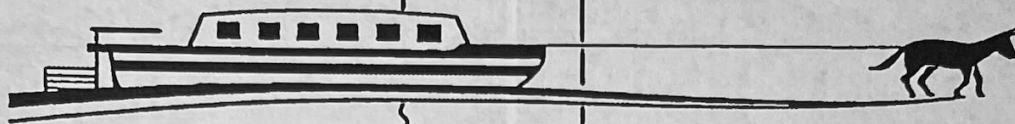


THE
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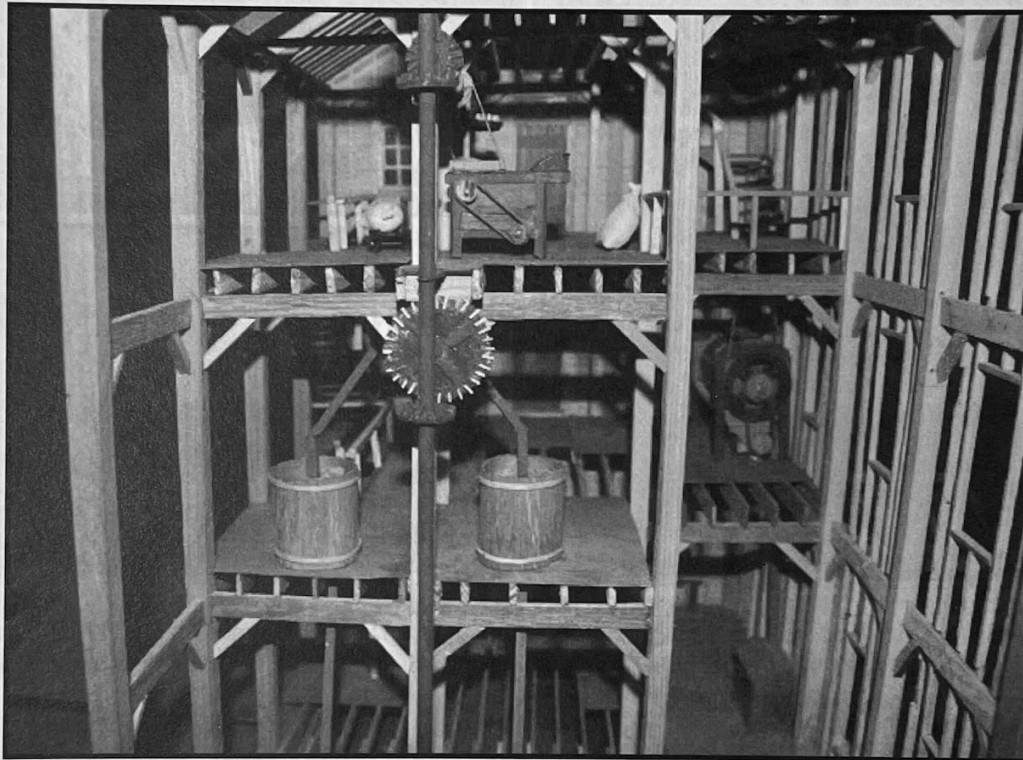
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 12 NO. 8

P.O. BOX 10808 FORT WAYNE, IN 46854

AUGUST 2013

CANAL WATER POWERED MILL



Paul Baudendistel has made all the machinery and items necessary in a grist mill down to the sacks of grain. P-From Paul Baudendistel

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CANAL EXHIBIT AT GATEWAY PARK

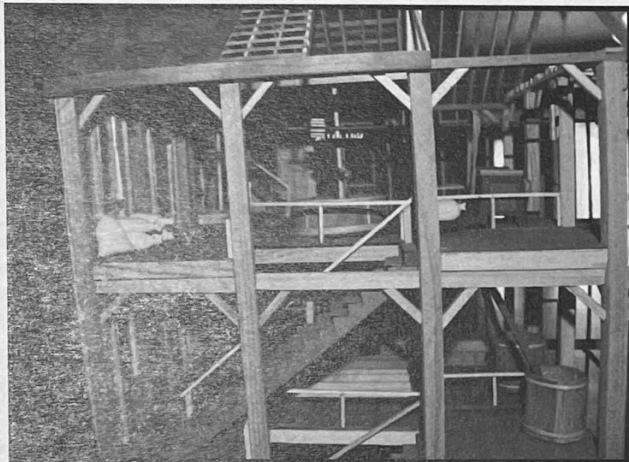
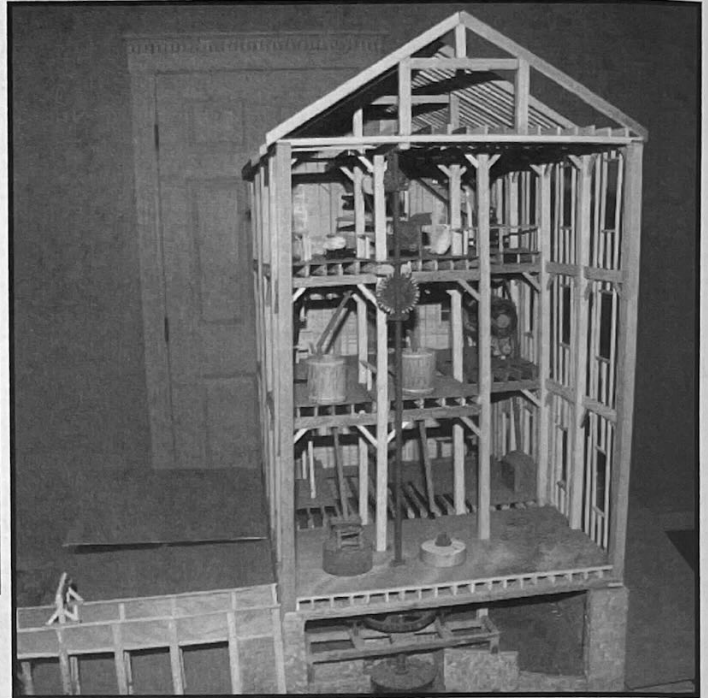
Work is progressing nicely on the visitors' pavilion for Metamora's Gateway Park. New walls have been put in and a new floor added. Recently Paul Baudendistel moved his models of a lock, covered-bridge-style aqueduct and almost finished mill into the museum. They are very detailed and will allow visitors to see how they looked and operated. Paul is quite a craftsman and has spent many hours building these "to scale" models. He has also worked on constructing the museum rooms along with others from the Whitewater Canal Byway Association. His work is an example of what volunteers can accomplish. (Continued p. 20)

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Photos from

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And

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Yurcak



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CANAWLERS AT REST

ULERICK SAYLOR, SR.

b. 1788

d. June 27, 1860

Find-A-Grave #98487682

By Carolyn I. Schmidt

"Saylor" is the English occupational name for a dancer or acrobat, from Old French sailleor: dancer, or leaper.

Ulerick, also spelled Ulrick and Ulrich in some sources, was born in 1788 in Fredericks County, Virginia to Daniel and Sarah (Buechlay) Saylor, Jr.. Ulerick moved with his parents to Rockingham, Virginia during the early 1800s. There he met Margaret Early (Earle or Earley) born January 3, 1789. They were married around 1810 in Virginia.

In 1813 Ulerick, Margaret and their sons Ulrick Jr. and Mathias, moved to Preble County, which is located in southwestern Ohio. There the rest of their children were born. On December 19, 1832 their daughter Abigail, at age 16, married Solomon Swisher.

In 1833 the Saylor and Swishers moved further north to New Rochester. It was a speculation town located two miles east of Antwerp in Paulding county, Ohio. While there the families heard that a 320-acre, parcel of land, known as Knaggs Reserve, was going to be sold in a private sale in Indiana. It was located just across the Ohio state line on the northwest side of the Maumee River.

This parcel was bordered on the south and east by a bend in the Maumee River. Within this bend were several acres of rich farm land. Along its east side the North Military Road ran for some distance through wooded highland. After his victory at the Battle of Fallen Timbers, General "Mad" Anthony Wayne had used this road on his way to Kekionga, now Fort Wayne, Indiana.

James Knaggs had been granted this land described

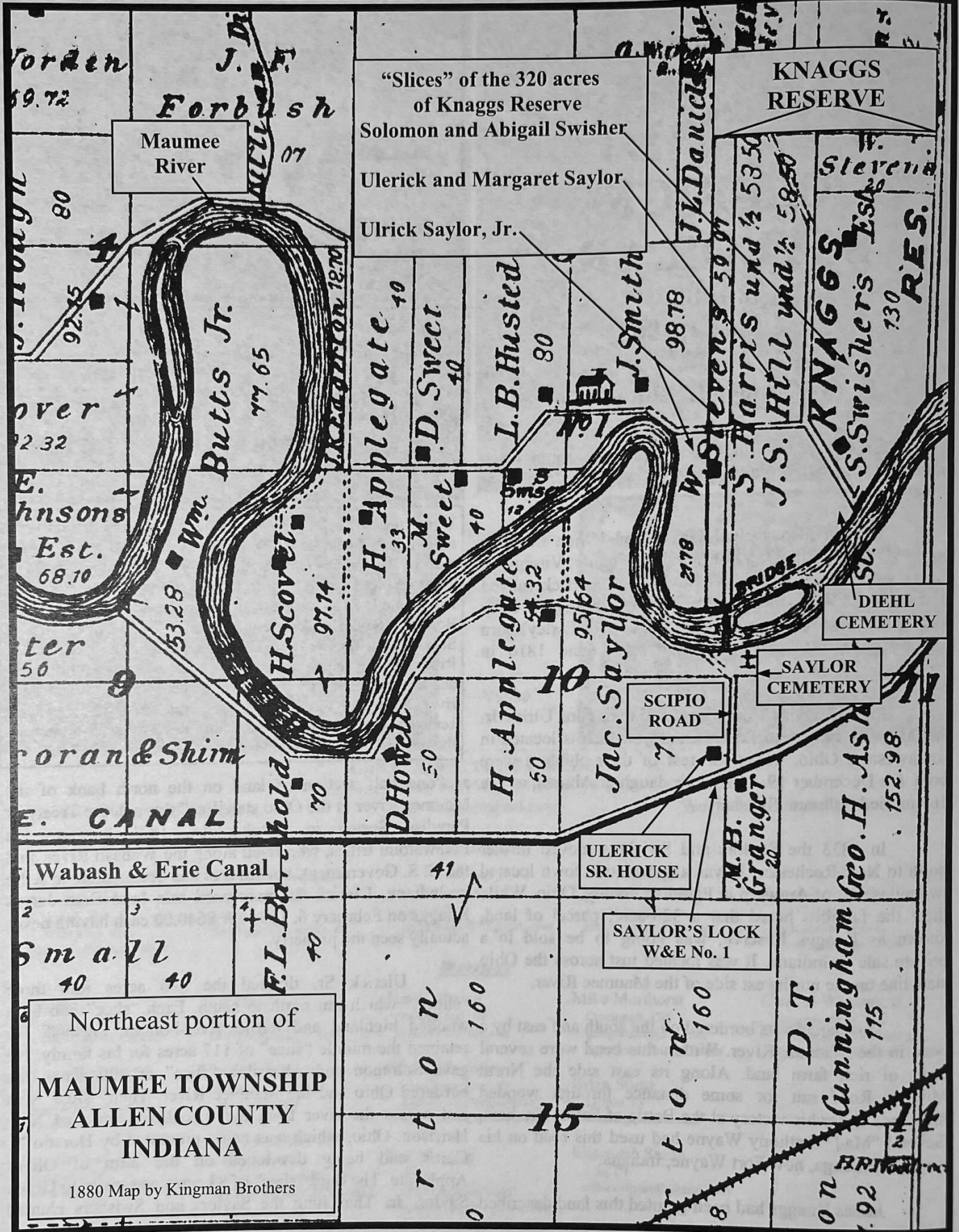


Top: Ulerick Saylor's home stood across the road from Lock #1 (Saylor's Lock) of the Wabash & Erie Canal about ½ mile west of the Indiana/Ohio state line in Allen County, Indiana. The lock would have been to the left of the picture. His home was on old U.S. 24 just west of Scipio Road.

Bottom: Saylor's Cemetery is located on the other side of Scipio Road northeast of Ulerick's home near the Maumee River. This cemetery was not there at the time of his death. He and most of his family are buried in Diehl Cemetery across the river. Only one Saylor tombstone was found in the Saylor cemetery in 2013. Follow old Scipio Road to the river and see the remaining bridge abutments. Photos by Bob Schmidt

as "one half section of land on the north bank of the Maumee River at the Ohio state line" through the Treaty of Paradise Spring in October 16, 1826 between the Potawatomi tribes, who lived along the Wabash River, and the U. S. Government, but Knaggs had been unable to settle in Indiana. Ulerick Sr. purchased this land from James Knaggs on February 6, 1834 for \$640.00 cash having never actually seen the property.

Ulerick Sr. divided the 320 acres into three "slices," which ran north to south. Each "slice" had both wooded highland and fertile, river-bottom, lowland. He retained the middle "slice" of 117 acres for his family. He gave Solomon and Abigail a "slice" of 120 acres that bordered Ohio and the Maumee River. Their "slice" was just across the river from the speculation town of New Harrison, Ohio, which was being promoted by Horatio N. Curtis and being developed on the farm of Oliver Applegate. The third "slice" of 83 acres was given to Ulrick Saylor, Jr. That June the Saylor and Swishers planted



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orchards on their properties and then settled on the land in the fall of 1835.

Abigail and Soloman developed their 120 acres and reared their five children. Solomon also set aside a plot of land on his "slice" for a burial ground known as Swisher (later Diehl) Cemetery. Abigail was married to Soloman Swisher from 1832-1850. Apparently they were divorced because he died in 1888. Around 1850 she married Jabez Phillips, who was the first constable of Maumee township, and had two more children. This marriage ended around 1854 when Phillips died. She later married John Diehl and had another child. Her marriage to Diehl ended around 1862.

A large part of what was to become Maumee township had unsurpassed forests but it was very swampy.

Not many people were attracted to it, but Ulerick Sr., Solomon Swisher and Ulrick Jr. headed a list of settlers who petitioned to set it apart as a civil township. The entire congressional township 31 N, 15 E in Indiana was set aside in March 1836 as Maumee civil township. It is smaller than other Allen county townships since it is located at the state line. It held its first election in April in the home of George Platter.

It wasn't long after settling on their slices that Ulerick Sr. and Ulrick Jr. realized their land was not all they had anticipated. Ulrick Jr. sold his 83 acres and moved to Albion, Noble county, Indiana. In June 1837 Ulerick Sr. moved his family to a tract of land that lay on the Ohio/Indiana state line. Whether as a joke or by accident he built his home over this line. He could eat in one state and sleep in the other. This house played an important role in the

Ulrich Saylor's Family						
Name	Birth	Place	Death	Place	Marriage	Place
Daniel Saylor, Sr.						
1. Daniel Saylor, Jr.	1749		1839			
m. 1. Sarah Buechlay	1751		1820			
<u>children</u>						
A. Mary Saylor	1774		1789			
B. Daniel Saylor	1775		1850			
C. Anna Saylor	1777		1794			
D. Solomon Saylor	1786		1853			
E. Ulerick Saylor, Sr.	1788	Fredericks County, VA	6-27-1860	Diehl Cem. Allen, IN		
m. 1 Margaret Early	1-3-1789	Virginia	3-24-1854	Diehl Cem. Allen, IN	abt. 1810	Virginia
<u>children</u>						
1. Ulrick Saylor, Jr.	1811		12-7-1871	Diehl Cem. Allen, IN		
m. Rachael Shank	1815					
<u>children</u>						
a. Margaret Saylor						
b. Jacob Saylor			3-3-1901			
c. Cynthia Saylor						
d. William Saylor						
e. Franklin Saylor						
2. Mathias Saylor	@ 1813					
m. Ann Manear					1836 or 38 Allen Co. IN	
3. Abigail Saylor Swisher	1816		1889			
m. 1. Solomon Swisher			10-3-1888		12-19-1832-1850	
m. 2 Jabez Phillips					@ 1850-1854	
m. 3 John Diehl					@ -1862	
4. Elizabeth "Betsey"	1817					
m. Charles Harding					1847	
5. John D. Saylor	1818		1837			
6. Polly Saylor	1820					
7. Henry Saylor	1821					
8. Sarah Saylor	1823					
9. Jacob Saylor, Sr.	1825		8-1-1870			
10. Julia Ann Saylor ?						
11. Margaret Saylor ?						
m. 2. Ellen Gorsehorne			5-15-1856		1854	
F. Jacob Joseph Saylor	1790		1865			
G. John Saylor	1800		1851			

early history of Maumee township. The first wedding took place in its west room around 1838 (one source says 1836 but the house had not been built by then) when Ulerick Sr. and Margaret Saylor's son Mathias married Ann Manear. In 1837 their son, John D. Saylor, passed away and his funeral procession left the house for the Swisher cemetery. He was the first to die in Maumee township. Then in 1847 their daughter, Betsey, was married to Charles Harding. It may have been in this house or in the new house that Ulerick Sr. built that year.

In 1847 Ulerick Sr. and Margaret moved into a new house built across from Lock #1 of the Wabash & Erie Canal, which was constructed about 1839. The canal did not open to Toledo, Ohio until 1843. His home was about ½ mile west of the Ohio/Indiana state line. Thereafter the lock became known as "Saylor's Lock." He may have been the lock tender or it may have been called Saylor's lock because it was across from his home/store/tavern.

In 1853, at age 65, he opened the township's first store, which carried the "old-fashioned" general stock including liquor. It did a thriving business. He also opened the first post office in it known as "Saylor's Post Office." However postal receipts were so small that it didn't last long. He later opened a tavern/inn in this house.

On March 24, 1854 Margaret Saylor, Ulerick's Sr.'s wife, passed away. She was buried in Swisher/Diehl Cemetery across the Maumee River in Allen county, Indiana beside their son, John D. Saylor. The Saylor Cemetery had not yet been established. Shortly thereafter Ulerick Sr. married Ellen Gorsehorne.

In March 1855 Ulerick Sr. sold a man a jug of whiskey. The man left the tavern and was injured. He was brought back to stay in the tavern. His daughter, Abigail (Saylor) Phillips took care of the man. Ulerick tried to get reimbursed for the man's room, board, and care.

After only two years of marriage Ellen Gorsehorne Saylor, Ulerick's second wife, passed away on May 15, 1856. To add to his troubles, a month later Ulerick's attempt to be reimbursed for the injured man's room, board and care was unjustly criticized in the Fort Wayne newspaper as follows:

Fort Wayne Weekly Times
June 19, 1856

"From our Daily of 12th inst.
"A SAD BUT TRUE TALE. — in the history of brutality, we have no parallel to the one which we are now about to record, and which is so base and cruel, that a mere relation thereof will arouse public indignation, so that our purpose

is accomplished.
"For nearly three years we have, week after week, depicted the official delinquencies of public officers, from Township Constable and road supervisor, down to a Common Pleas Judge, whom pity elected, and who soiled the ermine by drawing the blood of a dwarfish and unoffending man, while he (the Judge) was, with open Court, pretending to administer justice, and to which blow but a little added force would have caused immediate death. We have also marked what has become a grievance talked of every hour — the morbidity which has seized the public mind and heart, until vice is the rule and virtue the exception; till perjury is the natural state, and veracity only the innovation; till bigotry is the standard, and Christian enlightenment only tolerated as a harmless privilege, and all this, till the city is a reproach to Indiana, and till her citizens in numbers are threatening to leave, if they can get away and till good people refuse to supply their places, while their own protection and peace is secured elsewhere, and only for the fear of the humiliation of the results to a hopeless minority, forced on them in every phase of life by the majority, which bigotry and ignorance swallows up, and then, to make disaster doubly sure, digests and consumes as the serpent has charmed and seduced prey. But this by way of prelude, and we proceed to the sequel.

"There is no county in Indiana, which for several years has been cursed so bitterly by the ill timed choice of bad men for her Board of Commissioners, as has Allen County, and so it was in the fall of 1853, when Henry Dickerson was chosen by his party in caucus, by the influence of Isaac De Graff Nelson, as a candidate, after which he was elected; but the management of affairs was to be yet worse under him, and so they were till the fall of 1855, when F.D. Lasselle, (a creature who had denationalized himself) was appointed to fill the vacancy of Mr. Robinson, and who was elected for a full term in October of the same year; since which time there has been no prostitution so base but what it has been excelled by the Board, and no effrontery so great as that of those who in trusts, are so wicked, and yet sustained by the lazzarone of party. We blush to think of all, for we know it all, and have but poorly pictured many of them, but today added to official misconduct, we chronicle one while it is fresh as to admit of proof from a thousand lips, and on Henry Dickerson and F.D. Lasselle be all eyes while we relate it.

"In March last a citizen of Lucas County, Ohio, loitering about **Ulerick Saylor's**, a benighted old liner and whiskey seller living in Maumee Township near the State line, purchased of Saylor a jug of whiskey in the morning and having consumed that, returned about noon with another man, got another jug full off Saylor, stayed till four

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o'clock, and when getting about a quarter of a mile away he (Gardner) fell from drunkenness and broke his leg, whereupon he was taken to Saylor's put in the bar-room, his leg dressed and himself regarded a public charge for Allen County. Just, as everyone conceded it to be, that Saylor should take care of him at his own expense for being the immediate author of his misfortune, yet we heard that he (S.) was about to charge up to the County the keeping, and we consequently advised the public and the Commissioners thereof some months ago in order that they might not allow the public to be fleeced by so base a man as one who sells liquor to kill and then charges the public to bury his victims; but our advice did no further good, than to put the Commissioners in possession of facts that they might mould them to testimony to apparently justify an order for allowance. So at the present (June) term of the Board, Mr. S. presented his account for \$35, for attending Mr. Gardner, and then to mix up the matter so that to disallow a claim would evince a niggardly uncharity, he (S.) presented a bill for his daughter, Mrs. Philips (Abigail Phillips), who lives under his roof, for \$20 for personal attendance on Gardner. The claim not being presented by the endorsement of the Township Trustees of Maumee, Mr. Saylor was dispatched to get that evidence and here it is, as it may be seen in the Auditor's office by any man:

MAUMEE Township, June 7, 1856.

To the Hon. Com'rs. Allen Co. State of Indiana:

SIRS: — There is a man by the name of John Gardner, of Lucas county, O., (who - on the 28th March 1856, came to Ulrich Saylor's in the morning and got a jug of Whiskey, and took it away, and returned with another man about noon, and they started for home between four and five, drunk, and when he got about 100 or 150 rods he fell and broke his leg. He was brought back and laid in the bar room on a bed on the floor, and has been there ever since, and the widow Philips has had to do most all of the attending to him.

G. H. ASHLEY
JOHN HOOVER
Trustees.

"This unique certificate of fact, gave great indignation both to Saylor and the Com'rs. Lasselle and Dickerson, who asked Saylor why the devil he didn't get somebody else to certify &c. but Ashley had given the facts, and refused to give a certificate of what the law would require in a justifiable case, because in this he could not so give a conclusion of law; still regardless of the facts as admitted by Saylor, the Com'rs. allowed the two claims yesterday to the County Asylum, under the care of John B. Rennish who contracted to keep all the paupers of the county for three years from 1st March '55, for \$2,547 and

the use of the farm. This done the Trustees procured a carriage last night and placed Mr. Gardner therein in a bed, and sent him by a careful driver to the Asylum, but what shall we say when he reached there at 10 o'clock and awoke Rennish, he would not either assist the sufferer, nor receive him indoors. The driver after much trouble procured a dirty cup, found the well, relieved Mr. G.'s thirst, and then having made his bed as comfortable as he could in the wagon, left him there (because he was helpless,) took his horses and rode home to tell the news to a people who profess to be Christians, we mean — that party.

"Here is the end of it but not to the disgrace and inhumanity, and this morning's sun, found an unfortunate, sensible, and well raised man, but a fallen wayfarer, at the door of the Asylum of Allen county, with authority to be admitted, but refused, and that too after having been refused in the darkness of night and compelled to lay out with no covering, save Heaven's canopy.

"In savage cannibal life, such demonstrations would have excused immeasurable reproof, but how will it be regarded here? Why simply as a story of today, and tomorrow forgotten. — The leaders of the party will pretend to be outraged, but it is only pretense after all. Lasselle and Dickerson should be scorned by even bad men, and John B. Rennish should be driven from the County Asylum and from the community.

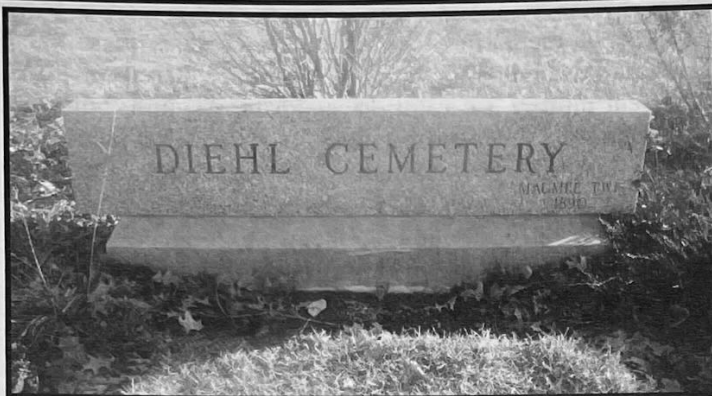
"This man Lasselle is a bigoted Catholic, and so is Rennish, and Dickerson was once his partner in the whiskey traffic in Jefferson township, which accounts for his being there and for his inhumanity toward Gardner a Protestant.

"We have another case for tomorrow, worse in some particulars than this, and therein we shall allow by inference what Catholicism has had to do with these outrages. In the mean time we can but hope, that another Asylum will soon be built where Protestant unfortunates will meet with the tenderness characteristic of their creed and its adherents."

The article said the commissioners allowed both his claims. One for \$35 for himself and the other for \$20 for his daughter Abigail.

Although we do not know exactly when Ulerick Sr. moved to Noble county, Indiana, he died there on June 27, 1860. We assume he moved there due to ill health to live with Ulrick, Jr. and his family. His funeral was held in a public school building and was conducted by Rev. Long from St. John's Lutheran Church in Hicksville, Ohio. His

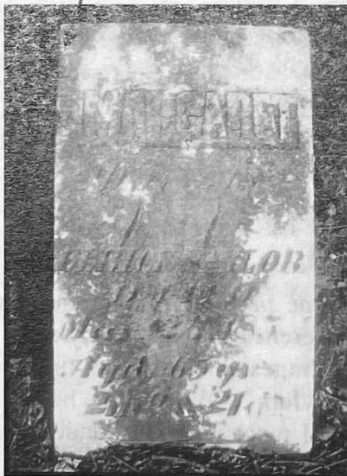
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Above left: (son)
John D. Saylor
 Son of
 U & M Saylor
 Died
 Aug. 20, 1837

Above right: (son)
Ulrich Saylor Jr.
 Dec. 7, 1871
 60 y. 6 m. 16 d.

Right:
 (daughter's husband)
Solomon Swisher
 Oct. 10, 1888



remains were buried in Diehl/Swisher Cemetery in Allen county, Indiana. Psalm 39.4 is on his tombstone. "Lord, let me know my end, and what is the measure of my days, let me know how fleeting my life is." Buried between his and his wife's graves is their son, John D. Saylor.

Saylor's lock continued to be used. The Wabash & Erie Canal ceased operation in 1874 and was auctioned off in 1876. Eventually a gas station was built at the site with its tank placed inside the lock. The gas station was removed years ago.

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Valley of the Upper Maumee River. Madison, WI: Brant & Fuller, 1889.

Diehl Cemetery, River Road, Allen County, Indiana
 Located by Pond-a-River Golf Course and Maumee River
 Near Ohio state line

Ulerick Saylor (Sr.)
 Died June 27, 1860
 Aged 72 yrs.

Margaret Saylor
 Wife of Ulerick Saylor
 Died Mar. 24, 1854
 Aged 65 yrs. 2 mo. 21 ds.

Although this cemetery is nicely mowed, the stones are in poor condition and many are missing. All photos by Bob Schmidt

The Knaggs Ohio / Michigan

By Robert F. Schmidt

This month's "Canawlers At Rest" features Ulerick Saylor and his settlement on Knaggs Reserve in Indiana. As we were researching in preparation for the article it became apparent that the Knaggs were a story unto themselves and that CSI readership would enjoy learning more about them.

At the Treaty of Paradise Spring October 16, 1826, the Pottawatomis reserved 33 portions of land that was being ceded to the United States government for tribal leaders and special friends of the tribe. James Knaggs, whose family had worked with the Indians for many years received 320 acres (½ section) of land north of the Maumee river along the Indiana/Ohio state line near Antwerp, Ohio. How did this special relationship develop?

George Knaggs Sr.

The French had claimed and occupied the interior of North America from the Appalachian mountains to the Mississippi river from the early 1700s until the time of the French & Indian War. By 1760 the French had been defeated in North America and the British occupied this territory. That same year 1760, George Knaggs Sr. moved to the Maumee river near the current town of Maumee, Ohio. He had married a Dutch girl from the Mohawk valley of upstate New York named Rachel Sly. Rachel was well educated, had a great force of character and a great business sense. She was fluent in English, Dutch, French and Latin. She was able to provide her sons with an education equivalent to or better than those persons living in the large cities.

The only real mercantile possibility on the frontier at this time was barter trading with the Indians, who were still friendly at this point. The couple began a flourish trading business on the Maumee trading hard goods for furs. Here they began their family in 1763 with the birth of their oldest son Whitmore. Over the following years another seven children were born, with the last being William in 1784.

This was British territory so naturally they developed a close relationship with the British at Detroit and in Canada. During the time of the American Revolution their trading business continued to flourish as the war, centered mostly on the East coast, didn't really impact their lives on the Maumee. After the Revolution things began to change as they were caught in the middle of struggles between the new nation and the British to the north. They were still

greatly respected by the Indians so much so that in 1785 the Ottawas granted Whitmore, George's oldest son, 4,000 acres just east of the current town of Maumee.

The Peace of Paris, which ended the American Revolution in 1782, was supposed to have removed the British from their fort at Detroit, but they remained and continued encouraging Indian depredations of the Northwest Territory. After the Americans' two major humiliating defeats by the Indians, President Washington sent Anthony Wayne west to solve the problem. In order to counter Wayne's approaching army, the British responded at about the same time in 1794 by establishing Fort Miami on the Maumee near the Knaggs trading post. To support the American forces, President Washington selected Whitmore Knaggs as an interpreter for Anthony Wayne's Legion. This was an excellent choice, as Whitmore spoke the Indian language as well as French and English.

Anthony Wayne defeated the Indians at Fallen Timbers on August 20, 1794 and proceeded to Fort Miami. The fort was considered too strong to attack, but Wayne's troops destroyed out buildings including the home and trading post of George Knaggs. It is likely that senior Knaggs' relationship with the British caused this destruction to happen even though Whitmore was working with the Americans. With his business destroyed George Knaggs attempted to establish a trading business in Detroit. The British abandoned Detroit in 1796. His business there was not as lucrative as in Ohio. George was getting up in age, lost his health and died in 1797.

Whitmore Knaggs

Whitmore moved to Detroit as interpreter and Indian Agent in 1796 just as the British were leaving. He was 33 years of age. In Detroit he made the acquaintance of Josette Labadie, a lovely lady of a leading French family. Her beauty fascinated Whitmore. They were married in 1797 at Detroit. In 1803 Whitmore purchased a home and 180-acre farm about ¼ mile from his father-in-law, Francois Labadie. Whitmore and Josette had five children. Later in 1817 he built a fine windmill on the farm, which lay along the Detroit River.

The war of 1812 again put the Knaggs in the middle of conflict. Whitmore's younger brother James was also an interpreter with Wayne at Fallen Timbers. In 1813 James served with Richard Johnson, future Vice-President of the United States as they pursued British troops at the Battle of the Thames. Thus James Knaggs was an eye witness to an event where on October 5, 1813, Richard Johnson killed Tecumseh. James later provided an affidavit detailing this event. Sometimes there is confusion between

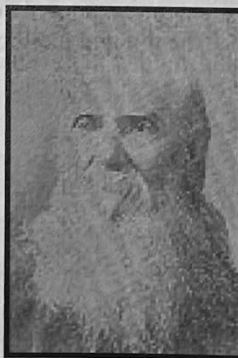
James, the brother, and James, the son, of Whitmore Knaggs. The latter James we will discuss shortly.

Whitmore became part of the militia that crossed into Canada to seize Fort Maldin from the British during the War of 1812. However, General Hull of the Michigan Territory surrendered prematurely with very few shots being fired. Whitmore was captured, but due to some fast talk and the fact that his wife was French, he was released. He was included with the French, who were released, instead of with the Americans, who remained prisoners. During the Battle of the Raisin his home at Frenchtown was destroyed and his wife and family threatened, but they made it safely back to Detroit.

Later in life Whitmore accompanied Lewis Cass, the Governor of Michigan Territory, as interpreter at the negotiations on several Indian treaties. At the great Indian treaty of Saginaw in 1819, one of his sons, George B. Knaggs, was made chief of a tribe of Indians, and was given a grant of 3,000 acres. Josette, George's mother, was "adopted" by the River Huron Pottawatomis and was affectionately call "Sister of Okeos." On May 3, 1827, being then at the point of death, Whitmore made his will. Among the lands willed to his children, James W. Knaggs received a farm on the Maumee. Whitmore died two days afterward, on May 5, 1827.

James Whitmore Knaggs

James Whitmore Knaggs was born March 17, 1804 in Detroit at the farm on Knaggs Creek. Like his father, Whitmore, he was well educated and spoke many languages. In his early career at 17 he operated a trading outpost with the Indians at Chicago. He also worked from time to time as a translator on the staff of Governor Louis Cass. It was during this period that the Treaty of Paradise Spring was negotiated in the fall of 1826. In appreciation for his work with the Indians, the Pottawatomis reserved 1/2 section (320 acres) along the north side of the Maumee at the Indiana/Ohio state line for their good friend, James W. Knaggs. This land became known as "Knaggs Reserve."



James W. Knaggs

When Jame's father, Whitmore, died in 1827 James returned to Detroit from Chicago. There he met Therese Campau and they were married on May 12, 1828. That year they returned to the Maumee to operate the farm given to James in his father's will. He and several of his brothers sold their farm lands along the Maumee prior to

the Panic of 1837. One of these was the 320-acre "Knaggs Reserve" that was sold to Ulerick Saylor on February 6, 1834.

Summary:

The Knaggs were always fair traders with the Indians and this relationship over three generations resulted in lands on several occasions being given to them by their Indian friends. Originally this family arrived on the frontier at the time of peaceful settlement, but soon they were thrust into the middle of the struggle between British, Americans and Indians. Somehow these families survived and thrived throughout the period. If you would like to learn more about the Knaggs, go to:

<http://homepage.ntlworld.com/jeffery.knaggs/index.html>

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**Canal Societies of Indiana & Ohio
FALL TOUR**

**"Delphi's Canal Park and Trails"
Wabash & Erie Canal in Carroll County**

September 20-22, 2013

**Headquartered in
LAFAYETTE, INDIANA**

**Comfort Inn. 4701 Meijer Court, (765) 447-3434
Room rate \$81.75 includes tax**

Groups rotate throughout the park and take a trolley to Carrollton See Reed Case house, Pioneer Village with Kuns cabin, Fouts log house, school house, blacksmith shop, school house, chicken coop, Restored Red and Blue bridges, Guard lock, Pivot bridge, Lime kiln, Canal warehouse with scales, Stationary canal boat play ground, Pull me canal boat, and work in progress on Gray bridge, Ride the "Delphi" down a watered section of the old W & E Canal, Tour the Canal Museum
Hike the trails
Ride bikes in the park
And much, much more.....for a fun filled, educational day.

**ZACHARIAH T. BYERS
AND HIS WABASH & ERIE CANAL
CONNECTIONS**

By Charles Davis

Zachariah T. Byers was born in Washington county, Maryland, February 24, 1816 to Joseph and ? Byers. About 1820 his parents moved to Muskingum, Ohio, and while in this county Zachariah served an apprenticeship as a miller at which he worked in various places. He moved to Parke county, Indiana in 1838 after finding work in Howard and Sugar Creek townships. It is possible that he worked in the mills of Salmon Lusk or Uriah Clore, but this can't be proven. Lusk Mills were built in 1827 and Clore's in 1840. In that area he met and married Catherine Jane Rinehart on December 4, 1845.

Prior Wright built Rockport Mills at Devils Den on Sugar Creek in Penn township in 1848. There he and Zachariah joined in the mercantile business. These two men likely knew each other at Lusk Mills for Prior Wright had a store there from 1830 to New Years Day in 1847 when the mills and all the stores were washed away by a freshet.

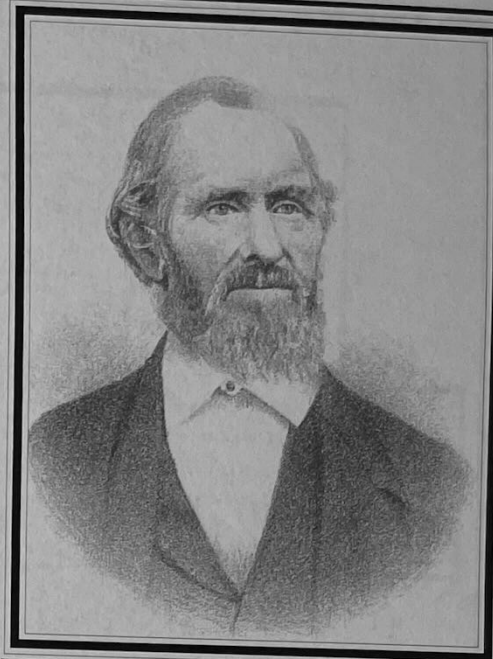
Zachariah was the principle miller at Rockport. At odd times he would make trips to New Orleans on flat boats. On one of these trips he took 1,100 barrels of flour there that he had manufactured at Rockport.

Rockport Mills did a very prosperous business with the Wabash & Erie Canal. The Sugar Creek Feeder Dam and Lock for the Wabash & Erie Canal was about two and a half miles south of Rockport Mills. Canal boats could be loaded with flour, locked into the feeder canal, travel down it to the mainline canal, which was located near the aqueduct, which carried the canal over Sugar Creek.

Before Rockport Mills was built, Zachariah bought a farm near its future location. On November 11, 1847 he purchased 80 acres from J. Pickard for \$1,000 described as the east half of the south east quarter of section 36. Deed Record 10/363 On September 9, 1847 he bought 80 acres from Prior Wright for \$1,000 described as the west half of the north east quarter of section 2. D. R. 10/254. He built his farm in the north east corner of this last purchase.

In 1854 Zachariah's wife Catherine passed away. After waiting for a few years he was married to Elizabeth Brown in 1857.

On September 26, 1860 Zachariah Byers along with Joseph Milligan and Calvin H. Graham bought Rockport Mills with its adjoining 833 acres from Prior Wright for \$12,000. D. R. 20/108. On July 31, 1862 Zachariah



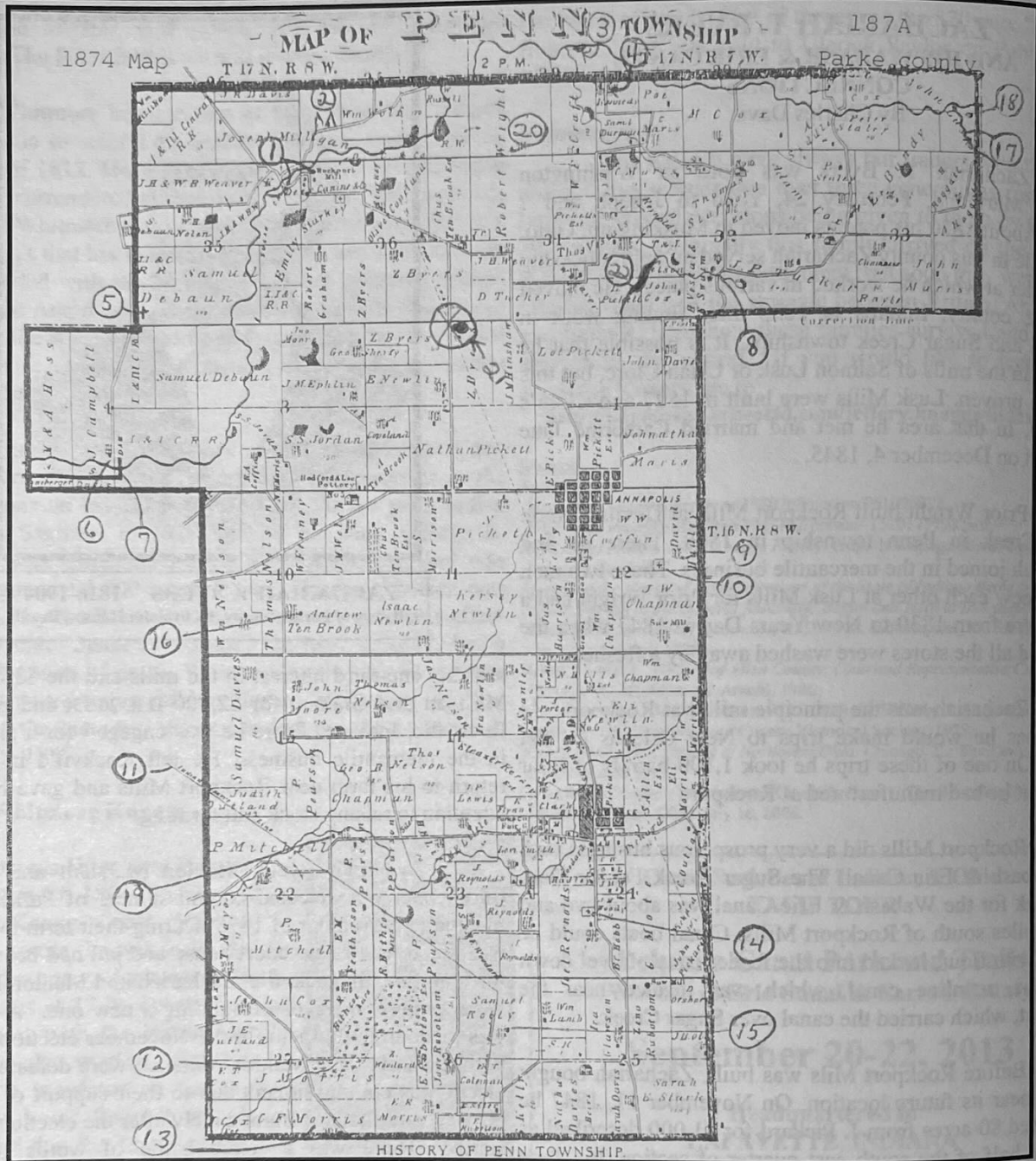
ZACHARIAH T. BYERS 1816-1904
History of Parke County, IN by John Hanson Beadle

sold his one-third interest in the mills and the 833 acres to Milligan and Graham for \$2,500 D.R. 20/330 and moved to Rockville, Indiana. There he was engaged for a short time in the mercantile business. He left Rockville in 1865 to return to his farm near Rockport Mills and gave his entire attention to raising stock and farming.

Zachariah Byers, Mahlon Marshall and William Carmichael were elected commissioners of Parke county, Indiana in November of 1876. During their term in office it was noted that a new court house and jail had been needed for long time in Rockville. Zachariah and Mahlon Marshall were strongly in favor of building a new one. A decision was made to build them. In the November election of 1878 both Zachariah and Mahlon Marshall were defeated for re-election as commissioners due to their support of erecting the new courthouse. Immediately after the election a "war" started. There was a fierce battle of words over this decision between the proponents and opponents. Even though Zachariah and Mahlon had been defeated, the court house was eventually built. The cornerstone was laid on September 11, 1879 and bears the following inscription: "County Commissioners Zachariah Byers, Mahalon Marshall, William Carmichael; John B. Connelly, Auditor; T. J. Tolan and Son, Architects; W. H. Myers, Builder. September 11, 1879." The court house was formally dedicated on February 22, 1882.

Following his term as commissioner he spent the rest of his life on his farm at Rockport Mills. He died in 1904.

THE HOOSIER PACKET - AUGUST 2013



PENN TOWNSHIP, PARKE COUNTY, INDIANA

1874 Atlas of Parke County, Indiana

Points of interest added by Charles Davis

- | | | |
|--------------------------------|---------------------------------|---|
| 1. Devils Den/Sugar Creek | 10. Coffin Cemetery | 18. Turkey Run Inn built 1919 |
| 2. Cornstalk Village | 11. Indian Reserve Line | 19. Perley Pearson/Mastadon Teeth |
| 3. Edwards Rock | 12. Coleman Puett/Johnnie Green | 20. Robert Wright helped build Lusk Mills Dam in 1826 |
| 4. Bowsher/DeBaun Cemetery | 13. James McVey | 21. Zachariah Byers farm |
| 6. Josiah Campbell | 14. Bloomingdale, Cemetery | 22. Pinnacle Rock Hollow |
| 7. Feeder Dam/Coke Oven Hollow | 15. Sam. Keley | |
| 8. Union Bridge | 16. Andrew TenBrook | |
| 9. Hadley | 17. Turkey Run Creek | |

THE HOOSIER PACKET - AUGUST 2013

Zachariah T. Byers' Family

Name	Birth	Place	Death	Burial/Place	Marriage
Joseph Byers m. ?					
A. Zacariah T. Byers	2-24-1816	Washington Co. MD	4-29-1904	Bloomingtondale, IN	
1m. Catherine Jane Rinehart Byers	1819		5-23-1854	Poplar Ridge Cem.	12-4-1845
1. Sarah J. Byers	1847		5-10-1853	Poplar Ridge Cem. Lough, Sec. 32	
2. Arthelia Byers	1850		4-28-1873	Poplar Ridge Dem.	
m. Cyrus E. Hunt, M.D.*	8-29-1840		1-06-1929	Sedgwick Co., KS	5-23-1872
a. Elbert Hunt	1873				
3. Joseph A. Byers	1852		8-19-1862	Poplar Ridge Cem. Howard Twp,	
2m. Elizabeth Brown Byers**	10-19-1824		10-25-1898	Bloomingtondale, IN	10-08-1857
1. Thomas Dewitt Byers	1859		1934	Franklin, Johnson Co., IN	Parke Co.
m. Fannie A. Kendall Byers	1876				6-06-1894
a. Lena M. Byers	1896				
2. Franz Seigel Byers	1862		6-05-1941	Bloomingtondale, Cem.	
1m. Loucia Carty Byers***	5-8-1864		2-10-1887	Coffin Cem.	2-21-1883
a. Archie Byers	1883		1-18-1885	Bloomingtondale Cem.	
2m. Belenda Tucker Byers	1871		2-11-1953	Bloomingtondale Cem.	2-21-1893
a. Z. James Byers	1894		1996	Granger, St. Jo. Co. IN	
m. Fern Byers	1898		1991	FindAGrave 95245318	
b. Hobart Byers	1896		7-10-1947	Elmwood Cem. Hammond, IN	
m. Delma E. Byers	1900		1987	Elmwood Cem. Ham., IN FAG#61143737	
1. Linda Byers Morgan		Lansing, MI			
2. David Byers		Lombard, IL			
c. Orthelia Fern Byers	12-10-1884		1-28-1920	Bloomingtondale Cem.	

* After Arthelia died, Cyrus Hunt married Maggie D. Pearson 9-16-1875, Fountain Co., moved to Wichita, KS, Allopath Doctor, Civil War Vet. H Co. 21st Ind. Inf. F.A.G.#26614965

** Elizabeth's parents were Galen & Charlotte Brown

*** Loucia's parents were Uriah & Martha F. Carty

THE WHITEWATER CANAL

From Memoirs of Wayne County

About the middle of December, 1837, the [Whitewater] canal at the forks of the river [Brookville] was considerably damaged. About 4,000 yards of embankment was carried away, causing a loss of \$1,000. However, this was soon repaired and, by hard work on the part of the contractors, the canal was opened during the early part of June, 1839, from Lawrenceburg to Brookville. The first boat to reach Brookville was the "Ben Franklin," which arrived on Saturday evening, June 8. This boat had been in use for a number of years on the Miami canal and was brought down to Lawrenceburg on the Ohio river. It was owned by Long & Westerfield and was commanded by Gen. Elisha Long, but was afterwards bought and its name changed to the "Henry Clay" by Josiah McCafferty. The arrival of this boat at Brookville was the occasion for another demonstration of joy by the citizens. The next morning the packet boat, "Little Western," owned by Wood & Woods, arrived and in the afternoon the packet "Niagara," owned by Squire Watts, came in. These boats left for Lawrenceburg on Monday morning and regular traffic was thus opened on that part of the canal.

The opening of the canal was to the people of that time almost what the inauguration of a line of air ships would be to us,

and the change of life which it occasioned by the bringing together, for communication and trade, places that were formerly widely separate in these regards, worked wonders, which were the constant source of surprise and astonishment. For instance, the "Indiana American" of June 1, 1839, contains the notice under the heading, "Strange Arrival":

"There arrived at this place on Wednesday morning last, per canal boat 'Little Western,' a quantity of very fine Irish potatoes, which were raised in the State of New York and were soon disposed of here at \$1.25 per bushel. This appears to be reversing the course of trade!"

Besides, it occasioned a great saving on the part of the traveling and shipping public, for later the round trip from Brookville to Cincinnati was regularly made between Monday evening and Wednesday morning at the following expense: Passage to Cincinnati and back, including board, \$4; dinner at Cincinnati, fifty cents; one day lost (worth), \$1; total, \$5.50. This amount is thus compared with the expense of the trip by stage, causing the loss of four days on account of them only running tri-weekly, and occasioning the following items of expense: Passage to Cincinnati and back, \$6; dinner on road going and coming, seventy-five cents; fare at ordinary house for three nights and two days, \$5; four days lost (worth), \$4; total \$15.75; making a saving of \$10.25 for one trip.

FROM TIMES PAST

Fort Wayne Times and Press
January 19, 1853

Two propositions are on foot for the construction of a ship canal around the Falls of Niagara, on the American side. One of them proposes to construct it by a chartered company with a capital of \$5,000,000, the other to ask Congress for a grant of land.

The canal will extend from Schlosser, two miles above the Falls, to Lewiston, seven miles below — making its length nine miles. The whole fall is 320 feet, to be overcome by thirty-two locks, of ten feet lift each.

Fort Wayne Times and Press
January 26, 1853

Homicide. — A man named Lemuel James, a Boatman recently from the Wabash canal, was killed in this City on Saturday evening by another named Reed. The occurrence took place about 8 o'clock, on the corner of Public Square, and near a doggerly into which both parties had been a few minutes previous. The facts as we have heard them are these: James and two others were standing near the entrance to the Doggerly known as the "Hole in the Wall" (an underground Establishment) when Reed and two young men, or rather lads, who accompanied him went in. A saucy word or two passed between a member of each party as they went in the "Hole." While Reed and his friends were in, James and his party went in also, but after looking round and making a few remarks, again went out and when Red and his party came out, James and his friends were standing at the corner near by. As Reed was passing near where James was, the latter called him to stop as he wished to speak with him. The two stepped a few paces to one side by themselves to talk, but what passed between them is not known. The first thing noticed by the others was the James slapped Reed in the face, and Reed was seen to strike at James when the latter called out to his friends that he was stabbed. They ran to him, found him bleeding, and immediately started with him for a Doctor's office. He walked about 90 yards with one of his friends at each arm when he sank down exhausted from loss of blood. He was then carried to a neighboring house where he died in about ¼ of an hour.

Upon examination he was found to have received three wounds — one to his abdomen, one in the side, and the other in the neck, either the first or the last of which would have caused death.

Reed was arrested a short time after the occurrence, by Marshall S. H. Garvey, and examined before Mayor Elliot, who committed him to Jail. [Piqua Register].

The parties concerned in this outrage, those not named as well as those who are named, we understand, were principally, Fort Wayne boys. — We do not claim them on account of any particular honor they confer upon the place, but to let our citizens see how some of the youngsters, who have grown up under their eyes, are flourishing. When the present growth are all murdered, or hung, Fort Wayne will be able to fill the vacancy, from present appearances.

Fort Wayne Times and Press
February 16, 1853

Removal. — R. W. Taylor has removed his two stores from Calhoun street, and concentrated them in Anderson and Hamilton's new block, near Hill & Orbinson's Ware House. A better store room is not to be found in the State. It reaches through from Columbia street to the Canal — 110 feet — with side room for Iron, Hard Ware, &c.

Taylor intends to sell cheaper than ever.

Fort Wayne Times and Press
February 23, 1853

The White Water Canal. — This work was surrendered some years since to a stock company. They completed this work, at great cost, to Hagerstown. From the commencement it has been a most ill-fated work, both to the State and to the stockholders. The stock is a total loss, and the company have not the means to repair the recent damages. The mill-owners are trying to do something merely to secure the water for hydraulic purposes. A petition has been presented in the Senate asking the General Assembly to release the right, which the State has to the redemption of the work, by the payment of the expenses incurred and some other minor privileges. If this is done we are told that a company will be organized who will construct a railroad on its bank. The right of redemption is worth nothing. If the State owned the work today, there is not a member of the Legislature who would be willing to vote one dollar for its repairs. The Constitution prohibits borrowing money for such purposes, and no one would consent to tax the people to invest the proceeds in an enterprise so precarious and uncertain. — Indianapolis Sentinel

Fort Wayne Times and Press
March 2, 1853

St. Marie's Canal. — Michigan, after contemplating the step for years, has, at last decided to construct a ship canal round the Falls of St Marie's between Lakes Huron and Superior.

THE HOOSIER PACKET - AUGUST 2013

Almost simultaneously, the Canadian government has determined to do the same thing on the Canadian side. The work is estimated to cost \$180,000, which was to form an item in the budget of estimates to be presented to Parliament at its present session.

This easy communication with the Lake Superior region is demanded by the growing commerce and importance of that region. Both will be greatly promoted by it.

Fort Wayne Times and Press
March 2, 1853

A correspondent of the Wabash Gazette propounds the following:

Mathematical Question.

A started from Wabash to Fort Wayne at the same time B sat down to breakfast, there was also a boat passing at the same time, in the direction of Fort Wayne, at the rate of 5 miles in 2 hours. Just 4 hours after he started, he met a boat coming in the direction of Wabash, at the rate of 5 miles in 1 hour. B, after eating his breakfast, started immediately for Fort Wayne, traveling at the same rate that A did, and overtook the first mentioned boat 5 miles from Wabash, and met the other exactly 30 minutes before he got half way to Fort Wayne. Now, allowing the distance from Wabash to Fort Wayne to be 40 miles, it is required to find the length of time B was eating his breakfast.

Jonathan Weesner.

Fort Wayne Times and Press
March 3, 1853

Crossing the Isthmus. — A letter to the Philadelphia Ledger says:

As there is much misrepresentation on this subject, on the total forms a considerable item, I will give the particulars, just as they occur upon the road. After landing at Aspinwall, you must take lodgings for a couple of days, which will cost you \$4; railroad ticket \$8, portorage \$1 — On arriving at the present terminus of the road, at Barhacon, you pay for carrying your trunk to the boat \$1; dinner \$1.20, and boat hire \$3. — At Gorgona you remain over night and pay for two meals and a bed, \$2.50. A riding mule to Panama cost you \$18, and the transportation of your baggage, say 50 pounds, \$9. At the half way house you stop all night and pay for two meals, and sleep outside free, if it don't rain. — When you arrive at Panama you take board at Cocoa Grove, at \$2 a day, or as much higher, at other places, as you like to go. I stopped at the grove three days, at a cost of \$5, portorage on your trunks to the boats, 75 cents, and boat hire to the steamer, \$1. This makes a total of \$60, actual expense, and as you must drink something on the way, and drinking is costly you may set

down \$10 more to this head, which will make the round sum of \$70. The agents of the steamers in New York, will tell you as one told me that fifteen or twenty dollars were quite enough for all expense in crossing the Isthmus. In consequence of this deception, many men and women were obliged to walk from Gorgona to Panama, from the effects of which several have died upon this ship already, and many more will doubtless, die on the steamers following us. Is there no crime in this? If there is, who are the guilty ones? Let the friends of the dead, and the friends of humanity answer.

Fort Wayne Times and Press
March 23, 1853

Doyle's Packets. — We have been requested to say that Doyle's Packets are now running from Piqua to Delphos, and will in a few days run to the Junction.

Fort Wayne Times and Press
March 30, 1853

The Canal. — The repairs on the Canal are completed, and water was let in on Saturday night last. Navigation is fully open and boats are running from Toledo. A telegraphic dispatch from Mr. Backus, the resident Engineer of the Miami Canal, says, — "navigation will open through to Cincinnati and Toledo, from the Indiana State Line, on the 25th.

Doyle's Packets have for some time been running as far north as Delphos (Section Ten), and are now, no doubt, running to the Junction.

Petree's fine Packets will commence their regular trips between Toledo and Terre Haute on the first of April. Whether they will run further south than Terre Haute, we are not informed. The Boats of this line, we understand, have been thoroughly repaired, newly painted, and are "as good as new." The Captains, as far as we know them, "know their business like a book," and a ride with them, instead of being a tedious and irksome task, as Packet riding too often is a pleasant trip. This remark, we believe, although we are not able to speak from experience, is equally applicable to Doyle's Packets, named above.

The coming season bids fair to be one of exceeding activity on the Canal, both as regards travel and transportation. The warehouses here, and, we understand, along the whole line, are full to overflowing. We are glad that the hardy, industrious, and energetic men who navigate the canal are likely to reap a rich reward. They deserve it.



THAT FILTHY CANAL

The northern portion of the Wabash & Erie Canal closed in the early 1870s. Thereafter it became a nuisance. Pete Jones, CSI member from Wabash, Indiana sent in the following articles from the *Plain Dealer* of Wabash that show what a problem the canal became. Note that the canal ran just behind the *Plain Dealer* where the railroad tracks are now located.

March 5, 1893

A Pestilence Breeder

The rotten old ditch in the rear of the business houses on the south side of Canal street, formerly known as the Wabash and Erie canal, is an intolerable nuisance, and unless something is done before warm weather comes, it will prove a pestilence breeder. It is reeking in filth from the Big Four bridge to its outlet.

If the old cesspool is in its present condition when the heated term comes, there is no telling what contagion may be introduced here, and as the old canal bed extends the whole length of the city, there isn't the least doubt but whatever disease is caused by the horrible stench of decayed vegetable and animal matter, with which the ditch is nearly bankfull, will become epidemic.

In case of any sickness, the cause of which can be traced to the filthy condition of the canal bed, the owners of it should be held responsible. The ditch has been a receptacle for all kinds of filth for years, and has long since been declared a nuisance by the entire population of Wabash. The city papers have, time and time again, called the attention of the authorities to the condition of the old canal bed, and the *Plain Dealer* again urges that something be done in the way of having it cleaned up, before sickness and death are caused through its filthiness.

A prominent professional gentleman called at the *Plain Dealer* office yesterday, on business. One of the rear windows of the office was hoisted in order that he might get a better view of some object on the outside, and the gentleman, catching a glimpse of the rottenness of the filthy old ditch, drew back in horror, exclaiming that an indignation meeting of the citizens should be called to take action in the matter at once. He stated that he would not take the best business room on the south side of Canal street as a gift, if he were compelled to have his office in it.

It is sincerely hoped that no further mention of the stink hole will be found necessary, but that the authorities will do their duty in the matter.

March 6, 1893

A.N. Dukes, of Peru, Under Arrest

They are after the owners of the old Wabash & Erie canal bed at Lafayette with a sharp stick for maintaining a nuisance, and A. H. Dukes, of Peru, is now under arrest. The *Lafayette Courier* says of the scrimmage:

Several weeks ago the grand jury of this county returned indictments against the owners, three in number, of the old Wabash & Erie canal, charging them with maintaining a public nuisance. For a number of years the old canal trench has been a spreader of disease and a source of great annoyance to the people of Lafayette. Since the indictments were returned there has been a great deal of complaint at the non-arrest of the owners, no longer than this morning a well known citizen, was making personal grievance in the *Courier* office. In the circuit court this morning, however, the return was made of the indictment against Thomas J. Immel, one of the owners, disclosing to Judge Langdon that the gentleman named was arrested at Logansport yesterday and gave bond for his appearance in the sum of \$500. Aaron N. Dukes, of Peru, another, and probably the most prominent owner, was arrested in that city, on a *capias* from this county and the indictment has also been returned together with Mr. Dukes' bond in the sum of \$500 for his appearance. Still another remains to be arrested, a task which will probably be accomplished in a few days. The two gentlemen named have retained Stuart Bros. & Hammond as counsel to conduct their defense. The canal is owned by Dukes, Shirk & Co.

May 9, 1893

Nuisance that Should be Abated

The rottenness of the old ditch in the rear of the business houses on the south side of Canal street is increasing in nastiness if such a thing is possible. Several of the persons who are compelled to inhale the horrible stench which arises from decaying matter of all kinds, with which the old canal bed is reeking, are suffering from malarial attacks which the physicians attribute directly to the filthy condition of the ditch which is nothing more or less than an open sewer.

The *Plain Dealer* again calls the attention of the authorities to the pestilence breeding nuisance, and insists that something be done for the relief of the business men and working men and women who are compelled to inhale, from ten to twelve hours a day, the venomous odors that arise from the festering cesspool. Prompt attention may be the means of saving life and preventing a good deal of sickness.

The rotten old canal bed is owned by Peru parties and they should be held strictly responsible for all sickness which may arise from the filthy condition of their open sewer.

Fire Fighting in Cincinnati.



This old postcard dated December 3, 1908, Cincinnati, Ohio shows firefighters pumping water from the Miami & Erie Canal in downtown Cincinnati. The card was copyrighted in 1908 by The Kramer Art Company of Cincinnati. Sent by Neil Sowards, Ft. Wayne, IN

WHITEWATER CANAL STATE HISTORIC SITE OFFERS GUESTS NEW CANAL EXPERIENCE FOR THE 2013 SUMMER SEASON

New for the 2013 travel season, The Whitewater Canal Historic Site will combine the best Whitewater Canal has to offer into one Whitewater Canal Experience package for visitors. The new Whitewater Canal Experience will allow guests to tour and see the Metamora Grist Mill in action, take home a pound of freshly made cornmeal, and ride the canal boat for \$7 per person, \$12 per couple or \$16 for a family of 4.

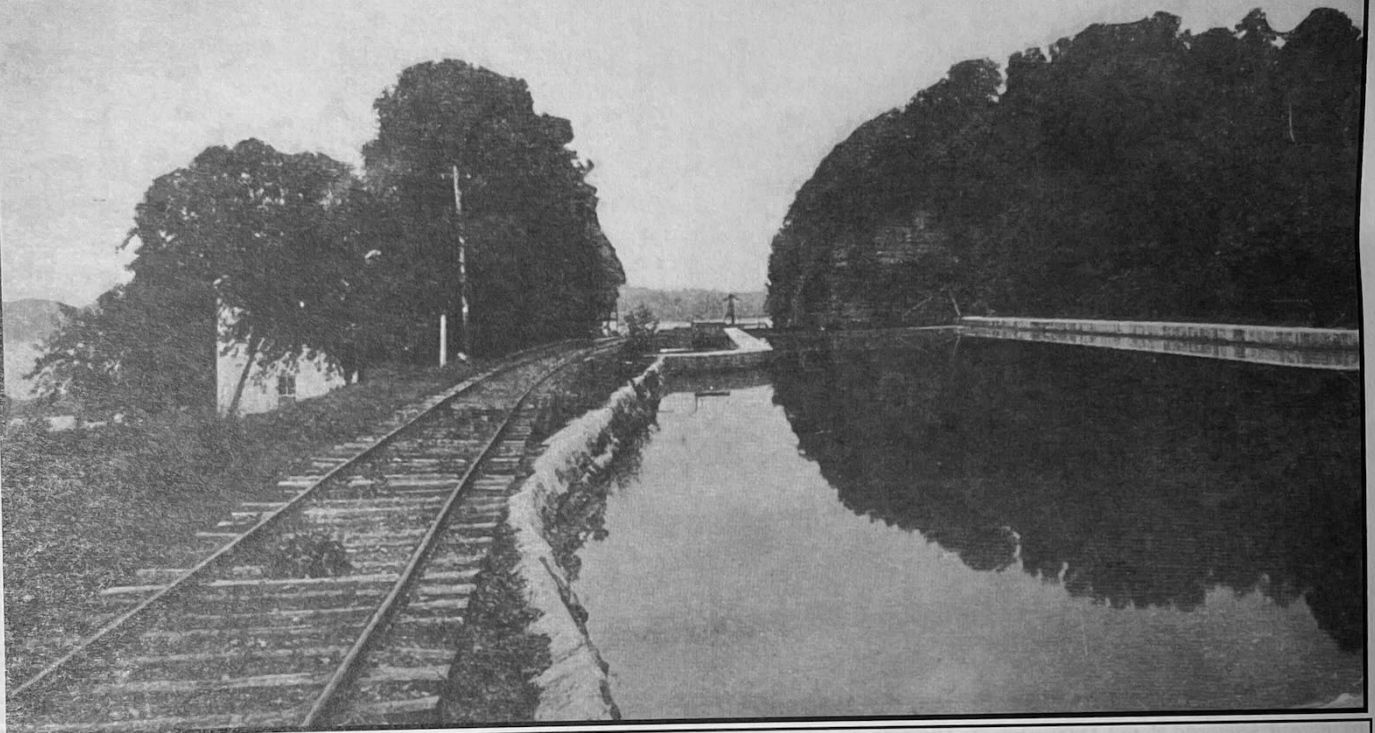
"From the cut stone locks in our working grist mill to the Duck Creek Aqueduct—a unique covered bridge type, these iconic structures are rare in Indiana. We work hard to keep everything in working order according to historic standards and we are very proud of it," site manager Jay Dishman explained. "By offering visitors this new bundled experience package, we hope more people will get excited about it too and be encouraged to come out and experience life back in the 19th century in our beautiful surroundings."

Normal pricing is \$5 for a boat ride and \$4 for corn meal which makes this bundle a real deal. The Whitewater Canal Experience package will run Wednesday through Sunday at noon, 1 and 2 p.m. beginning June 1 through September 29, 2013. Tickets may be purchased at the Grist Mill or the Canal Boat ticket office in Metamora. For more information on the Whitewater Canal Experience, call 765-647-6512.

NATIONAL TRAILS DAY CELEBRATED BY MECCA

On Saturday June 1, 2013 at 10:00 a.m. canawlers and friends joined the Miami and Erie Canal Corridor Association (MECCA), the Shelby County Park District and the Buckeye Trail Association for a Towpath Trail Celebration and Hike event. The event began at the trailhead at the Lockington Reserve and celebrated the rerouting and clearing of a 1.5-mile-long section of the Miami and Erie Canal Towpath Trail near the Village of Lockington. The hike on this trail section highlighted an original hand-laid stone aqueduct over Fox Creek, stone mile marker 101 and views of the Loramie Creek floodplain.

Lock 7, Muscle Shoals Canal, Florence, Ala.



MUSCLE SHOALS CANAL 1836-1918

This old post card shows Lock 7, on the Muscle Shoals Canal at Florence, Alabama alongside the Tennessee River. The historical marker for the canal is located in downtown Killen at the intersection of U.S. Highway 72 East and Lock Six Road. It says that Lock 6 was the headquarters of the Muscle Shoals Canal and explains that in 1836 an attempt to bypass the Shoals proved unsuccessful. On November 10, 1890, the canal from Rogersville to Florence was successfully completed. The Tennessee River fell 85 feet in 14 miles requiring nine locks to be constructed for the canal. The canal was closed in 1918. It was later covered by the backwaters from Wilson and Wheeler Dams. Jesse James robbed the U.S. payroll near Lock 6 in 1881. Neil Sowards, CSI member, Ft. Wayne, IN

The National Trails Day[®] 21st annual National Trails Day promoted and celebrated the importance of trails for recreation and fitness. The trails additionally showcased special and unique places that are only offered by trail access.

INDY'S NEW CANAL BOAT DOCK

The revitalized Central Canal in Indianapolis, often referred to as the "Downtown Canal" by reporters, is slated to have a lift system and dock built to prevent damage to the concrete canal wall and make loading/unloading easier for persons with balance issues. The \$40,000 project consists of two sections running parallel to the main dock with boat lifts at each end.

Human powered pedal boats give visitors a way to explore the canal. They are rented from Wheel Fun Rent-

als, which also rents kayaks, bicycles and four-wheeled surreys. Currently the pedal boats are tethered to the side of the canal, but the project, which will begin in early June, will only take 4 weeks to complete. Adventure-glass of North Webster, Indiana, has secured the contract. The new dock will be located behind and below Fire Station 13 at 9/11 Memorial. Frank Timmers, CSI vice-president, Carmel, IN

WELCOME NEW MEMBERS

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

Glen Schulz - Camillus, New York

Welcome Aboard!

IN MEMORIAM

WILLIAM J. SHIVE



William "Bill" J. Shive died on Friday, May 11, 2012 over a year ago. His son Bradford Shive just recently notified CSI headquarters of his passing. Bill was born on August 18, 1917 in Belleville, Illinois and spent most of his life there. He died in Belleville's Memorial Hospital and was laid to rest in its Walnut Hill Cemetery. He was 94 years of age.

After attaining a bachelor of science degree in general engineering from the University of Illinois where he was a member of Theta Xi Fraternity, he was a Lieutenant in the Navy during World War II.

Before retirement, Bill was the president, treasurer and sole owner of Sterling Steel Casting Company in Sauget, Illinois. He was an honorary member of the Steel Founders' Society of America and was active in many foundry societies, including American Foundrymen's Society, Cast Metals Federation and Illinois Cast Metals Association.

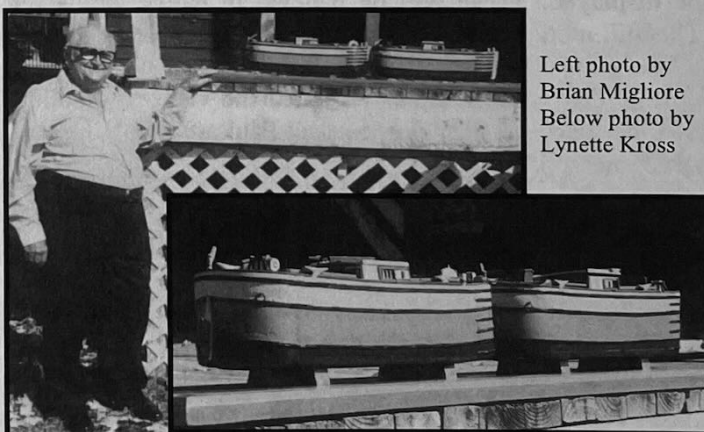
He served as president of the St. Clair County Historical Society, Golden Eagle River Museum, Lake Sara Services, and Cooperative and Good Neighbors of Lake Sara. He was on the Board of Directors of Illinois Manufacturers Association, Union National Bank, and Mississippi River Chapter of Sons and Daughters of Pioneer Rivermen. He was a charter member of the American Canal Society, Col. Friedrich K. Hecker Camp No. 433, and Sons of Union Veterans of the Civil War. He was a members of the First United Presbyterian Church, Belleville, Illinois; Historical and/or Genealogical Societies in Columbia County, Pennsylvania; Lyon County, Kentucky; Ft. Worth, Texas; Carondelet Historical Society, St. Louis; Canal Societies of Illinois, Indiana and Pennsylvania; Midwest Riv-

erboat Buffs, National Society for the Preservation of Covered Bridges; Indiana Covered Bridge Society, Society for the Preservation of Old Mills, National Museum of Transportation; sons of the American Revolution; and B.P.O. Elks.

Bill was preceded in death by his wife, Phyllis (Parsons) Shive; his parents, Raymond O. and Posey E. (Woelk) Shive; and his brother, John O. Shive. Surviving him are his daughter, Nancy Rae Shive of Dallas, Texas; sons, Scott R. Shive of Riverview, Florida, Bradford W. (Leslie) Shive of Dekalb, Illinois and Ralph C. (Linda) Shive of Granger, Indiana; grandchildren, Valerie R. Shive, Evan B. Shive, Clayton R. Shive, Allison M. Shive, Lauren E. (Jon Michael) Plennert and Lindsey Shive.

Bill enjoyed attending CSI tours. On one tour Bob and Carolyn Schmidt found a huge wrapped box in their hotel room with no name on it. Upon opening it they found a 2' x 2' wire frog that had a place in which to put a flower pot. The Schmidts spent the day trying to find out who gave it to them. Bill finally said he had bought it for them in Texas. On another tour Bill brought two models of Pennsylvania canal boats that carried coal for our members to see.

His son Bradford wrote, "My father really enjoyed the history of canals and waterways and the roles they played in building America." Bill took Bradford, his wife and four children to the Hennepin Canal where Brad says he learned a lot. Bill will be missed.



Left photo by Brian Migliore
Below photo by Lynette Kross

DELPHI FEATURED ON TV

Delphi and Canal Park were featured recently on "The Weekly Special" with Jessica Nunemaker. To view this short video about Delphi's attractions go to:

<http://indianapublicmedia.org/theweeklyspecial/>

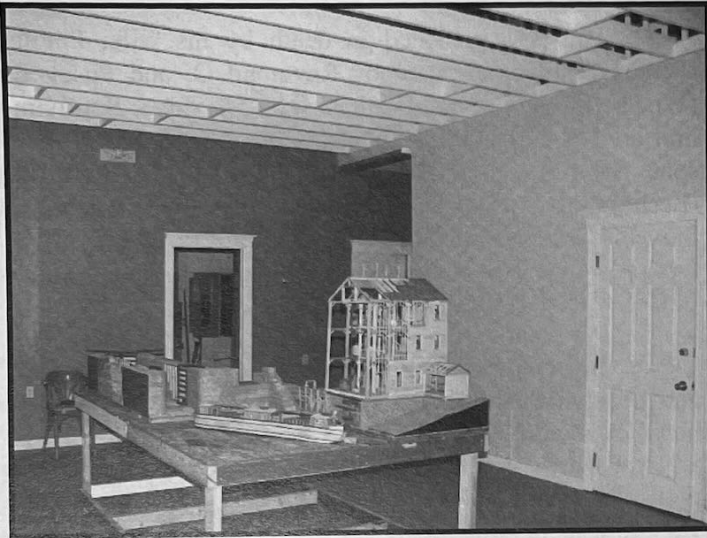
For a longer video about Delphi and the canal see "Delphi, Indiana: Storied Past Stellar Future" at:

<http://www.youtube.com/watch?v=hFJebUu53p0>

Many of these attractions will be seen on the CSI/CSO's tour of "Delphi's Canal Park & Trails" on September 20-22, 2013.

Don't miss it!

WHITEWATER CANAL



CANAL WATER POWERED MILL

(Continued from page 2)

Paul's models were set up temporarily in the visitors' pavilion to design the display cases they will be in as they can afford to build them, and to see how much room they would take up. The finish plan is to landscape the models and have them in plexiglass cases. They just finished the 2x4 framing for two counters on which they will be displayed. These will be paneled in native hardwood. The mill model structure is very nearly completed.

Candy Yurcak has designed the visitors' pavilion. She, her husband, Ron Yurcak and Paul are doing the construction work.

GATEWAY BLUEGRASS FESTIVAL

The Whitewater Canal Byway Association had its 3rd Annual Bluegrass at the Gateway Festival, June 26-29, 2013. This four day fun filled event, was held at the Whitewater Valley Gateway Park on US Highway 52 in Metamora. There was camping, workshops, vendors, open mic night, jamming with the stars, and of course great music. Performing this year were Appalachian Grass, Open Rail, Tish & Co., BerhacahValley, The Retread Bluegrass Band, My Favorite Bluegrass Band, Dixie Ryders and the Coffey Brothers.

On Wednesday night (June 26) other bands joined together on the small stage for open night mic. This provided an opportunity for little known bands or individuals

to be seen. One group from Wednesday night's performers were chosen to play next year on the big stage.

On Thursday night those camping at the Gateway Park joined together for a pot luck dinner, This was followed by an open jam session with Vernon and Kitty McIntyre.

All proceeds from this event go to support the mission of the Whitewater Canal Byway Association.



The Central Canal: Part of a statewide canal system begun in the late 1830s. It was projected from Peru to Worthington via Marion and Martinsville. Twenty-four miles were completed in this region. Railroad soon replaced the canals.

A flood wall is proposed to run alongside the canal and flood gates placed within it that will take away its historical appearance.

Photo by Lynette Kross

INDIANAPOLIS' FLOOD WALL

The proposed flood wall that is to protect Indianapolis' north side neighborhoods from a 300-year flood of the White River has been controversial for several years and was the topic of an *Indianapolis Star* article on June 7, 2013. It said that the U. S. Army Corps of Engineers issued a report recommending two potential pathways for constructing the wall from the levee by the Riviera Club property that is currently under construction.

When protecting the Rocky Ripple area was first planned, its residents opted out of the plan in 1996. Then later they wanted to be included in the plan, which added to its cost. Back and forth fighting between the north side neighborhoods and the Corps delayed the plans. Then the city and Butler University opposed some of the options. Now the corps says that the current two options (six options have been studied) are the most cost effective.

Option 1: Starting at the levee near the Riviera Club the

wall would follow a route along Westfield Boulevard and the Central Canal with a 4-foot-high wall on top of which 2-foot panels could be added during periods of flooding. It would have a flood gate structure built across the Central Canal near Capitol Avenue and end on Butler University's campus near Holcomb Gardens. It is opposed by Indianapolis' city officials and Rocky Ripple and Butler-Tarkington residents. This option places Rocky Ripple between the flood wall and the White River. An old levee is currently protecting its 335+ homes, but is deteriorating and is in need of major repairs. Butler-Tarkington residents don't want the trees along the canal to be removed or their view of the Central Canal obstructed by the flood wall.

Cost of project: \$15.6 million

Option 2: Starting at the levee near the Riviera Club the wall would zigzag across the Central Canal where a gate structure would be built and then end north of Chase Bank on high ground at Illinois Street and Westfield Boulevard where flood gates would also be built. This would not improve Rocky Ripple's flood protection and would leave part of the Butler-Tarkington neighborhood along the Central Canal unprotected that the other plan would protect. This option is endorsed by the Indianapolis Department of Public Works.

Cost of project: \$13.8 million

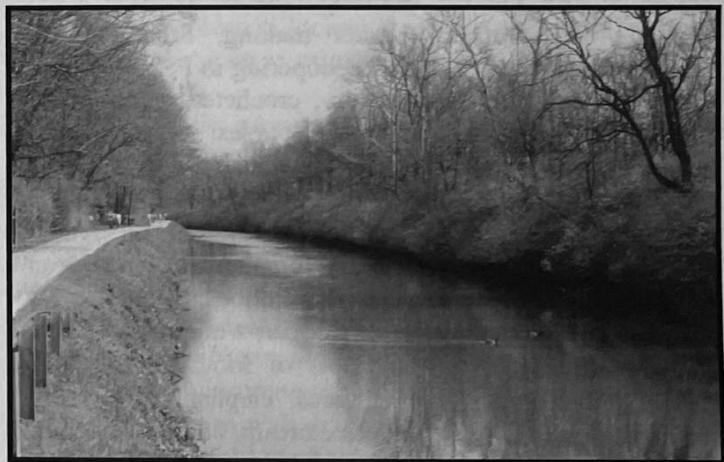
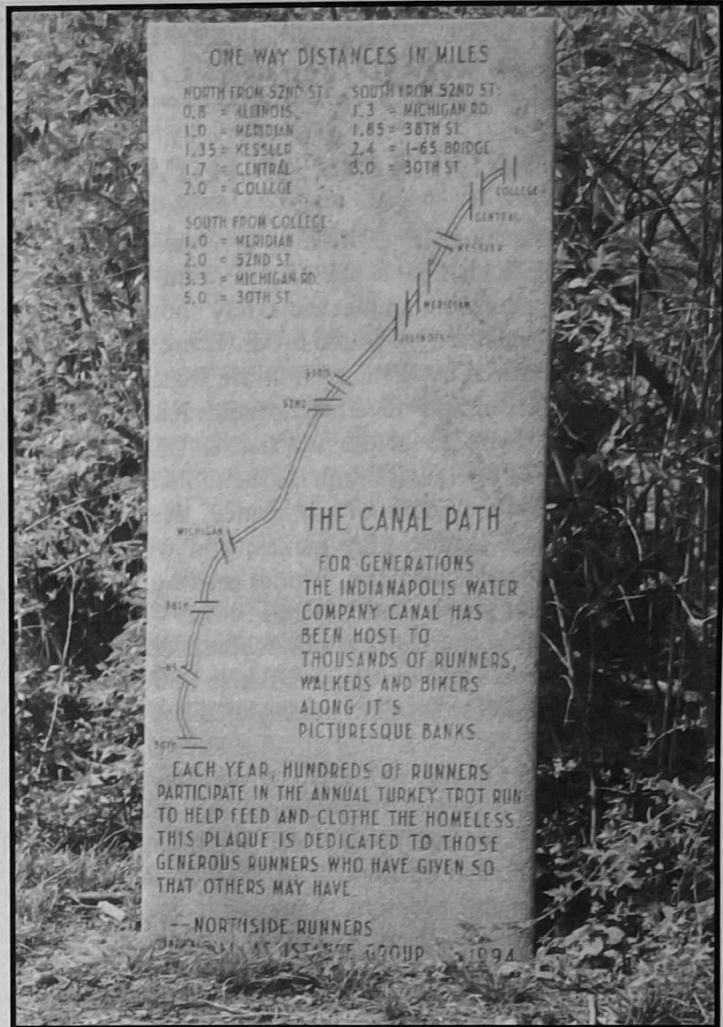
Alternate Plan for Rocky Ripple: Demolish 43 structures, 22 of which are homes, build a levee and 12-foot flood wall around Rocky Ripple along the shore of White River and connect to the campus of Butler University.

Cost of project: \$49.1 million

The 238-page final supplemental environmental impact statement has been issued by the Corps following two years of debate. The Louisville office will make a final decision after the 30-day comment period ends on July 8, 2013. The Public Works department has asked for a 90-day extension to the comment period.

Funding for the project will come from federal and city monies. The \$6.5 million previously set aside for helping to protect Rocky Ripple is no longer available. The Department of Public Works only has \$250,000 to study the neighborhood once the city is allowed to survey the private property. But the city needs to choose an option and act on it to get the existing federal support and to lower flood insurance rates for residents in the Broad Ripple and Warfleigh neighborhoods.

In order to meet corps safety standards, all trees and vegetation within 15 feet of the existing levee and flood wall must be cleared. The Canal Society of Indiana is not in favor of this denuding of the levee or of either of the



What will the Central Canal towpath look like for runners and walkers after the project is completed? Photos by Bob Schmidt

options. Flood gates across the Central Canal or a flood wall running adjacent to it will take away its beauty and change its historical appearance. Although CSI has written letters and attended meetings, it appears that our objections are being overlooked.

Chuck Huppert, CSI director, Burtonsville, Maryland

NEWS FROM DELPHI

HAPPENINGS IN CANAL PARK

KIDS DAY On June 22, 2013 kids and their parents attended the first "Kids Day at the Canal" from 11 a.m. to 3 p.m. Special events were an electric safety show at 12 noon and 1:30 p.m. presented by Uncle Fred. There was a coloring station sponsored by Wildcat Wildlife Rescue and child ID kits from the Delphi Police Department. Kids could tour the museum to learn about the Wabash & Erie Canal and how its structures operated; climb on the replica Delphi stationary canal boat; explore an ambulance, fire truck, semi truck, tractor and loader; play games; and watch crafters demonstrating basket weaving, broom making, and blacksmithing. Special prices were offered to ride "The Delphi" down a watered section of the old Wabash & Erie Canal. Bikes, paddle boats and kayaks could also be rented. Some kids chose to walk the towpath trail. Admission was free.

CANAL DAYS On July 6-7, 2013 "Canal Days" were held in the park with a special 10th Anniversary celebration for the Wabash & Erie Canal Conference and Interpretive Center that was dedicated on July 4, 2003. Honoring this dedication a power point program showing the construction of the center was shown from 10 a.m. to 4 p.m. on Saturday and noon to 4 p.m. on Sunday during which time visitors could also look at a colorful quilt show or tour the canal museum. Outside the building talented crafters demonstrated blacksmithing, basket making, broom making, leather work, crocheting, and cooping in Pioneer Village. Items for sale included jewelry, crocheted items, pottery, scroll saw work, yard ornaments, purses, soaps and mugs. They also listened to music while cruising down the canal on *The Delphi*. On Saturday from 10 a.m. to noon Don and Cheri Roberson entertained. From 1-3 p.m. on Saturday Tom Baugues played the barrel organ. Rita Chezem and Floyd Fultz provided music from 12 noon to 3 p.m. on Sunday. The Reed Case house was open without charge. And there was food.....lots and lots of food.....sandwiches, pulled pork, brats, walking tacos, elephant ears, roasted sweet corn, drinks, soft serve ice cream, and those wonderful home baked pies.

Earth Day Posts were set next to the Fouts House for a tall fence on an extremely cold day. This would eventually be completed as a fenced-in, walk-through kitchen garden with raised beds for herbs, flowers and vegetables on either side of the walkway with gates at either end.

Buildings Moved Two old buildings have been moved to Canal Park. Jim Mullin donated an 1850s story-and-a-half

log building that was located near Burrows, Indiana. It had been covered with poplar siding that protected the logs. It requires replacement sill logs and perhaps a few others. Plans are to re-assemble it in the park this fall and use it as a loom house.

The 1880s Leiters Ford Railroad Depot was too tall to move in one piece. It has been disassembled by an Amish crew and moved to the park by canal volunteers. It is typical of early small-town railroad stations with its clapboard siding, corbels under the eaves and three sliding doors. It will be re-assembled at the present railroad exhibit site, close to the rail lines that cross towpath trail.

Flooding Caking mud and sediment damaged the southern canal trails as water from Deer Creek and the wetlands washed over them this spring. Volunteers will spread more stone of these trails.

Gray Bridge While the iron parts of the Gray Bridge were being painted a couple of trees and an old dock were removed to make room for its re-assembly and placement over the canal this fall.

Mill The scaled-down model of Adams Mill at Cutler, Indiana is complete. The interactive exhibit will have water powering the mill.

History Train On October 17-19, 2013 the Indiana Bicentennial Train will stop and park on the railroad tracks that cross towpath trail at Canal Park. About 3,000 visitors are expected to see the exhibits celebrating Indiana's 200th anniversary. Volunteers are needed.

Bison Award Roy Patrick, one of Delphi's Monday-Wednesday-Friday construction crew, was honored for his outstanding 15-year record of volunteering by the Bison Financial Group. Hip Hip Hooray!

Fouts House Now that finishing touches have been added to this pioneer home, Beverly Seese presides as the housewife and keeps the kettle going over the open fire.

Landscaping Indiana's state tree, the tulip poplar, and a hawthorn have been planted and the areas on either side of the steps to the main dock landscaped.

School Tours Over 400 children toured canal park this past spring. More volunteers are needed to fill the demand for these tours.

Canal Societies of Indiana and Ohio On September 21, 2013 the Canal Societies of Indiana and Ohio will spend the day in Canal Park taking in all that it has to offer.

Carroll County Wabash & Erie Canal, Association Directors Elected At their Annual Meeting in May, the following officers were re-elected. They are all members of the Canal Society of Indiana. Other CSI members serve on their board in various capacities. Hip Hip Hooray!

Dan McCain - President
Al Auffart - Vice-President
Frances French - Secretary
Steve Gray - Treasurer

NEW HAVEN CANAL DAYS

"Festival's Name Pays Tribute To Early Canal Days Lore" was the title of an article in *Aboite & About*. It said the Wabash & Erie Canal began in 1832, was a waterway from the Ohio/Indiana state line that connected with waterways to the east in Ohio, passed west through the Black Swamp and New Haven, Indiana, ended at the Ohio River in Evansville, and with other waterways ultimately tied to New York's Erie Canal. The reporter goes on and says its "kind of cool" when talking to others about history to be able to say, "I'm from New Haven, and the canal came through New Haven."

This year's festival entitled "Family & Faith" was held June 4-8, 2013. There was a big parade, a car show and cruise, a "New Haven's Got Talent" contest, quilt show, musical events, food tents, a mid-way, etc. but nothing other than the name was related to the canal. It was a homecoming for many individuals.

NATE'S BOOK

Dr. George Clark, CSI member from Louisville, Kentucky, notified CSI Headquarters that he had a handwritten copy of Nate Tagmeyer's experiences in World War II entitled *Hitler and I didn't Get Along!* Nate was CSI's artist up until the time he passed away. Dr. Clark wondered if CSI members might be interested in reading it. When we contacted Nate's brother, Dick Tagmeyer (note spelling variation), to ask permission to copy the book, he said he had a revised, typed copy of it, which he would let us use. We have made a few copies for our library and plan to loan them to anyone wishing to read it. An excerpt follows:

"April 5, 1944, we arrived in Fort Dix, NJ. We knew it would be the last stop before going overseas. Other than trips into Philadelphia to see the A's or Phillies, play, I remember little of our stay in Fort Dix. Our company picture was taken and a few more men joined us. Their division had been broken up and the men sent to units about to go overseas. They brought us up to strength.

"We left Fort Dix and went to Camp Kilmer, New York. Camp Kilmer was the actual port of debarkation. We were to leave there by train and end up at New York's docks.

"The army takes no chances with a bunch of draftees. They had a dummy train of about four cars so we could practice getting on the train and finding our proper seats.

"They also had a structure called a land-ship. It was a square two-story frame building surrounded by a moat. In the water were a couple of lifeboats on each side and landing nets and rope ladders hung down the sides of this "ship." We were to learn to scramble down these nets into the lifeboats so we would be ready to abandon ship in the event our troop ship was hit by a torpedo.

"In the months before we were to ship out, there was rumor going around that there would be a final physical examination that would be really thorough. None but the fit would go overseas. That last physical examination was given at Kilmer.

"With orders to take our mess-kit spoons and nothing else, we were marched to a building with a big empty room. In the entry we were told to take all of our clothes off.

"We then went single-file, stark naked, past two doctors. One told us to bend over and spread our cheeks. The second one took our spoon and, using the spoon handle for a tongue depressor, looked down our throats. That was the extent of the great examination.

"The most memorable thing that happened in New York came as a result of my visit to a U.S.O. club. A young woman was giving out tickets to movies, ball games and radio shows. I got in line. When the guy ahead of me was asked what he wanted he said he just wanted to go to a movie. The girl asked him if he would like to go to a ball game. No, he just wanted to go to a movie. Then she asked if he would like to see the Fred Allen radio show. He just wanted to go to a movie. I said I'd like to see Fred Allen. The girl told me to wait and ended up giving him a movie ticket. Then she told me he was given first choice because she could tell by his service ribbons that he had been overseas. As he hadn't wanted to see Fred Allen, I was given the ticket. Like most people who are interested in humor, I all but worshipped Fred Allen and was delighted."

If you are interested in borrowing a copy of the book please contact CSI headquarters at indcanal@aol.com. We can then make arrangements for getting it to you and ask that you return it. Postage for a book is around \$2.

COULD THE OUTCOME OF INDIANA'S INTERNAL IMPROVEMENTS BEEN DIFFERENT?

Dr. James Hervey Stewart includes letters written to him in his 1872 *Recollections of the Early Settlement of Carroll County, Indiana*. Stewart was the clerk of the court at Delphi for 25 years. One letter he received was from John L. Dumont, then candidate for Indiana's governor in 1837. In it Dumont used a report made by canal commissioner Thomas Blake to compare the pay of the Internal Improvement corps of officers to that of all other State Government officials. Previous to this letter Dr. Stewart explains the election issue and says that he supported the classification of the Public Works put forth by Dumont, a lawyer from Vevay, Switzerland County, Indiana. The election was won by David Wallace receiving 46,067 votes versus Dumont's 36,915 votes. Had Dumont won the election and his plan to complete public works adopted, there might have been a different outcome than Indiana having to restructure her debt.

JOHN DUMONT,
AND THE ELECTION OF 1837

"One of the most exciting and interesting election canvases ever witnessed in this state, was the race for governor, in 1837, between Governor (David) Wallace and the Hon. John Dumont. These gentlemen both belonged to the same political party, and the sole issue between them was the classification of the *Public Works*. Governor Wallace and his friends favored a simultaneous carrying on of all the works embraced in the mammoth Internal Improvement Bill; while the friends of Dumont favored a *classification*, extending that by prosecuting one or two works to completion at a time, the whole might ultimately be finished, and the State saved from bankruptcy. In the early part of the race, Judge Gamaliel Taylor, a Democrat, of Madison, was on the track, but the great interests at stake, in the all-absorbing subject of Internal Improvement, produced an overwhelming desire to ignore old party lines and fight the battle on the new issue. Judge Taylor, perceiving this feeling, declined the race, thus leaving the contest between Wallace and Dumont. Although Governor W. was the successful aspirant, Mr. Dumont made a most brilliant canvas, and the author (Stewart) remembers very well the effect his speeches produced in Carroll County. Like Whitcomb, he made no effort at the "spread-eagle style," but he presented his points so ingeniously, his illustrations were so plain, and his manner so candid and honest, that he produced a powerful effect. In fact, few men in the state were better calculated to *make votes* on the stump, than John Dumont."

LETTER FROM JOHN DUMONT
CANDIDATE FOR GOVERNOR IN 1837.

"SCIPIO, JENNINGS CO., INDIANA, July 2, 1837.

"DEAR SIR.— I have progressed so far, and made a speech here this evening. Since I left Indianapolis, I passed through Johnson, Morgan, Owen, Monroe, and Bartholomew Counties, and have no doubt of a strong impression in my favor in Owen, Monroe, and Bartholomew. As to the others, I have no certain intelligence, but do not doubt of getting a respectable number of votes in each of these counties. I have been on, and will be on, all the *battle-ground of the railroad from Indianapolis to Madison*. I call it the *battle-ground*, because it is the ground to be contested; but even along the line there is a great division of the people. If Taylor has any force in any county that I have passed through, it has entirely escaped my observation. Will you be so good as to notice favorable articles in the prints, and have them republished in the *Delphi Oracle*? I have, from the journals, made the following abstracts, which you could weave into an article for the *Oracle*. It is from a report to the Board made by Mr. Blake, and it shows, what is not generally known, that the corps of officers belonging to the present system, cost more than the whole State Government! It was some labor to extract it, but you may rely on its being a true expose of that which Mr. Blake reported in such a way as not to lead the mind to the expense of this almost sinecure Board.

"These are:

1 Principal Engineer on Canals.....	\$3,500
1 " " on Roads and Railways...	4,000
11 Resident Engineers.....	\$1,500 16,500
5 Senior Assistants.....	920 4,600
7 Assistants.....	696 5,072
11 Junior Assistants.....	556 6,116
6 Senior Roadmen.....	456 2,736
16 Roadmen.....	396 6,336
2 Junior Roadmen.....	348 696
15 Axmen.....	315 4,725
	<u>\$54,271</u>

Besides the Board of Internal Improvement, their secretary, and other contingencies. A *classification* would tend to disband two thirds of this eating corps.

"Has my speech in favor of opening the Wabash and Erie Canal been published in the *Oracle*? It was to have been published in the *Mercury*, of Lafayette, and in the Logansport papers, from one of which it may be copied. If it be copied in the *Oracle*, can a paper with a mark for publication be sent to the *Miami Chief* and to the Fort Wayne paper?

"Please write me a line about matters and things, to Vincennes, Knox County, and,

"Believe me yours, truly, JOHN DUMONT."