Institute descend steps from bridge into the Deer Creek valley. 1. Students walked to gathering point through lush vegetation. 2. Anatoli, their instructor from Purdue, gathered the students for work details. 3. They prepared to improve a section of eroded trail. Last Spring's flooding had caused extensive damage to the trails along Deer Creek and the Wabash River. 4. Fresh stone is spread on areas where caked mud and washouts had been. This trail borders Deer Creek accessible from Trailhead Park via a suspension footbridge. These foreign students worked the morning on trails and then enjoyed a sack lunch in Canal Park.

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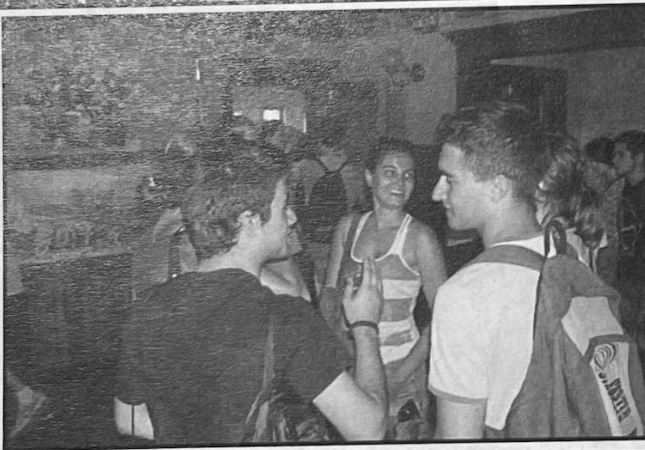
1. Students spread gravel where a washout had occurred.
2. When their work was done and it was time to meet the trolley and go back to Canal Park.

3. They gathered in the lobby of the Canal Interpretive Center in Canal Park.

4. Mike Luenz, one of the many Canal Association deocents explains a piece of canal construction history at the display of the skull of "Bullet the Mule." This artifact is one of the archaeological finds from the Irish construction camp alongside the southern trail system. Mike's wife, Pam, also entertained the students as the Schoolmarm in the 1838 one room schoolhouse.

CANAL DAYS FESTIVAL

Delphi's Canal Days Festival was held on July 6-7 this this year. It started with a big street parade coordinated by the Delphi Lions Club. Many vehicles, musicians, horses, and organizations participated in it. After the parade ended almost everyone came to Canal Park for the festival. They enjoyed delicious food, visited the crafters' booths, and had a great time.



These girls took advantage of the music that filled the air and danced. There were many activities for kids.





At the carpenter's shop, children had the opportunity of nailing together a bird house to take home.

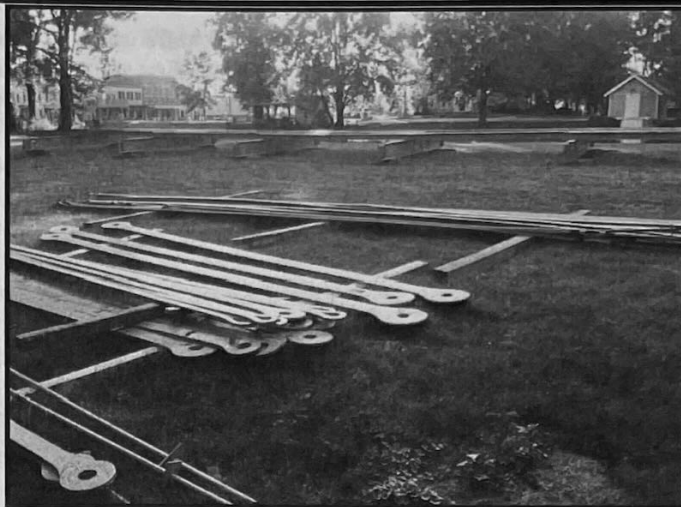


Dan and Ceri White (from New Haven, Indiana) came in period dress to feel more like they were in the 1850 heydays of the canal. They watched the cooper make a bucket from fresh shaved staves. Many other crafts were demonstrated and sold.

Canal Days is Delphi's biggest festival each year. This year even a light rain did not deter visitors from having a great canal experience. They rode the canal boat, toured the canal village, and viewed the great canal exhibits in the Canal Interpretive Center.

GRAY BRIDGE PARTS ARE READY FOR REASSEMBLY

Freshly painted massive parts of the Gray Bridge are ready to be assembled into its original form. It will span from this side of the canal, across the canal, and rest on the other bank near the bike shop seen at the right. This much anticipated foot bridge will ultimately connect downtown



Delphi via the city's planned Gateway Trail. Delphi is one of Indiana's "Stellar Communities" and is experiencing lots of enhancements to downtown business facades, the opera house and interesting street scapes.

The bridge erection began on Wednesday July 2, 2013 and by fall this old iron bridge from Putnam county will become an icon for all to appreciate. Lots of volunteer labor by the Monday-Wednesday-Friday crew has completed the parts over the 15 months since we received 5 semi-loads of bridge parts from the replacement project in Putnam county.



Originally known as the Houck Road Bridge or Putnam County #146, the bridge was given to us by the Commissioners through their agreement for replacement with INDOT. They were committed to find a "home" for this span — some entity that would reuse it or at least agree to store it safely for 25 years. We took them up on this deal !

The money budgeted for this project was estimated at \$175,000 and fortunately early on we got North Central

Health Services (NCHS) to provide a "challenge grant" of one half with the caveat that we raise the first half. When we finally solicited more than \$50,000 from donors we were fortunate to land another \$40,000 from Wabash Heritage Corridor grant money last winter. Right now we are going through a lot of that money in short order and it looks like the budget will suffice.

The contractor for bridge erection is John Camden from Camden Construction Company near Warsaw, Indiana. He and his crew will be here for another week. Ross Brown local blacksmith is also heavily involved. He has done most of the blacksmithing repairs that our M-W-F crew couldn't perform. And he has been working with us since we first unloaded iron from the 5 semi trailers that arrived from Putnam County.

The concrete work for the abutments is being done by Tim Stahl from Kokomo. He and his uncle Bud and Dave Schlick from Logansport will later provide the crane service to set the bridge. Likely the placement will be in mid September and then the decking perhaps completed by mid October in time for the Bicentennial History Train



THE WASON HOME: TOLEDO IN DELPHI

By Mark Smith

Immediately adjacent to the home of the Lyon family on Front Street we encounter that of both the Eldridge and Wason families in Delphi, Indiana. Although the home was constructed in 1885, long past the usefulness of the local canal, the home has ties through the Wason families to that grand era in the Delphi area.

According to an internet source, (on-line *White County History*, by Thomas Hammele,) James P. Wason was born September twenty-sixth in Toledo, Ohio where he

attended the common schools through grade 8. He was the son of Robert A. and Gertrude Wason (nee Freleigh). He came to Delphi with his parents and graduated from the Delphi High School in May 1885, studied law for a short time with the firm of Applegate and Pollard and then entered the store of Bolles and Wason in 1887, where he was employed until the fall of 1894. He then went to Ann Arbor and entered the law department of the University of Michigan. After graduating from there with the degree of LLB in June 1896, and was an attorney in the firm name of Cartwright and Wason until his elevation to the bench. He was attorney for the board of commissioners of Carroll County in 1903-1904. (He) was elected judge of the Thirty-ninth elected to the Judicial Circuit, composed of Carroll and White Counties, in November, 1906 by a majority of forty-one and was re-elected in 1912 by a majority of 1,315. He was a member of the Protestant Episcopal Church and also a member of Mt. Olive Lodge, F. and A.M., Delphi Chapter, R.A.M., No. 21, Monticello Council, No. 70, R and S.M., Delphi Commandery, K.T., No 40, Delphi Lodge, K of P., No. 86, Delphi Company URK of P., No. 86 and Tippecanoe Tribe, I.O.R.M. No 505. In politics he was a Democrat.

His obituary from the *Delphi Journal*, dated February 22, 1951 states: "Ashes of Former Judge Brought Here/Ashes of Judge James P. Wason were brought to Delphi Wednesday for burial in the Masonic Cemetery. Mr. Wason, Judge of the Carroll-White circuit court for 12 years, passed away at his home in Indianapolis on October twenty-fifth, 1950, and the ashes were held at Indianapolis until his son, John could come home from Europe for a memorial service here. His widow, Susan Edson Wason, and members of the family met friends at the Delphi library at 2 o'clock Wednesday afternoon, after which the ashes were taken to the cemetery where graveside rites were conducted by Rev. Reese B. Thornton, pastor of St. John's Episcopal church in Lafayette."

Another one of the family to make his home on Front Street was William B. Wason, whose wife was Clelia Newcomer of Tipton. His passing took place in June of 1951 at the Arzula Flora nursing home at Flora, Indiana at 2. a.m. Saturday. His son George was a citizen of Flora, Indiana. His birth occurred at Toledo, Ohio April twelfth, 1863. He was a member of the Oracle Club. He was also a son of Robert A. and Gertrude Freleigh Paddock Wason. He assisted his father in the store.

William Wason's offspring included two sons and a daughter; Robert N. Wason, Indianapolis; George M. Wason, Flora, and Mrs. Charles Bowen, Champaign, Illinois. His brother was Robert A. Wason, and his sister-in-law was Mrs. James Paddock Wason. He also left six grandchildren.

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The Wason family was known for owning a piece of prosperous real estate on the northwest quadrant of the square which had originally been owned by Attorney M.A. Ryan, but which was sold to W.B. Wason for the grand sum of \$18,500.

Another more famous Wason sibling was Robert Alexander, who wrote novels with western themes such as *Happy Hawkins*, *Friar Tuck*, and a book about the contemporary robber barons, *The Knight Errant*. He was an anomaly of sorts in the Wason family in that he adopted socialist tendencies in spite of his service in the military.

The names of Wason and Bolles were closely allied to the Canal Era. According to a front page article in the *Delphi Journal* dated February twenty-fifth, 1937—"W.B. Wason Store Established ion 1836 Going Out of Business.--After 40 years of successful merchandising, W. B. Wason and Co have decided to close out their stock and discontinue business. Mr. Wason when interviewed as to his reason for retiring stated "Since I was 12 years old I have been working at one job or another and have been here 40 years. After 62 years on the job I really believe one is entitled to a rest. That is the reason we are going to close out. We have a stock of \$10,000 or more and have not bought any trash for our sale. All our merchandise is on sale at prices far below what it would cost to replace it. We expect to close out the entire stock in as short time as possible and at great savings to our customers. The store was established by William Bolles in 1836. Later Mr. Wason's father became a partner of Bolles. It has had the reputation since its establishment for its reliability. The fixtures and shelving along with the entire stock of merchandise will be sold at this closing out sale. Read the Journal for ads concerning the sale which starts Saturday February twenty-seventh at 9 o'clock A.M."

I, Mark Smith, find it very fascinating that the afterglow of the Wabash and Erie Canal was evident nearly a century after its appearance on the Delphi scene.

FOUND ON E-BAY

Neil Sowards, CSI member from Fort Wayne, Indiana, recently found a terrific, long and detailed pioneer stampless folded letter written in 1839 from Fall Township in Muskingum County, Ohio on e-Bay. It was postmarked in Zanesville, Ohio with a red Zanesville circular date stamp with an 18³/₄ cents manuscript rate mark. As you will see it contains an excellent report of steamboat travel on canals and the Great Lakes as well a describing early teaching duties and politics.

The seller on e-Bay, cmvolz, researched the author and receiver of the letter and found the following:

The letter was written by 26-year-old John Hoopes (1813-1892), the son of Caleb Hoopes (1783-About 1839) and Lydia Ottey (1785-1838) of Chester County, Pennsylvania. John's mother, Lydia, was the sister of Ann Ottey (1783-1857) who married Joseph Coggins (1788-About 1839). Ann and Joseph are mentioned in this letter, confirming the family relationship. John married Abigail Ann Milhouse (1820-18xx) in October 1840. In later years, John served as the Clerk of the Common Pleas (1864 to 1867) in Muskingum County.

The letter is addressed to Levis James of West Chester, Chester County, Pennsylvania. He appears in the 1830 and 1840 U. S. Census records in that location.

Fall Township, Muskingum County, Ohio
June 22nd 1839

Esteemed Friend,

I would have written to you before this time had it not been that I have deferred it still hoping to get some tid-ing of Francis Counsellor of whom I know you would be pleased to hear. I have not saw nor heard tell of him since I came into the state. I have not yet been in Pickaway County, but it is probable he is there. I have written to Wellington & others requesting them to inform me whether he has again returned to Pennsylvania and as soon as I receive intelligence I shall endeavor to find him out if he is yet in these parts. Upon receipt of this, I wish you to write, and if he has returned, inform he thereof.

Father and I have both been blessed with good health since we left home & had a pleasant passage and good accommodations. I will give you a detail of our route. We left Philadelphia on the morning of the 1st of May in the Steamboat *New Philadelphia* for New York. From thence to Albany, Schenectady, Utica, Auburn, Canandaigua, Rochester, Lockport, and from thence to Niagara Falls, which we viewed under rather unfavorable circumstances owing to the inclemency of the weather. From Lockport we went to Buffalo, Cleveland, and down the Canal [Ohio & Erie] from thence to Massillon. From Massillon we went to Joseph Ingram's, formerly of Chester County and brother to Alban Ingram, who now resides in Delaware County.

We arrived at Ingram's on the evening of the 9th of May where we stayed till the morning of the 11th when we proceeded on foot to Petersburg, but stopped by the way to see John Millhiser¹ who was brought up with William Bishop of Edgemont, Delaware County, Pennsylvania. From Petersburg we took a stage to Beaver In Pennsylvania where we stayed over night and next morning took passage in a steamboat and went down the Ohio River to Steuben-

ville. From Steubenville we proceeded on foot to within 7 miles of Trenton, passing through Jefferson, Harrison, & Tuscarawas Counties, where we hired a Dearborn [wagon] to take us to Trenton. Here we took passage on the Canal to Roscoe in Coshocton County where we arrived on the morning to the 20th of May.

Visited to the town of Coshocton which is the county seat of Coshocton County and went about 10 miles on foot to Elisha Swigart's, formerly of Chester and who married a woman by the name of Sarah Lewis who formerly lived in Delaware County and was well acquainted with many people in your neighborhood, among whom were the Cheyney's, Hickman's, James's, Meyers' & others. She said she had formerly been well acquainted with thy mother, Rufus Cheyney's parents, and the elderly people generally throughout the neighborhood to who she wished to be remembered.

From Squire Swigart's (at whose house we stayed all night) we proceeded on foot to Joseph Coggins' (who married a sister to my mother in Knox County where we arrived about 9 o'clock on the morning of the 21st. Here we stayed 7 days. While there we visited Liberty, Bladensburg, and Mount Vernon. The last mentioned place is the county seat of Knox County. Left Squire Coggins' on the morning of the 28th for Zanesville where we arrived in good health about 12 o'clock on the 29th instant, having traveled upwards of 1200 miles. So much for our route.

I am now engaged in teaching a school about four miles above Zanesville and board with James Cummins—a brother to George—who keeps the Rose Tree Tavern² in Providence, Delaware County, Pennsylvania. The school is yet small there, not having been over 21 scholars but after a few weeks. I think it will be likely to average about 30, and I get \$250 per quarter of 65 days & pay \$1.50 per week for boarding. I am well satisfied and think I can do equally as well here as in Chester County. Father left here on the 5th of June for Iowa. I received a letter from him last week dated June 8th in which he stated that he was in good health and had a pleasant voyage. He had then taken his passage to St. Louis where he expected to arrive in 4 or 5 days and would proceed from thence to Iowa.

The market here is good. Wheat is from 90 cts. To \$1.12½. Corn from 70 cts. & oats from 50 to 62½ cts. per bushel & potatoes are worth about 50 cts. per bushel. Beef sells at from 6 to 12½ cts. per lb. & butter 15 to 20 cts. Butter brought as high as 37 cts. per lb. last spring which was considered very high. The farmers here say that produce (here) is worth as much as 50 percent as it is in Philadelphia at 100 because there is not more than half the capital invested. Wages are high and hands scarce. Common day

laborers get from 62½ to 75 cts. per day and it is said that harvest wages will be at least \$1.00 & perhaps \$1.25 per day. The crops of grain generally look very promising.

I have not been at Caleb James' yet but intend going there before long as it is only about 10 miles from where I board to his house. Father was there and found them all well.

I am well satisfied with the journey we have taken and think it probable I shall remain here sometime—at least long enough to become somewhat acquainted with the manners and customs of people though I still feel an attachment to Chester County and to the people who live there and can never forget the friendly manner with which I was always received when I approached the house of those with whom I had the pleasure of acquaintance. And in fact, that acquaintance was in certain cases extended unto affection.

There is not much said here about politics as yet. Thee may tell Joseph that I have not seen the old General³ yet but it is generally thought here that he will be elected as President of U. States and thus little Martin may go home to New York and rest himself after his four years tour expires.

Land is worth from 40 to 60 dollars per acre in this neighborhood but about 18 miles below Zanesville it can be bought for from 20 to 30 dollars of a superior quality to this. The people here are as full of going to "West" as they are in Pennsylvania and almost every week there are some persons removing to Iowa and Wisconsin Territory, which places will no doubt ere long be as thickly populated as the Middle States now are.

I wrote to Willington some time ago and have yet received no answer. It is probable he did not know where to direct his letter. Tell him to write a long letter in small print and give me an account of how matters and things go on in Willistown since I left there. Direct his letter of John Hoopes, Falls Tonship, Muskingum County, Ohio—Zanesville Post Office.

Give my best respects to Caleb James & the Doctor and tell them to persevere in their courting excursions and they will be sure to get wives when they are married. Tell the Doctor there are more squirrels out here than he and Marshall Hoopes could skin and stuff in 7 years and they will hold still to be shot without being tied too. I have now given some of the "laconics" but if I had time and space I could enter into a prologue that would take a week to peruse. Write the world in a nutshell and direct as above. If I should get tiding of Francis Counsellor, I will write again.

So no more at present.

Please to tender my best respects to Wellington's family and all enquiring friends and accept my best wishes for the health & happiness of thee and thine. I am &c.

John Hoopes

P.S. Please to inform Aunt Sarah Hoopes that Father was at Aaron Hall's and found them well. N. B. Excuse mistakes & write soon.

I would like to know how the decision was given on the question, "Whether the love of liberty or women have the greater influence" and who were the Affirmative and Negative Speakers.

¹ John Millhiser, farmer. S. 30; P.O. Marshalltown, Iowa; born in Wurttemberg, Germany, Jan. 3, 1808; when about 9 years of age, his parents took passage at Amsterdam for America, but the winds being contrary, they were driven high up in the North Sea, all the masts carried away, and they were at the mercy of the waves; they finally got into the port of Bergen, Norway, where they wintered, and the next Summer, after harvest, chartered a vessel to go to Philadelphia, on condition that the passengers be sold for the passage. His parents and sister were accordingly sold to serve four years each, and he to serve until he was 21 years old; he was in charge of a Quaker, and worked on a farm. When the time was up, he went to Ohio, where his parents had previously moved, but having forgotten his native tongue, was unable to converse with them and had to again learn the German language. The next Spring, he returned to Pennsylvania, and during the five years following, made three trips to Ohio, and returned, but finally located in Ohio. Was married Feb. 6, 1840, to Margaret Raub, who was born in Ohio; they have five children living—Wm. B., Henry R., Christian C., Malinda H. and John L. Mr. Millhiser and wife are members of the Evangelical Association. In 1856, they moved to Mercer Co., Penn., and remained until 1870, when they came to this county. The children are all well located near him. Owns 210 acres of land, valued at \$6,300.

² The Old Rose Tree Tavern is a historic inn and tavern located in Rose Tree Park just north of the borough of Media, in Upper Providence Township, Delaware County, Pennsylvania. It is a large 2½ story, field-stone building, built in 1809, on the site of a frame structure that had been built in 1739. A stone addition was built in 1836. During 2011 the building was renovated and now houses the Brandywine Conference & Visitors Bureau.

³ This is a reference to General William Henry Harrison who was already being touted as the favorite nominee by the Whigs for the U. S. Presidency and would later defeat Martin Van Buren in the 1840 election.

THE VISITORS' PAVILION HAS A NEW ENTRANCE

The Whitewater Canal Scenic Byway's Visitors' Pavilion in Gateway Park, Metamora, Indiana had a new entrance built by volunteers and some planters filled with flowers. Recently, through a very generous donation from

Dave Cook, new landscaping has been added along the building by landscaper Craig Prifogle.



While mowing the grass in Gateway Park, Candy Yurcak, president of Whitewater Canal Scenic Byways, came across this fawn earlier this spring. Deer frequent the park.

Photos courtesy Paul Baudendistel

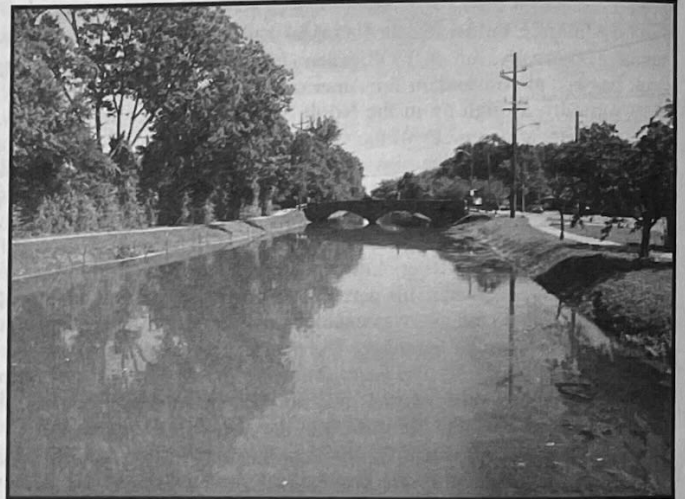
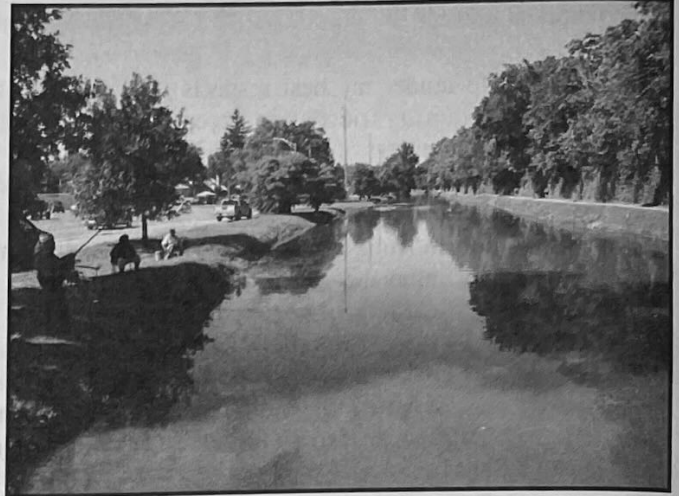
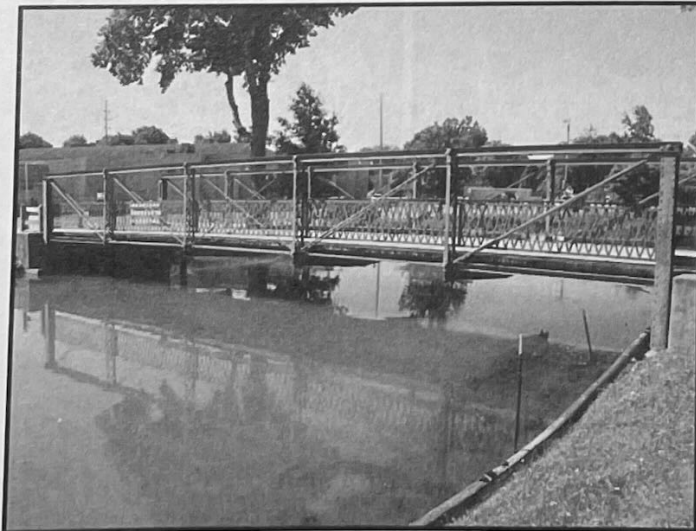


ALONG THE CENTRAL CANAL

On Sunday July 8, 2013 Bob and Carolyn Schmidt went to see the watered section of the Central Canal in Indianapolis near Broad Ripple. The Army Corps of Engineers has proposed building a levee up to the canal, a guard gate in the canal, and then continuing the levee on the canal's opposite bank. This canal crossing would be near the old iron bridge. No construction was seen anywhere on the canal on this day. However the levee was being built just north of the Riviera Club, which is near the iron bridge.

To the west of the iron bridge fishermen were pulling small bluegill out of the water every few minutes and putting them into their buckets. Bikers and joggers as well as people walking their dogs were using the towpath. Down the canal to the east a machine to keep the canal channel clear sat idle since it was Sunday. The canal is kept open and carries water from the White River to the Indianapolis water treatment facility to supply most of the city's drinking water.

Photos by Bob Schmidt



Left: The levee being built along the White River near the Riviera Club would cross the canal near this iron bridge.

Right: Fishermen caught bluegill to the west of the iron bridge. To the east of it could be seen a street bridge, and further east the canal cleaning equipment.