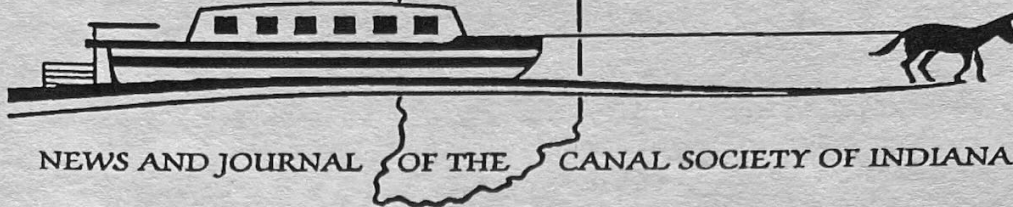


THE
HOOSIER PACKET

ISSN 1545-421



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 12 NO. 4

P.O. BOX 10808 FORT WAYNE, IN 46854

APRIL 2013

TIME FLOWS ON



The back of this double garage, which was perched on top of the north abutment of W & E Canal Aqueduct No. 5 in Logansport, was torn off and its contents spilled onto the Eel River bank when the abutment collapsed into the river. Photo by Tom Castaldi

Features

1. Now You See It, Now You Don't
5. Canawlers At Rest: Augustus Jocelyn
9. Canal Engineers, Special Agents And Other Employed By Indiana In 1841
10. Speakers Bureau: Huntington, Indiana
11. Silas Taylor And His Wabash & Erie Canal Connections
13. Little River Wetlands Thank You, Contributors To CSI, Volksmarch Uses Whitewater Canal Trail
14. From Times Past: Ft. Wayne Vs. Toledo Canal/Railroad, Request For W-E Structure Report, Canal Bill Vetoed, St. Marys Aqueduct, Ft. Wayne/ Toledo Controversy, Wabash And Ohio Canal
15. Lock Gate Pivot
16. Building The Canal Prism
18. Moving The Smith & Jones Warehouse
21. The Anderson Hydraulic
23. Gray Bridge Funded, Winter Work, Organization Considers Bridge Purchase

NOW YOU SEE IT, NOW YOU DON'T

By Carolyn I. Schmidt

Although members of the Canal Society of Indiana (CSI) know that Indiana's canal structure remnants are deteriorating and will eventually be lost unless measures are taken to save them, we aren't prepared for them to be lost over night. The remnants of Wabash & Erie Canal Aqueduct No. 5 over the Eel River in Logansport are an example of how quickly a structure or portion of a structure can be lost.

Tom Castaldi, Allen County Historian and a CSI

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

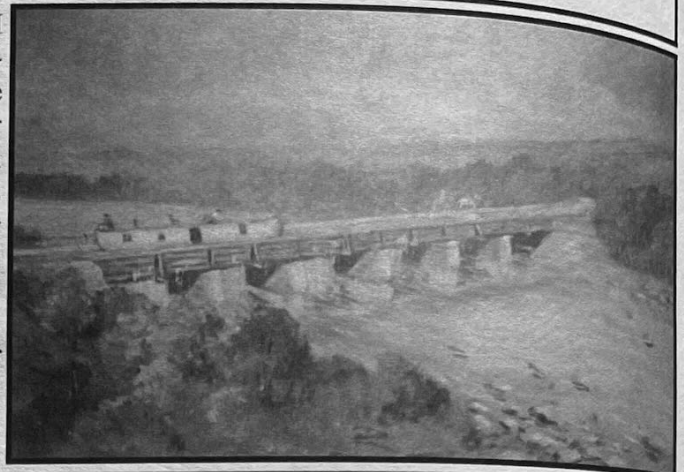
director who is originally from Logansport, sent CSI headquarters an article from the January 31, 2013 *Pharos-Tribune*, which reported that two East Linden Avenue garages in Logansport were destroyed when the "river wall" collapsed on January 30. There were two garages in one building serving two families. The building was perched on the "wall." What the reporter called the river wall was actually remnants of the north abutment of the old aqueduct that carried the W & E Canal across Eel River.

Jesse Lynch Williams, Chief Engineer of all of Indiana's canals, describes the aqueduct in his July 1847 Structure Inventory, "Aqueduct No, 5, over Eel River - wooden trunk of 5 spans, 40 feet each, resting on stone abutments and piers, built on solid rock foundation."

A picture in the *Pharos-Tribune* shows the contents of one garage falling into Eel River and a small portion of the old abutment still in place. The newspaper says that a 20-30 foot section of "the wall" was missing. It apparently had been eroded and gave way during the night falling into the river.

One official thought it would be the property owners' responsibility to repair the wall. He thought there might be a way to get some monetary assistance from the government for the owners.

The article tells who owned the garages. It said one of the owners had been able to take some tools and spare tires out of his garage. The owner thought that the old TVs, chairs, couches, etc. that had settled on the riverbank would



Top: Aqueduct No. 5 is shown in a painting by Wils Berry in the Cass County Historical Museum. Photos by Bob Schmidt
Bottom: On a tour CSI members stand on the south abutments of Aqueduct No. 5. The trough went between these structures.

CANAL SOCIETY OF INDIANA

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

Phone: 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
fntimmers@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 Stirn
Delphi, IN
stirnb@purdue.edu

eventually be swept away by the river. Tom went there and took pictures of the missing wall and garage. He also took pictures of places where the old aqueduct stones had been removed from the abutments and piers to build river walls.

Tom sheds some light as to why the northern abutment was shorter than the southern one in his *Wabash & Erie Canal Notebook II: Cass, Carroll and Tippeca-*

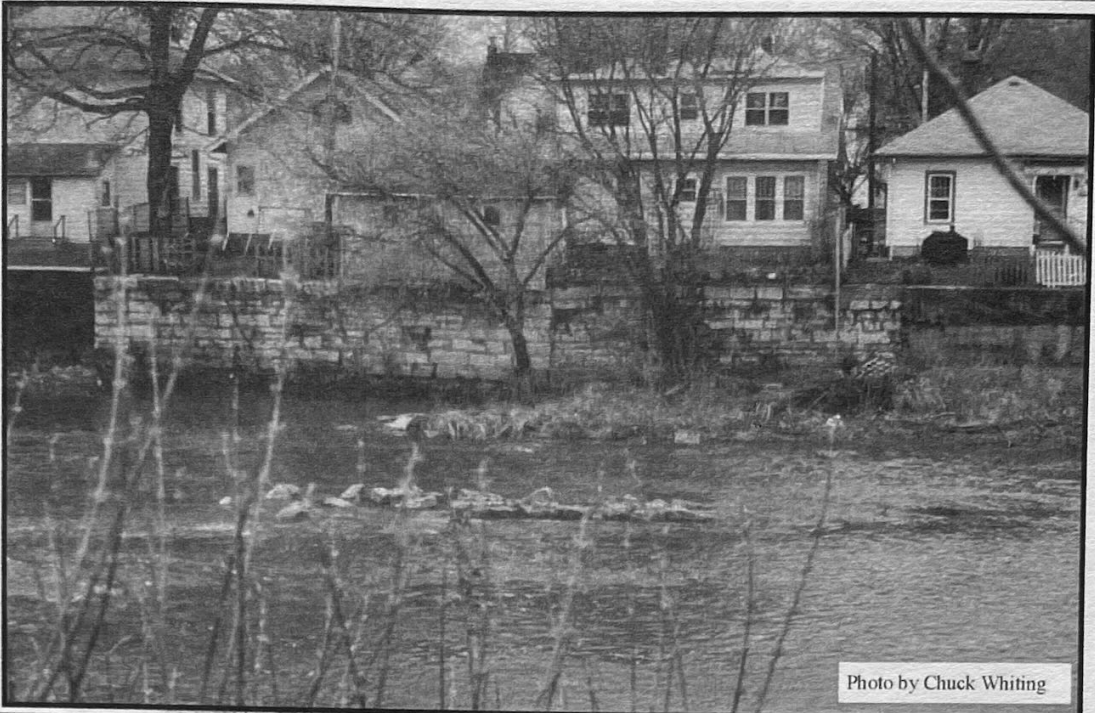
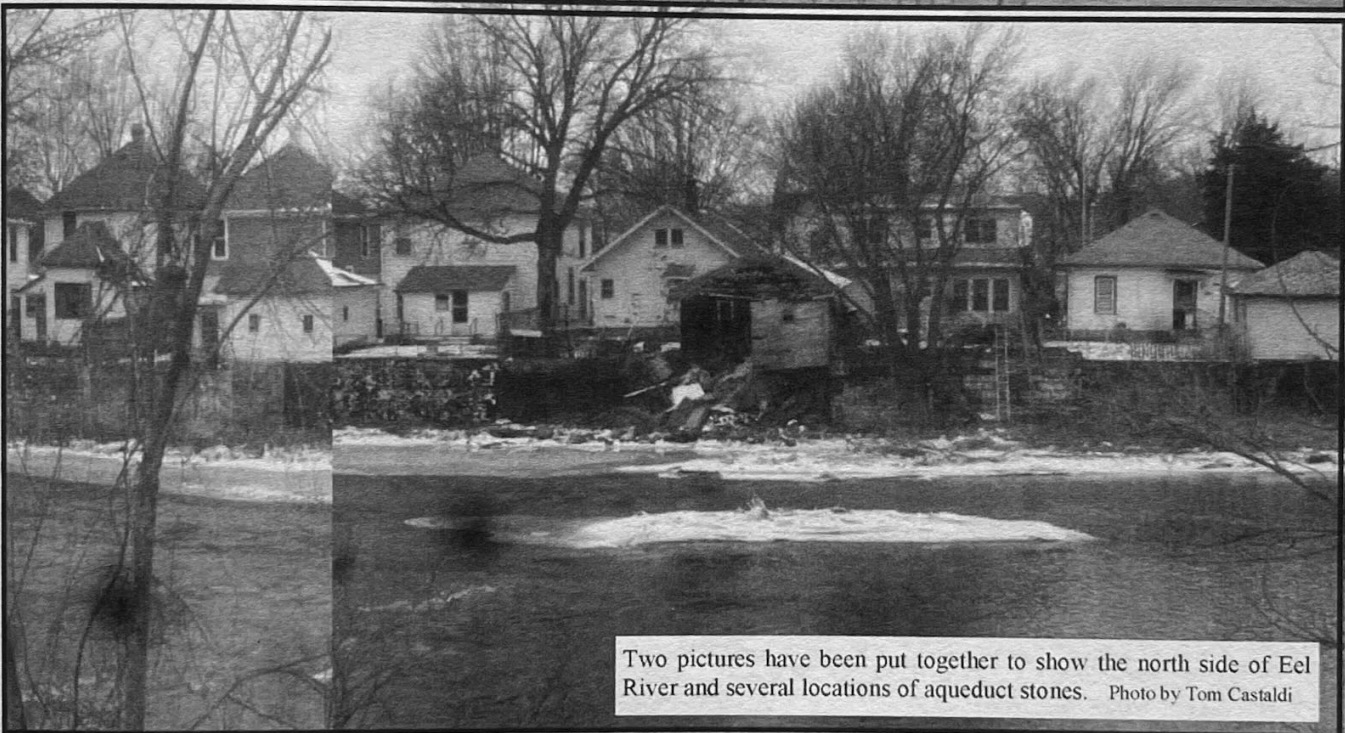


Photo by Chuck Whiting

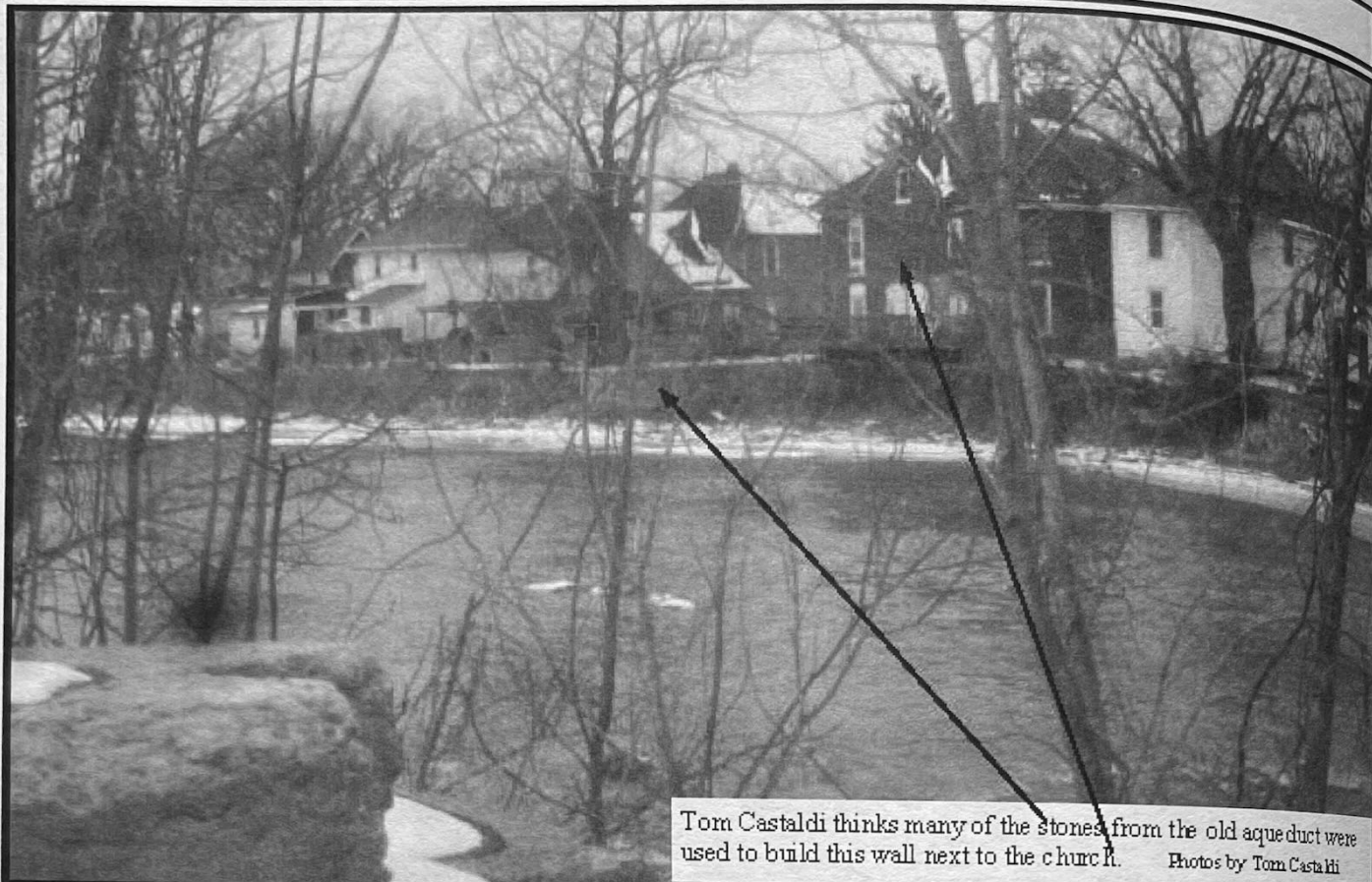


Two pictures have been put together to show the north side of Eel River and several locations of aqueduct stones. Photo by Tom Castaldi

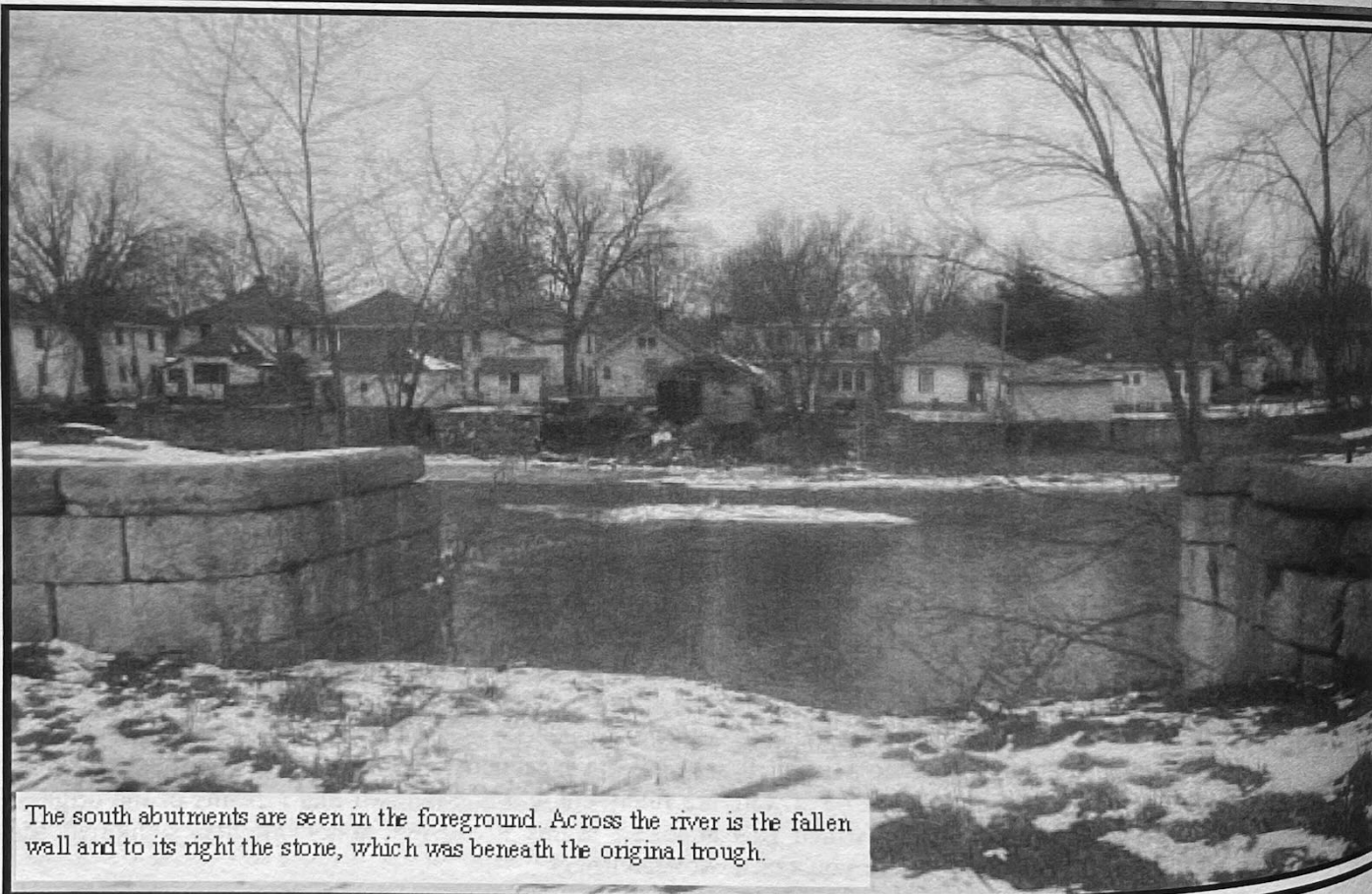
noe Counties. The *Logansport's Reporter* in 1908 said, the Sixth Street Bridge.

"After the canal was abandoned the aqueduct was torn down, but the center abutment and the ones on the river banks have remained. There is considerable stone in the one on the north side of the river." His book then explains that "Stones from the aqueduct abutment on the north bank of Eel River were removed in 1908 to be used for a wall back of the Logansport Furniture Company," which was immediately up river from the aqueduct before you reach

The pictures above show the location of the piers that supported the aqueduct. Those on the next page show some of the stones used as a river wall near a church. You can tell the aqueduct stones from other stones because they are finely cut and dressed. All that remains of the original aqueduct seems to be the stonework that supported the wooden trough.



Tom Castaldi thinks many of the stones from the old aqueduct were used to build this wall next to the church. Photos by Tom Castaldi



The south abutments are seen in the foreground. Across the river is the fallen wall and to its right the stone, which was beneath the original trough.

CANAWLERS AT REST

AUGUSTUS JOCELYN

b. Circa 1771-1780
d. Early 1830s

By Carolyn I Schmidt

Our subject Augustus Jocelyn should not be confused with the New Albany, Indiana printer, Augustus Jocelyn Sr. (1821-1873) of Connecticut and his son, Augustus Jocelyn Jr. (Circa 1847-1883) of Indiana. They also were members of the Methodist Episcopal Church and may have been relatives of our subject.

Augustus Jocelyn was born between 1771-1780 according to the 1830 Federal Census taken in Franklin County, Indiana. Little is known about his early life other than he came to Indiana from New York and was a Methodist minister.

In the *General Minutes of the Annual Conference of the Methodist Episcopal Church* held in New York an Augustus Jocelyn was admitted on trial as a Methodist Episcopal minister in 1797 serving in Redding, CT and stationed in Middleton, CT in 1798. He was admitted with full connections with the Methodist Episcopal Church in CT in 1799, was ordained a Deacon in 1800, an Elder in the Redding district in 1801, an Elder in the New London district in 1802 and 1803, and in 1804 was listed under those "who are under a location through weakness of body or family concerns." The book contains the minutes through 1828 but does not mention Augustus again. He may have been our subject or a relative of the New Albany Jocelyns.

Reifel's *History of Franklin County, Indiana* places our subject in Brookville, Franklin County, Indiana at a convention of delegates in 1822 or 1823, who came from Randolph, Wayne, Union, Fayette, Franklin and Dearborn counties in Indiana and assembled at Harrison, Ohio to "consider the practicability of constructing a canal down the [Whitewater] valley." Augustus, who represented Franklin County, would have been between 41-50 years of

age.

At the time of the canal convention Augustus was a Methodist Episcopal minister. Through his contact with those who came to hear him preach, he "worked up quite an interest in behalf of the improvement of the valley." The *History of Fayette County* says he was "the most active champion of the proposition. The consensus of opinion among the delegates at the convention was heartily in favor of taking steps toward a preliminary survey, and the beginning of actual work as soon as possible."

Shortly after this meeting was held, Colonel Shriver, an engineer of the United States army, began a survey for the canal, got as far as Garrison's creek, and died. After a short suspension of the survey, the work was resumed by Colonel Stansbury, United States civil engineer, and within a short time he completed it. His estimates of the cost somewhat dampened the spirits of the canal advocates, and as a result the question lay dormant.

Augustus came to Brookville, Franklin County, Indiana to minister to the people. He is listed as the corresponding secretary of the American Bible Society in that county in 1823. He preached in the old brick Methodist Episcopal church that stood on the bluff at the north side of town. In Johnson's "Recollections of Early Brookville" he describes Augustus saying: "The Rev. Augustus Jocelyn, a Methodist preacher, ministered to the people in godly things at this church. He was a man of no ordinary talents. He was a tall man, about six feet high, bald-headed, but wore a wig. He had cultivated oratory and had graceful gestures, with distinct articulation. His figures (of speech) were grand, and he illustrated his sermons by philosophy, politics and history as well as from the Bible. He had generally among his auditors the most enlightened citizens of Brookville."

He preached sermons elsewhere as well. At the second log meeting house known as Cain's Meeting House in Wayne County his sermon was from 2 Peter ii, 21-22 "For it had been better for them not to have known the way of righteousness, than, after they have known it, to turn from the holy commandment delivered unto them. But it has happened unto them according to the true proverb, The dog is turned to his own vomit again; and the sow that was washed to her wallowing in the mire." He portrayed the dreadful state of the backslider so well that some of those present never forgot it.

The Honorable O. H. Smith in his "Sketches of Preachers in Early Indiana" describes Augustus writing, "Mr. Jocelyn was, at times, one of the ablest sermonizers of the age. At others, he would lose the text, and forget his

entire discourse. I saw him at one time at Centerville, standing silent before the congregation, his eyes gazing in vacancy. 'I am lost—the text and the subject have left me,' and down he sat. A hymn was sung, the meeting was closed, and the congregation retired. On one occasion he was preaching at Connersville; I was sitting just before him. He seemed to preach long. I became uneasy about the fire in my office—I could not tell why. The moment he closed, I stepped out and saw the smoke issuing from the window. I arrived barely in time to save the building. I told him why I left so abruptly. He said he noticed my uneasiness and closed the sermon sooner on my account."

Probably the most unusual time Augustus spoke was at the trial of 86-year-old Samuel Fields, who, as a young man, had fought valiantly in the American Revolution. Later Fields was convicted of murdering a constable, who was trying to serve a writ against him, and was sentenced to be executed. On May 27, 1825, the day scheduled for his execution, the white-haired, wrinkled old man was dressed in white and placed on a recumbent chair to support his withering body. The chair sat on a wagon that was driven through a crowd of thousands to the gallows. There Augustus Jocelyn addressed the crowd in an eloquent divine speech, said he had spoken to the prisoner several times and found him to be penitent. Following this short service the sheriff told Fields he had but 23 minutes to live. A rope was placed around his neck and fastened to the gallows.

Just as the sheriff was about to hang Fields, the pompous Indiana governor, James Brown Ray, who always tried to call attention to himself, stepped up and said: "Samuel Fields! You have been convicted of the crime of murder, by a jury of your county, and sentenced by the Court to be executed on this day. Your last hour is just expiring. Your petitions have been received, weighed, and investigated. Your whole case had been examined and matured. In making this appeal, you have imposed upon me the performance of the most responsible and important duty of my life. If, in coming to a conclusion on the subject, I had attempted to consult popular feeling, I must have been lost in the variety of opinion. Duty with me is above all other considerations, and my conscience must be my guide. Though you stand convicted, a majority of the officers of the Court that tried you, and about 800 of your fellow-citizens have petitioned in your behalf, including the clergy of your county, men well known for their attachment to good government and law—men who would never identify themselves with your case, if they thought you a willful and malicious murderer. Your own and these petitions have had weight with me, but let me assure you that you have had a still more powerful advocate. The blood you freely parted with in our struggles for independence, and your infirmities

and scars speak for you! Those soldiers who fought for our common country, who now stand around, are powerful orators and successful advocates for you; and I almost fancy that I hear the voice of the Washington and Warren calling for mercy in your behalf. Take this, Sir, (handed him a pardon), and remember, that by exercising the high constitutional power, I am responsible to my country for your good behavior. Thought I view you as a child in intellect, and as a dying man, yet should you ever, by the favor of Heaven be restored to health, remember that I am your security for your conduct. While I am willing, under all circumstances to restore you to life, I do not do so under the belief that you have committed no crime. No; my opinion is, that you might have been convicted of manslaughter. But as the verdict stands against you, you must either be hanged or pardoned. I have no power to commute—to change your punishment—no, none, but to forgive you. In doing this I may err. But 'to err is human—to forgive divine.'"

The Telescope from the Bowery in New York carried an article about the trial from the *Brookville Enquirer*. The article concluded, "Never had electricity more influence upon the human frame, than this act had on the prisoner and spectators. The throb of universal approbation was instantaneously felt; and some even shouted with joy. The poor old man raised his head from the most stupid lethargy, and at once became animated; gratitude was immediately seated on his heart. But few seemed dissatisfied with this magnanimous act of the Governor."

The first school in Brookville was held in the old log courthouse by Mr. Dennison. He was followed the next years in different locations by Mr. McLaughlin, then Solomon Allen, then Mr. Harris, then Mr. Haines, and finally they found a teacher who became famous for his work, Augustus Jocelyn. Reifel describes him as follows: "He was a man of much ability and a good teacher, although he held strictly to the old Biblical adage, spare the rod and spoil the child. He seems to have been a sort of jack-of-all trades, and could turn his hand with equal facility to teaching, preaching, doctoring or editing newspapers. He had been a Methodist preacher in New York, before coming to Brookville, and filled the pulpit frequently after locating here. He taught more terms of the school from 1818 to 1830 [he did not arrive until 1822-23] than any other man, and was undoubtedly the best teacher which the town had up until the time the seminary was established." He taught in an abandoned house and frequently in an upstairs room in his own home. It was a subscription school and tuition was from two to three cents a day. One of his pupils, John Milton Johnston, would later become a judge.

The first printing press brought to Brookville in 1815 was from Philadelphia. It was known as the Ramage

pattern. After Ogle had started the first paper in Brookville several printers tried publishing a paper using the press. Robert John & I. N. Hanna had charge of the *Brookville Inquirer*, but Robert, John & Company was dissolved in October 1824. Then D. W. & Charles W. Hutchens took it over and called it the *Franklin Repository*. On November 12, 1825 they applied to Henry Clay to publish laws in their paper and it was granted. In Clay's papers it is also reported "that the Brookville, Indiana Franklin Repository has been transferred to Augustus Jocelyn of Brookville, Indiana, who is entitled to receive the compensation for having published the laws." Rev. Augustus Jocelyn took over the paper around 1826.

Besides printing the paper, Augustus also used the press to print things like the funeral card for Lavinia John in Brookville on Nov. 28, 1826 and the *Freemasons, Indiana Harmony Lodge Bylaws* of Brookville Harmony Lodge in 1828. He was helped with the printing by his apprentice, John W. Holland, who had been born in Wellsburg, West Virginia on October 23, 1810 and moved to Franklin County, Indiana with his parents as a young boy. In 1829 Holland moved to Lawrenceburg to pursue the printing trade and to Indianapolis in 1830.

The June 1828 issue of the *Franklin Repository* carried an article in which Augustus Jocelyn interviewed and questioned Governor Ray about his politics following Ray's address in Brookville. Quite an uproar occurred in the newspapers following the interview. According to the footnotes in *Messages and Papers Relating to the Administration of James Brown Ray Governor of Indiana 1825-1831* "The pro-Administration editor of the *Repository*, Augustus Jocelyn wanted to stop the Jackson followers in Indiana from claiming Ray as decidedly friendly to their candidate's election." Ray had earlier said he would support either Adams or Jackson.

Augustus comments following the interview were reprinted from the *Franklin Repository* in papers statewide. He wrote, "At the close of the conversation, we observed to his excellency [Ray] that we did not wish him to declare himself on either side of the Presidential question..."

"We have introduced this subject for the purpose of showing the opposition that there exists not the slightest pretext in fact, for their claiming the Governor of Indiana for Jackson; and that when his name is used abroad, with a view to produce an effect favorable to the election of the hero, they practice a foul deception upon the public, as well as upon their adherents."

Augustus "explained" Ray's sentiments in a later issue. The whole ordeal is too lengthy to publish. However,

when the Jackson Central Committee learned that Ray was seeking the support of both parties as an independent, they pushed to have Israel T. Canby be their candidate for governor.

The *History of Franklin County, Indiana* says the last issue of the *Franklin Repository* on file in the recorder's office is dated November 19, 1828. However, copies of the September 5, 12, 19, October 10, November 12, 19, 24, and December 16 of 1829 and January 10, 1830 are available at the Indiana State Library.

The above history also states that sometime in 1828 or 1829 Augustus renamed his paper *The Brookville Western Agriculturist* hoping the title would bring in more support. However the same history states that the editor of the *Brookville American* in 1879 saw a copy of the *Western Agriculturist and General Intelligencer*, its full name, dated November 19, 1829. Apparently Augustus printed two newspapers for a time.

On September 11, 1827, Augustus advertised in his *Franklin Repository* offering his newspaper for sale. He gave ill health as the reason for wanting to retire from the business. In January, 1830, Augustus "sold the old press and type of his defunct paper to Milton Gregg, who promptly hauled them out of town, not caring to rush in where a preacher had failed. The press, which had been doing duty in Brookville for fifteen years, was taken to Lawrenceburg and in that flourishing town Gregg started the *Western Statesman*," according to the *History of Franklin County, Indiana*. The *History of Dearborn and Ohio Counties* gives a more detailed account saying, "Gregg purchased of Mr. Jocelyn the Brookville printing materials. They were old and badly broken in sorts. Mr. Gregg sent a wild Hoosier teamster for the printing establishment, who laid a quilt on the floor and emptied all the cases on it—all sizes and varieties of types in one inglorious 'pi.' John W. Holland, [Augustus' apprentice] who lived and flourished at Indianapolis long after, and if living yet, will vividly recollect aiding the writer in distributing the 'pi.' It took three weeks. C. F. Clarkson, who had commenced his apprenticeship with Gregg & Culley, finished it in the office of the *Statesman*."

In 1828 Augustus Jocelyn was listed as a member of the Indiana State Society of the American Society for Colonization of the Free People of Color of the United States. There was a movement started in 1821-22 to relocate freed blacks back to Liberia in Africa where they would have greater freedom and to compensate their owners. Three well know early supporters were Henry Clay, John Randolph and Richard Bland Lee.

The law of 1827 provided for the organization of seminaries. An act to incorporate the Franklin County Seminary at Brookville was approved on January 22, 1830. It appointed Thomas W. Coalscott, William McCleery, Augustus Jocelyn, James A. Lowes, Abraham Lee, David Mount, Joseph Meeks, William R. Morris, John Davis, John Wynn and William Simms as its trustees. They could adopt a common seal; carry the object and design of the institution into effect; increase the number of trustees; employ or appoint tutors and professors; place them under the direction and supervision of learned men they could select; establish a constitution, by-laws and regulations to govern the seminary, tutors, professors and students; sue and be sued, etc. The first meeting of the trustees was on Saturday, December 11, 1830. At that time a committee composed of John Wynn, Augustus Jocelyn, and John T. McKinney was appointed to select "some suitable person as a teacher to take charge of the Franklin County Seminary." On April 2, 1831 they reported that after he had been examined, Rev. Isaac A. Ogden had been found qualified to act as principal. The seminary conducted classes in spelling, reading, writing, arithmetic, geography, English, grammar, United States history, ancient history, modern history, rhetoric, natural philosophy, algebra, geometry, Greek and Latin. It cost students from two to four and a half dollars a quarter to attend. But due to the free school movement, it was not very prosperous.

In *Taxpayers Franklin County, Indiana 1813-1831* Augustus is shown as paying taxes in Brookville township in 1828. The 1830 Federal Census shows his home in 1830 being in Franklin County, Indiana. Living with him is a female age 30-39, who is probably his wife, 3 females between the ages under 5 to 19, and one male under 5. The 1830 census does not give names of those living in the home. After this time there is little record of Augustus. He is mentioned in the *Probate Order Book I, Franklin County, Indiana*. In March 1832 the estate of Titus Smith owed him money but there was not enough money to pay him. On November 14, 1832, he was a creditor of the estate of John Shank and was to receive 20 cents on each dollar owed to him. In May 1834 he was listed to be paid sums of money from the estate of James Remy. However, it is not known if he was still in Brookville at this time or if he was alive.

In 1832, the citizens of the Whitewater valley petitioned the Legislature for another canal survey, and in 1833 the General Assembly authorized a preliminary survey. It was made in the summer of 1834 by competent surveyors. Jesse Lynch William and William Gooding, presented a report of this work on December 23, 1834. They had found the valley to be shallow with an excessive fall. The canal would be seventy-six miles long with seven dams and fifty-

six locks. Cost was estimated at \$1,142,126. It would provide the following counties with an outlet for their produce to be transported at an average cost of \$3.55 per ton: Franklin, Rush, Fayette, Henry, Randolph, Hancock, and portions of Wayne, Union, Decatur, and Delaware. Previously costs were as high as ten dollars per ton.

Construction of the Whitewater Canal began at Brookville, Indiana in 1836 as part of the statewide Mammoth Internal Improvement Bill. With its southern terminus at Lawrenceburg on the Ohio River, the Whitewater Valley Canal Co. reached Connersville, Indiana in mid-1845. Later that same year 69 miles of canal were completed to Cambridge City, which was on the National Road. In 1847, the merchants of Hagerstown financed their own 7 mile canal extension. At Harrison, the Whitewater also connected with the 25-mile-long Cincinnati and Whitewater Canal of Ohio, which was completed in 1843. Destructive floods in the narrow valley, inadequate financial returns, and the railroad doomed the waterway.

Since little could be found about Augustus Jocelyn after about 1830, he may not have seen the Whitewater Canal being constructed. Due to his failing health it is highly probable that he did not see it completed.

Augustus Jocelyn was a man who greatly participated in the public life of Brookville and was a well known figure while he was there. It seems strange that he seems to have dropped off the map. If anyone can find further information about him contact CSI headquarters. We'd like to put this canawler to rest.

Sources:
Abstract Book 1 & Book A, Probate Record 1791-1836, Hamilton County, Ohio.
 Ancestry.com
 War of 1812 Service Records <http://search.ancestry.com/cgi-bin/sse.dll?rank=1&new=1&MSAV=0&msT=1&gss=angs-g&gsfn>
 "An Affecting Account of Samuel Fields," *The Telescope*. The Bowery, New York. August 6, 1825.
Annual Report of the American Bible Society, Vol. 1, 1823.
 Ault, Lee. "The Whitewater Canal." *Cambridge City Tribune*, Jan. 6, 1927.
 Dunn, James C. *American Society for Colonization of the Free People of Color of the U.S.* Washington, D.C.: Georgetown, 1928.
 Esarey, Logan. *History of Indiana From Its Exploration to 1922*. Dayton, OH: Dayton Historical Publishing Co., 1922.
 Fox, Henry Clay. *Memoirs of Wayne County and the City of Richmond*. 1912.
General Minutes of the Annual Conference of the United Methodist Episcopal Church 1773-1828.
History of Dearborn and Ohio Counties, Indiana: From Their Earliest Settlement. Chicago, IL: F. E. Weakly & Co. Publishers, 1885.
History of Fayette County, Indiana: Her people, Industries and Institutions
History of Indianapolis and Marion County, Indiana.
 Holmes, Maurice. *Court Records of Franklin county, IN. "Probate Order Book I,"* 1987.

Indiana Imprints, 1804-1849: A Supplement to Mary Alden Walker's "Beginnings of Printing in the State of Indiana,"

Lawlis, Chelsea L. "Prosperity and Hard Times in the Whitewater Valley, 1830-1840," *Indiana Magazine of History*, Vol. XLIII. Bloomington, IN: Indiana University Department of History, Dec. 1947.

Miller, James M. "The Whitewater Canal," *Indiana Magazine of History*. Vol. III No. 3, September 1907.

Reifel, August J. *History of Franklin County, Indiana*. Indianapolis, IN: B. F. Bowen & Co., Inc. 1915.

Smith, O.H. *Early Indiana Trials and Sketches*. Cincinnati, OH: Moore, Wilstach, Keys & Co., Printers, 1858.

Smith, Rev. William. "Sketches of Preachers in Early Indiana," *Indiana*

Miscellany: Consisting of Sketches of Indian, life, the Early Settlement, Customs, and Hardships of the People, and the Laws of the State of Indiana, Passed and Published at the Fourteenth Session of the General Assembly, Held at Indianapolis, on the First Monday in December, One thousand Eight Hundred and Twenty-nine. Indianapolis, IN: Smith and Bolton, State Printers, 1830.

Sylvester, Lorna Lutes. "Recollections of Early Brookville." *No Cheap Padding: Indiana Magazine of History*. Indianapolis, IN: Indiana Historical Bureau, 1980.

U.S. Federal Census 1830
1826 Funeral Card

Canal Engineers, Special Agents And Others Employed By Indiana In 1841

Doc. No. 6 Indiana House of Representatives

Report of the Board of Int. Improvement, in relation to the number of persons in the employ of the State, connected with the public works.

Office Board of Internal Improvement,
Indianapolis, Dec. 13th, 1841.

Hon. John W. Davis,

Speaker of the House of Representatives:

SIR—In reply to a resolution of the House of the 10th inst, enquiring the "number of Engineers, Special Agents, and others in the employ of the State, connected with the system of Internal Improvements, their names, amount of their salaries, and the nature and extent of their services," the Board respectfully report.

That on the **Wabash and Erie Canal**, Richard Adams and O. Bird, are employed as superintendents of repairs. It is their duty to regulate the introduction of the water, so as to keep the water at the proper height, to take care that breaches in the canal are prevented so far as possible, and to repair them promptly when they occur. Each has under his care 70 miles of canal over which he travels almost constantly. The compensation allowed is three dollars per day, when actually employed, including traveling and all other expenses.

John Roach has been employed a portion of the time during the past season in attending the Locks at **Huntington**, and in superintending the operations of contractors on the **St. Joseph's Feeder** at \$35 per month. The services of this individual were of a temporary nature, and are probably discontinued before this time. The sum paid to these three individuals was included in the amount of repairs stated in the annual report, though the names were not there given.

S. Fisher, the resident Engineer, has been employed in the service of the State whenever his services were necessary. His duties have been, to superintend the

construction of the **Steam Boat Lock** at **Delphi** and to give some attention to the repairs of the line, together with the closing up of unsettled accounts.

His total compensation for the year amounts to \$___ as give in the annual report.

These several items of work having been completed, an Engineer will no longer be required, unless it be in the place of a superintendent.

There are four collectors of tolls on the **Wabash and Erie Canal**, at **Fort Wayne**, **Lagros** [Lagro], **Logansport** and **Lafayette**, each receiving \$15, per month.

T. A. Morris is employed as Resident Engineer on the **Madison and Indianapolis Railroad**, and superintendent on the **Central Division of the Central Canal**, at a yearly salary of \$1,500. R. M. Patterson, is employed as principal assistant Engineer on the **Madison Railroad**; their duties are to attend to the construction of the work on said road, and make the proper estimates of work done &c. To T. A. Morris is also assigned the charge of the finished part of the work.

H. C. Moore is employed as superintendent upon the **White Water Canal** at a salary of \$1,000 per annum; his duty is to keep the finished portion of the canal in proper repair and to exercise such supervisory power over the unfinished portion of the canal, as is directed by law; and during the past season he has, under the direction of the Board, attended to a large number of Arbitrations on said line, and in addition to these services he has several times visited the **New Albany** and **Vincennes** road—collected and paid over the tolls—and superintended the repairs.

John Burk is employed on the **Central Division Central Canal**; his duty is to keep the finished part in repair and regulate the supply of water, and pay such attention to the unfinished part as is required by law. During the

past summer his pay has been at the rate of \$300, per annum; from the first of the present month it has been reduced to \$150.

W.F.F. Thompson was appointed in September last, superintendent of the New Albany and Vincennes road, at an annual salary of \$150. His duty is to collect the tolls on said road, pay them out and see that the road is kept in repair.

S.C. Bradford is employed as superintendent on the Southern Division of the Central Canal and collector of tolls, at a yearly salary of \$150. His duty is to collect tolls and to make such repairs as are absolutely necessary.

Adam Green is employed on the Madison Railroad, at a per diem allowance of two dollars; his duty is to keep the track in repair, clean out the side ditches and such other repairs as are necessary to ensure the safe running of the cars.

Two collectors of tolls are employed on the White Water Canal, one at Brookville, the other at Lawrenceburg, each at a yearly salary of \$100.

In order to run the cars on the Madison Railroad, two modes have been adopted, one by farming out the privilege—the other, to run them by agents of the State; the latter method is the one now in use, and so far has met the expectations of the Board. Connected with running the train under any mode, a shop with a superintendent well skilled in the building and repair of cars and the keeping in order the loco-motives is indispensable.

The following is a list of agents connected with this department.

Samuel Thomas, superintendent of Machinery—salary \$70, per month; his duty is to keep the engine and cars in good order for safe running.

John Lodge superintendent of transportation—salary a per diem allowance of \$2; his duty, to attend to the transportation of freight and passengers; to go daily with the train in and out, and settle all accounts &c.

R. J. Elvin Clerk at depot, at a per diem allowance of one dollar; his duty is to keep the books containing an account of transportation, &c.

F. Lunger, Engine man is employed to superintend and conduct the locomotive and train; he is paid a per diem allowance of \$2.

There is also employed one fireman whose duty is to attend to the fire, wood and water; also one other hand on the train to assist in loading and unloading; each at a per diem allowance of one dollar.

It will be recollected by the House, that the present law provides for the appointment, by the Board of arbitrators to assess damages to contractors in certain cases, and to those who may apply for damages on account of the location of any of the public works; (these appointments are not given) they have probably amounted to fifty persons, during the past year, and their pay to \$500.

In connection with the foregoing subject, it may not be improper here to state that under the existing laws, the right to an appeal from the award of arbitrators, in certain cases, is allowed. Under this permission, a large number have been taken, a number of which are yet pending in the circuit courts, and a few in the supreme court.

To secure the interest of the State, Attorneys have been employed; at this time about ten Lawyers are engaged in those cases, the amount to their fees are yet unknown; they are made to depend upon the nature of the case and the amount in controversy.

In the account of payments contained in the annual report of the acting commissioner heretofore made to the Legislature, the foregoing expenses of Engineers, Superintendent &c. were included, though the names of the persons employed were not in every case given.

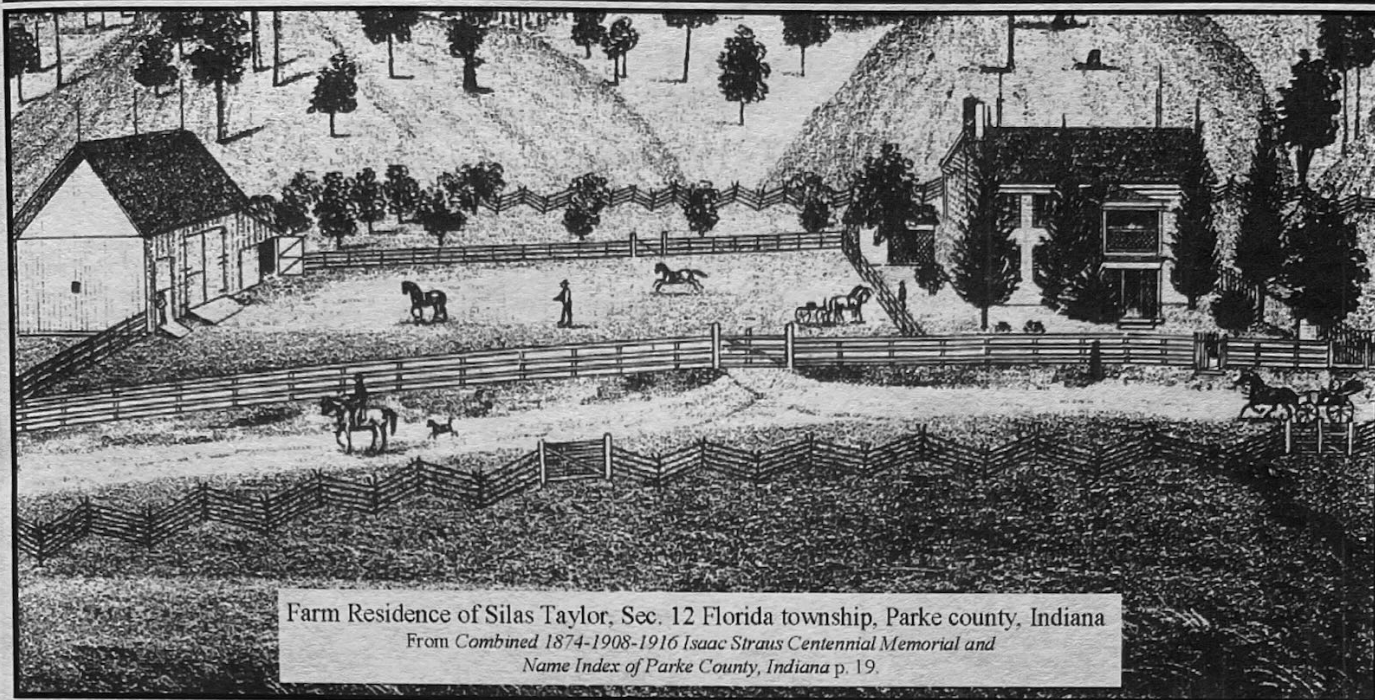
Respectfully submitted.
Philip Mason.
J. L. Williams

SPEAKERS BUREAU

February 6, 2013 - Huntington, IN

Bob Schmidt presented a 45-minute PowerPoint program about Indiana's canals featuring the Wabash & Erie Canal in Huntington to 21 members and friends of the Huntington Genealogy Society on February 6, 2013 in the Indiana Room of the Huntington City-Township Library at 7 p.m. He pointed out a stereo-card on a library shelf, which showed the dam that pooled water to feed the canal at Huntington. He answered many questions following his presentation.

This library has excellent canal reminiscences published by F. S. Bash in the local newspaper. It also has a canal boat model hanging from the ceiling in the hallway and a model of a automatic canal bridge that was patented November 22, 1859 by D. Berry. Patent No. 26,156



Farm Residence of Silas Taylor, Sec. 12 Florida township, Parke county, Indiana
 From Combined 1874-1908-1916 Isaac Straus Centennial Memorial and
 Name Index of Parke County, Indiana p. 19.

SILAS TAYLOR
AND HIS WABASH AND ERIE CANAL CONNECTIONS
 By Charles Davis

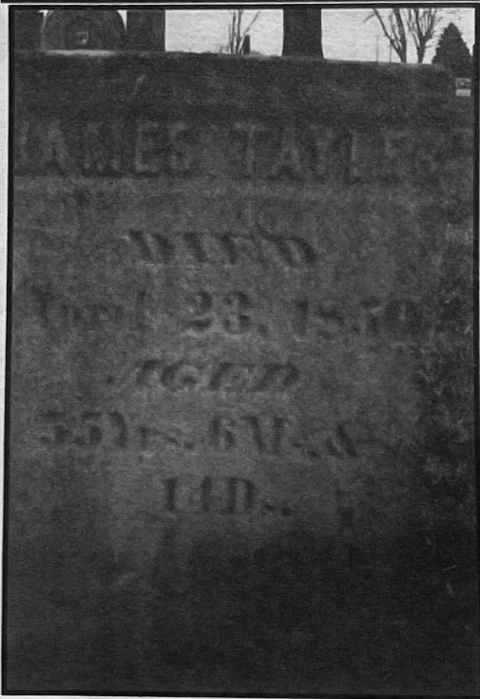
Silas Taylor was born November 28, 1830 to James T. and Sara Taylor in Wabash township, Parke county, Indiana. His father, James T. Taylor, came to this country from Ireland and to Parke county in 1823 from Ohio where he had been a farmer since his arrival. His mother, Sara, was a member of the Bethel (Methodist Episcopal) church that once stood in the Northeast ¼ of section 25, Wabash

township, on the Armiesburg or Lafayette road. She died on November 13, 1839 when Silas was just nine years old. James lived in Parke county until his death on April 23, 1850. Both Sara and James are buried in the Hixon cemetery, Wabash township.

Silas knew hard ward. He not only worked on his father's farm but also by the month on another farm until his 24th year. He then found a job working on the Wabash and Erie canal for two summers in 1854-55. This more than likely was at Clinton Locks. At this time the canal was

GENEALOGY OF SILAS TAYLOR

James T. Taylor	b. 1804	d. April 23, 1859	Hixon Cemetery
m Sara ?	b. 1800	d. November 13, 1839	Hixon Cemetery
<u>child</u>			
Silas Taylor	b. November 28, 1830	d. May 2, 1922	Fletcher Chapel Cemetery
m Lucinda Davis	b. 1835	d. April 7, 1880	Columbus Kansas
<u>children</u>			
1 Henry Harrison Taylor	b. 1858	d. 1931	Fletcher Chapel Cemetery
m Rose Ellen ?	b. 1858	d. 1945	Farmersburg, In.
<u>children</u>			
1 Charley B. Taylor	b. June 6, 1884	d. Stone moved, can't read	Farmersburg, In.
2 Silas M. Taylor	b. 1886	d. 1946	Fletcher Chapel Cemetery
3 Clifford K. Taylor	b. February 2, 1895	d. April 26, 1895	Fletcher Chapel Cemetery
4 Blanch Taylor	b. September 10, 1897	d. October 12, 1898	Farmersburg, In.
2 Harrison W. Lin. Taylor	b. 1859	d. August 1860 9 mo. Old	
3 James A. Taylor	b. August 10, 1863	d. March 1938	Rosedale, Parke co.
m Amanda Salmon	b. 1865	d. 1943	Rosedale, Parke co.
4 Edward Taylor	b. 1866	d. ?	
5 Sarah I. Taylor	b. ?	d. ?	



JAMES TAYLOR
D. April 23, 1850
Aged 55 Yrs. 6 Ms. & 14 Ds.

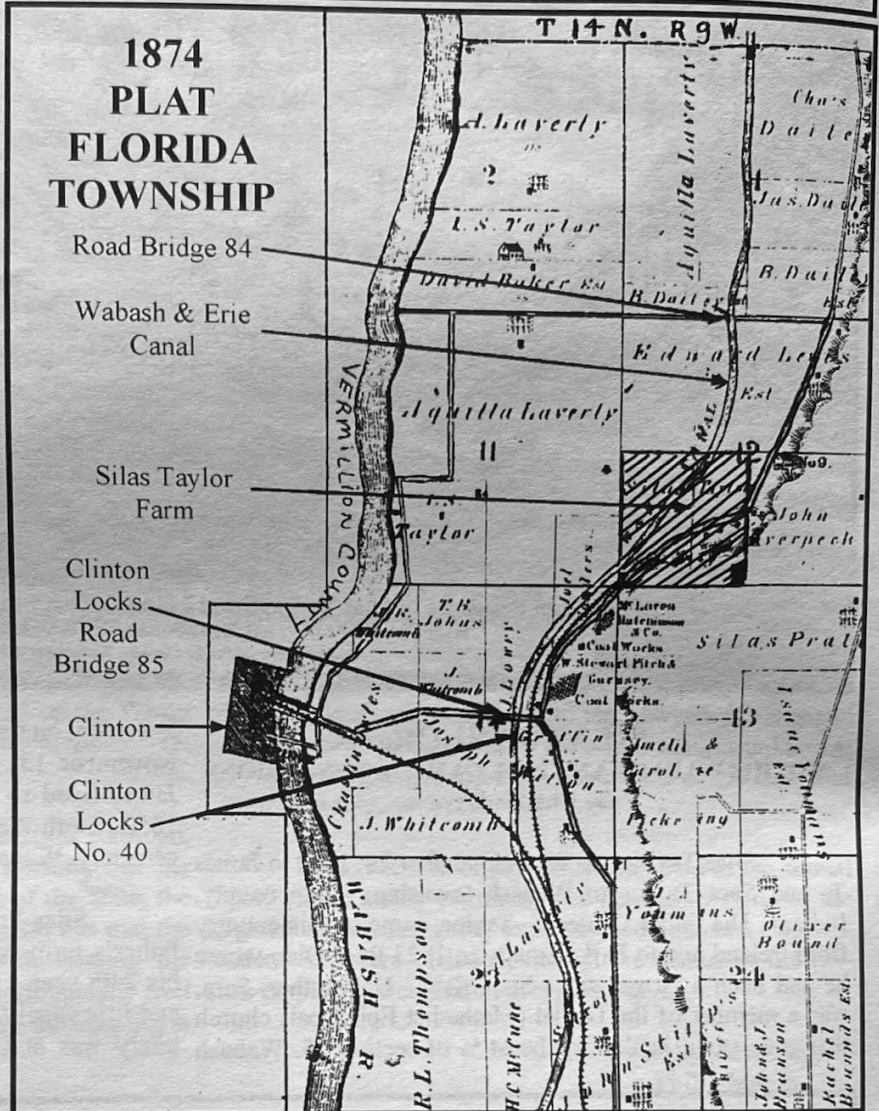
Hixon Cemetery
Wabash township
Parke county
Indiana

Father of Silas Taylor

Photo by Charles Davis

1874
PLAT
FLORIDA
TOWNSHIP

Road Bridge 84
Wabash & Erie
Canal
Silas Taylor
Farm
Clinton
Locks
Road
Bridge 85
Clinton
Clinton
Locks
No. 40



SILAS TAYLOR
B. November 29, 1830
D. May 2, 1922

2nd wife
AMELIA TAYLOR
B. 1843
D. 1919

Fletcher Chapel Cemetery
Farmersburg,
Indiana

Photo by Charles Davis

closed south of Newberry in Greene county.

In 1857, Silas was married to Lucinda Davis on January 6 in Florida township and that year he began farming for himself. At first he rented the land. While living on the farm Silas and Lucinda became the parents of five children: Henry Harrison Taylor, Harrison W. Lincoln Taylor, James A. Taylor, Edward Taylor and Sarah I. Taylor. Unfortunately their second son, Harrison, died when only 9 months old.

Then on April 29, 1867, Silas bought 160 acres in the southwest 1/4 of section 12. Deed Record 26/70 The canal nearly went through the center of his farm, which was just under a mile north of Clinton Locks. His home stood against a bluff and faced the canal. The Armiesburg or Lafayette road ran in front of it.

Lucinda's health began to fail. She died on April 7, 1880, while they were traveling in the west for her health. She was buried in Columbus, Kansas. Silas and the children stayed on the farm until October 5, 1888, when he sold it to Caines M. Stone for \$6,620. The farm is still in that family in 2012.

Shortly after selling the farm Silas moved to Farmersburg, Indiana where his son Henry H. was living. During this time Silas married Amelia ?.

Silas Taylor passed away on May 2, 1922 at the age of 92. He was buried in the Fletcher Chapel Cemetery near Farmersburg, Indiana on Route 246.

Sources:

- Beckwith. *History of Parke County, Indiana*. 1880.
- 1874 *Plat of Parke County, Indiana*
- Combined 1874-1908-1916 Isaac Straus Memorial Atlas*.
- Deed Records Parke County Court House Records Office
- Obituaries at Rockville Library
- 1870-1880 Parke County, Indiana Federal Census
- Visual walks of Hixon and Fletcher Chapel Cemeteries recording dates.

LITTLE RIVER WETLANDS THANKS CSI

To everyone at the Canal Society,

THANK YOU! We are excited to add another beautiful interpretive sign at Eagle Marsh for such wonderful partners! Thank you so much for your recent donation of \$1,000.00 to Little River Wetlands Project. This pays for the interpretive sign "The Lost Birds of the Canal" and extends the Canal Society of Indiana membership for next year.

Sean Nolan
Executive Director

CONTRIBUTORS TO CSI

The following members have contributed to CSI since the list of contributors, who have contributed to CSI beyond the \$25 membership level, was published in the last issue of *The Hoosier Packet*.

- \$50+
 - Terry & Sally Myers
 - Dan & Ceri White
- \$100+
 - Steve & Sharon Williams

Thank you!

WHITewater CANAL TRAIL USED DURING VOLKSMARCH

Volksmarch or 'folks walk' is a "form of exercise that allows a person to participate at their own pace." Most walks are around 10K, which is about 6.2 miles. Trails are measured, rated, have a start and finish time and marchers must register and pay a fee. The marcher purchases a record book in which his official Volksmarches are recorded and officially stamped. The IVV gives the walker credit towards awards. The IVV is the governing body for the International Federation of Popular Sports. The American Volkspport Association is part of IVV.

The Whitewater Valley Walkers invites everyone to join their first walk on Saturday, April 20th from the Metamora Grist Mill, 5k out through the streets of town, then along the beautiful Whitewater Canal Trail, past the covered-bridge-style Duck Creek Aqueduct, past the cut-stone fully-operational Lock 21, past the views of the old Gordon house, past the Twin Locks and then turn around under the cover of trees and 5k back along the old railroad bed that was originally the tow path for the Whitewater Canal. See both watered and unwatered portions of the canal. Walking sticks that have the IVV or AVA logo on them will be sold.

FROM TIMES PAST

Fort Wayne Times and Peoples Press
 May 31, 1845

Within the next month the harbor of Toledo will be in connection with, and be the recipient of, the business of more than 400 miles of navigable canals. The Wabash & Erie canal, now furnishes so much business for steamers that our harbor is daily thronged with them seeking passengers and freight. — The enterprising people of Monroe [Michigan] may rest assured, that it is too late for them to effect any good object for themselves, by attempting to cry down Toledo [Ohio]. The day has gone by when a doubt can be raised in well informed minds that she occupies the proper position for concentrating the trade of the great country around the west end of Lake Erie.

We clip the foregoing extracts from a lengthy and able article in the Toledo Blade, upon the Erie and Kalamazoo rail road, a work that extends from Toledo to Adrian in Michigan, a distance of 33 miles. The Blade shows up the ingratitude of the Wolverines in a strong light. It seems that, after reaping the benefits of the road for several years — after Michigan has received thousands upon thousands of substantial settlers by the way of this road, while it has proved a dead loss to the proprietors — her Legislature has adopted measures to prevent its connection with her lines of rail road, in order to force the western trade to Monroe, instead of permitting it an option between Monroe and Toledo. It does appear like rather shabby treatment, after all that the Toledo folks have done to turn the current of immigration in that direction instead of allowing it to take its natural direction into the valleys of the Maumee and Wabash. We have told the Toledo people over and over again, that every settler they sent this way must become tributary to them, while the trade of those they sent into Michigan would be diverted to some other outlet. The last extract we make above, in connection with the first, goes to show that they are beginning to realize the truth of our prediction.

It is difficult to account, upon any national principles, for the opposition that is understood to have always existed on the lower sections of the river, to travelers coming to Fort Wayne. We have been often told by those who did reach here, that they were resisted at every stop — at Toledo, at Maumee city, at Defiance — and entreated to go north, go south, go anywhere, rather than to Fort Wayne. Many amusing stories are told by our own citizens, who, on their return from the east, and not being known in those places, have held forth the idea that they were just coming into the country, of the arguments used, and obstructions thrown in the way of their proceeding in this direction. By the article in the Blade it

would appear that the citizens of Toledo have found out that they were standing in their own light in this matter. We are glad of this, for the discovery of an error is said to be the first step towards amendment.

Fort Wayne Times and Peoples Press
 June 7, 1845

Important to Boatman. — We clip the following note from the last Peru Observer.

J.B. Scott, Ed. Peru Observer:

SIR — Please state in your paper that the progress of some new structures that are being built on the canal at Fort Wayne, will be retarded by a suspension of Navigation at this time, and consequently the water will not be drawn from the canal until about the 10th of July. Yours, &c. S. HOLMAN, Ast. Supt. Peru, May 31st, 1845

Since the above was in type we learn from the Engineer, that it will be necessary to draw the water from this level on account of putting up a portion of the new aqueduct, about the 10th of July, and that the repairs below are postponed until that time, when the work in both places will be in progress at once — thus avoiding two suspensions of navigation.

Fort Wayne Times and Peoples Press
 June 7, 1845

Canal Bill Vetoed. — Gov. Wright of New York, has vetoed the bill appropriating the sum of \$197,000 to the completion of certain public works, which passed the Assembly by a vote of 88 to ___ in the Senate _____. Paper cut off here

Fort Wayne Times and Peoples Press
 June 14, 1845

We were under a slight mistake last week in saying that the water will be taken from the canal on the 10th of July of account of the St. Mary's Aqueduct. It will be in order to make some repairs at the Aqueduct across Beckett's run, near the feeder dam. — We were right as to the time.

Fort Wayne Times and Peoples Press
 June 14, 1845

The Toledo Blade, on the part of the citizens of that place, disclaims any wish to divert the tide of immigration from Fort Wayne and the Wabash Valley, as was suggested by us a week or two since, We are glad to see this disclaimer; because if we were wrong, it sets us right, and if we were right, it is an evidence that Toledo has discovered the error and will pursue a different policy for the future.

The Blade says:

The Fort Wayne Times, in commenting upon our article on the Erie & Kalamazoo rail-road, states that Toledo and the other towns on the lower Maumee, have exerted themselves to divert the travel into othr channels than that up the river to Indiana.

A residence of twelve years on the lower Maumee has not furnished the editor of the Blade with any evidence of a wish on the part of the citizens, or any considerable portion of them to divert immigrants from the up-river route. On the contrary, the desire of those with whom he has associated, has been in unison with his own, to encourage settlers who choose not to locate in our vicinity, to seek a new home near the line of the Wabash & Erie Canal. It is not unlikely that runners for our rail-road, and others interested in its profits have, as was to be expected, exerted themselves to direct travel and business to their road. It may be that others owning land in Michigan, or being agents for those who have land on sale in that state, have also persuaded settlers to look at their lands. But that any general feeling other than the kindest towards Fort Wayne and the Wabash country has ever existed among our people, we cannot believe. Indeed we know that all our people who have the interest of their place at heart, are now, and they have long been, looking forward with anxious hope to the time when the superlatively fine country along the middle and lower line of the Wabash & Erie canal, will have its merits known and appreciated by Eastern immigrants.

The time, we know, will come when the bleak prairies of the west will cease to draw off the main tide of

western settlers; and when the rich and beautiful bottoms and rolling uplands and wood-bordered prairies of Indiana will again take their place, in the minds of the sober immigrant, as the choicest home for the agriculturist which the country affords.

Fort Wayne Times and Peoples Press
June 14, 1845

Wabash and Ohio Canal. — The Wabash Courier says, "In our paper today, will be found the proceedings of the Canal Convention, which assembled in Terre Haute last week. The deliberations of the Convention were of great interest. The speakers, and committees, and all concerned seemed to contemplate the completion of this Canal, as a matter of vital importance, not only to the section of country through which it passes, but to the whole State of Indiana, and the community at large. Not only will the agricultural and commercial interests of the country be benefited, but, in the estimation of enlightened statesmen, this great work may be looked to, when finished, as at once affording the means to pay the interest of our State debt, and finally to aid in the liquidation of the debt itself.

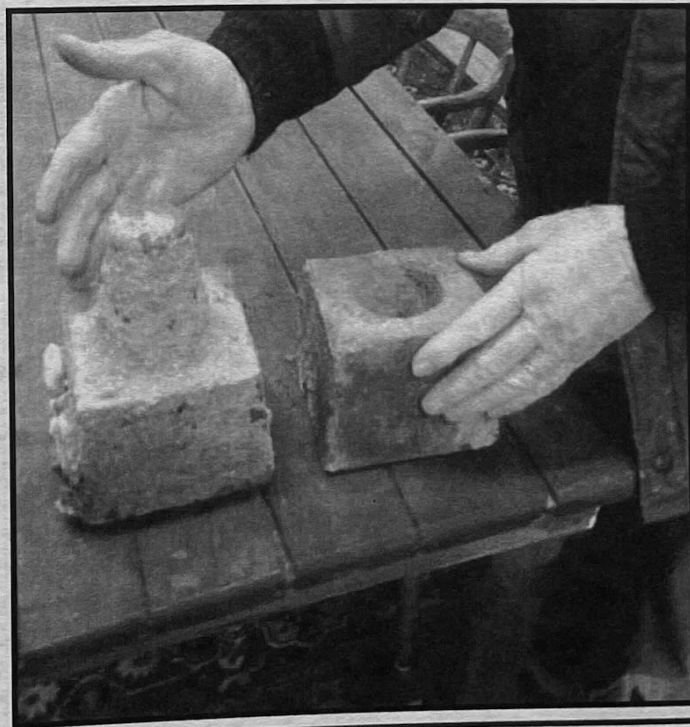
The Wabash and Ohio Canal, when completed from the Lakes to Evansville, will be the longest work of the kind in the world. — And passing through a country unsurpassed in fertility, this Canal may be expected to yield tolls of almost incalculable benefit to the State.

The proceedings of the Convention although lengthy, will be read with great interest.

LOCK GATE PIVOT

Phyllis and Jerry Matthias, CSI director from Cambridge City, Indiana, have sent the picture of these heavy iron pieces that have been under water for years. They were brought in by Norma Bertsch and hope to be displayed on the third floor of the Vinton House as part of a Whitewater Canal structure. Many years ago Pauline Montgomery took her Junior Historians to the Milton Lock. The pivot was in her possession until she died or until she gave it to Rob Lawson. His ex wife is moving and gave it to Norma.

This is the pivot on which one of the mitre gates of the Milton Lock turned. The female bowl portion would have sat on top of the wooden base of the lock in the hollow quoin. The male portion would have been on the bottom of the quoin post and fit into the bowl. When the balance beam was pushed the gate would rotate on this gate pivot.





BUILDING THE CANAL PRISM

The channel through which the boats pass is known as the prism — a trapezoidal cross-sectional shape of the canal channel. To dig this channel through flat ground with the minimum dimensions of 40 feet wide at the water line, 26 feet wide at the bottom, and four feet deep was the easiest and less costly way to build it.

When the channel passed through a substantial hill a deep cut had to be made. This was more difficult.

When the channel had to be built beside a hill the towing path bank had to be raised from the surface below. It was 10-12 feet wide at the top. If the canal was near a river, the towpath usually lay on the side nearer the river. It was normally made of packed earth. It needed to be at least two feet above the water line to avoid being washed out by the wake of the canal boat and not more than four and a half feet above the water line so the animals could easily tow the boat. Sometimes the hillside acted as a berm

This section of canal prism located off State Road 101 in Allen County, Indiana near the Indiana/Ohio state line was the easiest type to build. It was 60' x 36' x 6'. The towpath for the Wabash & Erie Canal would have been to the right of the picture and is now used as a gravel drive to the house in the background. The prism is overgrown with cattails. Photo by Bob Schmidt

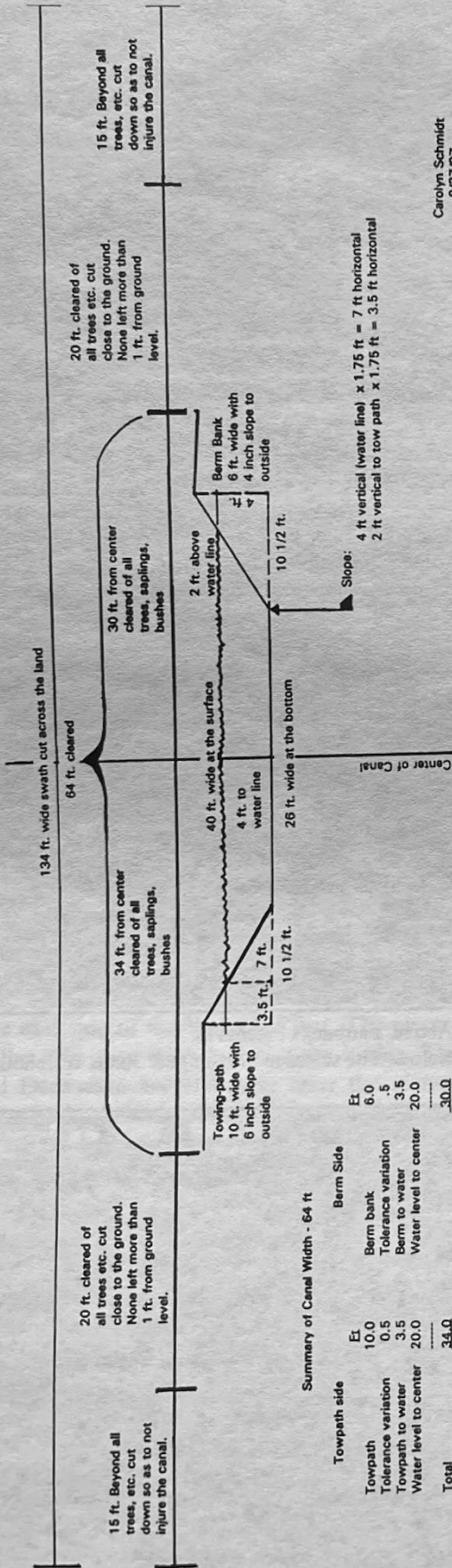
bank but other times a raised berm was needed next to the hill to prevent runoff water from flooding out the canal.

When the channel had to be built over low land the towpath bank on the side toward the river/stream and the berm bank on the opposite side of the prism had to be raised above the surface of the surrounding land. The berm bank was often called the "heel" path. This bank was generally 4-6 feet wide at the top. See diagram on next page

The canal prism for the Wabash & Erie Canal was 40' x 26' x 4' in Indiana to Moots lock in Ft. Wayne, then 60' x 46' x 6' to the Indiana/Ohio state line, then 50' x 36' x 5' from the state line to Junction, and 60' x 46' x 6' from Junction to Toledo. There were a few exceptions.

A Diagram of Section 171 (Wabash-Erie Canal)

CANAL CROSS SECTION



COLLECTOR'S OFFICE of the PERRYVILLE CANAL LOCK COMPANY.
Perryville, IN.
Sept 12 A. D. 1848

The Master of the Boat, Isabella
having rendered me a bill of Lading of said Boat, Permission is hereby given him to pass through the Side-Cut and Lock of the PERRYVILLE CANAL LOCK COMPANY.
R Dillofall COLLECTOR

Gen. Merchandise, Fish, Salt, & ? were carried with rates of toll shown.

COLLECTOR'S OFFICE of the PERRYVILLE CANAL LOCK COMPANY.
Perryville, Ia. - Sept. 12

The Master of the Boat, *Isabella* of *Isabella* having rendered me a Bill of Lading of said Boat, Permission is hereby given him to pass through the Side-Cut and Lock of the PERRYVILLE CANAL LOCK COMPANY.

41
43
49
8

1140
1140
1140

R Dillofall COLLECTOR

Courtesy of Norman Skinner



In the photo a bridge is being constructed to replace the old ferry on the far left that crossed the Wabash River from Lodi, Indiana to Perrysville, Indiana. At the upper right hand corner is the Smith & Jones Warehouse that was used during canal times. Canal boats would leave the mainline Wabash & Erie Canal on the east side of the river, enter the Perrysville Side-Cut to the Wabash River, be poled up the river to the wharf on the west side of the river, be unloaded and the things they carried were then transported up the hill to the warehouse. Goods to be shipped by canal boat were taken from the warehouse and down the hill to the wharf. This warehouse is now in Skinner Farm Museum and Village near Perrysville, Vermillion county, Indiana. Photo courtesy Norman Skinner

THE SMITH & JONES WAREHOUSE AT SKINNER FARM MUSEUM & VILLAGE

By Norman Skinner

The Smith & Jones Warehouse was built in 1850 in Perrysville, Indiana on a bluff overlooking the Wabash River. Perrysville was platted by James Blair and recorded on November 9, 1825. Blair named it Perrysville after his commander Admiral Oliver Hazard Perry in the Battle of Lake Erie. It was a river town with flat boats going down the river and steam boats coming up.

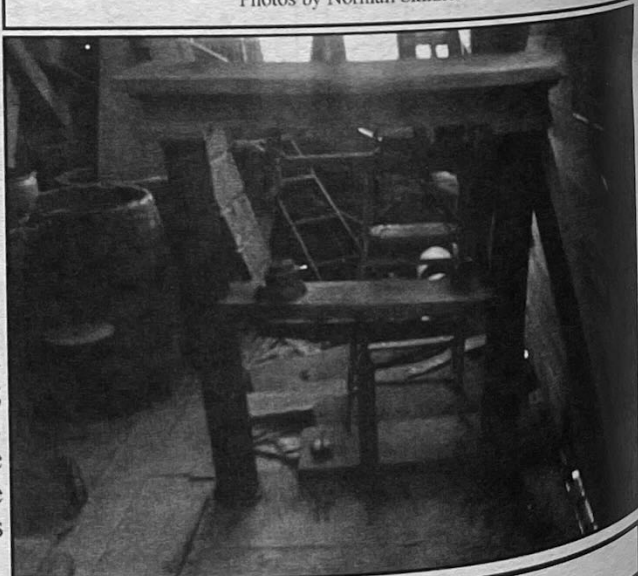
When the Wabash & Erie Canal was built, the citizens of Perrysville had a side-cut built on the other side of the Wabash River to reach the canal. It was called the Perrysville side-cut. The canal boats unloaded and loaded goods for the Smith & Jones Warehouse at a wharf. Smith & Jones were big merchants in the town.

The warehouse is 42' wide and 62' long. It is 2 stories tall with 12" hand hewn beams with the ones in the ceiling each being a single 42' long piece of timber.

The warehouse has a huge platform scale to weigh freight built right in the floor. It still works. A big casting on the bottom of the scale says Fairbanks patent No. 1. Fairbanks' first patent was in 1830. Fairbanks & Morse didn't become partners until the 1870s. Therefore this scale dates between 1830 and 1850 when the warehouse was built. A wooden crane and windlass are in the second story.

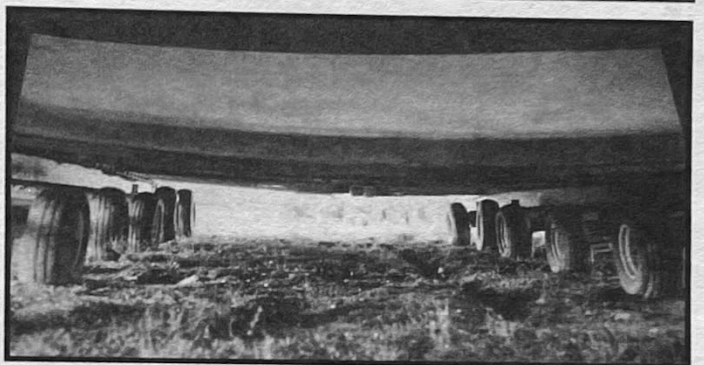


Above: Fairbanks Patent No. 1
Below: The scales in the Smith & Jones Warehouse
Photos by Norman Skinner





Top: Inside two story warehouse
Bottom: Windlass and wooden crane on its side
Photos by Norman Skinner

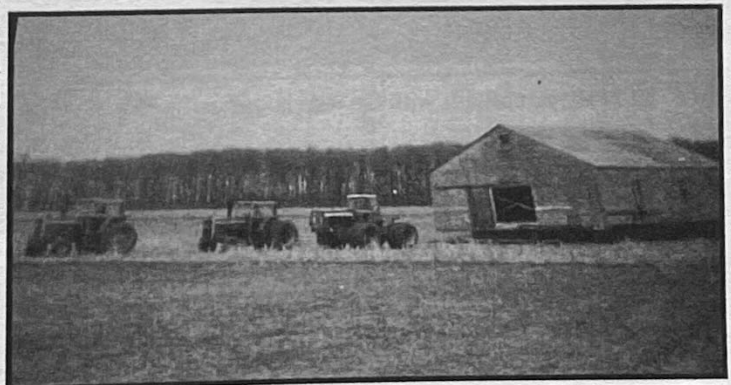


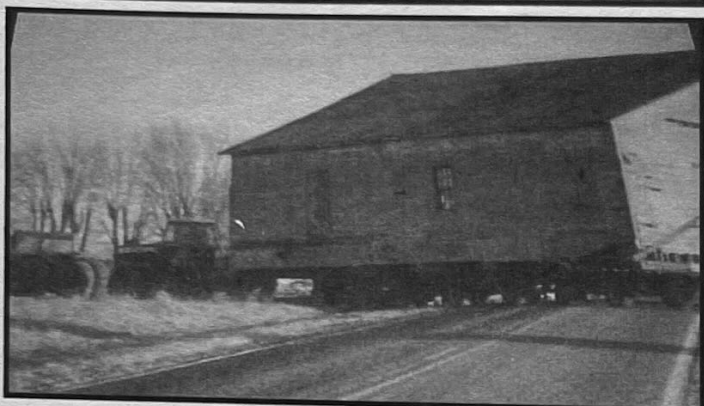
Top: Cross bracing helped stabilize the warehouse.
Bottom: The building rests on timbers atop the wagon gears.
Photos by Norman Skinner

On the previous page the warehouse is seen on the bluff on the upper right side of the picture of Perrysville taken from the east side of the Wabash River. The picture was taken at the time they were building the bridge. The bridge opened December 1901. Shortly after the picture was taken Milo Rudy disassembled and moved the warehouse about 4 miles southwest of town and reassembled it. I had it donated to me, Norman Skinner, and moved it in 1989 to my farm. One end was on the ground and was over half filled with dirt from ground hogs, etc. I had to dig dirt out from under it for what seemed to be like forever to get where I could start jacking it up. I was able to get 2 huge 75' railroad beams from the nearby Milwaukee Railroad bridge, which was being dismantled. The Chicago and Eastern Illinois railroad was replacing its ties. I cut them in 3 pieces, which made good cribbing when raising the building. The building was filled with x braces inside and some on the outside. Some good neighbors let me borrow their 8 gravity flow wagons. The beds were taken off and 4 wagon gears put under each beam 10' from each outside edge.

I then had to get a bulldozer to make a road through the pasture down the hill and across a ditch up another hill. I also had to remove a big tree and build a wooden bridge across a 7' ditch using railroad ties, 14" bridge beams and 2" planks. In late summer, when I was about ready to start the move, a flash flood washed the bridge out and I had to rebuild it.

A good neighbor farmer, who was with a trucking company, used a heavy wrecker and started the moving. The warehouse had to be held back going down hill and across the bridge and be winched up the hill. When reaching the first standing cornfield, it had to be jacked back up. The wagon gears had to be taken out, the wagons taken





1. Crossing farm fields with the warehouse
 2. Crossing a highway
 3. Moving electrical lines
 4. Bridge built over ditch by Norman Skinner

Photos by
Norman Skinner

had to be taken down, the light company had to raise the electrical wires, and a wagon load of planks was needed to fill in the roadside ditches.

My cousin and my wife's cousin brought their big tractors. The building had to cross fields all the way because it was too wide for any of the roads. It crossed 3 highways. About two thirds of the way a wagon spindle broke and had to be welded. The next day another wagon spindle broke but it was on my own property this time. By the third day the warehouse was in place at the museum.

Expenses to move the building were only about \$500 — for railroad beams, having the light company raise the wires, fixing or replacing wagon spindles, and some for bull dozing. It was a "Hell of a Lot" of work and had taken almost 2 years from the time I started getting it ready to move until it was in place. I estimate its weight at 80 tons.

When I moved the building I was working at a full time job and worked on the warehouse in my spare time. I had no grants or donations on this project or on any of my other buildings in my farm village museum. This shows you that where there is a will there is a way. With a labor of love and a lot of luck it was moved and added to the museum where it joined an 1841 two-story federal-style brick house, an 1826 two-story log house, a 1918 round barn, an 1850 octagon Justice of the Peace building, an 1881 Perrysville jail, an 1879 covered bridge, a log barn, 4 other pioneer log homes one of which contains a blacksmith shop and another a print shop, an 1830s tavern that was part of the Underground Railroad, and the "Little House on the Prairie." All of these have been moved to the museum and are joined by a huge amount of steam and gas tractors and other farm items. **All of these will be seen on Sunday morning April 7 as part of the "Other Side of The Fence" tour by the Canal Society of Indiana.**

The Skinner Farm Museum & Village was featured in a seven minute segment of a production by WEIU TV entitled "Heartland Highways" on PBS on February 8, 2013. The museum has had steam and gas shows for 32 years. This year the 33rd show will be on August 17-18, 2013 from 8 a.m. to 6 p.m. Visitors can see the buildings mentioned earlier as well as see threshing, sawing, blacksmithing, fodder shredding, other crafts, old cars, steam engines, gas engines, steam models, tread mills, 50 different rare tractors, and exotic animals. They may find a treasure in the flea market or enjoy good food. Admission is \$4.00. Children under 12 are free.

home and the beds put back on them. After the crops were out the beds were taken off the wagons and the wagon gears were put back under the building. Then three fences

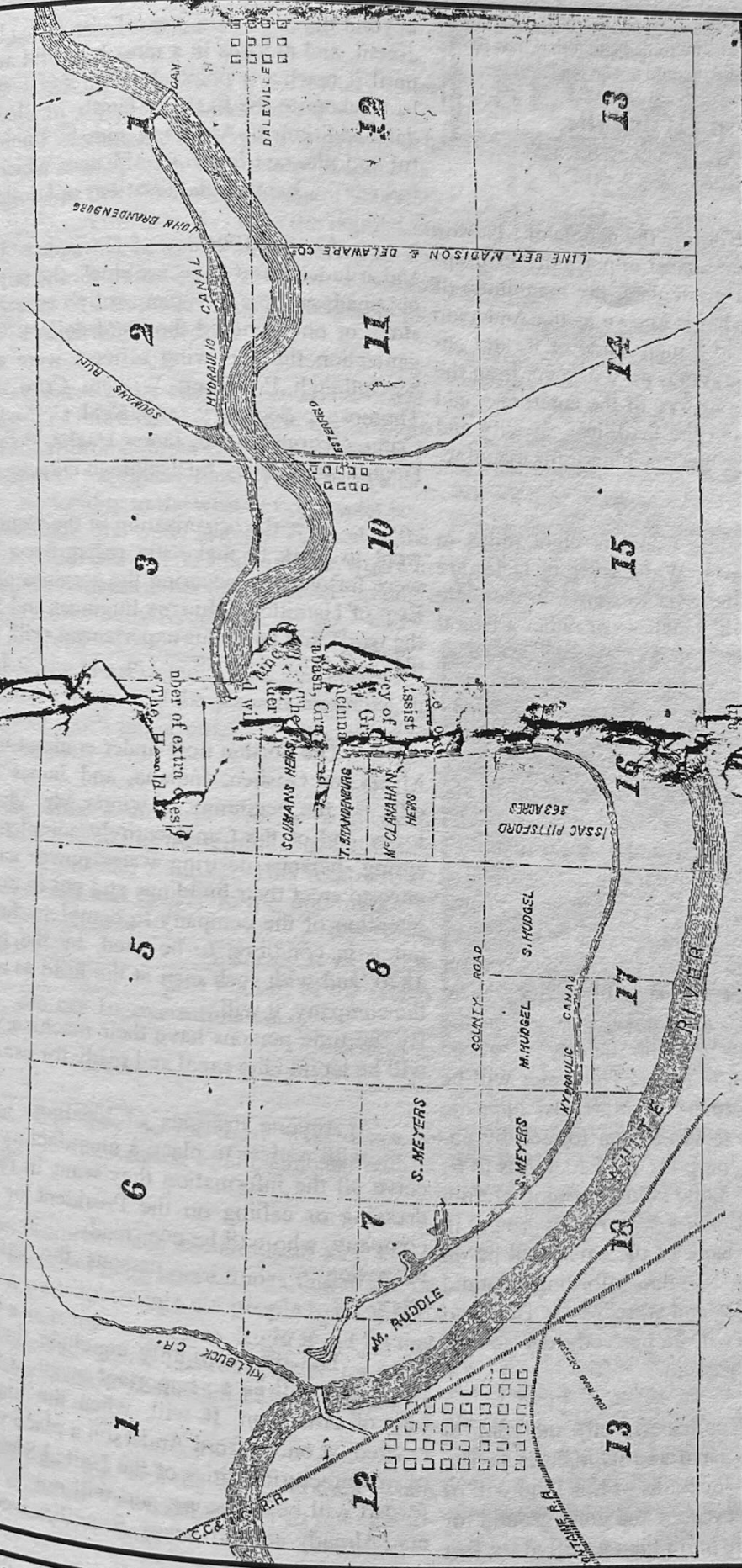
The museum & village is located 5 miles south of I-74 on SR 63, then 3 miles west on SR 32. It is open year 'round by appointment. (765) 793-4079

NEW TO THE FINE, LET THE PIONEERS WHERE THEY WILL.

ANDERSON, MADISON COUNTY, INDIANA, THURSDAY, SEPTEMBER 2, 1869

NO.

Map of the Anderson Hydraulic Canal Anderson, Indiana.



HEW TO THE LINE, LET THE PIECES FALL WHERE THEY WILL.

ANDERSON, MADISON COUNTY, INDIANA, THURSDAY, SEPTEMBER 2, 1869

Map of the Anderson Hydraulic Canal Anderson, Indiana

After being provided a copy of CSI's "Indiana's Old & New Central Canal" tour guide from 2005 by Becky Monroe, President of the Yorktown and Mt. Pleasant Township Historical Alliance, Andy Olson remembered a very old newspaper he had that featured the Anderson Hydraulic Canal. It had been passed down to him from his mother's paternal grandmother, who was an avid collector of family documents. He said his maternal family line (the Nelsons, Tuckers, Nolens, Kilgores) spent many generations in Madison and Delaware Counties between the 1820s and 2000s. He has just been appointed to the board of the Society of Indiana Pioneers even though he now lives in Chicago, Illinois. The paper has been torn and another page shows through.

The _____
September 2, 1869

Article sent to CSI from Andrew Olson
was badly folded and torn. Lines show
where it could not be read.

The Anderson Hydraulic.

ITS HISTORY, — ITS VALUE TO ANDERSON, —
ITS SITE, &c. &c.

For the purpose of affording the people of Madison county and the City of Anderson, an opportunity of properly understanding, in all its particulars, the magnitude of the work now going on, on what is known as the Anderson Hydraulic Canal, we have had a map made of it, and engraved, together with this engraving, we will give, from the best sources of information, a history of the enterprise, and an outline of the work, naming the facilities, capacity and advantages of this power to propel machinery for manufacturing purposes.

The Anderson Hydraulic Canal is eight miles in length. The water is taken from White river in Delaware county, and conveyed down the river as shown in the plate along the line of the old central canal — or rather a lateral branch of it, which at the time of the "Internal Improvement" mania in Indiana, was constructed as a feeder to raise the water over the summit level in the North part of Madison county, and which was known as the "Muncie Feeder."

The canal has a fall of forty four feet, and by the plan of construction of the dam the entire volume of water in White river can be thrown into it, and used for manufacturing purposes. The capacity of the canal will be sufficient to carry over the immense fall twenty-seven thousand cubic feet of water per minute, which will run one hundred and sixty run of burrs of one hundred and twenty horse power each, thus affording an almost inexhaustible water power. The canal follows down the bluffs of White river on the North comb to a point directly opposite the city of Anderson, where it empties into White River. The water will be used, and displayed on the ground or bluff just opposite Anderson. The ground seems to have been formed by nature for the _____ purpose, for which it is to be used being high _____ table land or second bottom _____ canal running at the foot of _____ or high ground in such a manner that the North bank of the canal will be on _____ the _____, thus affording splendid building sites for many factories and warehouses. Being so arranged that access to either will be perfectly dry so that there will be no worry on that account.

Though _____ having so beneficently and admirably formed, a place to build a canal and its manufactories, yet, the inquirer and seeker for locations of this kind will of necessity inquire for convenient places and good ground for residences, and in this he can be more than gratified for just

beyond the bank of the canal, the ground begins a gradual ascent, and ascends in a most beautiful and superb manner until it reaches a point about twenty feet above the canal bed, where to the East and North, in Blacklidges and Rudells additions to Anderson, may be found the most beautiful and pleasant lots for residences which can be found in Indiana — being high elevations or knolls.

On the 19th day of December, 1868, after a long and arduous effort to secure stock, the required amount was obtained, and the Company fully organized with a capital stock of one hundred thousand dollars. On the day of organization the following officers were chosen: Neal C. McCullough President; William Crim, Treasurer, C. D. Thompson, Secretary, and Neal C. McCulloch, William Crum, George Nichol, James Hazlet, Peter Suman, Samuel Hughel and Harvey J. Blacklidge Directors.

After the organization of the Company, the officers went to work to make the enterprise a living one. They were fortunate in securing the services of John W. Erwin, Esq. of Hamilton, Ohio, as Engineer and Superintendent of the work, and under his experienced skill, the completion of the canal _____ at _____. He is thoroughly _____.

The portion now under contract was let to Andrew Myers, of Goshen, Indiana, and James Deherity, of this city. By the beginning of winter Mr. Myers will have the lower end of the Canal entirely completed, so that in the spring, persons desiring water power can go to work at once to erect their buildings and put in machinery. It is the intention of the company to complete the entire work and put it in condition to be used, by the first of December 1870, and with such men at the head as are the officers of the company, it will _____ By the time persons have their machinery ready the water will be let into the canal and ready for use.

Anyone desirous of locating _____ with a view to place a manufactory there on will receive all the information they want in regard to it by addressing or calling on the President or Secretary of the company, who will be ever ready _____ such information _____ persons the construction of the works.

The people rightly conclude that the building of this canal will be an important event in the history of the city of Anderson. It will, when the giant mills may be erected, at once afford Anderson a place well up in the lists of manufacturing cities of the United States. The power afforded will be immense; and will not go begging for buyers. Already several heavy firms have commenced to in-

quire and investigate with an eye to locating here.

We believe it is the intention of the Directory to let the power to men who will put machinery in for the manufacture of fabrics. At any rate the class of mills erected will be those which must employ large numbers of employees. We look at it this way: Ten flouring mills might be built, yet twenty men could run them. In this case the population of this city would not be increased. Five establishments for the manufacture of fabrics might be built, which would require the employment of a thousand people, and the population of the city be materially increased.

Anderson is exceedingly eligibly located for manufacturing purposes. The railroads already built, the Chicago and Cincinnati road, affording direct communication with all the principal cities of the Union, East, West, North and South, every day. No locality in the west or north-west is considered any healthier. The water is good. The soil of the county is rich and fertile. Gravel and stone is everywhere in abundance. The finest lumber timber in the Union can be had on every farm in the county. Wood for _____ and _____ is cheap. The city _____ getting better. New interests are being organized all the time, now enterprises are being sprung, and the place is assuming the bustle and activity of much larger cities. The population is now about six thousand.

Last week, after a struggle with a neighboring town, Anderson was selected as the terminus of the Grand Rapids, Wabash & Cincinnati Railroad. This road will be built next year, and will add greatly to the importance of Anderson. This road gives a _____ competing line in freights to the _____ markets. It will penetrate _____ pine regions of the North. Its _____ can not be overestimated. _____ that the people of _____ willing to _____ enterprise that is for the _____ of the whole _____ arrangement is that what they do for those who desire to _____ manufacturing establishments, will be substantial.

We do not desire to make this article so long that it will not be read. There are many more things that might be said. In conclusion we want to urge our people to go ahead. The right kind of a start has been made, Right it out on that line if it takes a dozen summers. The fogies, who for many years held the power are now obsolete. Let their number be more diminished.

Keep things moving, and the day is coming when Anderson will be noted for its wealth and for its manufactures.
Viva to Hydraulic!

NEWS FROM DELPHI

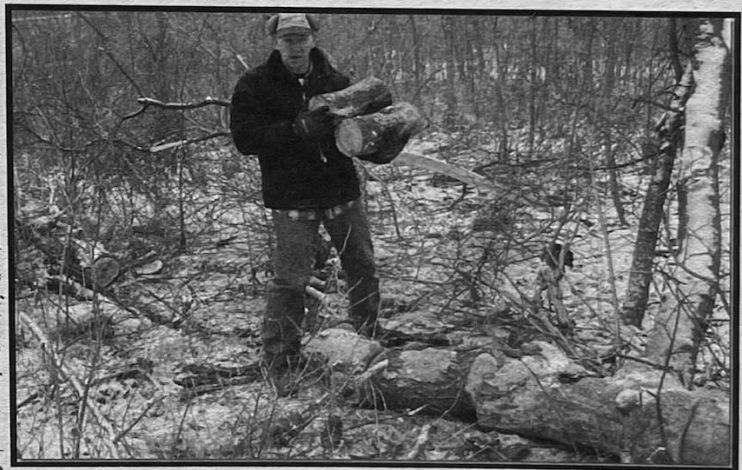
FUNDRAISING COMPLETE FOR GRAY BRIDGE PROJECT

By DAN McCain

We are delighted to announce that we've hit the fundraising goal for our Gray Bridge project! Thanks to the generosity of donors, we have met the grant challenge from the NCHS and now have \$175,000 to begin the reconstruction phase after winter. Our M-W-F volunteer crew worked last fall to clean and repair about 40% of the bridge pieces. We are now ready to roll, and we hope to complete the project by the end of this summer.

WINTER WORK, OUTSIDE AND INSIDE

By Dan McCain

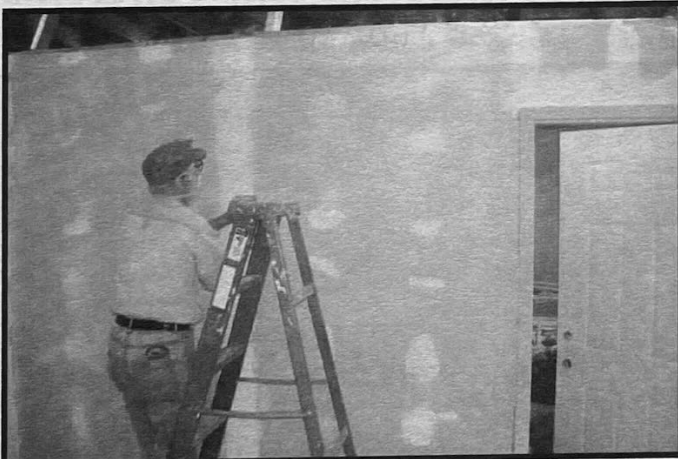


Groundhog Day brought a dozen people to the Red Bridge area for the offer of "free firewood." As always, there are dead and downed trees along the rural trails, and this frosty day's work focused on the Belt Railroad Trail cleanup. The goal was to make the trail wider for a dump truck to spread crushed stone next spring. Thanks to all who came out!

Another task we have this winter is to plan for the September 2013 arrival of the Indiana History Train. We plan for a ramp to access the three train cars full of historical displays by using an ADA trail built diagonally across the slope. The Stone Company owns the right-of-way and has offered crushed stone for the path. On the next page a technician from Indiana Historical Society evaluates the change in elevation that will be accessed by perhaps 2,500-3,000 people expected to visit.

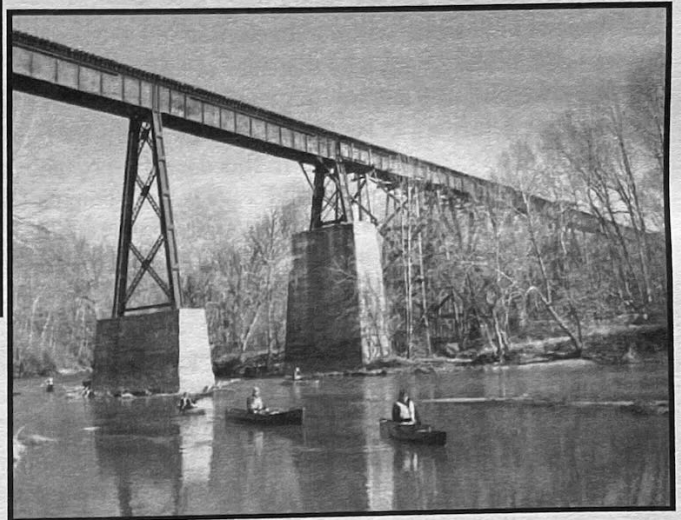


When the winter weather turns frigid, the M-W-F crew finds plenty of work indoors. Here, one of our crew preps drywall upstairs in the Canal Center's Archive Room. We decided to put some surplus space to good use as a "bride's dressing room" for the many weddings and receptions held here. An added benefit will be the extra security we're putting in place for the many canal artifacts.



Vern Cripe finishes the improved Archive Room job with a locking door to protect our treasured items. The walls are now painted and carpet has been re-laid. This divided space is great asset to the Canal Center, thanks to our volunteer crew.

ORGANIZATION CONSIDERS PURCHASE OF BRIDGE



A mild window in winter provided time for these Wildcat Guardians from Kokomo to paddle Deer Creek under the former Monon High Bridge. It is Indiana's second highest railroad bridge. Ten years ago the Canal Association developed a trail which approaches (but does not go onto) the 750 foot High Bridge span. The views from beneath are spectacular. Now, a newly formed non-profit organization, Heartland Heritage Inc., may acquire this 1884 structure, as it is in need of repair to keep it stabilized.

HANDS-ON EXHIBITS FOR KIDS



The Canal Interpretive Center has many hands-on exhibits for children who visit the museum. On this map they place their fingers in a groove and follow the route products were shipped from New York City to Indiana using the Erie Canal, Lake Erie, and the Wabash & Erie Canal. In other exhibits they can dress in canal period clothing or float a canal boat along the canal, pass through locks and see a mill powered by canal water.