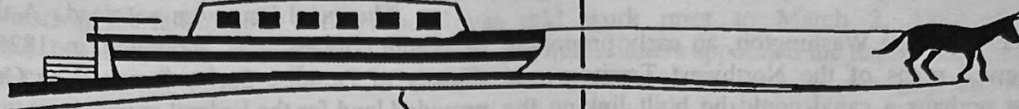


THE
HOOSIER PACKET

ISSN 1545-421



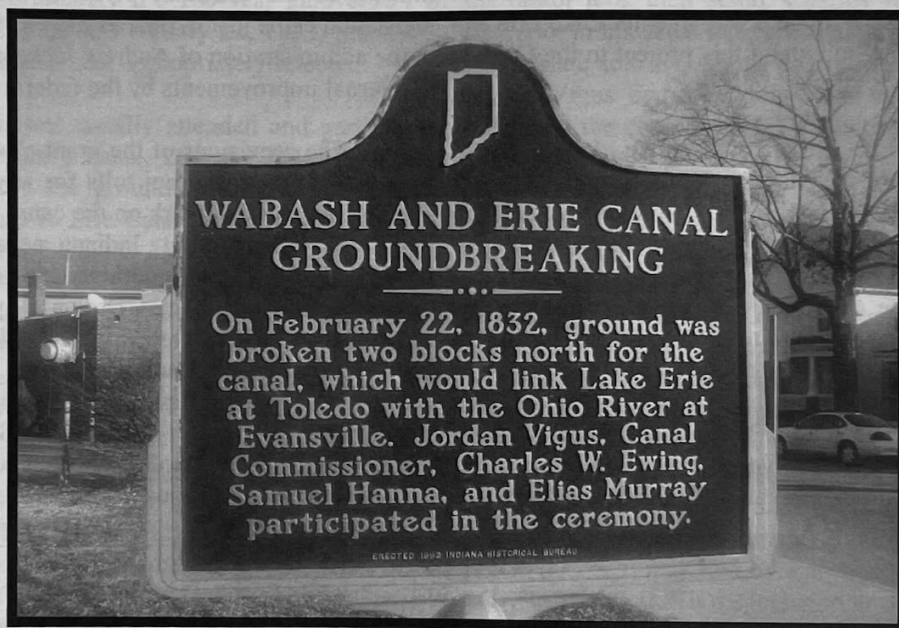
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 12 NO. 2

P.O. BOX 10808 FORT WAYNE, IN 46854

FEBRUARY 2013

A SPADE FULL OF DIRT



Located at Main Street and Growth Avenue in Ft. Wayne this marker, erected in 1992 by the Indiana Historical Bureau, states: WABASH AND ERIE CANAL GROUNDBREAKING ~ On February 22, 1832, ground was broken two blocks north for the canal, which would link Lake Erie at Toledo with the Ohio River at Evansville. Jordan Vigus, Canal Commissioner, Charles W. Ewing, Samuel Hanna, and Elias Murray participated in the ceremony.

Photo by Bob Schmidt

Features

1. A Spade Full of Dirt
4. Canawlers At Rest: John Beason Semans
11. Whitewater Canal Mural On Phone Book Cover
12. Josephus W. "Seph" Lake And His W & E Connections
14. Delphi Produced Quality Paper
15. From Times Past: Indiana's Debt And Her Conduct Towards Creditors
17. Guard Locks
19. Gronauer Lock Reviewed
21. News From Delphi: Gronauer Lock Timber Used In Fouts Cabin, Gray Bridge Project Continues, Interpretive Panels Add Interest Along Trails, Preparing Grant Request
23. Canal Marker Missing, Whitewater Canal Scenic Byways Report
24. DVD About Indiana Available, \$652 Million To Deepen Harbor, Thank You From Wabash, Welcome New Members

A SPADE FULL OF DIRT

By Bob Schmidt

Groundbreaking is always a special way to celebrate a new construction project whether a transportation route or a new building. It is a way to call special attention to the work and hopefully have a favorable impact on the community. It was the same or perhaps an even more "special event" during the 19th century often bringing in national leaders to participate in the ceremonial groundbreaking. Sometimes even the tools used at the occasion took on special significance.

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

Groundbreaking for the Wabash & Erie Canal was a special event for Indiana. It culminated years of struggle to construct a transportation canal in northern Indiana.

reject this original grant due to insufficient funds and not having a sufficient tax base to undertake such a project.

President George Washington, an early proponent of canals, viewed maps of the Northwest Territory and suggested that perhaps a canal could be built linking the Maumee river to the Wabash river system. After the War of 1812, Fort Wayne Indian Agent, Benjamin Stickney, became impressed with the swampy plain that covered the six miles between the head waters of these two rivers. The wet prairie (today's Eagle Marsh) was only 8 to 10 feet above the river levels and often became a lake at the time of flooding. He wrote a letter to Dewitt Clinton of New York explaining how a Wabash canal could supplement New York's Erie canal project that had begun in 1817. Clinton replied. "I have found a way to enter Lake Erie and you have found a way to extend this project to the Ohio & Mississippi."

The canal issue was not dead. A three-man board of commissioners was appointed in 1826. The Indian "Treaty of Paradise Springs" signed on October 23, 1826, provided land for the Federal government that could be sold or used for a canal. This treaty allowed the expansion of the canal project beyond the Fort Wayne area. Congress again acted to provide a means to fund the canal. Some legislators wanted a land grant to the state of Indiana, but others thought that too generous. Finally on March 2, 1827, on the last day of the session, a compromise was reached. Indiana was granted alternate sections of land, 5 miles on either side of the canal route, from the Tippecanoe river in Indiana to the Auglaize river at Defiance, Ohio. This legislation came just in time as the election of 1828 brought in the administration of Andrew Jackson, who was opposed to internal improvements by the federal government.

In 1818 U.S. Surveyor, Captain James Riley, performed a survey of the Maumee-Wabash route. Then in 1823 Indiana's representative to Congress, Jonathan Jennings, introduced legislation for a Wabash canal. Congress responded on May 26, 1824, authorizing 90 feet on either side of the canal route to be reserved from the public lands. This was not land to be sold for canal funding as was later done, but just an allocation of a portion of public land on which to construct a canal. This authorization gave land within Indiana for the route from the Maumee to the Wabash river. Since it did not provide any funding to construct the canal, Indiana was forced to

The provisions of the grant also stipulated that this canal should be free from tolls for any use by the federal government and that work on the canal must begin within 5 years of the land grant. Indiana accepted this grant on January 5, 1828, but continued to study the proposal. Indiana's governor, James Brown Ray, favored railroads versus canals. There were also complications in that the grant to Indiana included territory in Ohio. Despite controversy and complications Indiana proceeded to appoint Jordan Vigus of Logansport, Samuel Lewis of Ft. Wayne and David Burr of Jackson County to the Board of Commissioners. On January 28, 1830, Indiana authorized

CANAL SOCIETY OF INDIANA

P.O. Box 10808, Fort Wayne, IN 46854-0808

Phone & Fax: 260-432-0279

E-mail: indcanal@aol.com

Web: www.indcanal.org

Officers

President

Robert Schmidt
Ft. Wayne, IN
Indcanal@aol.com
Speaker—Indiana Canals

Vice-President

Frank Timmers
Carmel, IN
fmtimmers@yahoo.com

Secretary

Sue Simerman
Ossian, IN
simerman46777@msn.com

Treasurer

Cynthia Powers
Roanoke, IN
zzedpowers@aol.com

Editor

Carolyn Schmidt
Ft. Wayne, IN
indcanal@aol.com
Speaker Indiana Canals

Directors

Thomas E. Castaldi
Ft. Wayne, IN
tlcastaldi@yahoo.com
Wabash-Erie Canal

Charles Huppert
Burtonsville, MD
cbh@iquest.net

Dan McCain
Delphi, IN
mccain@carlnet.org
Speaker, tours -appointment
wabashanderiecanal.org

Ellsworth Smith
Leo, IN
ellsworthsmith@aim.com

Gail Ginther
Metamora, IN
metamora@gmail.com

Jeffrey Koehler
Center Point, IN
koehlerjm@frontier.com
Speaker Wabash- Erie Canal

Mike Morthorst
Cincinnati, OH
gongoozler@fuse.net

Charles Whiting, Jr.
Lawrenceburg, IN
cwhiting01@comcast.net
Speaker— Whitewater Canal

Don Haack
Ft. Wayne, IN
donbettyhaack@yahoo.com

Gerald Mattheis
Cambridge City, IN
obkhouse@frontier.com
Speaker Whitewater Canal

Brian Stirm
Delphi, IN
stirmb@purdue.edu

the construction of a Wabash & Erie Canal and the commissioners employed Joseph Ridgeway, an Ohio engineer, to finalize a location of the canal. Ridgeway completed his work in the fall of 1830. His proposal was accepted by the legislature on January 9, 1832, at an estimated cost of \$1.1 million.

Under the construction terms of the 1827 land grant, time was running out and work needed to begin to comply with the terms of the federal grant. Under normal conditions July 4th would probably have been the date for ground breaking, as that's the day used by the Erie Canal, the Ohio & Erie Canal and many others. From the approval date in January 1832 to the 5-year anniversary date of March 2nd, only minimal time was left for planning any elaborate events. Fortunately the 100-year anniversary of George Washington's birth, February 22, 1822, fell within this time frame and was most appropriately selected.

National figures usually attended and participated in breaking ground for a canal. Dewitt Clinton had come from New York for the groundbreaking at the Licking Summit for the Ohio & Erie Canal. John Q. Adams threw the first spade of dirt for the C & O canal on July 4, 1828, and on that same day, Charles Carroll, the last remaining signer of the Declaration of Independence, broke ground for the B & O railroad.

Fort Wayne was selected as the site for the groundbreaking. It might seem logical in that this was the largest town along the proposed canal route with about 300 people. However, Fort Wayne was selected because it was at the summit level. Practically all canals are begun at the summit level where a water source is pooled behind a dam and then channeled into the canal from the higher level to the lower as water flows. Any engineering changes or modifications can then be accomplished when the water is let into the canal to check water level and leakage. Since Fort Wayne was at the summit level of the canal, being 197 feet above Lake Erie at the mouth of the Maumee, it received the nickname of the "Summit City."

Indiana's delay in finalizing her canal plan left those planning the celebration scrambling to get underway before the March 2nd deadline. Fort Wayne citizens made a noble effort. The day of the groundbreaking a group of people gathered at the courthouse square and proceeded west across the St. Marys river led by a military band of two members to the site where the St. Joseph Feeder Canal was to meet the mainline Wabash & Erie Canal near today's Rumsey & Wheeler streets. The *Cass County Times* of March 1, 1832 recorded the event as follows:

"The commissioners of the Wabash & Erie Canal

met at Fort Wayne February 22, 1832, for the purpose of carrying into effect the requisition of the state law of the legislature of this state, providing for the commencement of said work prior to March 2, 1832. Whereupon, the commissioners appointed the anniversary of the birth of the Father of his Country as the day on which the first excavation should be made on said canal. By order of the board, Jordan Vigus, Esq., was authorized to procure the necessary tools and assistance and to repair to the most convenient point on the St. Joseph feeder line at two o'clock on said day for the purpose aforesaid.

"The procession, having been organized agreeably, proceeded across the St Marys River to the point selected. Then a circle was formed, in which the commissioner and the orator took their stand. Charles W. Ewing, Esq., then rose and, in his usual happy, eloquent manner, delivered an appropriate address, which was received with acclamation. Jordan Vigus Esq., the only canal commissioner present, addressed the company. He explained why his colleagues were absent, adverted to the difficulties and embarrassments which the friends of the Canal had encountered and overcome, and noticed the importance of the work and advantages which would ultimately be realized. He then concluded by saying ' I am now about to commence the Wabash and Erie Canal in the name and by the authority, of the state of Indiana.' Having thus spoken, he struck the long-suspended blow, broke ground—while the company hailed the event with three cheers. Judge Sam Hanna and Captain Elias Murray, two of the able and consistent advocates of the Canal in the councils of the state, next approached and excavated the earth; then commenced an indiscriminate digging and cutting. The procession then marched back to town in the same manner as it went forth, and it dispersed in good order."

That evening a spectacular parade and bonfire, together with the general illumination of the homes and business buildings by the placing of candles in the windows, brought the memorable day to a close. One of the local citizens, Louis Peltier, created a miniature canal boat that was illuminated as well for the evening parade.

With these humble activities began what was to become a 468-mile canal, the longest in the US, and only 2nd to the Grand Canal of China. February 2013 marks the 181st anniversary of this groundbreaking. Upon completion of the canal from Lafayette to Toledo, a much more elaborate ceremony was held on July 4, 1843 again in Fort Wayne.

When we consider the magnitude of work and time spent to complete, we can only admire those who built it. Today Asian carp could quickly scuttle such a project.

CANAWLERS AT REST

JOHN BEASON SEMANS

b. December 16, 1804

d. August 22, 1853

Find A Grave 70936600

By Carolyn I. Schmidt

John Beason Semans was born on December 16, 1804 to Simon and Frances Sina (McKay) Semans in Monroe County, Ohio. He was one of nine children. His brothers were William, David, Solomon and George Semans. His sisters were Ann, Deborah, Eleanor and Elizabeth Semans. His father was born in Kent, Maryland in 1768 to William and Ellen Semans. We know little about his childhood in Ohio.

John learned the printing trade and during the greater part of his life he was connected with the press. For several years he conducted a paper at Wilmington, Ohio.

At sometime, probably around 1827, John was married to Mary Thompson. Their son Benjamin Franklin Semans was born in Monroe, Ohio in 1828.

In 1829 at age 25 John moved to Lafayette, Indiana and established the *Lafayette Free Press and Commercial Advertiser*. It was a weekly paper. The date of its first issue was September 29, 1829. It was the second paper to be published in the state of Indiana. The *Pottawattomie Times* had been established a year earlier in Logansport, Indiana, but it was long outlived by John's *Free Press*, as it was commonly called. The office of the *Free Press* was located in a log house on the northwest corner of what became Main and Second streets. It was the predecessor of *The Journal of Lafayette* and its fourth issue, found by accident fifty years later by a *Journal* representative canvassing for subscriptions in the southern part of the city, was neatly framed and hung in *The Journal's* editorial office for many years.

Since John Semans was an ardent Whig, above his editorial column in the *Free Press* he had a sub-heading

which read, "While I have Liberty, I will write for Liberty." S. Vater in an article published in 1909 in *Past & Present of Tippecanoe County, Indiana* says "a motto, which sounded well, at least, and in those days which counted for more and went farther than in these modern times."

In 1830 Mary Thompson Semans passed away in Lafayette. Sometime later John married Mary Ann Dill. Their first daughter Margaret Elizabeth Semans was born in January 1833 and their last child Ellen Marie Semans was born in June 1842. They had five children.

In 1832 John worked, unsuccessfully, on getting a branch of the United States Bank in Lafayette. He wrote and published issues of the day and served on the committees promoting them.

The frontier settlers in Ohio, Kentucky and Indiana were scared by the Indian uprising and massacres during the Blackhawk War in 1832 and fled their homes. John published letters in his newspaper by Capt. Newell dated May 23, 1832 and N. D. Grover, a sub-Indian agent at Logansport, dated May 31, 1832 stating that the Pottawatomie and Miami Indians would not join the hostile Indians. Then on June 1, 1832, John Semans, along with Samuel Hoover, John Taylor, John McCormick, and six or seven other prominent Lafayette citizens, addressed the people of Tippecanoe and surrounding counties through columns in the *Free Press* assuring them that most of the troops from Lafayette had returned and that there was no danger of the Miamis and Pottawatomies joining the hostile Indians. They called upon the people to become quiet and return to their homes without apprehension of danger. By degrees the assured people recovered from the panic and returned to their farms and crops.

In the 1833 *Courier Journal* of Lafayette, Indiana is the following historical account:

"We stop the press to announce the arrival this morning of the steam-boat REPUBLICAN, Toll, Master from the rapids of the Wabash. The Republican had in tow keel boats, 'the Hoosier Lady' and 'the Hoosier Boy,' bringing freight to Lafayette, Messrs. Taylor & Harter, Taylor & Li __, J. McCormick, J. B. Semans and Hunter, and for Messrs, Ewing of the Bridge at Logansport. This is the first arrival at Lafayette this year. We understand the Republican is going to try and ascend the Wabash at Logansport. If she is successful she (will) be the first one that ever has been, and with entitlement to the premium, which we learn is been offered by General Tipton and other enterprising and worthy citizens of that first arrival. The Wabash is in steam boating condition, and we may experi-

THE HOOSIER PACKET - FEBRUARY 2013

John Beason Semans Family

Name	Birth	Place	Death	Place	Marriage	Place
Simon Semans	5-29-1768	Kent, MD	6-04-1848	Lafayette, IN		
Frances Sina McKay	1767		1837			
<u>Children</u>						
A. Ann	1792		1783			
B. Deborah	1794		1871			
C. Eleanor	1794		1873			
m. Carlisle						
D. Elizabeth	1797		1827			
E. William	1800		1860			
F. David	1802		1881			
G. John Beason	12-16-1804	Monroe, OH	8-22-1853	Lafayette, IN	3 marriages	
1. Mary Thompson	1804		1830	Lafayette, IN		
<u>children</u>						
Benjamin Franklin	1828	Monroe, OH				
2. Mary Ann Dill	2-22-1811		9-14-1842	Lafayette, IN		
<u>children</u>						
Margaret Elizabeth	1-12-1833	Lafayette, IN	10-26-1897	Logansport, IN		
m. William J. Dodd	11-04-1827	Xenia, OH	8-02-1899	Lafayette, IN		
Frances Sina	11-11-1835	Lafayette, IN	1915			
Mary Jane	1837		1922	Winchester, IN		
Charity Lucinda	3-10-1840	Defiance, OH	7-19-1919	Lafayette, IN		
m. Samuel S. Hadley						
Ellen Marie	6-29-1842	Lafayette, IN	9-17-1842	Lafayette, IN		
3. Charity Sanford	1817	OH	5-17-1880	Ft. Wayne, IN	5-08-1843	Vigo Co.
(Hickcox)						
<u>children</u>						
Ann Eliza	2-04-1844	Lafayette, IN				
Emma Gertrude	8-17-1846	Lafayette, IN				
Ella Dora	7-17-1849	Lafayette, IN	prior 1860			
Evangeline	@1852					
H. Solomon McKay	1806		1888			
I. George Washington	1811		1846			

ence several arrivals, in a few days.”

It is likely the freight mentioned in the article was paper for John’s press. Besides printing the newspaper, John also used his press to published material for others. In 1834 he printed the minutes of the second annual meting of the Madison Association of Baptists held at Concord.

Meanwhile John’s brother, William Semans, went to Fort Defiance, now Defiance, Ohio, to see their sister and was asked to teach a winter school term. He taught and also laid brick for several years while studying law with Amos Evans. He was admitted to the bar in 1835.

Probably due to William’s influence, John, at age 31, sold his *Free Press* to Joseph Tatman and John D. Smith in February 1835. Shortly thereafter Tatman sold out to Smith and retired. John then moved to Fort Defiance and was admitted to the bar. He practiced law a little and was also in the mercantile business with William.

In 1838 John established the *Defiance Banner* and spent most of his time as its editor. *The Banner* was also a Whig paper. It lasted only about eight or nine months. He then began publishing *The Barometer*, a neutral paper, which only lasted a short time.

In June 1840 John returned to Lafayette and bought back his paper. This was at the time of the famous “log cabin” campaign, in which Martin VanBuren, an Eastern scholarly gentleman and accomplished politician opposed General William Henry Harrison, governor of the Indiana Territory from which the state of Indiana was carved and victor of the battle of Tippecanoe. Harrison has been supported by Whig leaders Henry Clay and Daniel Webster. Although the campaign was said to be over free trade versus protection, there was also the question of slavery. Harrison won in a sweeping victory. But since the northern Whigs were suspected of having anti-slavery “abolition” leanings, it was necessary for Harrison to travel through the South and reassure slave-owners that he did not want to take away their right to hold slaves as property.

President Harrison only lived about a month after his March 1841 inauguration and was succeeded by John Tyler. Tyler reversed the administration policies. Lafayette Whigs thought John, whom they called Major Semans, was a little weak in faith and was "flirting" with Tylerism. This resulted in the establishment of the *Tippecanoe Journal*, in which ardent Whigs such as Judge Samuel A. Huff wrote articles for free. In 1841 Major John Semans gave up fighting and the papers were consolidated under the proprietorship of John D. Smith & Company and called *The Tippecanoe Journal and Lafayette Free Press*. Thus John conducted the more commonly called *The Journal*.

In 1842 John was asked by the Bishop and clergy present at the ordination of the Rev. Andrew Wylie, D. D. President of Indiana University on the second Sunday of Advent in 1841 to publish the sermon given by Samuel Roosevelt Johnson, Rector of St. Johns Church in Lafayette. Its title was *The Testimony of Jesus*.

On September 14, 1842 John's second wife, Mary Ann Dill Semans died in Lafayette leaving him with children ages 14, 9, 7, 5, 2 and 3 months. Three days later on September 17, 1842 the baby Ellen Marie Semans died. Needing help with his young family, John married for the third time on May 8, 1843. His new wife was Charity Hickcox according to the Indiana Marriage Collection 1800-1941 although family records list her name as Charity Sanford. Four daughters were born to them, the first in February 1844.

Probably the most important historical document that John Semans ever published was Overton Johnson and William H. Winter's, 262-page-long, *Route across the Rocky Mountains, with a Description of Oregon and California, Their Geographical Features, Their Resources, Soil, Climate, Production &c. &c.* It was one of two printed accounts of the great migration of 1843 to Oregon and one of the rarest on traveling overland. It describes the Bear Flag Revolt in California that was underway when they arrived, the discovery of gold that is found in considerable quantities, the formation of a company to engage in the gold business, and a detailed account of their trip across the Plains describing the Indians, frontier forts, and the different known routes.

Apparently Overton Johnson returned from his trip to California in 1845, enrolled at Wabash College as a junior (he never graduated), and learned of John's interest in Oregon. He approached John and asked if he would publish his and Winter's notes about the northwest hoping thus to become famous. John agreed and published it both in a hard cover and a paperbound edition. He put a prepublication notice in the *Tippecanoe Journal* on May 14, 1845 and be-

gan selling the book. The actual publication date in the book is 1846. Once published John sold the paperbound edition from the newspaper's office for 50¢ to his subscribers and a little more to those who didn't subscribe to the paper.

A promissory note to John from Overton Johnson exists that shows "value received" of \$110.51, which was due October 19, 1848. Either Johnson paid John for printing the book or he bought copies of the book.

The few rare first editions of this book are selling in the \$2,000-\$5,000 price range depending on their condition. The book was republished by the Purdue University Press in conjunction with the Tippecanoe County Historical Association in 2000 and sells for \$6.95 at Barnes & Noble and \$19.95 at Amazon Books.

Major John Semans was in the newspaper business until the campaign of 1848. At that time he refused to support General Taylor. He became a Free Soiler. He, along with Ovid Butler and Rawson Valle of Wayne county, were the active members of the State committee. At the Free Soilers' state convention held in Indianapolis on July 26 of that year, a set of resolutions was passed declaring that there was no difference between the old Whig and Democrat parties on the slavery question; that they would stand by the constitution, but would oppose the spread of slavery; that they would stand by the platform of the Buffalo convention and would support Van Buren; and that the Free Soil platform should be a test in supporting State candidates.

Orders, Rules, Regulations and Rates of Toll, with a Table of Distances on the Wabash and Erie Canal, as Established by the Board of Trustees of the Wabash and Erie Canal that was published on December 1, 1847 lists John B. Semans as the toll collector at the toll office in Lafayette. The other toll collectors for the canal at the time were Oliver P. Morgan at Fort Wayne, Jirah Barlow at Lagro, James W. Dunn at Logansport and Elias C. Wilcox at Covington. Canal trustees were Charles Butler at New York city, Thomas H. Blake at Terre Haute and Austin M. Puett at Rockville, Indiana. Jesse Lynch Williams was the chief engineer. Canal superintendents were Stearns Fisher at Wabash for the Eastern Division and Chauncey Carter at Logansport for the Western Division. The duties of the collector were carefully outlined in the book. They are shown on the following page.

In 1848 John's father, William Semans, died in Lafayette, Indiana at age 80. That year John once again sold his paper. He spent the remaining years of his life as the toll

(continued on page 8)

TOLL COLLECTOR'S DUTIES

From *Orders, Rules, Regulations, and Rates of Toll, With a Table of Distances on the Wabash and Erie Canal, Indiana, as Established by the Board of Trustees of the Wabash and Erie Canal.*
December 1, 1847

Sec. 23. Any person who shall willfully throw into the canal any saw-log, or other timber, or other thing, which may obstruct the navigation shall, on the conviction thereof, forfeit the sum of ten dollars. And it shall be the duty of every Engineer, Collector, Superintendent or Agent employed on the canal, to seize all logs, fire-wood or other things, which may be found floating loosely, and all rafts which may be found in the canal, and to hold the same to satisfy the penalty for the aforesaid offence.

Sec. 25. It shall be the duty of each Collector of tolls on the canal, carefully to inspect the cargo of every boat or other float applying for a clearance, and to ascertain the weight in amount of the cargo, by examining the bills of lading, or otherwise; and also to ascertain the number of passengers; and after receiving the amount of tolls due on such cargo, the Collector shall furnish the master of such float with a clearance; and it shall be the duty of each Collector to examine the cargo and the clearance, as may be practicable, of every boat passing his office, to see that the tolls required by the rates established have been paid, and to be vigilant in observing well and enforcing such rules and regulations in regard to the navigation and protection of the canal, and the collection of tolls, as may from time to time be established by the Board of Trustees.

Sec. 26. The owner or owners of any boat navigating the canal, shall make out, sign and deliver to the Collector, of whom the first clearance of such boat shall be demanded a certificate, to be entitled a "**certificate of registry**"; containing the name of the owner, or owners, with his or their place of abode, together with the name of that boat, and the town or place where it is owner; which certificates of registry shall be recorded by the Collector in a book kept for that purpose, and said Collector shall also furnish to each of the other Collectors on said canal, a copy of the registry of each boat registered in his office; which registry shall be copied by the Collectors to whom it is sent, in the registry books belonging to their office; and the Collector shall also at the same time transmit to the office of the Board of Trustees, a copy of the said registry. And if the name of any boat be changed, the owner or master thereof shall apprise the Collector of whom he may first ask a clearance, of the change, and such Collector shall forthwith inform each Collector on the canal of such change, and shall also report the same immediately to the office of the Board of Trustees.

Sec. 27. No clearance shall be granted to any boat, by any Collector, unless the name of such boat, and the name of the owner, with the place where such boat is owned, be found in the registry book of such Collector.

Sec. 30. Clearances for every voyage shall be required of, and issued by the Collector, whose office shall be nearest the place in the direction of which the boat is proceeding; *Provided*, that where there is a Collector's office at the place at which the boat is loading, a clearance shall always be obtained at such office.

Sec. 31. Every master of a boat shall be required to exhibit his clearance to any Collector, Engineer, Superintendent or lock-tender, whenever they demand it, and no boat shall be permitted to pass on the canal without such clearance, signed by the Collector.

Sec. 32. Every master of a boat or other float, navigating the canal, who shall omit to exhibit or deliver a true bill of lading to any Collector, or to pay the toll thereon when required, or shall deliver any article men-

tioned in a bill of lading, at a place beyond that to which such article shall have been cleared, shall forfeit and pay to the Board of Trustees a sum not less than ten nor more than one hundred dollars.

Sec. 33. Every person who shall sign or deliver to any Collector, a false bill of lading, shall pay, on all property omitted in such false bills, treble the established rates of toll chargeable thereon, to any Collector who shall be satisfied of such omission, for the whole distance such property is conveyed on the canal.

Sec. 34. Every Collector receiving a bill of lading, may require the master exhibiting it, to verify it by his oath, which oath such Collector is authorized to administer.

Sec. 37. The master of every boat or float shall be liable for the payment of tolls and expenses, chargeable on such boat or float, and its cargo; and it shall be the duty of every Collector to detain all articles on which tolls or expenses are chargeable, and the boat or float containing them, until such tolls and expenses shall be paid.

Sec. 38. Every master of a boat shall make out and certify a correct list, for every voyage, of all passengers over twelve years of age, which are transported on board of such boat, for any distance during such voyage, stating therein the name of each passenger, and the distance such passenger is transported, and deliver said list to the Collector to whom the clearance of the boat for such voyage is to be delivered; and the name shall be verified by the oath of the master, if required by the Collector.

Sec. 39. Each Collector is authorized, when the business on the intermediate portion of the canal, between his office and the next office in either direction shall in his opinion require it, in order to prevent frauds upon the revenue, to issue and sign a permit to the master of any float, to make a voyage or voyages, on such intermediate portion of the canal, with such regulations as will secure the payment of the proper tolls; which permit shall answer the purpose of a clearance, and shall authorize the boat or float, in whose favor it is given, to navigate such intermediate portion of the canal: *Provided*, such permit shall not extend to, nor within two miles of any Collector's office; and the master of the boat shall from time to time report to the Collector granting the permit, as he shall prescribe in the permit, the property or persons transported by him on his boat, and account for and pay the tolls according to law.

Sec. 42. Each Collector of tolls shall keep a regular account of the weight or quantity of any and all articles cleared from his office, or passing on the canal together with the tolls received thereon; and shall transmit to the office of the Board of Trustees monthly abstracts of such accounts from his books.

Sec. 43. All boats, floats, or other property belonging to the United States, shall be permitted to be transported free of toll, on the Wabash and Erie Canal: *Provided*, satisfactory proof be furnished the proper Collector, that the same is *bona fide* the property of the United States; but all such boats, floats, or other property, shall be reported cleared, and in all other respects subject to the rules, regulations, forfeitures and liabilities imposed by the Board of Trustees, in respect to other boats, floats or property passing on the canal.

Sec. 44. That for all damages done to the canal, and for all penalties and forfeitures imposed by the Board of Trustees, other than for offences punishable by presentment or indictment, any Superintendent, or Collector of tolls, is authorized to bring suit, by actions of debt, against the offender or offenders, in the name of "the Board of Trustees of the Wabash and Erie Canal," before any court of competent jurisdiction; and the amount recovered over and above the expense of suit, shall be paid to the nearest Collector of tolls, which shall be by him paid over in the same manner as the moneys collected from tolls.

Sec. 49. If on unloading any boat or float, it shall be discovered that the cargo, in consequence of an unintentional error, exceeds the quantity stated in the bill or bills of lading, or clearance, it shall be the duty of the master of such boat or float, immediately to report such surplus, and pay the lawful tolls thereon to the Collector at the place where such error may be discovered, if there be any Collector at such place; and if there be no Collector at such place, to the next Collector at or near whose office the boat shall arrive, after the discovery of such error is made; and any master of a boat or float, who shall fail to comply with the requisition of this section, shall forfeit and pay the sum of ten dollars, besides double tolls on all property omitted in the bill or bills of lading.

Sec. 50. No boat or other float shall proceed beyond the place to which it shall be cleared nor shall any article of its cargo be unladen after its arrival at the place for which such article is cleared, nor proceed beyond such place until the master thereof shall have delivered the clearance of such boat or float to the Collector at the place for which it is cleared, if there be any Collector at such place.

Sec. 51. If there be no Collector at such place, the master shall deliver the clearance to the last Collector whose office shall be passed by the boat, in the order of the voyage, and shall receive a permit from such Collector to proceed to the place to which the boat or float is cleared.

Sec. 52. Every master who shall omit to deliver a clearance to the Collector to whom the same ought to be delivered, shall forfeit the sum of twenty-five dollars.

Sec. 53. Whenever a difference shall arise between a Collector and a master of any boat or float, as to the amount of tolls chargeable on the lading of such boat or float, the Collector shall detain the boat or float, and the articles on which toll is to be charged, and shall weigh, count or measure the articles, as the case may require; and if it shall be ascertained that the weight, number or feet exceeds the amount stated in the bill of lading thereof, the Collector shall charge toll according to the weight, number or feet thus found; and the master shall pay to the Collector the expense of such weighing, counting or measuring, and such expense shall be chargeable on such articles, and on the boat or float containing them.

Sec. 54. The master of every boat or float shall be liable for the payment of tolls, and the expenses chargeable on such, boat or float, and its cargo; and it shall be the duty of every Collector to detain all articles on which tolls and expenses are chargeable, and the boat or float containing them, until such tolls and expenses shall be paid.

Sec. 61. No clearance shall be granted to any boat or float which shall not at the time of applying for such clearance, be provided with such fender in cases where the same shall be required by the preceding order; and it shall be the duty of every Collector of tolls, Inspector, Engineer, Lock-Tender or Superintendent, to see that the said section be strictly enforced; and for that purpose, each and every of them shall be authorized to detain any boat or float, moving or attempt to move on the canal, until that section be complied with, and all penalties for the violation thereof be fully paid and satisfied.

Sec. 67. The Collectors at Lafayette and Fort Wayne shall deposit, at least once in each week, the amount received for tolls or fines in the Branch Bank of the state of Indiana, at their respective places, to the credit of the Board of Trustees and transmit the certificates thereof forthwith to the Board.

Sec. 68. In granting clearances to boats, Collectors will require the weight, number or quantity, as the case may be, of the articles composing the cargo, to be correctly ascertained, either by actual weight, counting or measurement, or by calculating the weight on the article con-

tained in barrels, such as flour, pork, salt, &c., from the number and ascertained average weight of each barrel, in the usual methods; and will not grant clearances on bills of lading which do not exhibit the actual weight, number or quantity, or which exhibit on the supposed weight, number or quantity of the articles of which it is composed.

Sec. 69. Every Collector will require the exhibition of the bills of lading of all the articles composing the cargo of a boat, at the time of her leaving the port at which his office is held — will enter all such articles on the clearance before it shall finally be delivered to the master of the boat, and receive toll thereon.

Sec. 70. Collectors will not enter on a clearance any article or articles of lading to be taken on board of the boat after her leaving the port where the Collector's office is situated.

Sec. 71. All Collectors, except those located at the termination of the canal, will see that the names of all passengers on board of every boat, at the time of passing his office, or who may have been transported on such boat, previously to its arrival at his office, during the voyage, are entered on the list of passengers attached to the clearance, and shall, in every instance, inquire and demand of the master of the boat whether they are so entered; and if he shall ascertain or suspect that the master has neglected to enter any name on said list which should be entered on said list, he shall detain the clearance until he shall be satisfied that all the proper entries are made.

Sec. 72. On the arrival of any boat at any port where there is a Collector's office, either on its way to any place beyond, or at the end of the voyage, the Collector will, in all cases, require the exhibition of the clearance, and all the bills of lading of the cargo on board of such boat, and diligently compare the clearance with the bill or bills of lading; and, if he shall find any article contained in the bill or bills of lading omitted in the clearance, he will enter the same on the clearance, and receive the tolls chargeable thereon; and if he shall find any article entered on the clearance which is not contained in any bill of lading, or erroneously entered on the clearance, he will note such erroneous or improper entry on the margin of the clearance.

Sec. 73. For the purpose of ascertaining whether all the articles, composing the cargoes of boats, are entered upon the bills of lading and clearance of such boats, and whether the names of all passengers are entered on the passage-list attached to their clearances, it shall be the duty of the Collectors (and each Collector shall be ex officio an Inspector) to go on board of every boat on its arrival at the port at which his office is kept, or a soon thereafter as is practicable, in all cases, when the boat shall arrive or be in port between sunrise and usual bed-time, and carefully inspect the same, so far as can be done without the removal of the cargo, and ascertain, as nearly as practicable, whether the cargo agrees with the bills of lading and clearance, and whether the passengers are correctly entered on the list thereof. It shall be the duty of all Collectors to keep up at all times a careful watchfulness and supervision of the amount, character and quantities of all cargoes being shipped, received or passing their respective offices. It shall be the duty of every Collector with whom the clearance for any voyage on the canal is required to be deposited, carefully to examine and compare the same with the bill or bills of lading, and also with the cargo; to revise the charges and calculations of tolls entered therein; to correct and note thereon all errors which may be discovered; and if he shall find the amount of tolls received, agreeable to such clearance, falls short of the proper sum, he shall receive and account for the balance, as in other cases of tolls received; and if he shall find that the amount of tolls, actually paid on such clearance, exceeds the correct amount, he shall refund to the master this excess, for which he shall take the master's receipt and charge the same in the proper account.

Sec. 74. The Collectors of canal tolls shall not be required to issue *original* clearances for any boat or float between ten o'clock in the evening and sunrise in the morning, nor keep their offices open for that purpose between those times; and, unless full and complete bills of lading for all the cargo on board of a boat or float, at the time of her leaving the port at which a clearance is required to be granted, . . . and two o'clock, P.M., on Sunday, nor during the usual hours of divine service on that day, are presented to the Collector before nine o'clock in the evening, the Collector shall not be required to issue a clearance therefor until the next succeeding day. And no Collector on the canal shall be required to keep open his office, nor to transact any business appertaining to his office, between the hours of nine o'clock, A.M., and two o'clock, P.M., on Sunday, nor during the usual hours of divine service on that day.

Sec. 75. No Collector or other officer of the Board shall be allowed to procure blanks or other printing for their office, without the written permission of the Resident Trustee.

collector for the Wabash & Erie Canal at Lafayette.

John was a religious man and had quite a collection of books on religion. He tried to share his beliefs with others. Back then there were salesmen who traveled around the country selling religious books. One of these was H. M. Saxton who covered Michigan, Indiana, Ohio and Kentucky. In his thirteenth report back to the publisher he says that from December 1, 1853 to November 15, 1854 he had distributed 1672 books and received \$739.97 for them. He tells how many copies of each book he sold. His biggest sellers were 406 copies of *New Dispensation* or Barrett's Lectures, 388 copies of *Heaven and Hell*, 110 copies of *Reasons* by Bush, 68 copies of *Divine Love and Wisdom*, etc. In his report he tells all the cities he visited and the order in which he visited them, reports on tracts he distributed gratuitously, reports the sums that he has received and forwarded to the Treasurer in Cleveland, talks about the railroads, names some of the people with whom he conversed. He writes:

"Having arrived in Lafayette, I found myself in a city containing ten thousand people. It is situated at the head of steamboat navigation, on the Wabash River, which connects with the Ohio River. It is sixty-five miles northwest of Indianapolis, with which it is connected by the Lafayette and Indianapolis Rail Road. I wish to call particular attention to this place, as perhaps there is little known concerning it by New Church people; and because it would be a favorable point for the dissemination of the Doctrines by books and lectures. Will not the LaPorte people do something for Lafayette? Perhaps Mr. Well,er or Mr. Andrew will go there and give the people some lectures, and distribute some books among them. They have never had any lectures, and scarcely any books.

"I learned that there had been a very earnest, warm-hearted receiver of the Doctrines living there for many

years, by the name of Seamans [Semans]; some called him Major Seamans, but I could not learn that he had ever been Major, or that he had ever fought any battles, unless they were spiritual battles. He was a living index of the Heavenly Doctrines. The people almost invariably spoke well of him, and I did not find any who had aught against him, unless it was that some thought him "visionary;" and even these had a kind of respect for what they termed "his visionary ideas." He seems to have been an orderly and useful man. He was canal collector there for many years, and being somewhat at leisure during the winters, he spent much time in reading the Heavenly writings, and this accounts for his being so deeply imbued with the spirit of those Writings. For it is "especially by reading" books that people are taught the truths of heaven. — D. P. 172. He had nearly a complete set of the Heavenly Writings, and when he went into the spiritual world, he gave his books to the County Library. He conversed with the people and tried to interest them in the Doctrines; and probably he thought that his labor was almost lost. But he accomplished more than he was aware of; he prepared the way for the books which I carried there. I sold one hundred and thirty books, and could have sold more if I have been supplied with more. These seemed to be very little opposition to the Doctrines, and I labored with much less difficulty than in many other places.

"From Lafayette I went to Indianapolis, to which place I had ordered another supply of books. Indianapolis is the capital of Indiana, and contains about fifteen thousand people. Professor Bush formerly lived there and preached Presbyterianism. I found myself in altogether a different sphere there from that of Lafayette. There is much cold rigid Phariseism there."

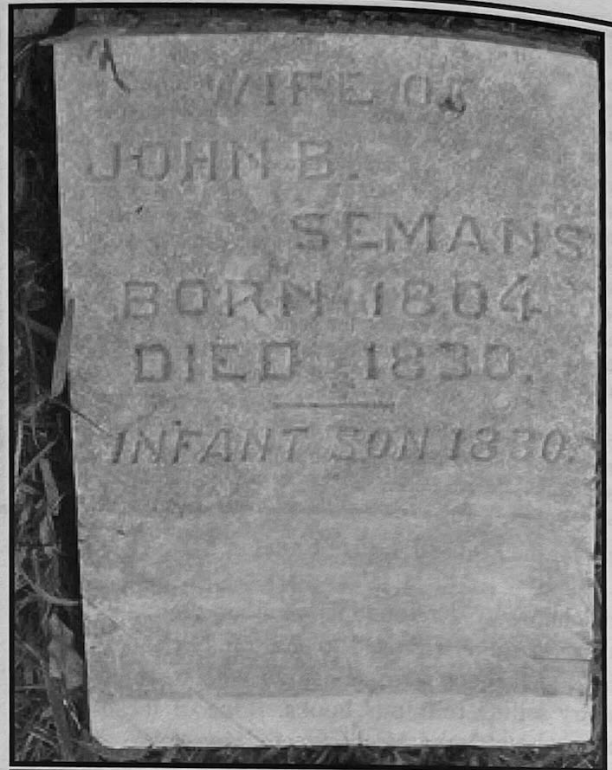
Major John Beason Semans died on August 22, 1853 in Lafayette, Indiana. He was laid at rest in Lafayette City Section 4 of Greenbush Cemetery. He was only 49 years old. He was described in one historical work as "an able and truthful journalist, who published the pioneer newspaper of the upper Wabash, and who enjoyed during his long and prosperous career in public life, the respect and confidence of all who knew him. He was a kind and affectionate husband and father, a true friend, and on his death-bed exemplified the appropriateness of the words of the poet:

The chamber where the good man meets his fate,
Is privileged beyond the common walks of life,
Quiet in the verge of Heaven."

His obituary in the *Fort Wayne Times & People's Press* of August 31, 1853 says he was "a pleasant, companionable gentleman, as well as a man of talent and of the



John B. Semans
Aged 49 Yrs.
B. 1804 Monroe OH
Died. 8-22-1853 Lafayette IN
Greenbush Cemetery
Lafayette, Indiana
Laf City Sec. 4
Find A Grave 70936600



Wife of John B. Semans
Mary Thompson Semans
B. 1804
D. 1830
Greenbush Cemetery
Lafayette IN
Laf City Sec. 4
Find A Grave 70936602



Wife of John B. Semans
Mary Ann Dill
B. 2-22-1811
D. 9-14-1842
Greenbush Cemetery
Lafayette IN
Laf City Sec. ?
Find A Grave 70936601



Mrs. J. B. Semans
Aged 63 Yrs.
Charity Semans
B. 1817 Ohio
D. 5-17-1880 Ft. Wayne, IN
Springvale Cemetery
Lafayette, Indiana
Sec. 23 Lot 47
Find A Grave 66688808

strictest integrity. His death is a loss to Lafayette, and an irreparable one to his family.”

John's third wife passed away on May 17, 1880 at the age of 69. She was buried in Springdale Cemetery in Lafayette.

Sources:

Ancestry.com
 Indiana Marriage Collection, 1800-1941.
 Public Member Trees
 Bridgeman, Charles Thorley and Morehouse, Clifford P. *A History of the Parish of the Trinity Church in the City of New York*. New York, NY: G. P Putnam's Sons, The Knickerbackers Press, 1906.
 Bush, George. *The New Church Repository, and Monthly Review; Devoted to the Exposition of the Philosophy and Theology Taught in the Writings of Emanuel Swedenborg*. New York, NY: Published for the Proprietor. 1855.
 Cady, C. W. *The Indiana Annual Register & Pocket Manual for the year 1845*. Indianapolis, IN: E. Chamberlain, 1845.
 Cox, Sandford C. *Recollections of the Early Settlement of the Wabash Valley*. Lafayette, IN: Courier Steam Book and Job Printing House, 1860.
 "Death of Major Semans," Fort Wayne Times & Peoples Press, August 31, 1853.
 DeHart, General R. P. *Past and Present of Tippecanoe County, Indiana*. Indianapolis, IN: B. F. Bowen & Company, Publishers, Vol 1. 1909.
 Esarey, Logan. *A History of Indiana from 1850 to the Present*. Indianapolis, IN: B. F. Bowen & Company, Vol. II, 1918.
 Esarey, Logan. *History of Indiana from Its Exploration to 1922*. Dayton, OH: Dayton Historical Publishing Co., 1922.
 Hawes, G. W. *G. W. Hawes' Indiana State Gazetteer and Business Directory for 1858 and 1859*. Indianapolis, IN: Geo. W. Hawes Publisher and Proprietor, 1859.
 Indiana Historical Society, Vol. 10-11, 1933.
 Johnson, Overton and Winter, William H. *Route Across the Rocky Mountains*. Lafayette, IN: John B. Semans, 1846.
 "Mary Ann Semans," Newspapers/ Lafayette file, Tippecanoe County Historical Society Library, Lafayette, IN.
Orders, Rules, Regulations and Rates of Toll, with a Table of Distances on the Wabash and Erie Canal, Indiana. Terre Haute, IN: Office of the Board of Trustees, December 1st, 1847.
 Stone, Geo. B. and Henkle, W.D. *The Indiana School Journal Published on the 15th of Each Month by the Indiana State Teachers' Association*. Indianapolis, IN: Cameron & M'Neely, Printers, 1857.
 Tippecanoe County, Indiana Birth & Christening Records
 Winter, Nevin O. *A History of Northwest Ohio*. Chicago, IL: The Lewis Publishing Company, 1917.
The Indiana Quarterly Magazine of History. Indianapolis, IN: George S. Cottman Editor and Publisher, Vol 2—1906.
 United States Federal Census: 1840, 1850, 1860
 Internet:
en.wikipedia.org/wiki/Journal_%26_Courier
en.wikipedia.org/wiki/Keelboat
wc.rootsweb.ancestry.com

WHITEWATER CANAL MURAL ON PHONE BOOK COVER

By Phyllis Mattheis

Patriot Phone Books were delivered in all of Wayne County this past fall. The front cover has four murals: three in Richmond, plus our very own Whitewater Canal Mural in downtown Cambridge City! The cost of the 2011 mural was split between the Canal Society of Indiana and Western Wayne Heritage. Credit is given to both organizations on the bottom edge of the mural, which is actually painted on board and attached to a concrete block wall above the stone-arch 'culvert' that allowed canal waters to pass under the historic National Road. When the Whitewater Canal was in use for transportation in the mid 1800s, there seems to have been an arched bridge for the travelers on the National Road to pass over the canal.

The 4 x 16 foot, two-panel mural was painted to show the scene from that bridge with the historic Vinton House hotel on the left and several other buildings along the canal including a ticket office, a blacksmith, a livery stable, a warehouse, a trading company and a grocery. Fourteen people are pictured in the canal boats and six more on the land. One of the four canal boats in the scene is named "Ben Franklin".

This mural was painted during 2011 as part of the 175 year celebration of Cambridge City, founded in 1836. Muralist Carly Mattingly Dee used suggestions from members of WW Heritage for the design. Inside the phone book is a page of murals painted by Carly and her mother, Pamela Bliss, including our town's famous race horse 'Single G', painted on the east face of a bank building downtown Cambridge City. Pamela has painted many murals in downtown Indianapolis, as well as Richmond.



This is one of two 4 x 8 foot panels that is on the wall over the culvert in Cambridge City that was funded by CSI. P - P. Mattheis

**JOSEPHUS W. "SEPH" LAKE
AND HIS WABASH & ERIE CANAL CONNECTIONS**
By Charles Davis

Josephus W. Lake was born August 19, 1843, in Bellaire, Belmont county, Ohio. His parents were Evan and Malinda Brandon Lake.

Evan Lake, emigrated from Wales when he was about nineteen years of age, and settled in Bellaire where he was engaged in mining and at the same time boating his coal from Wheeling, Virginia (West Virginia, June 20, 1863) to Memphis, Tennessee. On January 1, 1840, he was married to Miss Malinda Brandon, in Bellaire, where she died in 1858. In the fall of 1859, after Malinda's death, Evan and his family moved to Clinton Locks, Indiana where he continued to be engaged in mining until his death in October 1862.

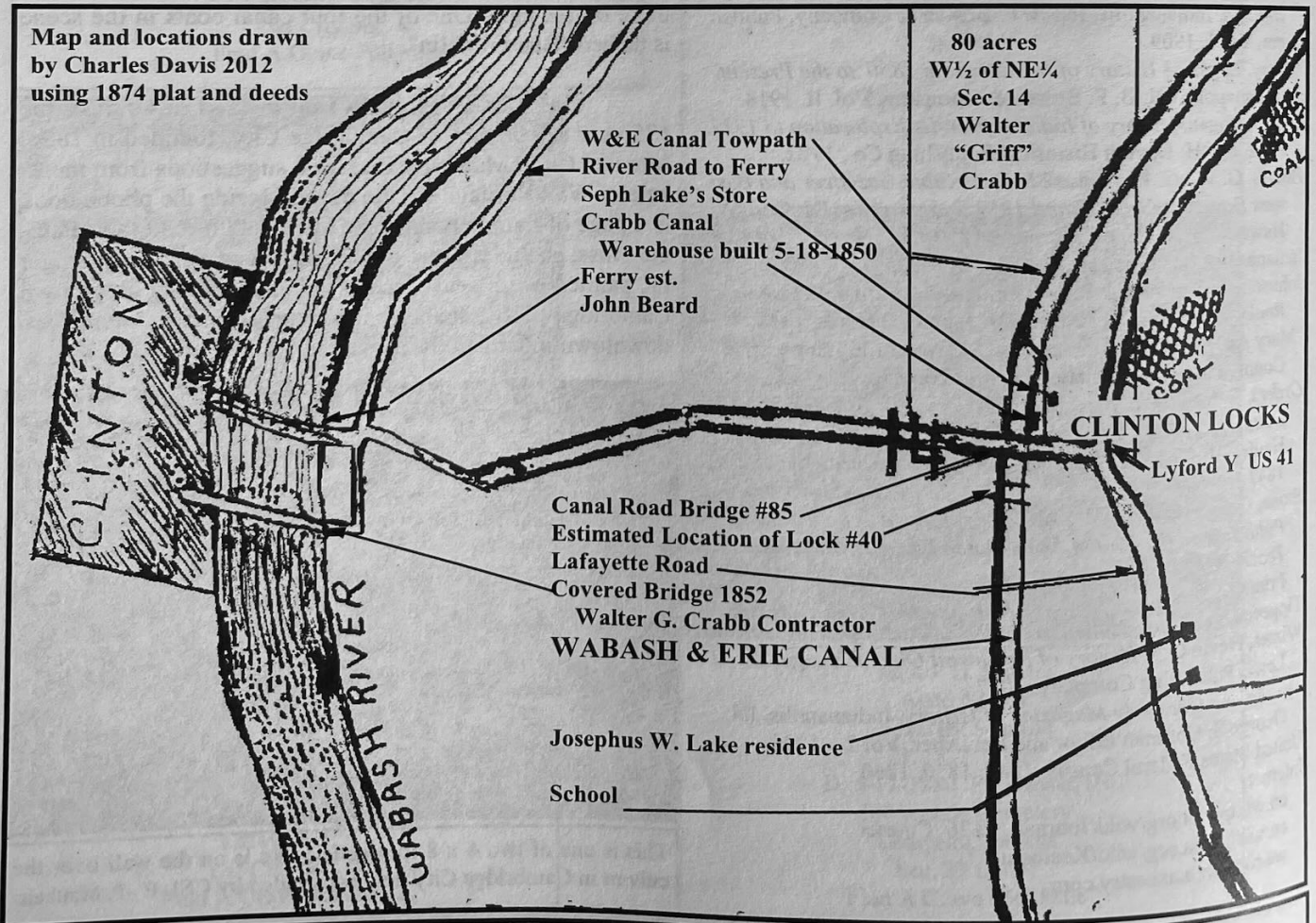
Clinton Locks was located across the Wabash River from the town of Clinton, Indiana. It was located at Lock #40 of the Wabash & Erie Canal. In 1880 it was platted and named Hudnut in honor of Hudnut & Company of Terre Haute. It later became known as Lyford.

Josephus W., our subject, was the 3rd of seven children. His education was such as might be obtained by a faithful student while attending the schools of Bellaire prior to moving to Indiana at the age of 17. He arrived in Parke county on April 8, 1860 and until the spring of 1862 was engaged in mining. On June 22 of that year he enlisted at Terre Haute in Company B, 54th Indiana Infantry and was mustered out on September 22, 1862 at Indianapolis.

Returning home "Seph," as he was commonly known, returned to mining until the spring of 1863 when for a short time he took a job as a driver on the Wabash and Erie Canal until his second enlistment on November 1863 at Clinton Locks in Company C, 123rd Indiana Infantry. He was mustered out on May 22, 1865 at Madison, Indiana.

During his military service Seph was captured at Red River Bridge, Tennessee, but was soon paroled. He was also in the engagements at Resaca, Buzzard Roost, Decatur, Chattahoochie, Atlanta and others.

After the Civil War, Seph clerked for some time in the Canal Warehouse for Jesse Youmans and Robert Smith and was engaged three times as a school teacher.



Map and locations drawn by Charles Davis 2012 using 1874 plat and deeds

had stood near the canal at Clinton Locks, was destroyed by fire one day last week. It was built when the canal was completed as a grain warehouse by Griff Crabb, who did a thriving business in it." The same paper on February 28, 1906 states, "Jencks of American Hominy Co., is constructing a large elevator at Lyford (Clinton Lock/Hudnut), is sending in logs, and sawing logs on site into lumber for the elevator." This elevator was built on the same site as the canal warehouse.

By 1891 the Wabash Valley Mining Company opened up a big mining territory in the old coal fields of Fitch and McLaren just north of Clinton Locks. The company was induced by Josephus W. Lake, who had visited them at Paxton, Illinois. They located a short distance above the Locks, finding a vein of coal six feet and one inch thick at a depth of 146 feet. The company closed an option with farmers in the area for nearly 2000 acres. The complete story is recorded in the *Rockville Republican* of February 25, 1891 and is titled "Gigantic Mining Enterprise."

Josephus W. Lake died at his home in Lyford on February 14, 1900 and was buried at Clinton according to the *Rockville Republican* of February 7, 1900 page 5. He had been an Odd-Fellow and a member of the national party, formerly a Republican.

In the yard of the Lake home stands a very large Elm tree that is the largest one in the state of Indiana in 2012 according to its owner. If only that tree could talk!



Josephus W. and Mary F. (Roberts) Lake's home during the canal era and after it near Clinton Locks (Lyford), Indiana with the largest Elm tree in Indiana in 2012 shown on the left.
Photo by Charles Davis 2012

Sources:

Beckwith. *History of Parke County*, "John H. Beadle" pp. 313-314, "J. W. Lake" 328-329.

Deed Records, Rockville Court House Recorder's office

Isaac Straus Memorial Combined Atlas of Parke County, Indiana. 1874-1908-1916.

1974 Plat Maps

Rockville Republican found in Rockville Library

**DELPHI PRODUCED
QUALITY PAPER**

After reading the article about the possible suspension of publishing a newspaper due to a shipment of paper by canal boat in the December 2012 issue of *The Hoosier Packet*, Mark A. Smith, CSI member from Brookston, Indiana and a director of Carroll County Wabash & Erie Canal, Inc. writes:

In response to your recent Packet article on shipment of paper, may I refer you to Dora Thomas Mayhill's *Old Wabash and Erie Canal in Carroll County and Pre-Canal History of the Wabash River*, page seventy, and I quote:

"It was said that the Delphi paper mills acquired the reputation of being the greatest paper manufacturing center in Western Indiana. As late as 1874 the Kokomo Tribune stated 'The Tribune is still printed on Rinehart pa-

per, as was its first issue twenty years ago.'

"In 1851, the Huntington Herald said: 'As soon as navigation opens we expect to procure paper from the Delphi Mills and our patrons will then notice a difference between good paper and the miserable trash we have been using for several months past.'

"The Delphi papers state that the Delphi paper mills manufactured print paper; brown wrapping paper used for grocery and hardware stores; and a lighter brown paper used in dry goods stores. A large amount of this paper was hauled in wagons to Chicago, Cincinnati, Louisville and other places. Paper was also shipped by the canal."

Mrs. Mayhill's husband, Bert, and her brother-in-law Noah were seasoned journalists who owned papers all over the area during various periods of the County's history. I (Mark Smith) would suspect that fine quality newsprint was of utmost interest to the author of this book.

FROM TIMES PAST

Fort Wayne Times & Peoples Press
 April 19, 1845

INDIANA, HER PUBLIC DEBT, AND HER
 CONDUCT TOWARDS HER CREDITORS

To the Editor of the Sun. Sir — During the past winter, some of your neighbors of the city press, especially the Editor of the Tribune, have seen fit to speak in terms unmeasured and unjustified by facts, of the State of Indiana, in connection with her public debt and her treatment of her creditors. As one of her representatives in the late Congress, I sought occasion during the session that has just closed, to reply to such aspersions on the floor of the House; but finding a suitable opportunity, I ask that you will be kind enough to allow me to avail myself of the extensive circulation of the Sun, in stating the facts of the case. And, these fairly stated, I am willing to abide the judgment of the country, confidently committing to well informed public opinion, the reputation of my adopted State.

It is but too well known, that Indiana, some nine years since, misled by similar undertakings in older states; engaged in an extensive system of public works; a system devised without judgment and managed without discretion. The result has been, that of nine different works, which with rash improvidence growing out of sectional jealousies, she undertook to construct and finish simultaneously, not one is yet completed; nor, with the single exception of her Wabash and Erie canal, yet approaches completion. The State is dotted over with detached works, utterly worthless and unproductive; deep cuttings, isolated in the center of her forests, and huge mounds standing alone, without apparent purpose, in some remote valley, washed into shapeless masses, year after year, by the action of the elements. And, with scarcely an item of productive value as an equivalent. Those who thus rashly guided councils have entailed upon the State, for Internal Improvement alone, a debt of fully twelve millions of dollars; nearly eleven millions of foreign and upwards of a million and a quarter at domestic debt. The whole of that amount, however, it ought to be stated, has not been squandered even by the bad management that ruled her public business. For about three millions of her bonds, included in the above debt, *she never received the money at all*. Her fund commissioner, with a degree of imprudence that merits the epithet of recklessness, sold on credit to an institution, then on the verge of bankruptcy, (the Morris Canal Co.) upwards of two millions and three quarters of their bonds, and nearly a quarter of a million more to sundry free Banks of Western New York; the whole proving a dead loss by the insolvency of these institutions. An examination set on foot by the Agent of the State proves, that these bonds were almost

instantly transferred or hypothecated to the third persons, unapprised, as it appears, of the nature of the transactions by which, they were obtained.

These circumstances, taken altogether, form a case, well calculated to test, to the uttermost, the good faith and honor of a State. The people of Indiana know and keenly feel, that the confidence they have reposed in some of their public servants has been shamefully abused. Their property has been virtually mortgaged for an amount of principal fully equal to one-tenth of their present entire taxable list, real and personal. For that amount, enormous compared to the property of the State, her citizens know that they have, with exceptions not worth regarding, absolutely nothing to show; not a dollar of annual revenue to receive. And they further know, that out of a fourth of that amount they have been defrauded by speculating institutions.

All this furnishes no sufficient reason why Indiana should refuse to pay her debt. But it must be confessed, that it offers temptations to repudiation such as nations are not often exposed to.

How, under these trying circumstances, has this heavily-burdened State conducted herself? Has she acted like a wholesale swindler? As your neighbor of the Tribune (adopting language unworthy of him, fit only for the self-righteous exclusives of a London club) would have the world believe? Let facts and figures furnish the reply.

Has Indiana repudiated even the very bonds _____ [here the paper is cut off] _____ has regarded their sale as absolute, and recognized the right to payment of those who now hold them.

All this, it will be replied, is well enough; but fair promises cost nothing. "Pay me that thou owest;" such is the language of the creditor. And it is no very satisfactory reply to that demand, that we merely admit, in words, the justness of the debt. What has Indiana done? That is the practical question. Delay becomes denial. What measures has she adopted — what exertions made — to work through a debt, which in terms she does not repudiate?

Nine years ago, at the commencement of her Internal Improvement system, the ad valorem state tax levied on her citizens was five cents on every hundred dollars of property. It was gradually increased, first to fifteen cents, then to thirty, and one year, (1841) to forty cents; being eight times the ad valorem tax which originally sufficed with a small poll tax, to pay her current expenses; and that estimated on the full actual value of her tax tables; not, as in Ohio and some other states, on a mere nominal appraisalment; the poll tax, however, remaining at fifty cents, except in 1841, when it was raised to seventy-five cents for each poll.

By the great increase of taxes, there has been raised in Indiana, by direct taxation and for state purposes alone, in the last eight years, upwards of eighteen hundred and fifty thousand dollars.

But the present current annual expenses of the state government of Indiana are, by the estimate of her Auditor, about seventy thousand dollars. They have, heretofore, been somewhat higher. Putting them, at an average of eighty thousand a year, they would amount, in eight years, to six hundred and forty thousand dollars; or about one third of the amount of taxes raised; leaving two-thirds, or about a million and a quarter of dollars to be applied in the extinguishment of her public debt from the legal source of direct taxation, and without reckoning bank dividends, sales of public lands and other smaller sources of revenue. It is true, that this amount has chiefly been applied to liquidate the domestic debt of the State, and that, during a portion of that time, the interest on Indiana's foreign debt has remained unpaid. This has happened naturally, almost necessarily, as the result of the extreme pressure of the times, causing the State to pass a law by which her scrip, the evidence of her domestic debt, is received in payment of taxes and other State dues. If this be cast up to Indiana as a reproach, it may be asked, in reply, whether there be any example on record of a nation preferring her foreign to her domestic debt; and whether it may not justly be doubted, if England herself, supposing her debt, instead of being as ninety-five hundredths of it is a domestic debt, were if foreign, would pay the interest on it, even for a single year. A State which, for eight years, including a disastrous period of the commercial history of the country, has persevered in applying, out of every THREE dollars which she raised by taxing her citizens, TWO towards the payment of her debts, may be admitted to have done what could be reasonably expected of her, in the premises. Of the annual revenue of Great Britain, (of which but a small proportion is derived from the trying burden imposed by direct taxation,) there has been applied little more than one-half, instead of two-thirds, annually, towards the Interest of her debt, while nearly one-half has gone for the current expenses of her government.

If, now, it be demanded of me whether I believe that Indiana, disappointed and wronged as she has been, and deeply involved as she is, will yet ultimately discharge her debt, I reply, that if her creditors evince but a moderate degree of conciliation, I feel confident that she will. I introduced into Congress during the late session, a bill, which, fortunately for our state, passed into a law, by which there was granted to Indiana, about 800,000 acres of land, to aid her in completing her Wabash and Erie, or rather Ohio and Erie Canal. This work, not included in her general system of Internal Improvement, but constructed chiefly by means of a separate land fund, and having Cost already about four millions of dollars, will connect when completed, the waters of Lake Erie, by way of Maumee Bay, with the Ohio river at Evansville. Of this important Canal three hundred and fifty miles are already finished, or means provided to finish them, commencing at either

extremity; and a gap of about one hundred miles, lying on the line between Terre Haute and Evansville, remains incomplete; on which however, she expended before she abandoned the undertaking, upwards of a quarter of a million of dollars. About a million and a quarter more is required to complete the entire work; and that sum can, (it is reasonable to believe) be raised from, the lands granted for the purpose.

It is the opinion of some of those who are familiar with the subject and specially interested in the result, that the net proceeds of this Canal, (within our State line) when finished and in full operation, will suffice to pay one half the interest on the foreign debt of Indiana. If acting upon this belief, the bond holders shall consent to receive the net proceeds of that Canal, annually apportioned among them and yearly increasing to amount as they surely would, in full liquidation of one-half the annual interest accruing on the foreign debt, it is my firm conviction, that Indiana would forwith permanently provide by law for a direct tax, sufficient to pay the other half. About twenty-seven and a half cents on the hundred dollars of her present taxable list (netting about \$275,000) would suffice for that purpose; and seven and a half cents more (produces about \$75,000) would pay the interest in full on her domestic debt; making in all a tax of three mills and a half on the dollar; very heavy, it must be confessed; but yet half a mill less than that already submitted to in 1841; and I think not exceeding what the people if they felt assured it would effect the purpose, would be willing to bear; more especially, if, by improved management on the part of the several County boards, the percentage for County purposes were reduced, as it well might be, to meet such a contingency. A poll tax probably of sixty-five, certainly of seventy-five cents, would suffice, with other small revenues accruing yearly to the State, to defray the expenses of the State Government.

It is proper I should add, that these are but my individual opinions; given without any consultation with our State authorities, or with members of our Legislature. I speak but from my general knowledge of public sentiment in Indiana, and of the strong desire felt by her citizens to rescue, from reproach hitherto unmerited, the fair fame of their young State. I believe, that the arrangement I have suggested would be, on the part of the bond-holders, and in view of the peculiar features of the case, but fair and just. I believe, from the important character of our Canal, connecting as it does the Lakes with the Mississippi, that, though at first its revenues might fall somewhat short of the amount necessary to complete the full interest; ultimately their increase would make up the deficiency. And I believe, that the Legislature of our State, if such a proposal were definitely made, would consent to set apart the Canal proceeds for such a purpose; pledging them to it, until the principal is paid up; and would pass the further revenue laws necessary to carry out the entire plan. In conclusion,

permit me to express the hope that those journalists who have attacked, in vague terms, without knowledge or regard for the facts of the case, the honor and character of Indiana, will do her, at least, the simple justice to state to their readers, that this State, so harshly abused at home and vilified abroad as a culpable and careless defaulter, has regularly imposed upon her citizens direct taxes to such

amount, that she has been enable to set apart, and has set apart and appropriated ever since she first incurred her debt, two dollars our of every three derived from her entire taxes, to the payment of her State debt. I am, Sir, your obt. serv't, ROBERT DALE OWEN, New York March 31, 1845

GUARD LOCKS:

By Terry K. Woods.

Terry K. Woods, CSI member from Akron, Ohio, has been writing articles about canals mainly in Ohio, calling them Canal Comments, and sending them to his friends. Although this article talks about Ohio's canals it also pertains to Indiana's canals. He has granted CSI permission to reprint it.

Probably everyone who is interested in the history of the Nation's Canal Era is familiar with the structure and workings of a Canal Lift Lock. But, can the same be said for the structure and workings of a Canal Guard Lock?

There were only five guard locks in the original 308+ mile long Ohio Canal and but three in the 246 mile long Miami & Erie Canal. Guard locks were not numbered on either of those two canals and most people, myself included, would be hard-pressed to give the locations of those outside our own "home" area.

There are several definitions of Guard locks existing, one from the Glossary of Ohio & Erie Canal terms by Terry K Woods states that a guard lock is "at the influx of a slackwater impoundment that did not provide a specific lift. Instead the guard lock raised a boat to the momentary level of the slackwater impoundment and guarded the lower canal against high water. Guard locks were often constructed with an earth chamber protected by rip rap, and only the gate support areas were constructed in the normal manner of stone, wood or concrete."

Another definition can be found in the late Thomas Swiftwater Hahn's Canal Terminology of the United States, "Guard Lock, the lock at the head of a feeder or dam, providing access to an impoundment of water."

And yet another definition can be found on the Internet at "Wikipedia, the free encyclopedia, "a guard lock or a control lock differs from a normal canal lock in that its primary purpose is controlling variances in water level rather than in raising or lowering vessels. A modern example of this is Lock 8, near the south end of the Welland Canal at Port Colborne, Ontario, Canada . It is a guard lock.

Due to the large expanse of relatively shallow water in Lake Erie, changes in wind direction and force create water level changes as great as 11 feet at Port Colborne. Lock 8 controls the water level in the canal, keeping it independent of the fluctuations of Lake Erie. But allows ships to enter Lake Erie regardless of it's level."

There is a guard lock just south of Lower Clinton Lock (No. 3) in Summit County on the Ohio Canal just below it's crossing of the Tuscarawas River. The towing animals here crossed the river dam embankment then promptly came to the guard lock which has rebuilt concrete upper and lower gate supports with the center portion of the lock earth embankments. There was a similar guard lock, though never rebuilt of concrete, at the head of the three-mile long Tuscarawas Feeder at the point of exiting the river. It is reported that the gates of these guard locks were normally left open and only closed at times of exceptionally high water and could confidently be "run" without "fitting".

There were at least two additional structures that were called Guard Locks on the northern division of the Ohio Canal. One was, reportedly at the northern end of the Portage Summit and behind the present Goodrich Complex. There is no sign of that structure today. Most authorities believe it was removed prior to the rebuild as being "unnecessary". Some even say it was more of a Stop Gate than an actual guard lock. The second of these guard locks was located in Tuscarawas County about a half mile below the Sugar Creek Slackwater Crossing. Apparently it was located so far from the crossing to keep the water level high for the sidecut to the New Philadelphia Lateral Canal that left the main waterway just above this point. When Ted Findley and Pearl R. Nye did their survey of all the remaining locks on the Ohio Canal in November and December of 1942, this lock was gone. Apparently, it didn't survive the rebuild in the early 1900s. No physical description of either of these structures has so far been discovered.

Lock No 4 on the Walhonding Canal lies about a half mile below that canal's slackwater crossing of the Walhonding River. The Walhonding is an unruly stream rising and falling as much as twenty feet at flood stage. This lock, then, was constructed as a regular lift lock, as many times during high water in the river that function was required.

One stone wall of that lock has survived. The other wall collapsed when the Toledo, Walhonding and Columbus Railroad was illegally constructed along the berm bank of a portion of this canal. The railroad is long gone. This section of the Walhonding Canal carried water up to 1976. Lock 13 on this canal at the head of navigation was also a guard lock, but only a few stones of it could be located by the author in 1976.

Two more Guard Locks still exist, in part, one on the Pennsylvania & Ohio Canal and one on the Sandy & Beaver. The P & O Lock is just below the Route 59 crossing of the Cuyahoga River in Kent. When the river dam was destroyed by professional vandals some years ago, this lock was partially demolished, but one wall was rebuilt and some stones of the other wall can still be seen. This lock was constructed, and probably acted as, a lift lock, but did conform to the definition of a guard lock as the canal exited a mile long slackwater river pool at this point. The lock at the end of the Big Sandy slackwater pool between Waynesburg and Magnolia can be classified as a guard lock. This stone lock was built into the left embankment of the slackwater dam. As such, it's stream side has a full stone wall, while the berm side has stone gate structures, but an earthen middle section. This lock still functions to allow water to enter a watered section of the Sandy and Beaver Canal into Magnolia. It is now under the 'protection' of the Starke County Metro Parks, but needs a great deal of work to make it sound.

There is also a stone guard lock on the east bank of the Tuscarawas River at the head of the Zoar Sidecut. This lock has stone gate structures with the date "1830" chiseled into one wall. The center section is of stone, but was apparently done later as an afterthought to replace original earthen embankments. Interestingly, the centers of these two gate support structures are 18" off line! A stone gate support on the other side of the river is all that is left of a lock that could allow boats to exit the Ohio Canal, cross the Tuscarawas River and enter the Zoar Sidecut. The lower gate support structure was removed when boats no longer used the sidecut. By definition, this lock was a guard lock as it allowed boats from the Ohio Canal to enter the slackwater pool of the Tuscarawas.

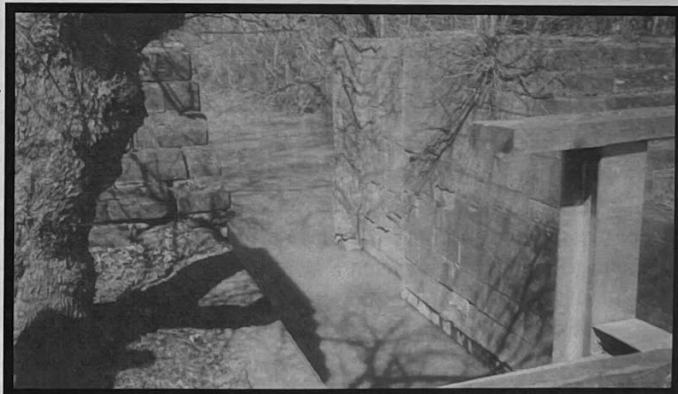
As mentioned above, the Ohio Canal crossed Sugar Creek in slackwater just below Canal Dover. A guardlock was located a little over a half mile from the crossing. There was also a guard lock on the far side of the Tuscarawas to allow boats to exit the slackwater pool and enter the Lateral Canal. In late 1977, I located what appeared to have been a timber crib foundation on the western bank of the Tuscarawas where the Sidecut entered the slackwater pool. The structure built on this foundation would, techni-

cally, have been an outlet lock.

There were a few more guard locks on the southern sections of the Ohio Canal, a couple on the Columbus Feeder, a few on the P & O, several on the Hocking, and a large quantity on the S & B, as well as one at the head of the Trenton Feeder. But I want to mention just two more locks on the Ohio Canal.

This brings us to two very interesting structures, locks 0 north and 0 south at either end of the Licking Reservoir. When the 'new' Licking Reservoir was constructed in the late 1830's, the canal was routed through the reservoir, along its edge, now raised some 6 to 8 feet. Thus, lift locks with a built in lift of 8 feet were constructed at either end. Since the local lock numbering system was already in place, these locks, Minthorn and Pugh Locks, took the number of 0. These locks actually performed as lift locks, but since they acted to keep high water of an impoundment out of the canal, they also fit the definition of guard locks. Our research has failed to determine what they were called by the populace and canal engineers of the time. Does anybody know for sure?

And, if anyone can give us an exact location and description of guard locks I haven't as yet covered, I'd like to hear of them.



**WABASH
& ERIE
GUARD &
LIFT LOCK
13 (40) AT
INDEPENDENCE DAM,
OHIO**



Located at the lower end on the slackwater pool created by Independence Dam on the Maumee River the lock prevented flooding below the dam. Photos by Cynthia Powers 2002

GRONAUER LOCK REVIEWED

Thanksgiving 2012 was the 20th anniversary of the excavation and salvage of the Gronauer Lock #2 of the Wabash & Erie Canal. There were 39 timber locks like Lock #2 of the 73 locks along the 468-mile-long canal that extended from Toledo, Ohio at Lake Erie to Evansville, Indiana at the Ohio River.

Fort Wayne Monthly of November 2012 carried an article entitled "A Lock On History" by Craig Leonard, Wells County Historian and Preservation Consultant, who co-directed the lock's removal with Tim Doyle, New Haven City Councilman. The article also has three excellent photos from the Library of Congress showing Tim Doyle watering down the exposed timbers, the mitre sill, and the east gate's lock recess.

Leonard explains that this style of lock was so commonplace at the time that no plans and only written instructions on how they were built have survived. The terms on the specifications were no longer understood. Through studying the lock these terms and how it was constructed could be better understood.

Although construction of the Wabash & Erie Canal began in 1832, it was built toward the southwest of the Fort Wayne summit and reached Huntington in 1835. It was finally started to the east of Fort Wayne in 1837 with the Gronauer Lock being built by Henry Lotz in 1838.

The life span of timber locks above the water table was approximately seven years. Lock #2 was rebuilt above the waterline in 1844 and again in 1861. The canal was sold and closed in 1876 with the portion east of the summit becoming a drainage ditch that slowly filled with silt. When U.S. 24 was widened in 1944 the lock was ordered to be demolished. However, when it was unearthed in 1991 it was discovered that it had only been burned to ground level and covered over with parts used as fill elsewhere.

Named for lock tender and tailor, Joseph Gronauer, the lock was near his brick Greek Revival home. Joseph also worked in a shop on Columbia Street in Ft. Wayne and rode his horse to work along the canal towpath. His home was also torn down when the highway was widened.

Leonard explained how the lock was discovered during New Haven Canal Days in June 1991 when telephone cables were being relocated preparing for construction of the I-469 and U.S. 24 interchange. Canal Society of Indiana volunteers put up displays at the lock site and explained its significance to onlookers. The state offered to preserve the lock and an ad hoc committee convened by

New Haven's mayor responded. After New Haven was certified as a qualified party, it was awarded \$100,000 to remove the lock by December 1, 1992. Work began during the latter part of July, 1992.

Doyle organized an excavating crew and designed a system of hoses that used ground water to keep the timbers wet. Leonard's job included photographing, measuring, and numbering over 2,000 oak and poplar timbers as they were uncovered. Tools and services were donated by local businesses. Restaurants donated lunches to feed the crew. The community really supported the project.

Excavation revealed the lock chamber was 15 feet wide and 100 feet long. It had a fan-shaped entrance bay on its downstream end. Timber cribs filled with earth and stone were found on either side of the lock chamber to resist the pressure of the water in the lock. With the addition of the cribs the lock's overall size was 160 feet long by 40 feet wide. The chamber walls, originally 15 feet tall, had been torn down until they were 7 feet tall on the north side and 3 feet tall on the south side.



Photo - Allen Vincent

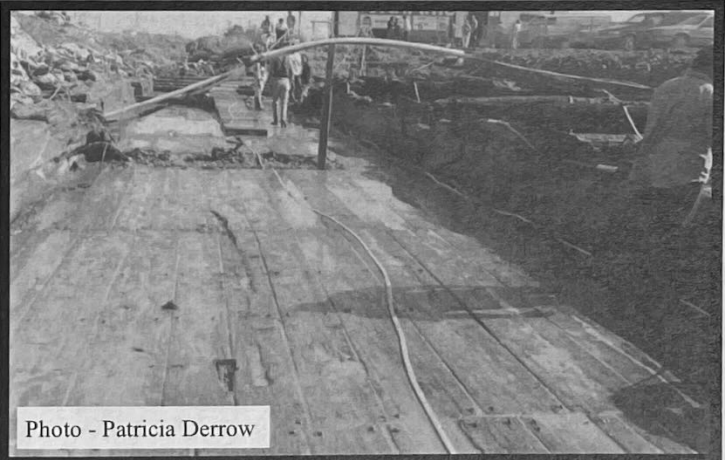


Photo - Patricia Darrow

An open house for Gronauer Lock #2 was held after it was excavated and before timber removal started. Cribs filled with stone and dirt are seen on either side of the planked chamber.



Photo - Allen Vincent



Photo - Bob Schmidt



Photo - Patricia Derrow



Photo - Bob Schmidt



Photo - Bob Schmidt

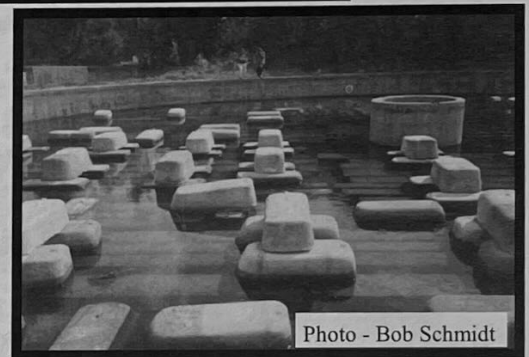


Photo - Bob Schmidt

Excavation also revealed many artifacts such as 46 pairs of leather shoes fishing tackle, a sewing kit, bases of glass whiskey jiggers, whiskey and patent medicine bottles, two 1789 Spanish silver dollars and 3,600 hand-forged nails. Doyle modified a car jack to remove the nails.

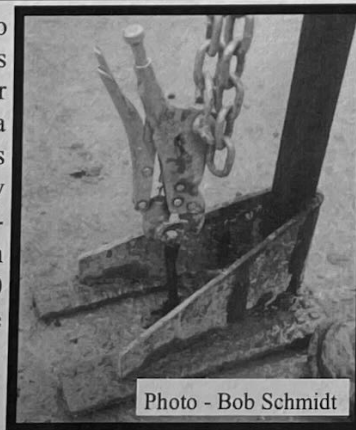


Photo - Bob Schmidt

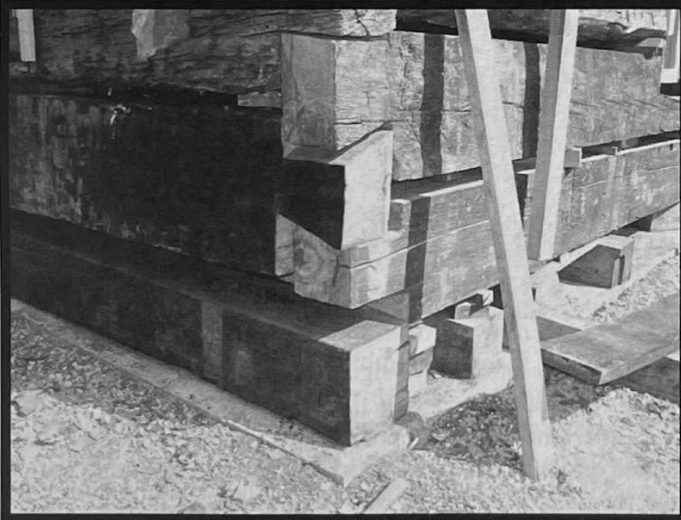
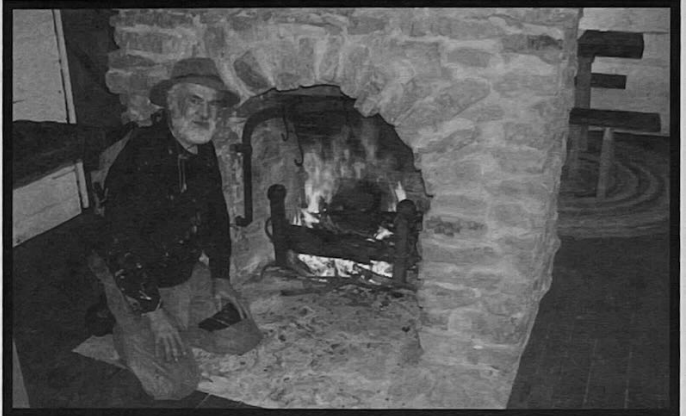
When the timbers were removed they had to be kept wet. Nearby was a concrete basin 80 feet in diameter and 8 feet deep that was once part of New Haven's sewage treatment plant. It had a water well in a building next to it and was an ideal storage facility until the timbers could be shipped in 1998 to the University of South Carolina's Institute of Archeology and Anthropology in Columbia, S.C.. There they were treated in a tank of polyethylene glycol, a water soluble wax, that displaced the water in the wood. They were returned to Indiana in 2001 and a portion of them was exhibited at the Indiana State Museum. The New Haven Historical Society kept a triangular mitre sill against which the lock gates rested.

CSI headquarters still has a scrapbook of newspaper articles about the find and excavation and numerous photos, but Leonard's house burned in 2008 destroying his field notes. Some timbers were taken to Delphi, some are in a New Haven warehouse, and others are still in the storage tank near the cemetery where Joseph Gronauer is buried.

NEWS FROM DELPHI

GRONAUER LOCK TIMBERS USED FOR FOUTS CABIN

Carroll County Wabash & Erie Canal volunteers used treated timbers from the Gronauer Lock to replace rotted timbers on the sill of the Fouts house and one level above. They were sawn to size, notched and put in place. The extra wood was used to build a table with benches for the cabin. The cabin is in Canal Park in Delphi.



Photos courtesy Dan McCain

A fireplace was also built inside the cabin to keep it warm. A volunteer checked it out as winter approached.

In late November the volunteers went to see another old log house in Northeastern Carroll County. Some of the old logs are beyond using even though they have been covered with siding for maybe a century. No decision has been made yet about whether the Canal

Association would acquire it or not and move it to Canal Park to restore. But if they do move it they will likely need more of those massive Gronauer Lock timbers that are in storage at New Haven, Indiana.

GRAY BRIDGE PROJECT CONTINUES

Before the Canal Association ever received Bridge

#146 from Putnam County, our volunteers went to inspect it while it still stood over Big Walnut Creek. Six of our M-W-F crew were on the deck near Greencastle, and they all had the same reaction – WOW this would be a great project! That was nearly two years ago. Today we have the bridge here in pieces and are working on it. It's a really BIG project and will ultimately span the historic waterway in Canal Park.



Our M-W-F crew has been busy throughout the summer and fall with metal repairs and painting of completed bridge parts. Here, we heat with a torch the zone between rivets and prepare to pound out the “pack rust” that has accumulated between the flat plate and the side rails of this upper chord member. Pack rust accumulates as the bridge ages and eventually buckles the plate.



Immediately after heating the space between the rivets the M-W-F crew hammers down the bulge. Note the lighter gray color across from the row of rivets where that side had already been heated and hammered to drive out the rust. This action takes time, lots of crew effort, and sometimes even sweat in the heat of last summer.

INTERPRETIVE PANELS ADD INTEREST ALONG THE TRAILS



This colorful, informative sign is one of the new interpretive panels funded by the Tippecanoe Arts Federation. Located in the lower portion of the VanScoy Towpath Trail near Deer Creek, it tells the story of the Irish Construction Camp and the many hundreds of workers that labored to build the canal and structures in the “muck, mire and rattlesnakes” of the bottoms along the Wabash.



This interpretive sign is about a thousand feet to the north, at Lock #33 along the VanScoy Towpath Trail. It tells the story of the operation of this mammoth device called a lock. There was a lock-keeper and his home beside the towpath. The family was responsible 24 hours a day to maintain and service the lock for the many boats that passed through.

The M-W-F crew installed one of the newest interpretive signs. This is just in front of the Canal Boat's Warehouse in Red Bridge Settlement. The volunteers build the stands in winter months. There are now 21 such interpretive signs adorning the trails and in our parks.



Drawing 2 shows an entry deck, which will also serve as a resting spot off Washington street and the stairway entrance to the last half of the trail.

CANAL MARKER MISSING

An Indiana State Format Marker about the Wabash & Erie Canal was erected in 2007 by the Indiana Historical Bureau and the Elmore Township Community Association, Inc. at the intersection of State Highways 57 & 58 near Elnora, Daviess County, Indiana. It is now missing. The Indiana Historical Bureau is seeking information to help find it. If you know where it is please contact them at (317) 232-2535 or pbennett@history.in.gov. OR joann.spragg@wildblue.net.

Side one:

A canal from Terre Haute to Evansville authorized 1846. Maysville Division along White River was over 23 miles long from Newberry through Owl Prairie (now Elnora) to Maysville; part of it paralleled what is now S.R. 57. Contracts were let June 1849. Construction was delayed by cholera outbreaks among workers, many of whom were Irish immigrants.

Side two:

Navigation between Newberry and Maysville opened June 1852. By 1853, Wabash and Erie Canal, America's longest at approximately 460 miles, linked Lake Erie at Toledo, Ohio with Ohio River at Evansville. By 1860, most of southern section no longer used because of repair costs and railroad competition. Entire canal in Indiana sold at auction 1876.

WHITEWATER CANAL SCENIC BYWAYS REPORT

From Paul Baudendistel

At Gateway Park we have torn out a wall and expanded the board of directors room making it into a (total) two room visitors pavilion. It will display maps, photos, exhibits and products from each of the Whitewater Canal Byway Association's regional counties. It will likely also feature displays of my canal models of Duck Creek Aqueduct and a lock. I am presently (last two years) working on a Flouring Mill Model which is by far the most complicated model I ever considered doing... and probably the last.

Recently Doug Arthur of Cambridge City was cutting firewood along the feeder channel between Feeder Dam 6 and Lockport. Sticking out of the feeder channel bank he saw some iron shafts, gears and so forth that proved to be a hydraulic canal flood gate. The parts have



MILE MARKERS ADDED

Boy Scouts (and brothers) Michael and Steven Rose designed these attractive mile marker posts. This towpath mile marker is at the Washington Street Stone Arch Bridge.

PREPARING GRANT REQUEST

Dan McCain, president of Carroll County Wabash & Erie Canal, Inc., at Delphi worked with Fort Wayne architect Len Mysliviec in putting together a grant request for a trail project that was submitted in late December 2012. Unfortunately Len's pencil drawings were too light for them to copy well and include in this article. The preliminary plans and explanation of his drawings follow:

Trail structures

There will probably be 3 structures along the new trail, other than the new bridge. Drawing 1 shows the turning basin dock with a view toward Washington Street. The small paddle boat dock is in the background. The main dock will have an interpretive graphic describing the turning basin. Part of the project can be posts marking the original circumference of the basin.

been removed from the earth and drawings, photos and measurements are in the works.

We received the check from the Canal Society of Indiana for \$1000 to cover the cost of printing our Adventure Guide. Any extra will be very useful in helping us pay for the estimated \$3,000.00 materials cost for the visitors center wall, shelving, and display cases. I send my personal thanks.

DVD ABOUT INDIANA AVAILABLE

'The *Why* in the Road' is now available on DVD. The one hour movie premiered at the IMAX Theatre, Indiana State Museum in Indianapolis, on September 21 of this year in conjunction with the national conference, "Preserving the Historic Road 2012".

Produced by Metamora resident Candy Yurcak* and co-directed by Candy and northern Kentucky resident, Logan Moeller, 'The *Why* in the Road' takes viewers on a journey across Indiana's historic roads to answer the question, "Why would anyone want to preserve a historic road?" Is it the construction methods, the materials used, the people who lived on them or the journey remembered? You'll see the scenic beauty, meet amazing people and hear wonderful stories about life along the road, past and present. Then someday when you come to your "Y" in the road, your choice may be to slow down, travel the historic road and relive some of your own memories

Narrated by the *voice* of the Indiana State Fair, Alan Washburn, and famed jazz recording artist Everett Greene, the DVD also features many Indiana natives and quaint communities along Indiana's historic roads.

DVD's are \$14.95 each and all proceeds from the sale of this movie will go to support the National Committee on Historic Road Preservation and Indiana's Whitewater Canal Byway Association (WCBA). To purchase your own copy of 'The *Why* in the Road' contact the WCBA at 765-647-2541.

* Candy is the president of Whitewater Canal Scenic Byways. She catered the noon meal at Gateway Park in Metamora on CSI's last spring tour.

\$652 MILLION TO DEEPEN HARBOR

The *Hamilton Journal* from Hamilton, Ohio stated that the federal government approved a project to deepen the Savannah Port on Saturday October 27, 2012. The \$652 million dollar project is being undertaken to allow supersized cargo ships into the port. Georgia has been

working on the project for 16 years and budget cuts have made it difficult to receive federal funds. Now the project must pass the court in South Carolina in order to be started. John Geyer, CSI member, Hamilton, OH

THANK YOU FROM WABASH!

Really. We can't begin to express our thanks on a piece of paper. Your gift of \$1,000 makes it possible for us to fix one of the most popular interactive exhibits here at the Wabash County Historical Museum.

The bag of snakes, which hiss when someone enters the canal exhibit, is the source of so much delight — when it is working. Pulling the train whistle gives a kind of satisfaction that only a hands-on experience can — when it is working. When the sound cards broke this summer, we realized we were not in a financial situation to repair them right away. Now that the Canal Society has come to our rescue, the repair team is scheduled to be here tomorrow! Just in time too. One of our biggest events of the year, our Christmas break Family Fun Day, is scheduled for December 27. I promise you lots of happy families will enjoy your generous gift.

On behalf of everyone at the Wabash County Historical Museum, thank you for your generous gift and for the good work you do keeping our canal heritage alive and vibrant.

Tracy Stewart, Executive Director

WELCOME NEW MEMBERS

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

Janette Burger	Elgin, IL	gift
Vern Cripe	Delphi, IN	gift
Liz Irwin	Flora, IN	gift
Doug & Debbie Johnson	Brownsburg, IN	gift
Marlita Joseph	Delphi, IN	gift
Barry Nichols	Delphi, IN	gift
James Pierce	Port Charlotte, FL	
Richard & Alice Roettger	Indianapolis, IN	
Vickie Sickler	Idaville, IN	gift
Norm Skinner	Perrysville, IN	gift
Tracy & Anthony Stewart	Wabash, IN	
Daniel & Judith Warkentien	Lebanon, IN	

Welcome Aboard!