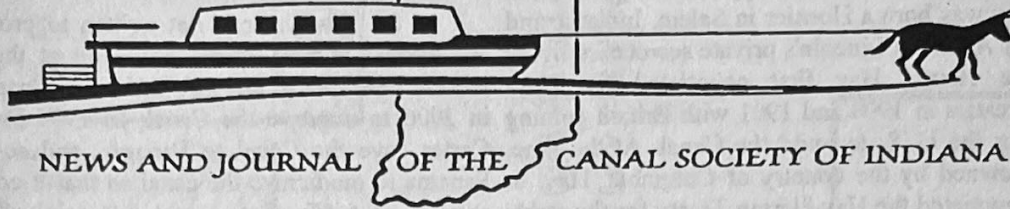


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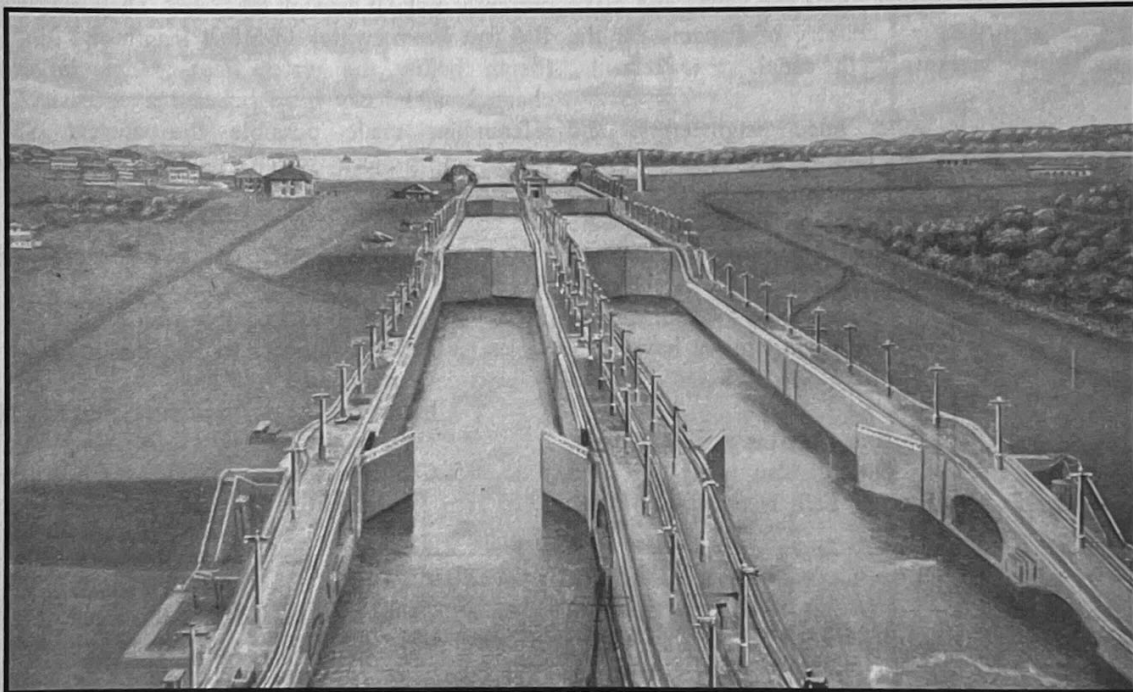


VOL. 12 NO. 5

P.O. BOX 10808 FORT WAYNE, IN 46854

MAY 2013

WATER LEVEL CONTROL



This bird's eye view shows the Gatun flight of locks on the Panama Canal. These locks are not big enough for the new larger ships referred to as "post-Panamax." A great expansion project is underway with locks that have water saving basins. Old post card

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EXPANSIÓN DEL CANAL DE PANAMÁ

By Charles Huppert

On August 15, 1914, the Panama Canal was officially opened. It had been a dream for many people since 1881 when the French, under Ferdinand de Lessups of Suez Canal fame, began construction. The French labored for over eight years using construction equipment which was inadequate for the job before they did what they do so easily--gave up. Within ten years the United States had become interested in re-establishing the project. The U.S. soon learned that the project would become the largest engineering feat ever attempted in the history of the world.

EDITOR: CAROLYN SCHMIDT

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But first there were political problems to be overcome. The solution was to a great extent left to John Milton Hay, then Secretary of State, who had been appointed by President McKinley. Hay was born a Hoosier in Salem, Indiana, and became one of Abraham Lincoln's private secretaries living in the White House. Hay first negotiated the Hay-Pauncefote Treaties in 1900 and 1901 with Britain gaining its sanction for the U. S. to build the Canal. At the time, Panama was owned by the country of Columbia. Hay, in early 1903, negotiated the Hay-Herran Treaty for the rights to complete the abandoned canal started by the French. However, before the end of the year, Panama declared its independence, which the United States quickly supported. Hay then negotiated the Hay-Bunau-Varilla Treaty with Panama, which established the Panama Canal Zone. The U.S. agreed to buy the French rights for \$40M and make annual payments to the new country of Panama for the privilege of building and owning the canal.

In May 1904, the huge engineering and construction efforts began, but nothing is ever easy. There were severe health problems encountered by those who worked in the Canal Zone. Malaria and Yellow Fever were rampant. Thankfully, a fellow by the name of Walter Reed discovered that the diseases were passed by mosquitoes. Many different operations were conducted to eradicate the pests, without which success the project might have been significantly delayed.

The history of the Panama Canal is easily obtained. Wikipedia provides a good guide. Also in 1977 David McCullough wrote a book, "The Path Between the Seas"

which is an in-depth study of the Panama Canal and its history.

So, this paper is not written to provide a history, but discuss current events going on at the Canal at the present time. A national referendum was passed in Panama in 2006 to improve the Canal. In 1977 President Jimmy Carter gave the Canal to Panama, and so it was left to Panama to modernize the canal so that it could handle the amount of traffic that it was not originally designed to handle. Also, over the years the increased size of ships that were being built were too large to pass through the Canal's locks and shipping channels.

"Panamax" is the name given to ships which can currently make it through the Canal. Their maximum size is 106 feet beam (wide), 965 feet length and 39.5 feet draft (depth below the water line). Much larger shipping channels and locks have become a necessity. The 2006 referendum made possible the current \$5.25-billion expansion project which has eight components of Construction:

1. Atlantic Ocean (Caribbean Sea's Bay of Limón) deepening
2. Atlantic Locks construction
3. Atlantic approach to the Atlantic Locks completion
4. Increasing the depth of the Gatun Lake by raising its level by a foot
5. Channel widening in Gatun Lake and the Gaillard Cut

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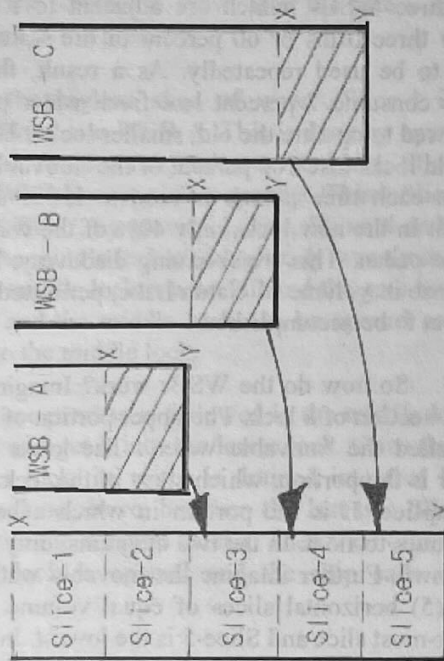
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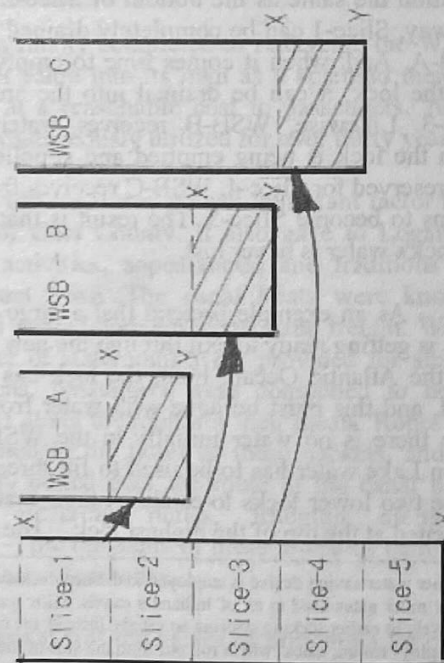
Filling a Lock from Water Savings Basins



Empty Lock
Showing Slices where water will be placed

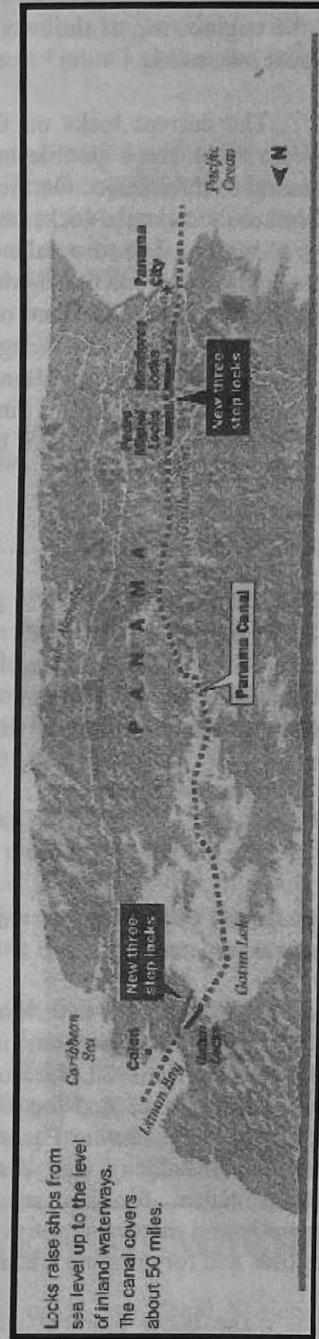
X = High Water Level
Y = Low Water Level

Emptying a Lock into Water Savings Basins



Moveable Water in a Lock divided into Slices (elevation Cross-Section)

X = High Water Level
Y = Low Water Level



Locks raise ships from sea level up to the level of inland waterways. The canal covers about 50 miles.

6. Pacific approach to the new Pacific Locks construction
7. Pacific Locks construction
8. Pacific Ocean deepening

While all of these components require heavy earth moving, it is the engineering of the two new sets of locks which is the most interesting.

The current locks on the north end of the Canal (Atlantic side) are a double set of staircase locks, each consisting of three locks. On the south end of the Canal is a double set of staircase locks, each consisting of only two locks (Miraflores), and a lake and another double set of single locks (Pedro Miguel) which empty into the high channel known as the Gaillard or Culebra Cut. At both ends of the Canal there is now being added a third set of locks, which will operate in addition to the locks in operation since 1914. At each end, a single new staircase is being constructed, each consisting of three locks. The size of each of the six locks will be:

Width -- 180 feet
 Length -- 1,400 feet
 Depth -- 60 feet

Thus the locks are considerably larger than the old locks and will be able to accommodate "post-panamax" ships with the maximum following dimensions:

Beam -- 160 feet
 Length -- 1,200 feet
 Draft -- 50 feet

The capacity of these larger ships will be over 160 percent greater than panamax ships.

However, the overriding problem that had to be solved before the expansion project could be started was that of water. By 1930, the volume of traffic through the Panama Canal exceeded the amount of available water to operate the locks during Panama's dry season. In 1935, a new dam (Madden) was constructed upstream on the Ghagres River, forming an additional reservoir (Lake Alaguuela) and increasing the water supply for both locking purposes and for drinking water.

The water problem which would have obstructed the expansion of the Panama Canal was solved with the design of Water Saving Basins (WSBs), three (3) for each of the six (6) new locks. Trying to figure out how they would work became perplexing to say the least. But, with hints found on the Internet, their simple operation became clear.

As earlier said, each lock in the triple staircase lock has three WSBs, which are adjacent to it. These WSBs allow three-fifths or 60 percent of the water used in each lock to be used repeatedly. As a result, these new huge locks consume 7 percent less fresh water per transit than that used to operate the old, smaller locks. The operation of the old locks lose 100 percent of the "movable water" to the ocean each time a lock is used to lower a ship into the ocean. In the new locks only 40% of the water will be lost to the ocean. This water-saving discovery, along with the increase in volume of Gatun Lake, permitted the expansion project to be accomplished.

So how do the WSBs work? Imagine looking at a cross-section of a lock. The upper portion of the water shall be called the "movable water". The lower portion of the water is the portion, which stays in the lock when the lock is emptied. It is the portion in which a boat in the lock continues to float. In the two diagrams, only movable water is shown. Further imagine the movable water divided into five (5) horizontal slices of equal volume. Slice-1 is the upper-most slice and Slice-5 is the lowest. In the diagram to the right side of the lock cross-section are cross-sections of the three (3) WSBs. It is not important how deep the WSBs are so long as they are deep enough to hold one slice of water. What is important is that the bottom of each WSB be at the proper elevation.

The bottom of WSB-A is shown to be at an elevation the same as the bottom of Slice-2 in the lock. In this way, Slice-1 can be completely drained by gravity into WSB-A. And, when it comes time to empty WSB-A back into the lock, it can be drained into the area reserved for Slice-3. Likewise, WSB-B receives water from Slice-2 when the lock is being emptied and supplies water to the area reserved for Slice-4. WSB-C receives from Slice-3 and returns to become Slice-5. The result is that three-fifths of the lock's water is never lost.

As an example pretend that a large ship on Gatun Lake is getting ready to exit through the new staircase locks into the Atlantic Ocean. First, the lock has to initially be filled, and this must be done with water from Gatun Lake since there is no water initially in the WSBs. Likewise, Gatun Lake water has to be used to fill three-fifths of each of the two lower locks to establish their systems. The gate is opened at the top of the highest lock.¹ The ship enters the

¹ Another water saving device is employed in the new lock system. Gone are the familiar miter gates used in all of Indiana's canals. Miter gates are known most exclusively to earlier locking systems on canals. Instead, the new locks at Panama will employ "rolling gates" which roll out from the side of the locks. These gates will be double gates which provide redundancy, but take up much less room than miter gates. They therefore allow the lock length to be shorter and still accommodate the longer length post-panamax ships. The gates simply roll out from one side of the lock wall across the lock. The redundancy allows for repair of a gate without shutting down the operation of the new lock system.

lock (probably being drawn by an electric "mule" as is now the practice in the old locks). Now, after the gate is closed, water is lowered in the lock.

First, the highest slice of water (Slice-1 in the diagram) is drained into WSB-A. This is done by opening a valve, and from there gravity takes over. Next, Slice-2 is emptied into WSB-B -- again by gravity. Third, Slice-3 is emptied into WSB-C, by gravity. Lastly, Slices 4 and 5 are emptied into the middle lock which already was three-fifths full. Thus, the middle lock is now full and the gate between the high lock and the middle lock can be opened and the ship pulled into the middle lock.

The same process is followed in the middle lock to lower the ship and get it into the lower lock. Once the ship is in the lower lock, its water is drained into that lock's WSBs, as was done above, but then the last two Slices (4 and 5) are lost to the Atlantic Ocean. Then the bottom gate of the lowest lock is opened and the ship sails off to Baltimore.

In the meantime, the locks are prepared for the next ship to descend. Each of the three locks is filled with water from each of the sets of WSBs that had been filled during the lowering process. First, Slice-5 is filled by gravity from WSB-C. Then Slice-4 is filled from WSB-B and afterwards, Slice-3 is filled from WSB-A. The lock's two top slices, Slices (1 and 2) will again be filled with water from above (the lock above or Gatun Lake, as the case may be).

The above explanation may leave more questions than it provides answers. For example, how much water does the staircase use when the direction of travel is reversed so that ships can ascend up? When will the expansion project be completed? This writer will be eager to discuss these questions with any reader. He can be reached at cbh@iquest.net or 301-421-4020.

Charles (Chuck) Huppert is a past vice-president of the Canal Society of Indiana. He is a CSI director and is currently living in Burtonsville, Maryland.

WABASH & ERIE CANAL IN LOGANSPORT

Graham Taber in his *History of Logansport and Cass County* tells about the Wabash & Erie Canal:

"When finally completed to Lafayette, the Wabash and Erie Canal came into its own as a splendid means of transportation at a reasonable cost to passengers. And as such it was advantageously utilized for over thirty years...

"...the old canal was a most important factor in the development of Cass County. It also gave to Logansport some of the activities, appearances, and traditions of a small waterfront town...The canal boats were known as "packets," and carried both passengers and freight. While a limited number of staterooms were provided for sleeping accommodations, passengers were compelled to depend upon the towns along the route for their meals. Ropes were securely fastened to the bows of these packets, and they were arduously pulled over the route of the canal by patient, long suffering mules, trudging along on "towpaths" — the remnants of these towpaths being visible in some places even today.

"The canal was the means of bringing a lot of new settlers into Logansport: many families coming from Fort Wayne and Lagro, the latter being a thriving village in those days. It is a matter of tradition that during the building of the canal, a malarial epidemic struck Logansport and

Cass County. So — along about 1890, when Tenth Street was cut through to Erie Avenue, on the west side of the old Ninth Street Cemetery, ...the remains of many of the victims of that fateful epidemic were then removed to Mt. Hope and to Mt. Saint Vincent — including some who had been laborers helping to build the canal.

"There are still living today [at the time the article was published], former pupils of old St. Vincent's school....., who once stood in the school yard, at recess and watched canal boats pass by — or else they skated on the canal in the winter time, when the boats were tied up.

"And while, of course, those wonderful canal days [have passed]...this writer does recall driving his cows down the old, drying canal bed as far west as Ninth Street in order to water them at the old spring just south of the cemetery...the chorus of frogs in the old canal bed would begin its nocturnal serenade."

WELCOME NEW MEMBERS

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

Richard Dey - Warsaw, IN

Welcome Aboard!

CANAWLERS AT REST

JOSEPH RIDGWAY JR.

b. April 8, 1800

d. August 23, 1850

FIND-A-GRAVE #19982769

By Carolyn I. Schmidt

Ridgway is one of the prominent ancient names of Quakers living in New York and Pennsylvania. Our subject Joseph Ridgway, Jr. was born into this sect at Staten Island, New York, on April 8, 1800 to Matthew and Mary (Depuy) Ridgway and was named for his uncle Joseph Ridgway, who was about seventeen years old at the time. After losing his father at a young age, he went to live with this uncle in Cayuga county New York. Although not a true Junior, our subject was given the title to distinguish him from his uncle. He received his education at one of the excellent academies for which New York was then famous.

At about age twenty and after acquiring a fair knowledge of engineering, Joseph Jr. moved to Ohio with his uncle Joseph. They settled in Columbus where Joseph Jr. became an engineer on the canals then in the process of construction under the supervision and management of the state.

Alfred E. Lee in his *History of the City of Columbus, Capital of Ohio* has a quote describing these early years of canal building as follows: "All the routes were along the valleys of streams, with only here and there a log cabin, whose inmates were shivering with malarial fever. These valleys were the most densely wooded parts, obstructed by swamps, bayous and flooded lands, which would now be regarded as impassable. Between 1822 and 1829 Isaac Jerome, Seymour Kiff, John Jones, John Brown, Peter Lutz, Robert Anderson, Dyer Minor and William Latimer, of the engineers, died from their exposures, and the diseases of the country. Chainmen, axemen, and rodmen suffered in fully as great proportion....Of twenty three engineers and assistants, eight died of local diseases within six years. Mr. Forrer was the only one able to keep

the field permanently, and use the instruments in 1823."

"Among the engineers who survived, continues the writer just quoted, was David S. Bates (chief engineer after Judge Geddes), Alexander Bourne, John Bates, William R. Hoplins, Joseph Ridgway, Junior, Thomas I. Matthews, Samuel Forrer, Francis S. Cleveland, James M. Bucklang, Isaac N. Hurd, Charles E. Lynch, Philip N. White, James H. Mitchell, and John S. Beardsley."

In this same book Lee notes that Joseph Ridgway, Junior, was the first collector of canal tolls at Columbus. His "office was at the Ridgway Warehouse, at the foot of West Broad Street, to which nearly all the boats ascended to discharge and receive freight." The Ridgway Warehouse was owned by his uncle, Joseph.

On November 28, 1828 Joseph Jr. was married to Jeannette Smith Tatem. She was the daughter of Charles Tatem of Cincinnati. Joseph was twenty-eight years old and Jeanette was twenty-two.

By 1828 Joseph Jr. had worked his way up to become the Resident Engineer on a portion of the Ohio [and Erie] Canal at the Licking Summit and Reservoir. In a report he ascertained the rains of the autumn of 1828 and the following winter and spring "filled that Reservoir from the surface inclined towards it, but with little aid of the Feeder, from the South Fork of Licking, to the depth of seven and a half feet. At a depth of ten feet, the area of the water surface in the Reservoir would have been equal to 2,424 acres; at a depth of seven and a half feet, it was probably not less than 2,100 acres; and at the bottom, 1,500 — giving a mean, for that portion filled, of 1,800 acres. This body of water contained 588,060,000 cubic feet."

The high water levels damaged land owned by individuals. "To assess the claims by individuals for damages sustained in consequence of the canal, reservoir and feeder on the Licking summit level, a board composed of John Leist, of Fairfield; Daniel Converse, of Muskingum; and Joseph Ridgway, of Franklin county; has been appointed by the acting commissioner for that part of the canal, who have assessed damages to the amount of \$1,223.00, chiefly on account of land occupied by the reservoir, timber taken for securing the bank and making waste and feeder gates..."

In a special report of the Ohio Canal Commissioners in 1828, respecting surveys of the Muskingum river; and the Pennsylvania and Ohio Canal it says "Mr. Joseph Ridgway, Jr. was accordingly directed to proceed to the performance of this service [surveying the

Muskingum river], as soon as he could be spared for that purpose, without detriment to the work in which he had been previously engaged. In the skill and intelligence of this gentleman, the Board feel great confidence, and no doubt is entertained that his levelings and surveys are substantially correct.”

“The estimates of the proposed improvements, which are based on the survey and examinations of Mr. Ridgway, have been made under the immediate superintendence of the principal Engineer, David S. Bates, Esq. and are herewith presented to the General Assembly. These estimates are very liberal as to the prices affixed to the work, and no doubt is entertained that with economical management, the actual expense of the proposed work may be brought within the estimated cost.”

In the meantime Indiana was becoming populated, and it was seen at an early date that there was no natural outlet for the produce of the territory except to the southern markets. A canal connecting Lake Erie with the Wabash river was needed.

In Comstock’s “History of Canals in Indiana,” he notes that “It began as a Federal enterprise, and, after much talk and spirited debate in both national legislatures, a bill was finally passed by the national Congress in [May 6] 1824, providing for a survey of the proposed canal with a grant of land ninety feet on either side of the right-of-way. The surveying was left to the State and was required to be finished within three years. Prior to this time Congress had

“granted to Indiana 3 per cent on the sales of all public lands, ‘to be reserved for making public roads and canals.’ This was expected to form a nucleus for beginning the work.” This grant was not accepted.

A second land grant was given on March 2, 1827. “Government surveyors soon made their reports. Part of the territory through which the canal was to run belonged to Ohio, instead of all being within the limits of Indiana, as had been supposed. Therefore, the territory granted to Indiana by Congress and which lay in Ohio was authorized to be conveyed to Ohio. The Indiana Legislature passed an act ‘providing means to construct the portion of the Wabash and Erie Canal within the State of Indiana.’ This act provided for a board of commissioners elected by the House and Senate, on joint ballot, all vacancies to be filled by the Governor. The powers and duties of the commissioners were fully set forth....”

For the proposed canal, Indiana selected Joseph Jr. to be the Chief Engineer, overseeing the initial survey of the project. He was reluctant at first to accept due to all his responsibilities in Ohio but agreed to serve for a limited period. D.L. Bates, of Ohio, replaced Ridgeway with Jesse Lynch Williams to finalize the Ohio & Erie canal from the Licking Summit to Chillicothe and the Columbus side-cut.

In the December 6, 1830 *Journal of The Senate of the State of Indiana* the canal commissioners of the Wabash and Erie Canal reported, “That in May last they were organized as a board, under the provisions of the canal law

Joseph Ridgway Jr’s. Family

Name	Birth	Place	Death	Place	Marriage	Place
Joseph Ridgway	11-20-1721		1771			
m. Mary Rogers Smith Ridgway	6-3-1717		2-22-1771		7-9-1746	Huntington, NY
<u>Children (?)</u>						
Thomas Ridgway	7-27-1747		1789			
m. Elizabeth Jones Ridgway	1750		8-3-1830			
<u>Children (5)</u>						
Elizabeth Ridgway						
Margaret Ridgway						
Mary Ridgway						
Matthew Ridgway	Bef. 1780		Possibly 1804		9-19-1799	Boston, MA
m. Mary Depuy Ridgway			9-28-1848		9-19-1799	Boston, MA
<u>Children (?)</u>						
Joseph Ridgway, Jr.	4-08-1800*	Staten Island, NY	8-23-1850	Mt. Vernon, OH	11-28-1828	
m. Jeanette Smith Tatem	1-26-1806	Brandywine Hundred, DE	1-25-1881	Columbus, OH	11-28-1828	
<u>Children (10) 5 living in 1876</u>						
Charles M. Ridgway	11-11-1829	Cincinnati, OH	11-26-1885			
Mary Elizabeth Ridgway	1830	Ohio	?			
Jeanette Ridgway	1839	Ohio	?			
Nellie Esther M. Ridgway	3-15-1841	Ohio	2-1-1882	Hillsdale, MI		
William S. Ridgway Pvt.	5-23-1846	Ohio	4-12-1889	Columbus, OH		
Joseph Ridgway (uncle named for)	5-6-1783	Ohio	1-31-1861	Columbus, OH		

*Biographical sketches give Joseph Jr.’s date of birth as 4-23-1800, but his tombstone says 4-8-1800. Perhaps they have incorrectly put in the day of his death, the 23rd.

of the last session of the Legislature, and immediately made arrangements to procure an Engineer to superintend the construction of the canal in Indiana. Convinced that a sound regard to economy required the work to be entrusted to competent hands, they omitted no labor which was supposed necessary to accomplish that object. From an extensive correspondence in relation to canals in various places, an opinion was clearly formed that for prudence in the management, economy in the construction of canals, and satisfaction with the persons employed, the school of Engineers in Ohio had been particularly fortunate; which with their acquaintance with the prices of labor, cost of materials in the western country, and persons qualified to construct the various works of canals, as well as from the fact, that the particular work which each Engineer had performed, was well known to the board, it determined then, if possible, to procure an Engineer from that quarter. With some difficulty they engaged Joseph Ridgway, Jr. Esq., who had superintended extensive and difficult portions of the Ohio canals from their first location to their final completion. Scientific acquirements of the first order, joined with much practical knowledge and experience in canalling, render him entirely competent for the various duties of Chief Engineer. He entered on the discharge of this trust early in August last (1829), and has completed the examinations of the summit section as was contemplated by the canal law of the last session. To his report for estimates in detail, plans, &c. you are respectfully referred."

At the same session of the Indiana Senate, Joseph Jr. presented his report, seen below, Note that he numbers the locks going west from Fort Wayne. They were later re-numbered starting at the Indiana/Ohio state line on the east side of Fort Wayne to the west. His report also shows there was never a lock needed at the Vermilyea house, as some canawlers in the past have wondered.

Comstock goes on to say, "...A supplemental act, January 9, 1832, accepted Joseph Ridgway, Jr.'s location and estimate of the middle section of the canal, 'to connect the waters of the Wabash river and Lake Erie, embracing the St. Joseph feeder, and the canal line thence to the Little river. The estimate of the entire cost was \$1,081,970. ...' It was to be funded by selling the land donated to Indiana by the Federal Government.

After his report, Joseph Jr. resigned as Chief Engineer and returned to Ohio. Subsequently, in June 1832 Indiana selected Jesse Lynch Williams to become the Chief Engineer. His salary was \$1,800 per annum. He and his wife Susan Creighton Williams moved from Chillicothe, Ohio to Fort Wayne, Indiana.

The 32-mile-long middle division of the Wabash and Erie Canal was completed and the first boat passed from Fort Wayne to Huntington, Indiana on July 4, 1835. It cost \$7,177 per mile to build through the wilderness and included dams, locks, aqueducts, waste weirs and culverts.

**ENGINEER'S REPORT TO THE
GENERAL ASSEMBLY
OF THE STATE OF INDIANA BY
JOSEPH RIDGWAY JR.**

*Journal of the Senate of the State of Indiana
During the Fifteenth Session of the General Assembly
Commenced at Indianapolis,*

on Monday the Sixth of December, 1830.

Indianapolis, IN: A. F. Morrison, Printer to the Senate, 1830.

In conformity to "an act to provide means for constructing that portion of the Wabash and Erie Canal, within the state of Indiana," passed January 28th, 1830, the following report of the estimated expense of constructing the summit or middle division of said canal is respectfully submitted.

Early in July last, the Board of Canal Commissioners of the State of Indiana, in conformity to their instructions, employed the subscriber to make such examinations as would be necessary to determine the final location of the middle division of the Wabash and Erie canal, and to make such estimates of the cost of its construction as, in his opinion, would satisfactorily effect the object contemplated.

The examinations were commenced early in August, and were prosecuted until the latter part of September; during which time, so much of the main line as extends from the termination of the St. Joseph's Feeder to the mouth of Little River, together with the Feeder from the St. Joseph's river, was satisfactorily located, embracing together, a distance of 31 miles and 46 chains.

The examinations which have theretofore been made across the same summit, by the United State's Engineers, and also by your board of canal commissioners, have been found of very great advantage in determining the permanent location of the line. The elevation of the base line of the canal, crossing the summit, seemed to be determined by the height to which the water rises in St. Mary's river, at the contemplated crossing of the canal, as it had been ascertained, by previous examination, that a line crossing the St. Mary's river, sufficiently elevated to be above the range of its highest floods, would cross the summit, without encountering any extraordinary depth of excavation. This preparatory step being determined, it became necessary to ascertain at what point on the St. Joseph's river, a feeder could be taken out to the best advantage, for supply the summit level with water, After a close examination of the

river, for several miles above its confluence with the St. Mary's a point about six miles above Fort Wayne was selected, as being most suitable for its commencement.

The immediate valley of the St. Joseph, particularly near its lower termination, is narrow, and high bluff banks alternately project into the river from either side. One of these bluffs it will be necessary to encounter in the construction of the feeder, and will add very considerably to its cost. The feeder commences immediately at the lower termination of the second bluff, and at this place it will be necessary to construct a dam across the St. Joseph's river, fourteen feet in height, and two hundred and forty feet long, which together with a guard lock for the passage of boats from the river into the canal, and also to guard the feeder against the operation of high water, will constitute considerable items of expense. The further extension of the feeder up the St. Joseph, would greatly add to its cost without materially diminishing the height of the dam which it would be necessary to build, as the river above this place, has but little fall for many miles. With the exception of the first bluff, which is about three-fourths of a mile in extent, there are no obstacles presented in the construction of the feeder of more than ordinary occurrence: several culverts and a small aqueduct across Spy run, are the only remaining mechanical structures upon the feeder line.

The main line of canal, from the termination of the St. Joseph's Feeder to the mouth of Little river, passes over ground more than usually favorable for its construction. The first five miles is located along the north-western side of Mill Creek prairie, and immediately at the base of high open oak land, which rises to the right. This distance includes the cross of Marais Du Perches [Sea of Fish, Ft. Wayne], which is a low flat arm of Portage Prairie; but not sufficiently depressed to have its waters passed under the canal by means of culverts, or to permit the canal to be passed over it by an aqueduct; but as it is necessary to provide a passage for a large quantity of water, which it is said to afford during the winter and spring floods, an extensive waste weir with guard gates at either end is contemplated as the best means for securing the safety of the work. The next five miles of the line, extending to the cross of Rivierre a Boit [Aboite Creek], passes mostly along the western side of Portage Prairie, and is similar in its character to the preceding part of the line. It may here be remarked, that wherever the line of canal is located along the edge of the different prairies, it frequently crosses wet and swampy ground, the towing path, through which, must necessarily be made of firm earth brought from the adjoining high land. Such additional expense is included in the estimates. Rivierre a Boit is by far the largest stream to be encountered on the middle division of the canal, and will require an aqueduct, having a clear space of 90 [9] feet be-

neath it for the passage of its water; this lateral space is considerably larger than the ordinary channel of the stream, but is rendered necessary, owing to the slight elevation of the base line of canal, above the ordinary surface of low water in the river, and is intended to compensate for the consequent depression of the waterway. From this point to section No. 25, embracing about two miles, the line lies along the west side of Raccoon prairie, and in its course passes through Raccoon village. At section No. 25, the prairies terminate, and the line between this place and Lock No. 1 [Dickey Lock #4, Roanoke, This was before the locks were numbered from the Indiana/Ohio state line.], passes through heavily timbered land, embracing in its course the crossing of several small streams and one stream which will require a small aqueduct.

It may be observed, that the canal throughout its whole location, is at or near the base of high land, rising immediately to the right, and that its general course is so well defined as not to admit any material change in its position. Lock No. 1 is located on section No. 31, about sixteen miles from the commencement of the canal and at a point where Little river approaches very nearly to the line; from this place to section No. 40, at the crossing of the Fort Wayne and Logansport road, the land is heavily timbered, and the canal in traversing this distance, crosses several inconsiderable streams, which are passed by means of culverts and small aqueducts in the usual manner. From this point a range of narrow prairies skirt the southern side of the canal for about one and a half miles, when the heavily timbered land again commences, and continues to the end of the line, throughout the whole length of which, no obstruction of importance occurs. Locks No. 2 and 3 are located on section No. 49, and Lock No. 4 on section No. 50, which section [Huntington, Indiana] terminates the location of the middle division, and is a half mile above Sharlow's Town, at the mouth of Little river. It is to be regretted that stone of suitable quality for the construction of a dam and aqueduct abutments and for culverts, has not been found contiguous to the north end of the line, and the rebuilding of any of these structures must necessarily be attended with much extra expense and a considerable interruption in the use of the canal; the great distance which it would be necessary to transport stone, however, for all works between the head of St. Joseph's Feeder and section No. 26 of the canal line, entirely precludes the idea, of using that material, and a resort to wood as a substitute, is the necessary consequence; accordingly all structures upon the feeder, and upon that part of the main line included in the first 25 sections are estimated to be built of timber, and all culverts and aqueduct abutments between sections 25 and 50 inclusive, are estimated to be constructed of stone. The cost of these will, in the first instance, be considerably more than the cost of wooden structures of the same kind,

but it is believed that when the difference of expense is not too great it had better be encountered at the first construction of the work. The locks are not included in the preceding remarks and are estimated to be built of wood.

Timber of an excellent quality abounds in the vicinity of the Lock sites; and as the first cost of a Lock constructed of timber, will not exceed one third of the expense incident to a stone Lock, it may be estimated that the interest upon the difference of their cost, would be much more than sufficient to renew the timber Lock every eight years; particularly when I recollected that the necessary repairs of such Lock, will not involve more than one half the expense of its original construction, as the foundation, and all the lower part of the Lock, embracing 4 feet in height, which is constantly submerged in water will scarcely every require any repairs.

With regard to a supply of water for the summit division of the Wabash and Erie Canal, it may be remarked, there is no other permanent source to depend upon than the St. Joseph's river, but this with proper care in the construction of the work, is deemed sufficient for all necessary purposes. From several careful examinations it is satisfactorily ascertained that the St. Joseph's river at its lowest stage gauges more than 5000 cubic feet of water per minute, of which quantity it is fair to estimate that 4600 cubic feet may be introduced into the canal. Experiments have been extensively made upon newly constructed canals in different countries, and composed of different materials for the purpose of ascertaining the average quantity of water expended by lockage and evaporation; the average thus obtained is about 100 cubic feet per minute for each mile of canal; experience, however, shows that the loss of water by leakage continually decreases, and that the use of a canal one season only, will very materially lessen the expenditure. This diminution is owing to the continual deposit of fine earth which is carried from the stream supplying the Canal, particularly during the continuance of winter and spring floods; and the same cause continuing to operate, will in time render the bottom of a canal almost impervious

While Joseph Jr. was pursuing his work on canals, his uncle Joseph established an iron foundry known as the Ridgway Foundry in Columbus, Franklin County, Ohio in 1822. He initially used horses to provide power for the foundry. He owned the patent for and began producing Jethro Wood's Patent Plow, which was considered the best plow in use at the time. Prior to this Joseph had manufactured plows in Cayuga County, New York. He sold a great number of these plows because Ohio was basically agricultural.

In 1830 Joseph Jr. joined with his uncle to finance

to water, even where it is composed of the most porous materials. The middle section for the Wabash and Erie canal for more than half its length, passes along the edge of a series of small prairies, which are kept wet on their margin throughout the year, by water issuing from springs along the banks of the high land adjoining. — When it is considered that this location occupies nearly the lowest ground in the vicinity, for at least 15 miles, and that all the water collected from the numerous springs, will be taken into the canal, it is not unreasonable to suppose, that the water necessary to be drawn from the Feeder, for supplying this part of the line, will not exceed the one fourth part of that quantity usually required for the same distance.

It has been already remarked, that a minimum of 4600 cubic feet per minute may be introduced upon the summit level, and this, it is believed, will be sufficient to supply a line of 67 miles in extent, commencing at a point on the Maumee, below the state line, and extending across the summit to a point on the Wabash, some distance below its confluence with Little river; 52 miles of this line, it is believed, may be supplied by the introduction of 75 cubic feet of water per minute; and 15 miles on the summit will not probably expend more than 50 cubic feet per minute for each mile of canal; there can be no doubt but that at the northern and southern terminations of this line, the Wabash and Maumee rivers will respectively furnish a sufficient quantity for the continuation of the canal, particularly when it is considered that a great proportion of water which escapes by leakage from the upper level of the canal, will find its way into either the one or the other of these streams.

Particular estimates in detail of the expense of constructing the middle division of the canal, have been made and are presented accompanying this report, together with such plans, maps, and profiles as have been perfected, all of which it is hoped will be satisfactory to your honorable body. The annexed schedule [not shown in this article] shows the estimated expense of contracting each separate section of the feeder and canal line.

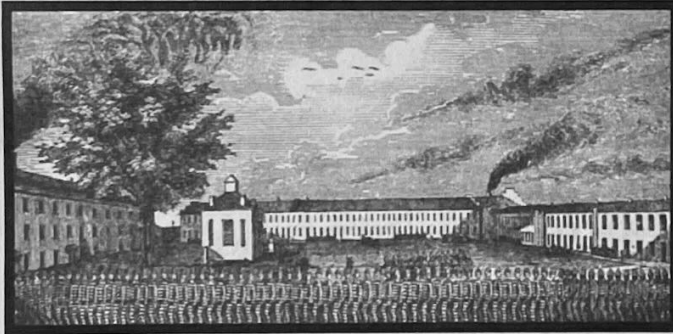
the conversion of the factory to steam power. They then began manufacturing machinery, steam engines, cast iron stoves, etc. This foundry was the oldest successful manufacturing company in Columbus.

On February 8, 1832 an act was passed to erect a new penitentiary, appoint a superintendent over the work, and appoint three directors. The directors chose a site on the east bank of the Scioto river north of Columbus. When they had difficulty obtaining title to the site, they made an agreement with Joseph Ridgway, Joseph Ridgway Jr., Otis Crosby, Samuel Crosby, and D. W. Deshler "who under-

took, in consideration of \$750 cash, and a transfer to them of the subscriptions for procuring a site, amounting to \$1,170, to procure and guarantee to the State a perfect title." They were able to obtain a conveyance to them from all of the proprietors of the fifteen acres of land for about \$2,000 and secure a perfect title. On October 17, 1832, they executed a warranty deed for the land to the State. The penitentiary was built by convict labor. By October 27, 1834 the building was so advanced that the directors appointed Nathaniel Medberry its first warden. On the following two days the prisoners were moved from the old to the new penitentiary.



Top: The Ohio Penitentiary as drawn by Henry Howe in 1846 for his book *Historical Collections of Ohio in Two Volumes*.
Bottom: Prisoners marching in the Ohio Penitentiary by Howe



When Joseph Jr. saw the success the steam railroads were achieving in Europe and the Eastern states, he was immediately interested in building them in Ohio. He knew that Ohio's terrain was relatively flat compared to elsewhere and railroads would be easier and cheaper to build there.

Uncle Joseph also promoted the railroads and on February 8, 1832, the Columbus, Marion & Sandusky railway was incorporated by Lincoln Goodale, Gustavus Swan, Joseph Ridgway, Daniel Upson and Aurora Buttles of Franklin county and others from Delaware, Marion Crawford and Huron counties. This was the first railroad to touch

Columbus. Then on January 5, 1832 Uncle Joseph was one of the incorporators of the "Mad River and Lake Erie Railroad Company, which proposed to construct a railroad from some point in the town of Dayton, thence to Springfield, Urbana, Bellefontaine, Upper Sandusky, to or near Tiffin to Lower Sandusky, or making such other points en route as may be deemed most eligible."

Even though Uncle Joseph was interested in railroads, he had not given up on canals. In April 1837, he and James Kilbourn, also of Franklin county, and Hosea Williams, Ezra Griswold, Charles Sweetser and Thomas U. Powell, of Delaware county, etc got the General Assembly of Ohio to pass an act incorporating the Franklin and Delaware Canal Company. It was to start at the head of the Columbus feeder at Columbus and run up the Whetstone to the town of Delaware in Delaware county. This canal was never built.



The new Ohio Capitol at Columbus as drawn by Henry Howe in 1846.

On March 16, 1838 the General Assembly of Ohio appointed by joint resolution the first board of commissioners to build a new capitol under the provision of an act entitled "An Act to provide for the erection of a New State House at the seat of Government". The act had been passed earlier on January 26, 1838. Those appointed were William A. Adams, of Muskingum County, Joseph Ridgway Jr. of Franklin County, and W. B. Van Hook, of Butler County. Joseph Jr. served as its secretary until his death in 1850. The cornerstone of the new building was laid in 1839.

Little did Joseph Jr. know what a struggle there would be over building the new State House. Some irate citizens wanted the capital of Ohio moved elsewhere after the building was completed.

The Columbus and Xenia Railroad was chartered on March 12, 1844. A big show was made of surveying the 54-mile-long route. Joseph Ridgway Jr. was one of the Columbus and Xenia Railroads' principle stock holders and a

director.

Also in 1844 Joseph Jr. served in the Ohio Senate. Then in 1846 he served in the Ohio House of Representatives. This was following in his uncle's footsteps who had been a member of the Ohio House of Representatives in 1828-1832. Uncle Joseph also was elected to and served in the U. S. Congress in 1837-1843 as a Whig.

The Ohio legislature then passed an act on March 12, 1845 making it the duty of the directors and warden of the penitentiary to procure a limestone-quarry for stone for public buildings and to construct a railroad from the penitentiary to the quarry. On April 11, 1845 fifty acres of land, two and a half miles west of the penitentiary on the right bank of the Scioto river, was purchased. It included two stone quarries and the land between them. Shortly thereafter, the directors and warden contracted with the Columbus and Xenia Railroad, which passed over the southern portion of the stone-quarry tract, to "construct a bridge across the Scioto river of sufficient width to admit of two railroad tracks, one of which should belong to the State, and the other to the company, each party paying one-half the expenses. The three miles of track and bridge to the penitentiary were completed on September 1, 1847.

The quarry was operated by the warden and two of the penitentiary's directors. The convicts "dressed" the stone for "buildings" in Columbus. Shipping the dressed stone to Columbus became very profitable. The commission from the State House took the directorship away from the penitentiary. Oddly enough, at that time Joseph Jr. was on both the penitentiary and the State House commissions.

The actual construction of the Columbus and Xenia Railroad did not begin until 1848 and the first passenger train to cover the entire distance didn't run until February 20, 1850, which was a few months before Joseph Jr. died. This was the first railroad to operate through Columbus. It later merged with the Little Miami Railroad for the first route from Columbus to Cincinnati, Ohio.

In order to furnish rolling stock for the Columbus and Xenia Railroad Joseph Jr. and Uncle Joseph joined with Pearl Kimball in 1849 to build railroad cars. This factory eventually became one of the most successful enterprises in the state. Joseph Jr. served as its secretary until his death.

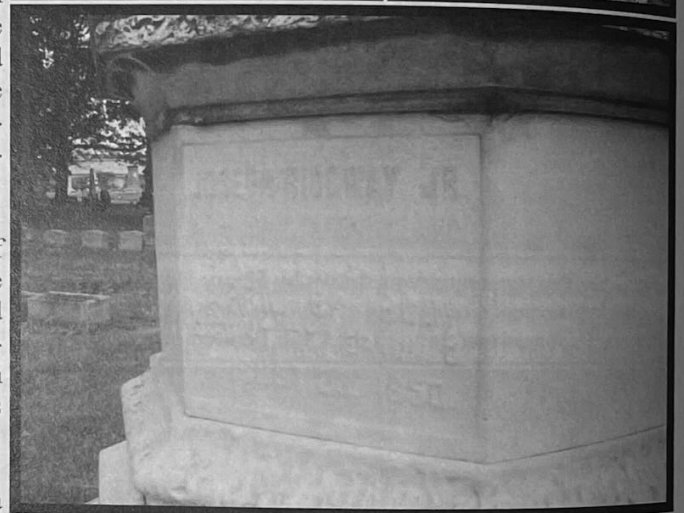
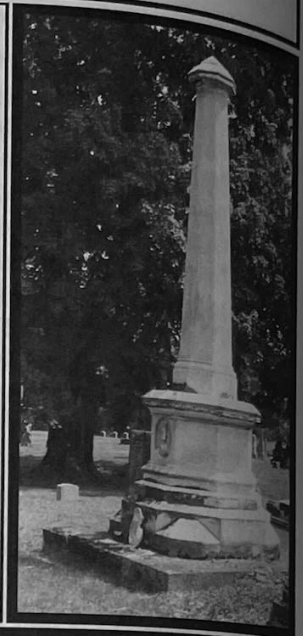
In 1850 Columbus had a cholera epidemic. It struck the penitentiary. It was at its height on July 30th. Within 30 days it killed 116 prisoners.

Joseph Ridgway Jr. died at Mt. Vernon, Ohio on

**JOSEPH RIDGWAY JR.'S
MONUMENT IN
GREENLAWN CEMETERY,
COLUMBUS,
FRANKLIN COUNTY, OHIO**

Joseph Ridgway Jr.
Born on Staten Island
State of New York
April 8, 1800
Died at Mt. Vernon, O
August 23, 1850

Jeanette S. Ridgway
Born
In Brandywine Hundred
State of Delaware
Jan. 26, 1806
Died in Columbus, O
Jan. 25, 1881



August 23, 1850. We do not know for sure, but it is likely that he succumbed to Cholera since he was only 50 years old. He had established one of the "finest homes in Columbus" and was identified "in an important degree with every public movement designed to further the improvement of the city." He was laid to rest in Greenlawn Cemetery in Columbus, Franklin County, Ohio. He shares the tombstone with his wife, Jeanette Smith Tatem Ridgway, who died on January 25, 1881.

Uncle Joseph Ridgway outlived Joseph Jr. He died in Columbus on January 31, 1861 at the age of 78. Besides his earlier mentioned business and political pursuits, he was a member of the State board of equalization, a director of the Clinton Bank for twenty years, and a member of the Columbus city council. He also was buried in Greenlawn Cemetery.

UNCLE JOSEPH RIDGWAY'S MONUMENT IN
GREENLAWN CEMETERY, COLUMBUS,
FRANKLIN COUNTY, OHIO

Hon. Joseph
Ridgway
Died
Jan. 31, 1861
In the 78th
year of his age.



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MISSISSIPPI RIVER SUFFERS
FROM DROUGHT / LOCK DAMAGE

During the nineteenth century a zero mark was established on a Mississippi River gauge—a level below which experts thought the river would never dip. However, the lowest record to date was set on January 16, 1940 at a minus 6.2 feet below this mark. Due to this year's drought the river level at St. Louis was forecast to reach or surpass the old record on February 18, 2013. However, Coast Guard officials said that barge traffic could continue to flow even at a minus 7 feet dip below the zero mark due to months of recent work by the U. S. Army Corps of Engineers. It had dredged and removed rock to create a 9-foot-deep channel and made other navigational improvements,

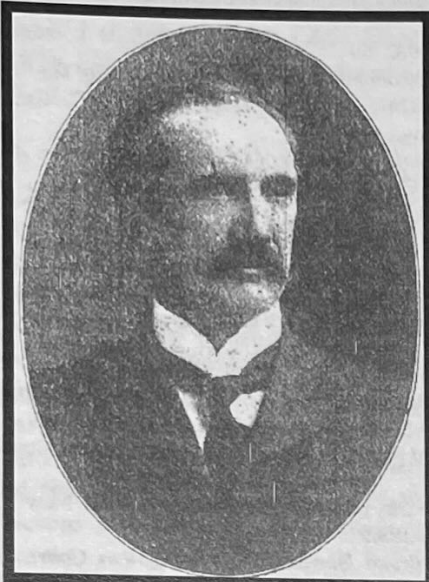
Another problem unrelated to the drought developed on the river on Tuesday, January 12, 2013, which did

lead to shutting down river traffic. An auxiliary lock at Lock and Dam 27 near Granite City, Illinois was damaged when a barge hit its gate. Traffic on the river was stopped for 17 hours while the lock gate was repaired. This caused a huge traffic jam of 142 barges and 19 vessels. Luckily the repair was made in much less time than the "days" first projected and by mid-morning on Wednesday 57 barges and 4 vessels had cleared the locks while 85 barges and 15 vessels still awaited passage.

It is possible to keep river traffic flowing during a drought by reducing cargo weight so barges ride higher on the water. This raises shipping costs. More barges are needed to transport smaller cargoes and more fuel is required by towboats making more trips. The coast guard makes the final decision to alter weight/size restrictions or to close the river to traffic.

John Geyer, CSI member, Hamilton, OH *Cincinnati Enquirer* 1-17-2013

ANDREW SCOTT RUSSELL
AND HIS WABASH & ERIE CANAL CONNECTIONS
 By Charles Davis



ANDREW SCOTT RUSSELL
 Rockville Tribune October 3, 1906
 When campaigning for
 Parke County, Recorder

Andrew Scott Russell was born in Parke county, Indiana on February 28, 1853. His father, James Wakefield Russell, came with his parents, Andrew and Cynthia Russell, from Nelson county, Kentucky in 1845. They bought and settled on a farm in the northwest quarter of section 10, Washington township. Deed Record 11/187-13/6 The Bethany church and cemetery are within this property. They lived on this farm until their deaths and were buried in the Bethany cemetery. James' mother,

Lucinda McCord, was a daughter of James McCord, a pioneer from Madison county, Kentucky, who entered land in Washington township about 1825.

Andrew, our subject, was reared on a farm in Howard township. His father bought land in sections 35 and 36 on January 5, 1844. D. R. 15/79 His first schooling was in the "Litsey" log school house on the brakes of

"Litsey" School built 1844
 Photo from Rockville Tribune, October 10, 1928
 From picture owned by C. E. Newlin



Sugar Creek on Henry Litsey's farm about a mile northeast of the homestead. This structure was built in 1844 by local pioneer farmers and was typical of that period. Twenty years later the log school was abandoned and a new frame school built on the Newlin farm about one-half mile west of the old one. Almira J. McCluer Newlin was one of Andrew's teachers at the old log school. After this he spent a year at the Waveland Academy, a year at the Montezuma Academy, and later at the Bloomingdale Academy under Barnabus Hobbs' reign. This was the extent of A. S. Russell's schooling.

In 1856, Andrew's father built a house made of brick on the farm located on the east-half of the southeast quarter, section 35. The house still stands. To view it turn off U. S. 47 onto County Road 400E and go south one-half mile to its location on the west side. All of the Russell children were born on this farm.



James Wakefield Russell built this house in 1856
 in Howard township, Parke county, Indiana.
 Photo by Charles Davis

In 1869, James W. Russell moved from the farm to Armiesburg. Along with his brother, Edward C. Russell, he bought 20 acres and lots 1 and 2 in the town from Flurey F. Keith for \$3,000. D. R. 29/310 They engaged in a general merchandise, pork packing, grain and milling business under the name of J. W. Russell & Co. Theirs was one of the last old country pork-packing establishments on the Wabash River. In earlier days these products were sent down the Wabash, Ohio and Mississippi rivers on flat boats to New Orleans. Later they were transferred from boats to rail cars at Terre Haute. The grain handled at Armiesburg, was shipped on the Wabash & Erie Canal to Toledo, Ohio.

James W. Russell sold his farm in Howard township to his son-in-law, Henry Clay Hanna, on January 19, 1872. D. R. 32/234

Our subject, Andrew Scott Russell, got his first business experience at Armiesburg at a very early age. As a boy he worked for his father and uncle. Later he became

associated with them in a very extensive way in the town. During these years the firm shipped many bushels of wheat via the Wabash & Erie Canal.



The old mill stood on Big Raccoon Creek near Armiesburg in Parke county, Indiana. William Henry Harrison encamped here with his troops on the way to the Battle of Tippecanoe in 1811. Photo courtesy of A. H. Nordyke

In 1873 Andrew's father moved to Rockville thus leaving Andrew and his uncle to take care of the business at Armiesburg. D. R. 32/343, 33, 244. Andrew helped load the last six canal boat loads of wheat before the canal was abandoned south of Lafayette in 1875. He also accompanied the last shipment of meat from Parke county by boat to New Orleans. He spent the winters of 1874 and 1875 in Mississippi due to ill health.

James W. and Edward C. Russell sold the lots and land at Armiesburg to Benjamin Phillips, Silas Brown and Aquilla Hixon on December 12, 1876 for \$2,100. D. R. 36/152 Once the business was sold, Andrew went to Utah and assisted in making a survey there for one of the very early irrigation projects of the federal government.

Andrew then joined his brother-in-law, Henry Clay Hanna, at Danville, Illinois in the livery business dealing in horses and mules. From there he went to Yazoo county, Mississippi and married Miss Pauline Simmons on November 11, 1879.

In 1884 Andrew and Pauline moved back to reside in Indiana. For a number of years he was in the office of Fred P. Rush and Company, grain dealers of Indianapolis.

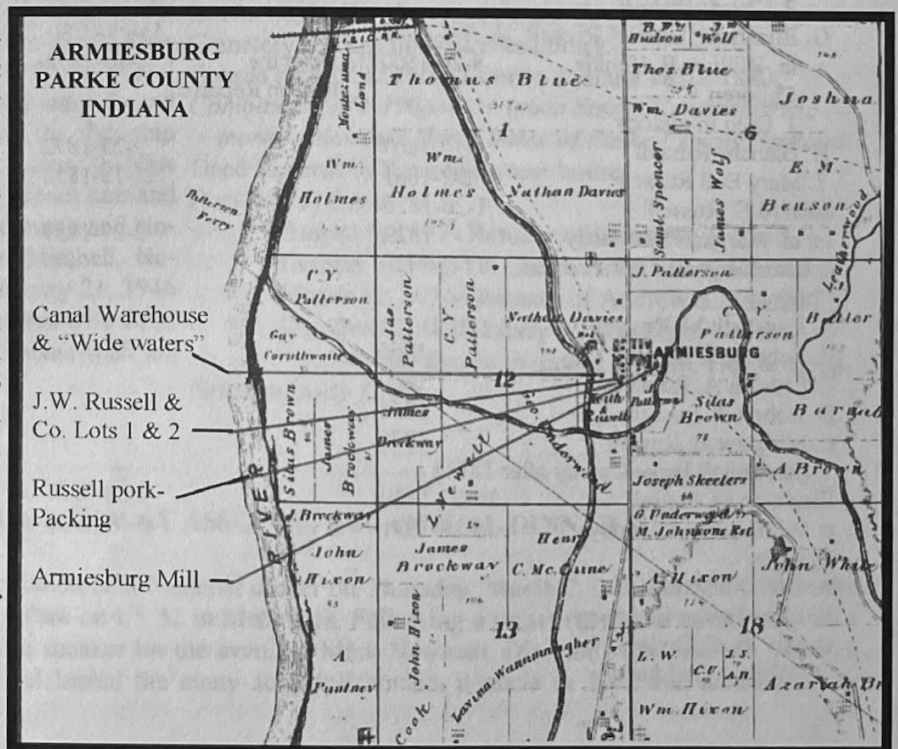
Andrew and Pauline moved back to Parke county in 1894. He took over the management of the Montezuma flouring mill owned by A. H. Nordyke of Indianapolis. While operating this plant the Newport mill was bought, enlarged and equipped for a corn mill with a capacity of 2,000 bushels per day and added to the Montezuma business. Under his management the West Union grain elevator was built as well as the elevator at Mecca, giving Mecca the first market it ever had.

On July 30, 1887 Andrew's father, James Wakefield Russell, passed away. He was laid to rest in the Rockville Cemetery.

In 1901 Andrew became seriously ill and was confined to his bed for nearly ten months, six of which he was hospitalized in Indianapolis. He was left in such a weakened physical condition that in about a year after leaving the hospital he had to resign his position as manager of the Montezuma Mill Company.

Andrew went south again hoping to recuperate. He spent two years in Louisiana and then six months in St. Louis, where many of his old Parke county friends will remember being entertained by him and his estimable wife in their hostelry near the Worlds Fair grounds. Still in search of improving his health he spent the next eight months in California, Oregon and Colorado before moving back to Rockville in 1905.

In 1906 Andrew ran for Parke county recorder, but



Andrew Scott Russell's Family

Name	Birth	Place	Death	Place	Marriage
Andrew Russell	1-19-1794		5-15-1876	Bethany Cem. Parke Co. IN	
M. Cynthia Russell	1802		9-20-1878	Bethany Cem. Parke Co. IN	
<u>Children</u>					
1. James Wakefield Russell	9-8-1824		7-30-1897	Rockville Cem.	2-10-1848
m. Lucinda McCord	12-10-1823		4-29-1907	Rockville Cem.	2-10-1848
<u>Children</u>					
A. Sophrinia E. Russell	12-20-1848		5-12-1912	Rockville Cem.	10-7-1869
m. Henry Clay Hanna	3-23-1844		1-25-1910	Rockville Cem.	10-7-1869
<u>Children</u>					
1. Scott Russell					(of Terre Haute)
2. Hubert Hanna Russell					
B. Andrew Scott Russell	2-28-1853		3-2-1926	Yazoo, Miss. Rockville Cem.	11-11-1879
m. Pauline Simmons	2-18-1862		7-13-1934	Yazoo, Miss. Rockville Cem.	11-11-1879
<u>Children</u>					
1. Scott Houseman Russell	c. 1880		c. 1880	Mississippi	
2. Wm. Durdan Russell	11-02-1882		10-27-1901	NY Rockville Cem.	
3. James Westbrook Russell	2-19-1888	Ft. Scott, KS	2-19-1960	Mountain View Cem. Billings, MT	S8-154
m. Effie May Russell		Iowa	11-28-1967		
C. Margaret M. Russell	c. 1860		4-25-1939	Greenwood Cem. Ruston, LA	1-21-1880
1st m. Myron C. Stockbridge	10-27-1852	MA	9-23-1882	Rockville Cem	1-21-1880
<u>Children</u>					
1. Myron Chester Stockbridge	8-30-1881		2-21-1939	Greenwood Cem Ruston LA	
2nd m. Tilghman Howard Bryant	3-19-1847		6-16-1911	Rockville Cem.	6-25-1896
D. Annie Laurie Russell	1-20-1855		4-22-1877	Rockville Cem.	
E. W. Frank Russell	7-?-1861		11-?-1900	Rockville Cem.	
F. James E. Russell	1857(livery & transfer bus.)		7-8-1936	Centeridge Cem. Sullivan, IN	12-27-1882
m. Florence E. Basler	1862		12-?-1935	Centeridge Cem. Sullivan, IN	12-27-1882
<u>Children</u>					
1. Ruth Russell Davis					(of Sullivan, IN)
2. Marie Russell Marsh					(of Indianapolis)
3. Claude Russell					(of Sullivan, IN)
G. Elizabeth "Libbie" Russell	3-6-1864		11-19-1930	Oakhill Cem. Talledega, AL	11-3-1885
m. William E. Henkle	8-20-1860 (founded the Talledega Reporter)		7-16-1938	Oakhill Cem. Talledega, AL	11-3-1885
<u>Children</u>					
1. Died in infancy					
H. Blanche Russell	4-12-1867		9-25-1872	Rockville Cem	
I. Mary Bell Russell	2-?-1851		12-18-1853	Bethany Cem.	
2. Edward C. Russell	1-26-1826				5-29-1856
1st m. Margaret McMurtry	1829		2-27-1857	Bethany Cem.	5-29-1856
2nd m. Margaret J. McPheeters	11-?-1828				
<u>Children</u>					
A. Elizabeth M. Russell					
B. Rebecca J. Russell	1865				
C. Cynthia A. Russell	1866				
D. Robert A. Russell	1868				
E. Margaret B. Russell	1870				
[family left Parke County after 1881]					
3. Elizabeth M. Russell	10-27-1829		1-28-1901	Bethany Cem.	
m. Alexander McMurtry	6-29-1831		3-31-1909	Bethany Cem.	
<u>Children</u>					
A. E. C. McMurtry					(of Frankfort, IN)
B. Mrs. George Hathaway					(of Jennings, LA)
C. Mrs. H. C. Butler					(of Lafayette, IN)
D. Wallace McMurtry					

he lost the election. After this, he and his wife were given the full responsibility for the care of Thornwood, a very large beautiful estate near Tacoma, Washington. They worked there for eight years. He made many staunch friends there, as he did in all his endeavors.

On March 2, 1926, at the age of 73 years and 2 days, Andrew Scott Russell departed this life at his temporary home in St. Petersburg, Florida. For a quarter of a century he was identified with the Presbyterian church. At the time of death he was a consistent member of the Presbyterian church at Montezuma. "His faith in God and in the Bible as the Inspired Word were firm and sure and meant much to him." He was buried in section D of the old Rockville cemetery. No stone marks his grave.

Andrew's wife, Pauline, came from English stock. Her ancestry was Ross, Simmons and Westbrook. She was born near Yazoo, Mississippi on February 18, 1862. She was the second daughter of Wm. and Elizabeth Westbrook Simmons. When three years old her father was killed during the Civil War just before the battle of Atlanta. Her mother died of a physical broken heart on learning of his death. She was reared by her paternal grandparents and educated in a seminary of Southern Convent. She died in Rockville, Indiana on July 13, 1934 and was buried beside Andrew. At that time the only living relatives on her side were a niece in Boston and a nephew in Mississippi.

All of the Russell family were industrious people going to where there was money and making a good living. I (Charles Davis) have tried to trace their genealogy to the present. The closest I've gotten is to Andrew Scott Russell's son, James Westbrook Russell. In the World War I draft of 1917-18 he was living in Rockville as an auto and furnace dealer. In 1921 he was a purser on the ship "American Legion" leaving Camden, New Jersey to New York. He was six foot 2 inches tall and had brown hair and brown eyes. In 1930 he was living in Montezuma and single. The 1940 census shows him living in Mitchell, Nebraska and single. A Deed Record from February 21, 1946 shows him living in Mitchell, Nebraska with his wife Effie May. Lastly he was living in Billings, Montana with his wife on June 17, 1953. D. R. 121/267



Top: Home of James Wakefield Russell on Howard Avenue in Rockville, Indiana

Bottom: Marker in old section of the Rockville cemetery
James Wakefield Russell B. 9-8-1824 D. 7-30-1897
Lucinda McCord Russell B. 2-10-1823 D. 4-29-1907

Sources:

- Beckwith, H. W. *History of Parke County*, 1880.
- Cemetery records in Rockville library.
- Census records of Parke County, Indiana 1870, 1880
- Combined 1874-1908-1916 Isaac Straus Centennial Memorial Atlas and Name Index of Parke County, Indiana.*
- Deed Records in Rockville court house.

Rockville Tribune:

- August 5, 1897 Obituary of James W. Russell
- October 3, 1906 "A Clean Ticket" A. S. Russell
- March 11, 1926 Obituary of Andrew S. Russell
- October 10, 1828 Litsey school, history of the Newlin family by Edgar Newlin, Howard twp.

Sullivan Daily Times:

WHITEWATER CANAL BYWAY ASSOCIATION ANNUAL DINNER

The Whitewater Canal Byway Association held it annual dinner on Thursday, March 7, 2013, at 6:00 PM in the old depot at the Whitewater Valley Gateway Park on US 52 in Metamora. Following a prime rib dinner complete with a decadent dessert those present heard the guest speaker for the evening, Mark Newman, Director of the Indiana's Office of Tourism Development. The association celebrated the many accomplishments it made in 2012 and announced its plans for 2013.

FROM TIMES PAST

Fort Wayne Times and Peoples Press
June 14, 1845

Wabash & Erie Canal Convention. — On the 22d ult., a large convention of delegates assembled at Terre Haute, to take into consideration the subject of the construction of the Wabash & Erie canal to the Ohio River; and to devise ways and means to render the liberal grant of land by Congress, for this purpose most available. The convention was large and respectable, and its deliberations were characterized by the utmost harmony and enthusiasm, giving promise of the speedy completion of this great work through to its natural termination. When completed it will be one of the most magnificent public works in the world, extending from Lake Erie at Toledo around two entire sides of the State of Indiana, to the Ohio River at Evansville. Senator Hannegan presided at the Convention. The proceedings were voluminous, and highly interesting. We have room today for the following only.

Mr. Thompson, of Vigo, from the Committee to whom the different plans for completing the canal were referred, submitted the following report, which, on motion was unanimously concurred in:

REPORT

To the committee to whom was referred a resolution of the convention directing them to report a plan of operations for the convention, have directed me to submit to the convention the following view:

In view of the great magnitude of the object to be accomplished, they have most carefully examined the several plans referred to them, and whilst they find in each of them some suggestions worthy of being patriotically tested, they think that neither of itself, would constitute an efficient or practicable system. To select from amongst them therefore, any one, with the hope of so perfecting it within the short time allowed for the sitting of this convention, as that the friends of the canal may safely stand upon it before the people of the State, could not now be expected. Such a plan, when adopted, should be so digested and matured, as that it would remove every barrier to the prosecution of the great work which is before us. We have already seen — to an extent most ruinous and deplorable — the fruits of operations which were not guided by sufficient experience. — Our State has suffered deeply by them. Every friend of the Wabash and Ohio Canal, therefore, should carefully guard against the possibility of delay in its commencement and mismanagement and waste in its construction. The committee greatly fear, that were this convention to attempt the details of a plan of operations, they might to some extent embarrass the work. Some of our friends, elsewhere

would in all probability find fault with those details and our opponents might seize upon parts of them — whether material or immaterial; to weaken and destroy the system. We should then, in all probability, be thrown farther away from the accomplishment of our object than ever. This condition of things would weaken our friends, in the Legislature, and created the possibility, if not the probability of a postponement of any final action upon the subject beyond the next session of the Legislature. Such a result be greatly regretted, we are assured, by every member of this convention, as well as by those whom they represent. It would indeed be decidedly adverse to the interest of the entire State, as it might postpone, to an indefinite period. The enjoyment of the advantages which would inevitably result from the application of the tolls, when the work is completed, to the diminution of our State debt. The committee think, therefore, that nothing should be done by this convention to embarrass the work or retard the action of the Legislature, and they respectfully recommend to the convention, that no detailed plan of operations be attempted, unless the convention should extend its session greatly beyond the contemplated time, so as thoroughly to investigate and mature such plan.

But this convention has an important work to perform in producing a concentration of public opinion upon the project to extend the canal to the Ohio river, and the means of that extension. We entertain no serious fears that this may be so done; and that we shall be amply repaid for all our labor in coming together. If we should succeed in doing this, we shall have accomplished very much indeed — in removing one of the most important obstacles to the prosecution of the work.

The United States has granted us a portion of the public land, which, from the information before us, we may assume to be about 800,000 acres. This is a most magnificent grant — one which should elicit our gratitude to the General Government, and the congratulations of each other. We find it impossible now to estimate the amount which may be realized from these lands, The committee ———bottom of page cut off———this, or nearly so, by information furnished to this convention from delegates on the line. But this, in the present condition of things, is impracticable. The lands are not yet selected, and of course their quality is not known. But the committee have no hesitation in saying, that when they are selected, they may be classed in accordance with several of the plans referred by the convention, in such manner as to afford an aggregate amount of more than \$1,000,000. They will furnish a fund nearly sufficient to complete the whole work from Terre Haute to Evansville — the mode of collecting and disbursing that fund, being, of course, left to the final action of the Legislature. In determining on this mode, the Legislature will be aided by the experience of the past, and may greatly profit by the evils heretofore known to have

resulted from depreciated scrip as a circulation along the line of the work, and by the bad management to which some of our public improvements have been exposed. The State of Michigan, with a similar grant, has so constructed a system of operations, that she has been enabled to prosecute her works, by means of her land, with economy and rapidity. The committee see no good reason why the State of Indiana may not profit by her example. If it shall be found practicable to do so by the Legislature — the same fruits may result here as are now enjoyed in that State. That plan excludes the idea of stock companies, or large companies of any sort. The work is let out in small jobs, so as to call out from every neighborhood all the available labor, without the expenditure of a dollar in money, so that by its operation, almost any man has an opportunity of working until he shall have secured a home. This evidently secures the land from waste, and places all the available labor of the country in requisition.

But if this plan, thus indicated, but not recommended, would be found, by the Legislature, to require a small amount of money to be expended, beyond that furnished by the proceeds of the lands, the committee have no hesitation in saying that such amount may be furnished by resort to the tolls upon the line, independent of any additional tax upon the people. That such may be relied on, is demonstrated by reference to the amount of tolls received on the Ohio Canal, and adopting a reasonable annual rate of increase above those now received upon the Wabash & Erie canal in Indiana. The Ohio canal went into operation from Cleveland to Portsmouth — a distance of 308 miles — in 1832, when the tolls amounted to the sum of \$70,082 — The annual rate of increase from that time to 1840, — when they reached their maximum — was equal to about twenty-five per cent so that in that year, they reached \$452,122 — Although the rate of tolls was diminished. Since that time, they gradually came down, to 1843, when they were \$322,754 — in consequence of the general derangement in all the business operation of the country. But during the last year, under the spur again given to business, they reached \$343,710. The Wabash and Ohio canal will pass through a district of country, quite as fertile, and with a much agricultural and commercial enterprise and labor, as does this work. Why may not results somewhat similar be expected here? Estimating, however, at a less rate of annual increase — say from eighteen to twenty per cent — we may safely rely upon receiving for tolls, for the present year, the sum of \$100,000. If so, by 1850 we shall receive an amount equal to, if not greater than, \$400,000. Assuming that as the sum, it will readily furnish a fund to pay whatever excess may be required to complete the work, over and above the proceeds of the lands. Then, with this great work completed, we shall, within the first year, if not indeed before that, have the means in our hands to apply towards the payment on the

interest upon our State indebtedness and the final liquidation of the state debt itself. And in no one point of view does this subject present itself as more interesting and important, than in its relation to the debt of the State. We have all felt, and now feel, the pressure of this burden upon us. We must, as citizens of Indiana, regard it with the most painful feeling. And while the number is exceedingly few — if indeed any — who had entertained the idea for a moment, that the State ought not, or would not, meet her obligations and fulfill her duties towards her public creditors, yet such has been the condition of things, that while all have alike deplored it, no one has been able to devise the means of relief. This munificent grant of lands now, and most opportunely, comes to our aid, and again opens the door for us to hope that a few years only will see us again in the proud position, which is the just due of our enterprising citizens.

We repeat again that it cannot be doubted that the revenue of this canal, when completed, will pay a large portion of the interest on the State debt, thus relieving the people from an oppressive burthen of taxation. And yet it must be manifest to any one who will reflect, that the direct revenues which it may yield, will constitute but a small part of the benefit which we shall derive from its construction. The effect of opening such a channel through the heart of our State, on the value of property, can hardly be anticipated — the farmers, remote from the line, will be placed nearly on a footing with those more immediately upon its borders, who, like those now in the northern part of the State realize for their produce double their former prices.

The matter, therefore, can present itself to this committee in no other view, than as being most intimately blended with the welfare, permanent prosperity, and honor of the State. Considering it in this light, we have thought it expedient to recommend to the convention the adoption of the following resolutions: —

Resolved, That in the opinion of this convention, it is the interest and duty of the State of Indiana, to accept the grant of lands in the Vincennes Land District, recently made by Congress for the purpose of aiding the State in the completion of the Wabash & Erie canal to the Ohio River.

Resolved, That in the opinion of this convention, the Wabash & Erie canal may be completed from Terre Haute to Evansville by the means now within the control of the State; and without resort to taxation for that purpose.

Resolved, That in the opinion of this convention, this canal, when completed, will furnish one of the surest means of enabling the State to liquidate the interest upon her State debt; and of ultimately furnishing the means of paying the debt itself.

Resolved, That in the opinion of this convention, it is expedient that the Governor of the State proceed immediately to appoint a competent engineer to make a

permanent location of the canal line, south of Terre Haute, preparatory to a selection of the lands, and that he appoint examiners in each county upon the line, where there are yet unsold lands, to make an examination and selection of them, in order that the Legislature, at its next session, may make provision for the commencement of the work.

Resolved, That a committee of five be appointed by the chair, whose duty it shall be to prepare an address to the

people of the State, laying before them such information as may tend to induce the early completion of the Wabash and Erie Canal from Terre Haute to Evansville.

Resolved, That a committee of thirteen be appointed by the chair, whose duty it shall be to correspond with such persons as they may think advisable, and to collect information in regard to the canal, to be laid before the Legislature at its next session.

WATER LEVEL CONTROL ON THE OHIO & ERIE CANAL

From Terry K. Woods' "Canal Comments" No. 14

Maintaining the proper amount and depth of water on each level between locks of a canal was of utmost importance to those men who engineered and constructed it. This meant that a sufficient supply of water must be fed into the navigation channel of a canal to make up for losses due to evaporation, seepage, and lockage. The engineers who planned the Ohio Canal used all the standard water supply methods. Natural and man-made reservoirs were employed to supply feed water to the canal at its two summits. Feeder dams across the major streams it followed and several of the minor streams it crossed, coupled with short feeder channels, fed the remaining route at selected intervals. Several slackwater crossings of larger streams the canal intersected on its journey between Lake Erie and the Ohio River were also tapped as water supply sources.

Of nearly equal importance was the requirement to maintain a proper depth of water in each level, so that none would be too low to support navigation, nor so high that water would flow over the embankments, damaging them. When the first section of the Ohio Canal was designed from what is now Akron, north toward Cleveland in 1825-27, the water was passed from level to level through the locks themselves. Lock chambers were filled by allowing water to flow from the higher level through a masonry culvert built within the berm-side stone wall of the lock into the chamber. The chamber was then emptied into the lower canal level through paddles (wickets) within the lower lock gates, themselves.

No formal locktenders were employed at every lock on the Ohio Canal during its earliest days. Crew members of the boats navigating the canal were required to run ahead to ensure each lock was "fit" before their craft arrived. Often the paddles in the lock culverts or gates were inadvertently left in such a position that one or another of the adjacent levels would over-flow or become too low for proper navigation. These same conditions could occur when floating debris, common to all new artificial waterways, would collect within the lock culverts and obstruct

the proper flow of water.

A design change was made to all the locks in 1827, to include what the Canal Commissioner's report for that year called "sluices or feeders" and "tumbles" to pass a controlled amount of water around each lock from level to level. All new locks were to be constructed with this feature and all existing locks had the new feature added. The Canal Commissioner's Report for 1832 describes the recently completed Ohio Canal in some detail. One of the features described was these channels, which now carried a new name.

"Around each lock, except for a few whose particular circumstances don't require water regulation, has been constructed Regulating Weirs - comprising a channel by which the water is passed from the higher to the lower elevation over a tumble of stone or wood erected to prevent water from cutting away the earth and depositing it below.

"These Regulators are of great importance in preserving the equable level of water from one level to another, and to keep it at a uniform height in each, at the same time greatly diminishing the trouble and expense attendant upon passing water through the culverts.

"As water flows over these tumbles from the surface of each level to the next below, the upper level is not about to be exhausted and no effort is required except to keep the regulators free of driftwood."

With the even flow of water between levels assured, there was still a need to keep any one level from overflowing due to heavy rains, excessive lockings, etc. This was accomplished by installing at least one wasteway on each level. On the Ohio & Erie, a Wasteway was a stretch of towpath, 60 to 100 feet long, that was cut down to within a foot or so of the normal water level, lined with rip-rap or concrete, and bridged by a wooden walkway for the animals to cross. These structures allowed high water to waste away out of the canal channel into the adjacent stream. Nearly every level on the canal contained at least one wasteway. It was usually located a short distance

below a lock. Several levels on the Ohio & Erie contained more than one. On the Ten Mile Level below Navarre, two wasteways lie within 150 feet of each other.

There was also a requirement to quickly lower the water depth in a level, or completely drain it, for repairs. Grooves built into the sides of each Regulator Tumble and the head of each lock allowed "Stop Planks" to be placed into them, forming a temporary dam. A structure termed a Sluice, or Flood Gate, was installed in the towpath embankment on each level to effect a rapid drainage. Sluices came in two sizes on the Ohio & Erie. The regular sluices were nothing more than culverts built through the towpath embankment near the channel's bottom. A wooden framework, cast iron gearing, and a wooden 'drop gate' were set up so that the amount of water flowing out of the canal through a sluice, could be controlled. There are three large sluices known to have been installed on the northern divi-

sion of the Ohio Canal. One is located between Cleveland and Boston, one just south of Navarre and another just below the Sugar Creek Crossing below Canal Dover. In each instance, these were twin concrete piers (after the early 1900s rebuild) with a similar type of regulation as the smaller sluices. They allowed the vast amounts of water that could accrue at these feeder points, to be passed back in the stream upon demand.

A few men whose titles were Locktenders, were employed on the Ohio & Erie in its later days. However, their duties were confined to those performed by Level Walkers on other systems. They kept the Regulating Channels and Tumbles, Sluices, and Wasteways clear of floating debris and rubbish. They kept the things working that assured the proper hydraulic operation of the Ohio & Erie Canal.

WESTERN WAYNE HERITAGE THANKS CSI

To the Board of Directors and Members of the Canal Society of Indiana:

Western Wayne Heritage of Cambridge City, Wayne County, gratefully acknowledges your grant of \$1500 received in January 2013. This amount should cover the wiring needed for our Interpretive Center about the Whitewater Canal located on the third floor, east side of the Vinton House at 22 East Main Street.

Western Wayne Heritage purchased the three story former hotel in December 1998. As with any old structure, it requires constant maintenance and improvement. The two first floors are managed as an antique mall. And thank you for all the grants received in the past from CSI. Without your help, we would not have accomplished so much.

Many of you have visited the finished third floor west side. It has are exhibits about the canal, the National Road, the Quaker Trace, the Underground Railroad and the early Republican Party.

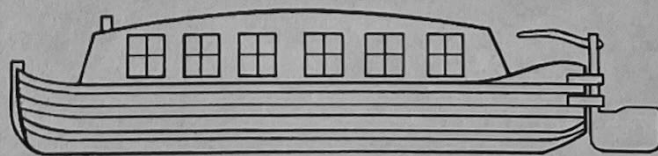
A grant from the Wayne County Foundation is being used to prepare another exhibit about five of our native American Indians, who lived and hunted in the valleys north of the Ohio River, particularly the Shawnee. And we have four large map exhibits of the three townships of western Wayne County supplied by the Wayne County Surveyors office to be hung as soon as the two east rooms are renovated. The first of the rooms is nearing completion.

These two new exhibits will compliment the free standing Hoosier Favorite Sons exhibit that came from the Indiana Humanities Council. The council retired this exhibit after years as a traveling exhibit around the state.

Cambridge City is 50 miles east of Indianapolis on US 40, the Historic National Road, and we invite you to visit! Our new library welcomes you at the west end of town, where you can visit the Overbeck Art Pottery Museum. A new upscale restaurant, #9 Grill, opened recently in the renovated four story Knights of Pythias Building across Main Street from the Vinton House. The main floor was formerly a grocery store. The attractive front facade has been restored to its former appearance. Other eating establishments are Lumpy's, The Briar-Pitte, The Pour House and Lakeview Restaurant.

You'll find antiques galore in our many shops along Main Street. Wall murals decorate two of our brick buildings on the corners of Main and Foote Streets. And the Whitewater Canal 4 x 16 foot mural funded by CSI and WWH is just west of the Vinton House. Cambridge City is a destination place!

Phyllis Mattheis, Treasurer WWH



NEWS FROM DELPHI

WOMEN'S "HIGH TEA"

Thirty women volunteers of the Carroll County Wabash & Erie Canal Association were honored and thanked for their contribution of time and energy given to Canal Park on February 10, 2013. They met in the Canal Interpretive Center in Delphi for a "High Tea."

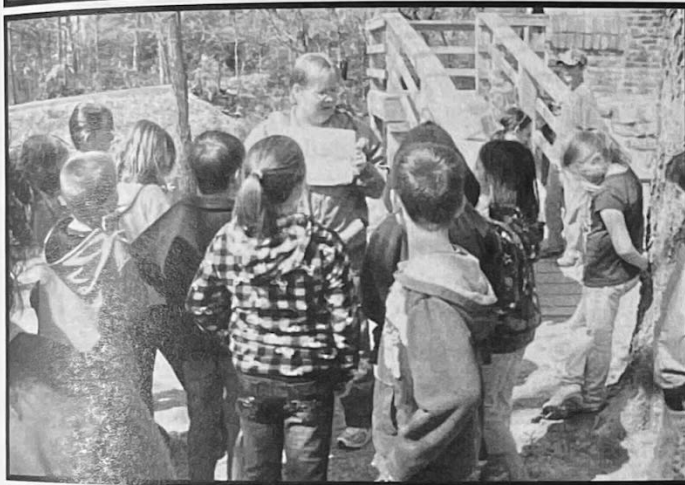
They were entertained by Delphi's library "Readers' Theater. Two humorous readings left the ladies smiling. A variety of teas and a pretty selection of tea cakes and cookies were served. There was time for visiting with one another.

Although the women volunteers are not as involved with building displays, restoring buildings and bridges, or creating trails as are the men volunteers, they put in hours and hours of work keeping the buildings clean, serving on the board of directors, planting flowers around the Canal Interpretive Center and elsewhere in the park, scheduling events such as weddings, graduations, reunions, etc., helping give tours to bus loads of school children, acting as docents in the Case house or Kuns cabin, preparing for festivals and craft sales at Christmas, helping with the canal boat tours, running the Snack Shack during Canal Days, and heading up a major fund raiser — making apple dumplings to sell. Some of them are at the Canal Center almost every day. They are serious about their work but also have time for a few laughs.

What would Canal Park do without them?

Hip Hip Hooray for all women volunteers!



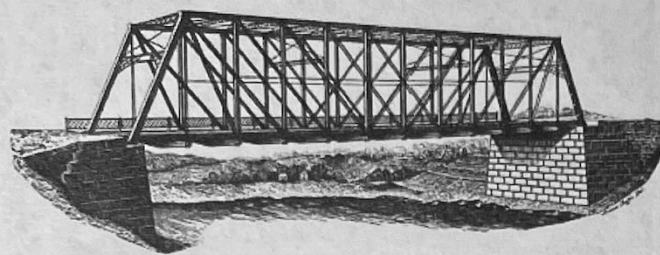


Women from Delphi and surrounding areas come to Canal Park to volunteer their time and energy. Some demonstrate different types of old time crafts such as warping a loom in preparation of weaving cloth or a rug. Others act as docents telling school children or other visitors about the canal, the lime kilns, and the canal boats. Some donate jellies, jams, homemade soap, and man the Bowen Cabin

gift shop during the Christmas Season. Probably the biggest project is the making of hundreds of apple dumplings that can be purchased either with or without sugar, in packages ready for the freezer. Peeling all those apples let alone making all that pastry boggles the mind.

Thanks to Jean Howell, Mary Cray, Dan McCain and all of those who sent in pictures for this article.

WROUGHT IRON BRIDGE COMPANY, CANTON, OHIO.



DOUBLE INTERSECTION TRUSS.

This plan is designed for spans of 150 to 300 feet, and wide or double roadways, for heavy traffic, where deep is also specially adapted to spans of 100 to 150 feet, with girders are desirable to avoid a squatty end view.

GRAY BRIDGE FUNDED

Have you heard our good news? We have met our fund raising goal for the Gray Bridge project, totaling \$175,000 with the NCHS half! We are ready to roll with a goal of erecting it by late summer 2013. Here is a sketch by the original manufacturer.

WHITEWATER CANAL

BLUEGRASS FESTIVAL ANNOUNCED

Gateway Park in Metamora will host its annual Bluegrass Festival on June 26, 27, 28 and 29, 2013. Mark your calendars for this fun event.

June 26 Wednesday Free

Evening open mic night

June 27 Thursday \$5 per pers on

3-4 p.m. Educational program on the history of bluegrass

5-6 Bring a covered dish for potluck

6:30+ Open Jam Session

June 28 Friday \$10 per person

3-4 p.m. Mandolin workshop

4:30-5:30 Meet the bands, purchase CDs

6-11 Music on the big stage.

June 29 Saturday \$12 per person

10-11 a.m. Banjo workshop

12-5 p.m. Music on the big stage

4-5 Dinner break

5-11 Music on the big stage

The bands will soon be announced.

CIVIL WAR DAY AT GATEWAY PARK

The second annual Civil War Day was held at

Gateway Park in Metamora, Indiana on April 19, 2013. All the 5th grade classes from Franklin County Schools attended. Last year's total attendance was about 175.

A few re-enactors came in to demonstrate for the kids. Music was provided by a dulcimer group.

Besides attending the event, visitors could also visit the grist mill on the Whitewater Canal in Metamora. It opened on April 3, 2013 for this year and will continue to demonstrate how canal water powered mills to grind grain. Unfortunately the canal boat ride did not open until May.

FURNITURE FACTORY TO "HAVEN"

The 121-year-old Connersville Furniture Factory, located on the corner of Illinois and Mount Streets on the west side of Connersville, was once powered by water from the Whitewater Hydraulic Canal. Several years ago the abandoned building was purchased by the Community Education Coalition, which wanted to restore it. According to a *Connersville News-Examiner* report this past February, the Community Education Coalition is willing to sell the building, which it hasn't finished restoring. However, at present it is leasing the first floor to FUEL for two years at no cost.

The three-plus year old group has around 100 young people who drop by their present location according to Gary Schleuter's Whitewater Valley Guide. They hope to raise around \$12,000 to furnish and heat at least the first floor while they grow up and possibly take over the entire building. With financial and in-kind support FUEL would like to be offering local youth activities every day starting in the fall.

As a church youth group, FUEL is on a mission, which includes turning the old factory into "The Haven." Thus, an old, cold building from the 19th Century is getting new life in the 21st Century.

Contributions to CSI

The following members have contributed to the Canal Society of Indiana beyond the \$25 membership level since the last issue of *The Hoosier Packet*:

\$50	\$75
W. James McCleary	Scott Evenbeck

We thank them for helping fund our projects.

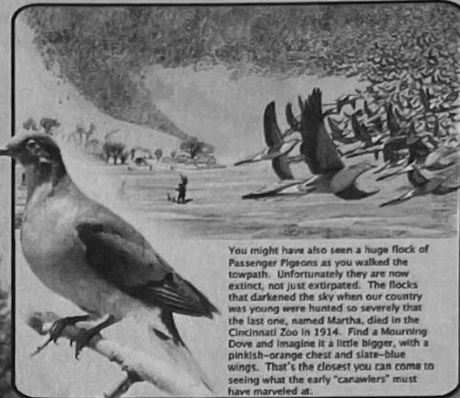
HIP HIP HOORAY!

Lost Birds Of Canal Days



If you had walked along this path back in the 1840s, you might have seen some birds that you can't see today. One might have been the Greater Prairie-Chicken. First you might have heard a low-pitched call, like the sound of blowing across a bottle. Then you might have seen several brown birds strutting about, calling and stamping their feet. As you got closer, you could see that they had bright orange sacs on their necks that they could inflate. And they have feathers on their necks that stand up like ears! These are the males showing off on their "lek" or special display grounds. The females, nearby, seem not to be paying attention, but why else would they be here?

Prairie-chickens are extirpated from Indiana, but can still be found in southern Illinois and farther west, in tall grass prairie habitat.



You might have also seen a huge flock of Passenger Pigeons as you walked the towpath. Unfortunately they are now extinct, not just extirpated. The flocks that darkened the sky when our country was young were hunted so severely that the last one, named Martha, died in the Cincinnati Zoo in 1914. Find a Mourning Dove and imagine it a little bigger, with a pinkish-orange chest and slate-blue wings. That's the closest you can come to seeing what the early "canawlers" must have marveled at.



When the Wabash and Erie Canal was new, a contest was held on July 4, 1837 to see which canal boat could be the first to travel from Fort Wayne to Wabash. The winner was the "Prairie Hen." Its captain, Ed Patchin, won a \$50 prize after quietly sneaking past Dana Columbia's "Indiana" in the dark.



Did you know that Indiana used to have parrots? Yes, we had flocks of Carolina Parakeets. They ate cockleburrs and sycamore seed balls — and the settlers' fruit crops. They could survive Indiana winters by roosting in big hollow trees, so why are they gone? They may have gotten sick from poultry diseases, but also they would come to "help" a wounded parakeet. That behavior was effective against animal predators, but when hunters came, it only made it easier to shoot more parakeets. Here's a mystery that can never be solved: if a cat were to eat the entrails of a Carolina Parakeet, the cat would die. Several early naturalists told this story. Is it true, or just a legend? There is no way to tell now: the very last Carolina Parakeet died in the Cincinnati Zoo in 1918.



Pigeons like Eagle Marsh help all birds survive. If enough people care, we won't lose any more species. This sign was funded by the Canal Society of Indiana, which honors the colorful history of the Wabash and Erie Canal (1832-1874). Information about the birds was provided by members of Stockbridge Audubon Society.

John Dorrill, a graphic design artist and volunteer at Little River Wetlands has designed this "Lost Birds of Canal Days" sign to be placed beside "Towpath Trail" along Eagle Marsh in Fort Wayne, Indiana. CSI treasurer, Cynthia Powers, came up with the idea for the sign and did much of the research. The CSI board granted Little River Wetlands \$1,000 to design and put up the sign. It will be placed along the trail as soon as it is finished. CSI thanks Cynthia, John and all concerned for this outstanding sign. It reads:

If you walked along this path in the 1840s, you might have seen some birds you can't see today. One might have been the **Greater Prairie-Chicken**. First you might have heard a low-pitched call like the sound of blowing across a bottle. Then you might have seen several brown birds strutting about, calling and stamping their feet. As you got closer, you could see that they had bright orange sacs on their necks that they could inflate. And they have feathers on their necks that stand up like ears! These are the males showing off on their "lek" or special display grounds. The females, nearby, seem not to be paying attention, but why else would they be here?

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DONATIONS TO CSI ARCHIVES

Linn Loomis, CSI member from Newcomerstown, Ohio has donated 10 of his folios containing 372 photographs he took from August 1988 in Cincinnati to October 2010 in St. Louis. To date Linn has 240 folios of over 9,400 photographs he has taken in his collection. Over time he has donated a full file drawer of his folios to CSI. The latest 10 include:

1. **Worship on the Waterways** representing the following rivers and canals:
 - Basilica of St. Louis, King of France, St. Louis, MO. at confluence of Missouri and Mississippi Rivers
 - Cathedral of the Assumption, Louisville, KY at passage through the Ohio River Rapids Louisville/Portland
 - St. Patrick's Catholic Church, Lagro, IN at W & E Canal and Wabash River, Hopewell Methodist Episcopal Church, Hopewell, IN
 - St. Peter's Roman Catholic Church, Harpers Ferry, WV at confluence of Shenandoah and Potomac Rivers served by Chesapeake & Ohio Canal
2. **Worship on the Waterways** representing the following rivers and canals:
 - Cathedral of St. Peter In Chains, Hamilton County, OH Rentschler Forest Preserve, Butler co., OH within a short distance of the confluences of the Great Miami and Ohio Rivers and the Cincinnati & Whitewater Canal with the Miami and Erie Canal
 - Immaculate Conception Church, Ottoville, OH with Miami and Erie Canal from Delphos to Ottoville
 - Immaculate Conception Catholic Church, Celina, OH on Grand Lake St. Marys water source of the Miami & Erie Canal
 - St. Mary's Catholic Church, Junction, OH at the confluence of the Miami & Erie and the Wabash & Erie Canals
3. **Worship on the Waterways** representing the following streams and canals:
 - Burial scenes from Waynesburg, OH to Malvern, OH
 - Minerva, OH is in Stark, Carroll and Columbiana counties with Mt. Zion Lutheran Cemetery in Columbiana co.
 - Trinity Church Cemetery in Columbiana co.
 - St. Paul's Cemetery in Columbiana co.
 - The Sandy & Beaver Canal follows, for the most part, Sandy and Beaver Creeks' branches between Bolivar, OH and Glasgow, PA. Eli Washington John Lindsmith (1827-1922) was the most famous clergyman associated with the Sandy & Beaver Canal that passed through Tuscarawas, Stark, Carroll and Columbiana counties.
4. **Worship on the Waterways** representing the following streams and canals:
 - Birthplace of Catholicism in Northern Ohio, Dunganon, Columbiana co., OH near the branches of Little Beaver Creek and the Sandy & Beaver Canal
 - St. Philip Neri Church, Danganon, OH
5. **Worship on the Waterways** near the Wabash River and the Wabash & Erie Canal:
 - The old Cathedral, Lincoln Trail State Historic Site, George Rogers Clark Monument, and Gimbel Department Store at Vincennes, Knox co., IN
 - Roman Catholic Church, Baptist Church and General Store in Billie Creek Village, Rockville, Parke co., IN
 - The Roofless Church designed by Philip Johnson and the Rapp-Owen Granary in New Harmony, Posey co., IN
6. **Worship on the Waterways** with nearby bodies of water:
 - German Roman Catholic St. Mary's Church and others at Lockport, Niagara co., NY showing the 1st and 2nd Erie Canals and the New York Barge Canal lying east of Lake Erie and the Niagara River, north of Tonawanda Creek and south of Lake Ontario.
7. **Worship on the Waterways** with nearby lakes, rivers and canals
 - Historic illustration of a church taken from City Hall, Buffalo, Niagara co., NY with other churches in the downtown landscape
 - Prudential-Guaranty Building by Louis H. Sullivan, in Buffalo, Buffalo was the western terminus for the 1st and 2nd Erie Canal.
 - Chicago Temple, once world's tallest church, Chicago, IL. Chicago is on the

Chicago River, the Sanitary Canal, the Illinois & Michigan Canal, and other Illinois waterways.

Houses of worship in Median, Orleans co.; Middleport, Niagara co.; and Spencerport, Monroe co., NY, which were severed by the 1st and 2nd Erie Canal, and the New York Barge Canal. Each is south of Lake Ontario and east of the Niagara River and Lake Erie.

Site of First Church of Jesus Christ of Latter Day Saints, First Baptist Church, First United Methodist Church, Zion Episcopal Church, Western Presbyterian Church and St. Anne's Roman Catholic Church in Palmyra, Wayne co., NY

8. **Worship on the Waterways** with nearby rivers, streams, and canals:
 - Peoli Church, associated with Denton (Cy) Young in Peoli, Tuscarawas co., OH near both Newcomerstown and the Tuscarawas River, a few miles from the Ohio & Erie Canal and its route through Newcomerstown and Port Washington
 - Madison Presbyterian Church, Adams Mills, Muskingum co., OH on both the Muskingum River and the Ohio & Erie Canal
 - Cleves Presbyterian Church, Cleves-North Bend, Hamilton, co., OH home to the families of William Henry Harrison and John Cleves Symmes near Indiana, Kentucky and Cincinnati, OH on the Ohio River and the Cincinnati & Whitewater Canal and near the Miami & Erie Canal and the Great Miami River
 - Cemetery and house of worship in Baltimore, Fairfield co., OH along Walnut Creek and the Ohio & Erie Canal
 - Junction Bible Christian Church in Junction, Paulding co., OH near Miami & Erie and Wabash & Erie Canals
 - Hanoverton Presbyterian Church in Columbiana co., OH and religious areas at Waynesburg, Stark Co., OH and Malvern, Carroll co., OH all near the Sandy & Beaver Canal, which went from Bolivar, OH through Stark, Carroll and Columbiana counties in OH to Glasgow, PA
 - Darlington Run Cemetery in Coshocton co., OH plus an abandoned railroad tunnel and near the Walhonding Feeder Canal
9. **Worship on the Waterways** near rivers and canals:
 - Detailed maps of Indiana's and part of Ohio's canal systems
 - First Presbyterian Church and the Roman Catholic Church and Rectory in Attica, Fountain co., IN on the Wabash River and the Wabash & Erie Canal
 - Hopewell Methodist Episcopal Church, Hopewell, Marion co., IN with signage honoring Gene Stratton Porter. Hopewell is located southeast of the Central Canal.
 - Methodist Church in Cambridge City, Wayne co., IN and Reynold's Museum in Connersville, IN. Cambridge City and Laurel are on the Whitewater Canal.
 - Laurel United Methodist Church, Laurel, Franklin co., IN on the Whitewater Canal. Pictures show the composite lock walls with hangers attached, which held planks that lined the lock.
10. **Water-related Risks on Canals**
 - New York Barge Canal Flight of Locks road between the Hudson River and the impounded Mohawk River. At lock 6, the top lock in the cascade, brush, ice, sloping concrete and deep, frozen water are pictured.
 - Lock 29, Ohio & Erie Canal at Peninsula, Summit-Cuyahoga co. line had no guardrails in December 1992 but they had been added by October 1993 along with a footbridge marking the Cuyahoga River Aqueduct, at Moody Mill
 - Miami & Erie Canal breastwork of Loramie Creek Aqueduct, near 5-lock cascade at Lockington, OH near Loramie Mill shows that one could easily back off vantage point and land in Loramie Creek.
 - Loramie Mill near Locks 7 and 8 of Miami & Erie Canal and Landman Mill where Linn fell into the millrace in 32° weather, and risked hypothermia.
 - Ohio & Erie Canal outlet lock at Portsmouth, Scioto Co., OH where high flood waters caused drowning risk
 - Drowning risk during flood at footbridge marking Walhonding Aqueduct on Ohio & Erie Canal near Roscoe Village, Coshocton co., OH near triple locks.

CSI thanks Linn for the folios that document these canals and associated places.

HIP HIP HOORAY!



COMPLIMENTS OF.....

Lovett & Kaylor,

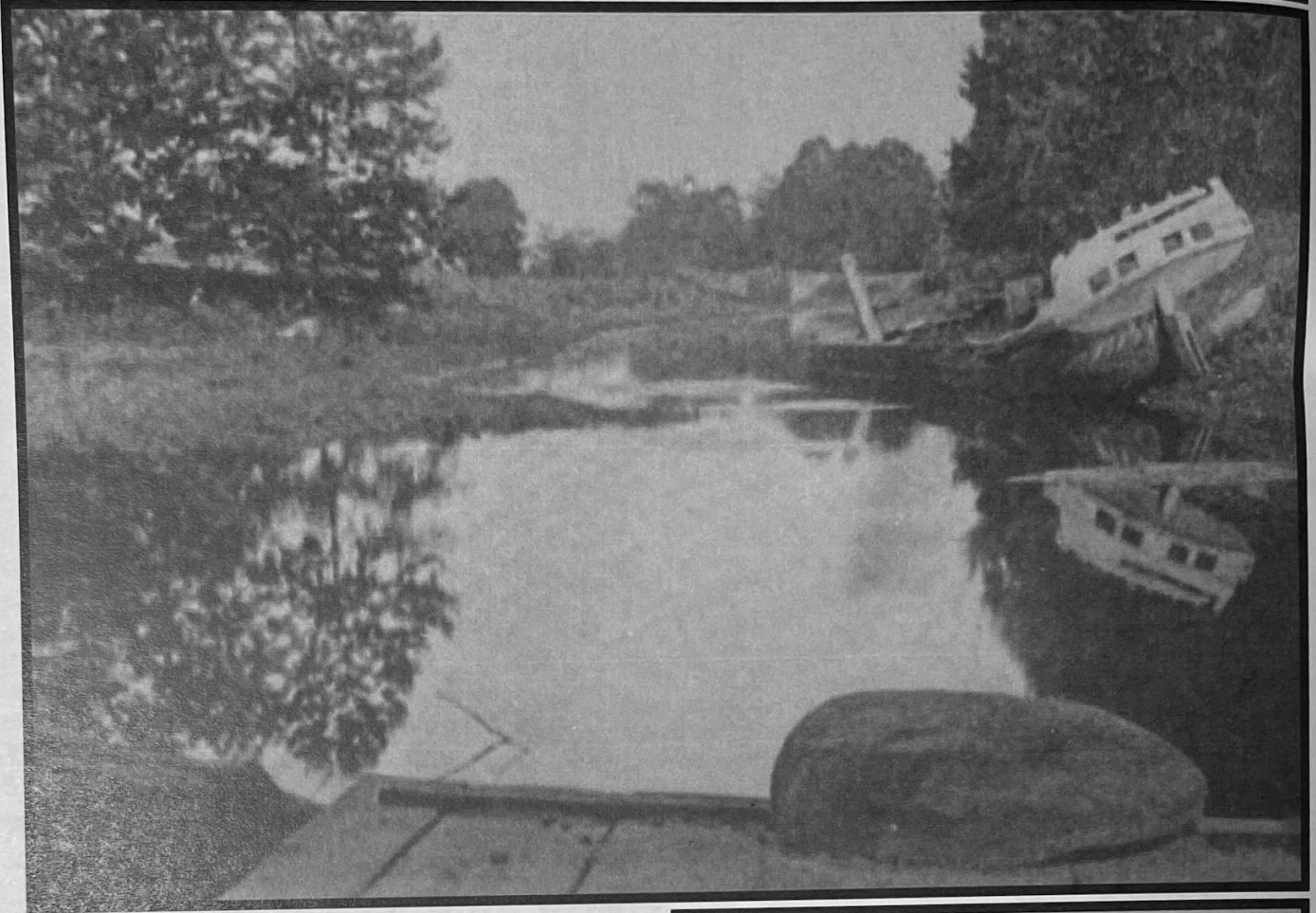
The South Side Druggist

TRY OUR "THELMA" PERFUME.

HUNTINGTON'S LAST CANAL BOAT

This cabinet photo card was found on e-Bay by CSI member Neil Sowards. It was printed around 1902 and

shows the last Wabash & Erie Canal boat at Huntington, Indiana. The reverse side of the card can be seen on the next page. The Huntington City/Township library has another view of this boat seen on the next page.



To identify the location of the canal boat look closely at the cabinet card on the previous page and the photo above. The above photo is taken on the downstream end of a lock, which is shown in the distance, on a bend in the Wabash & Erie Canal. It appears to be in the country and not in town. The towpath is on the right side toward the Little River (not seen). CSI headquarters believes it to be below Lock #9 near Lambdin P. Milligan's house, which was originally built about 1840 as a canal inn, and before the Forks of the Wabash and Lock #10. This educated guess is made from the bend in the canal and information about why it had a bend.

At the time the canal was being constructed, "a concern of the Miami Nation resulted in a change in the direction of the canal," according to Tom Castaldi's *Wabash & Erie Canal Notebook I: Allen & Huntington Counties*. "Chief John B. Richardville was prompted to send a letter of protest to the then Secretary of War General Lewis Cass on February 12, 1834, to express his concern that he and his people did not understand that some of their buildings would be in the way of the new canal. Although the Treaty of Paradise Springs, or the 1826 Treaty of the Wabash, was signed it was not understood that some

LOVETT & KAYLOR,
.....THE.....
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PRESCRIPTIONS PREPARED BY GRADUATES IN PHARMACY.

thirteen buildings on the Miami reserve at the Forks were in danger of having to be removed.

"General William Marshall the Indian Agent at Logansport took up the cause as well. He mentions to Cass in his letter of March 13, 1834, "The Indians complain that

they did not understand at the time of signing the treaty, they ceded a strip of land, six chains wide, through all their reservations, and they allege that it is unjust for their houses built upon that land since the signing of that treaty.' The thirteen houses in questions were valued at \$2,200.00. Further, the canal was underway and one thousand laborers had been assigned to the task of construction the canal. He argued 'These people are as ungovernable as the Indians and if the Indians are not satisfied, immediately and should attempt to contend (contend) for what they conceive to be their right, one can see the difficulties, that may grow out of it.'

"General Cass replied on March 31, 1834, writing that the treaty 'contains an express stipulation for the use of six chains of land, for the purpose of a Canal, this Department can only judge of the intention of the parties, by the terms of the treaty.' He went on to say that the Miamis' request for reimbursement for the removal of their buildings was an issue for Congress."

Tom Castaldi then writes, "It is said that the matter was settled by making a turn in the canal line. Before the 'Chief's House' was removed from the north side of U.S. Highway 24 to its present location on the south side, it was obvious that had the route continued on the direction as it passed by the Milligan house, it would have cut through the original site of the preserved two-story frame house. From the east the canal line makes a slight angle redirecting the channel to the southwest aligning more parallel with the river. If the water were in the canal today it would occupy the parking lot in front of the Historic Forks of the Wabash Visitors' Center."

LETTER REGARDING FUR TRADE AND WILLIAM HENRY HARRISON CAMPAIGN BY MAN WHO NAMED CLEVELAND FOUND ON E-BAY

Neil Sowards, CSI member from Fort Wayne, Indiana recently found this interesting 2-1/2 pg. stampless letter dated June 15, 1840, Defiance, Ohio on eBay. It was written by Judge Calvin L. Noble (1813-89) regarding the fur trade and contained sentiments against General Wm. Henry Harrison during his 1840 presidential campaign. Noble also mentions his loneliness,

According to the notes on the web-site, Noble is famous for his misspelling of the word Cleaveland, Ohio, for Cleveland, Ohio-- the latter becoming the name the city goes by today. In this letter to his brother-in-law Orlando Davidson (1796-1871) he writes, in part: "Dear Brother... I have left the goods business... and engaged my time to

Mssrs Ewing Edsall & Co. of Fort Wayne, IA at \$50 per month and expenses found, for the Indian trade and the purchase of furs and skins for this section of the country. My agency is located at Defiance and will not interfere with the duties of my office [he also ran a paper]. I ... am now quite conversant with that kind of trade, and since I saw you last have purchased about 12,000 Coon skins, 2000 Deer skins, which has enabled me to handle a large amount of money- and the coming season shall deal much larger in the same business- and that while this trade continues in this region I shall devote my capital to it. I want you to tell Nelson to come out here and see me... the fact is I begin to feel as if I want some friend or brother to come along and take the world besides me as I am. I have no one to council with no matter how important the matter under consideration may be, my own judgment is my only guide-- and I do feel the want of some friends in the family to be my neighbors but if I am doomed to try the world alone through life, I take up the task cheerfully... in a few years I can take up the great object of my ambitions in this world, that is, a competent property... The Harrison celebration at Fort Meggs took place last Thursday. It is estimated that 30,000 persons were on the ground but "OLD TIP CANT COMIT" he is not the man to be President of these United States. But it is of no use for you and me to argue the politics of the day by letter. We are both true to our principles and for one I must show an honesty of purpose by my firmness to the Democratic cause. The Great Wabash & Erie Canal will be completed next season and if you have a disposition to locate in a new country now is your time while land is cheap in order that you may take the rise of property. I am not yet married... If David is out of business what would you think of advising him to come to a new country?... if he has any business tact about him he shall never want for employment and I can put him in good condition to do well for himself... Your brother C. L. Noble."

The letter is postmarked Defiance, Ohio. Defiance originated from Fort Defiance, built by General "Mad" Anthony Wayne in 1794 during the Northwest Indian War. From Fort Defiance, the American forces moved along the Maumee River to fight the Battle of Fallen Timbers which secured for the U.S. the Northwest Territories (now Ohio, Michigan, Indiana, Illinois and Wisconsin).

Cleveland, Ohio was founded by Moses Cleaveland (1754-1806) a Connecticut politician, soldier, and surveyor who founded the town while surveying the Connecticut Western Reserve in 1796. The fledging town was named Cleaveland in his honor.

In 1830, seventeen year old Calvin L. Noble was living in Cleaveland and founded the "Cleveland Advertiser", a Democratic newspaper. Because the type

was too wide for his display head-line, he left out the letter "a" in the town's name, changing the spelling from "Cleaveland" to "Cleveland." The public adopted to the change and that is the spelling for the city of Cleveland that remains to this day.

In September, 1833, Noble moved to Fort Defiance, and became a fur buyer for the American Fur Company--fur being the principal source of revenue in northwestern Ohio at the time. He later became an agent for the American Land Co., and laid out the city of Bryan, Ohio. For a time, he served in the Ohio House of Representatives. In 1856 he moved to Paulding, Ohio and became a probate judge. He died in Paulding in 1889.

Orlando Davidson (1796-1863) was married to C. L. Noble's sister, Roxolana Noble (1801-71).

EXHIBITS FEATURING CANALS

The Terre Haute *Tribune-Star* in an article entitled "Wabash-Erie Canal, Second Longest In World" of March 11, 2013 had as its Historical Treasure for the week a map showing the canals of Indiana and Ohio, which is on display in the Vigo County Historical Society's museum at 1411 S. Sixth St., in Terre Haute. It and other canal information can be seen from 1-4 p.m. on Tuesdays through Sundays at the museum.

The article said that the W & E Canal, constructed at a cost of nearly 18 million between 1832-1853 and covering 469 [468] miles connecting Toledo, OH with Evansville, IN, was a commercial thoroughfare to the Gulf of Mexico via the Ohio and Mississippi Rivers. The "Cross-Cut" portion of the canal connected Terre Haute on the Wabash River to Worthington on the White River and bisected Vigo county.

Locks constructed of stone and wood raised/lowered boats over the elevation along its route. Riley Lock photos are exhibited. Mules/horses pulled canal boats and walked along the towpath guided by one person who could open a sluice gate to fill/empty the lock if no lock tender was present. Toll keepers collected tolls to pay the bondholders, but the canal was not profitable. The state relinquished its control over the canal in 1847.

Construction was delayed by economic recessions and labor disputes, but the advent of the railroads led to its obsolescence especially to the south of Terre Haute. The canal was not finished until about 1853 and in 1852 the Terre Haute-Richmond Railroad was built. The canal's northern route was used until about 1860.

Saint Mary-of-the-Woods College located west of

Terre Haute, has another canal related exhibit in its Providence Spirituality and Conference Center. It will continue to the end of 2013. It tells the story of Mother Theodore Guerin and five of her Sisters, who having survived a horrific voyage from France on the ocean in 1840, traveled from New York by railroad, steamboat, stagecoach and canal. In a flyer entitled Historic Exhibit: Watershed Moments it says that reaching Vincennes, "A torrential rain of thirty-six hours had swollen the Wabash and inundated its banks all along the way. They would not reach Terre Haute until the afternoon of Oct. 21. They could not continue by stagecoach and they were too late to cross the river that day. On Oct. 22, they presented themselves at the ferry to cross the river. They had to wait on the bank of the river from early morning until late in the afternoon as others were crossing before them. The river was high and the current was strong."

"Having crossed the Wabash, they found themselves in what was called the 'Bottom' which had partially overflowed. The ground was like a vast pond. The road had disappeared....No mater! The horses were whipped up, and they rushed into the water. At every moment we were upon the point of being overturned. ... Once the carriage struck a stumbling horse, and a wheel went over the trunk of a tree and lo! the carriage was again thrown on its side. The water entered the wagon and the horses were swimming rather than walking. ... There was imminent danger for us, and we had two miles to cover in this way....the water poured in on us. We thought we were surely gone this time...." (Journals and Letters of Mother Theodore Guerin)

The flyer goes on to say, "The building of the Wabash & Erie Canal spurred a significant Catholic immigrant population increase in river towns and thus stimulated the growth of the Catholic Church. Bishop Hailandière of the Vincennes Diocese, in 1839, had desperately pleaded for the Sisters of Providence in Ruillé, France to initiate educational establishments. These factors were a compelling cause for the founding of several of the early establishments of the Sisters of Providence of Saint Mary-of-the-Woods. This exhibit will acquaint you with some of those heroic endeavors amidst stark poverty compounded by the Civil War, cholera epidemics, religious and ethnic conflicts in those pioneer days."

Sam/Jo Ligget, CSI members, Terre Haute, IN

<http://spsmw.org/2013/01/24/sisters-of-providence-heritage-museum-debuts-watershed-moments-display/>



DAY 1



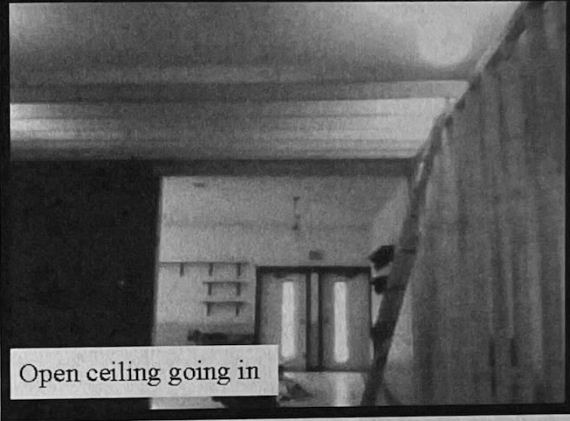
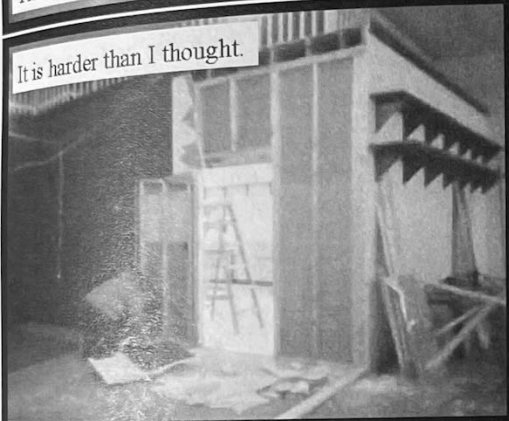
This door has to be opened up.

DAY 2

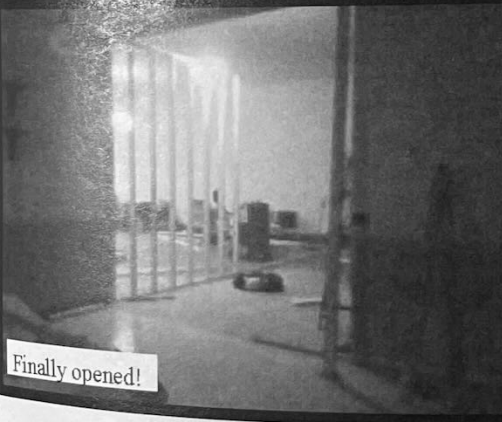


Measure twice—cut once

It is harder than I thought.



Open ceiling going in



Finally opened!

Paul Baudendistel has started work on creating what will be the Whitewater Valley Visitors' Pavilion.

SAVING THE MIAMI & ERIE CANAL

Back in 1947 the Anthony Wayne Parkway Board was created by the Ohio legislature. It was responsible for establishing a memorial to Anthony Wayne and the other frontier soldiers who fought the Indians in the campaigns of the 1790s Indian wars. In the district composed of twenty-two counties in western Ohio, the board began planning historical and recreational developments and worked with state and local agencies to carry out the plans.

In order to keep everyone abreast of the plans, the board began publishing a news letter entitled *Mad Anthony's Drum Beat*. In its August 1950 issue plans for the Miami & Erie Canal were listed and are quoted below:

“Project No. 1. Shelby County: Clearing and marking the Miami and Erie Canal locks in the village of Lockington was accepted by the Board as its initial project. The associations of these structures with Anthony Wayne and the Indian Wars are admittedly remote, but the project was approved not only because it was a worthy one, but in addition, if afforded an excellent opportunity to establish procedures for future projects. Plans and a program for the work to be done were prepared by the Board. The resources of seven local and state agencies are being coordinated in the development. The cooperating agencies are the state departments of highway and public works, State Historical Soci-

WCSB VISITORS' PAVILION

Exciting things are happening at the Whitewater Valley Gateway Park. We started construction on March 27, 2013 on the new Whitewater Valley Visitor's Pavilion! What is a Whitewater Valley Visitor's Pavilion you ask? Well, it is a center for visitors traveling along the Whitewater Canal Scenic Byway to stop and learn about what this valley has to offer, where visitor's centers are located in each county, where our artisans are, where our history is, where great recreation spots are located and antique shops, bed and breakfasts, hotels, motels, fine food and so much more. In simpler terms, it is where we can showoff the eight great counties that make up the Whitewater Valley!

Over the next few weeks you can follow the pro-

gress of the visitor's pavilion on Facebook. Learn more about the **Whitewater Canal Byway Association** and the many volunteers that will make this pavilion a reality. And, along the way, you may see where we can use some expert help or advice. Maybe that is where you can help. Are you or do you know someone who might be able to help with things like electrical wiring or mudding drywall? We will let you know who the expert we need is and when we need the help! All you have to do is join in. We would love to see you!

ety, Shelby County Historical Society, Shelby County Engineer, Village of Lockington, and the Ohio Society of Professional Engineers.

“George W. Clark, President of the last named organization, wrote to Governor Lausche as follows, ‘We of the Ohio Society of Professional Engineers have been interested in the preservation of some of the State’s early engineering works for posterity and believe that these locks are symbolic of an era during which great strides were made in the development of Ohio, and merits strong support. We would therefore appreciate very much any stimulus which you may see fit to give to these activities through the various state departments mentioned as functioning for the development of the project.’

“The official approval of this statewide professional group is most gratifying and, of course, we are glad that President Clark conveyed the sentiment of his group to Governor Lausche.

Lee Blackburn, Chief Engineer of the Department of Public Works, and Director Lawwill visited the Lockington area on July 17. The lock, canal, and basin areas were eighty per cent cleared and much of the rough grading had been completed. Finished grading, seeding and other phases of the work are being planned and will be under way soon.

“Interest on the part of Lockington residents remains high, according to Mayor Snider, and many people from the vicinity visit the area each day. Newspaper coverage has been excellent. The Sidney *Daily News* ran a series of articles on the Miami and Erie Canal based on the report written by the Anthony Wayne Parkway Board; the *Ohio Engineer* carried an illustrated article describing the project, written by J. Merrill Weed.

“Canal Interest - Locks, Boats, Museum:

The work at Lockington and the publicity which it has received has caused a stirring of interest throughout the Parkway District. The Butler County Historical Society would like to set up a project in the vicinity of Hamilton; a Troy business man will restore a canal boat if one can be found; a canal boat on which the public can ride will be placed on the canal at Independence State Park if plans jell between the Anthony Wayne Parkway Board and the State Division of Parks; a group in Defiance is thinking about a canal museum similar to the River Museum at Marietta.

Ohio’s canals were important factors in the development of the State. They are important factors in present-day Ohio. They warrant commemoration in a proper manner.”

Worked progressed on the M&E Locks at Lockington. By February of 1951 *Mad Anthony's Drum Beat* reported:

“Markers for Lockington - Plans for completing the development at Lockington are moving forward. On Friday, January 5, the board of the Ohio Society of Professional Engineers approved \$289.00 for purchasing a marker to be placed at the locks. This action was taken after drawings and specifications were presented to the group by Director Lawwill. On the following Wednesday, the Shelby County Historical Society pledged \$200.00 to complete the marking project. Mr. E. J. Griffis, President of the Society, offered to raise this amount. When the markers are erected in the spring, the two organizations together with other agencies which have cooperated in the project will participate in a dedication ceremony. Sewah Studios of Marietta are making the cast aluminum markers.”

In November 1951 the same newsletter reported: “Independence Dam State Park has been the scene of considerable activity. The Division of Parks under V. W. Flickinger, Chief, has begun a project to protect the canal which borders the park, and to restore the gates in the locks. [This part of the M & E Canal was originally known as the Wabash & Erie Canal.] R. G. Clevenger, park caretaker, said that \$10,000 was allotted for the work. Eventually, it is planned to place a canal boat on the seven-mile stretch of the canal. A preliminary report on redeveloping the park area has been prepared by the Anthony Wayne Parkway Board.”

Nothing about canals was in the newsletter until August 1954. It then reported: “Canal Markers: The Defiance Chapter, D.A.R. is doing it again. They received so much favorable comment about the marker which they erected last year at the Fort Defiance site that they voted to erect another marker. The marker now being prepared tells the story of the two canals which traversed the Maumee Valley — The Wabash & Erie and the Miami & Erie, and also of two local remains of the canal period — Lock 13 and Independence Dam. The marker will be placed in Independence State Park near the lock which has been restored by the Division of Parks. Miss Mildred Haymaker of Defiance is chairman of the marker committee.”

In October 1954 it reported: “D.A.R. Marker: The marker mentioned in the last issue of the *Drum Beat*, sponsored by the Fort Defiance Chapter, D.A.R. and marking the two canals which traversed the Maumee Valley, was dedicated on October 14. The program was in charge of Mrs. A. B. Fipp, regent.”

