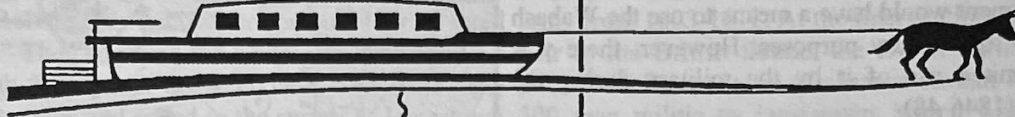


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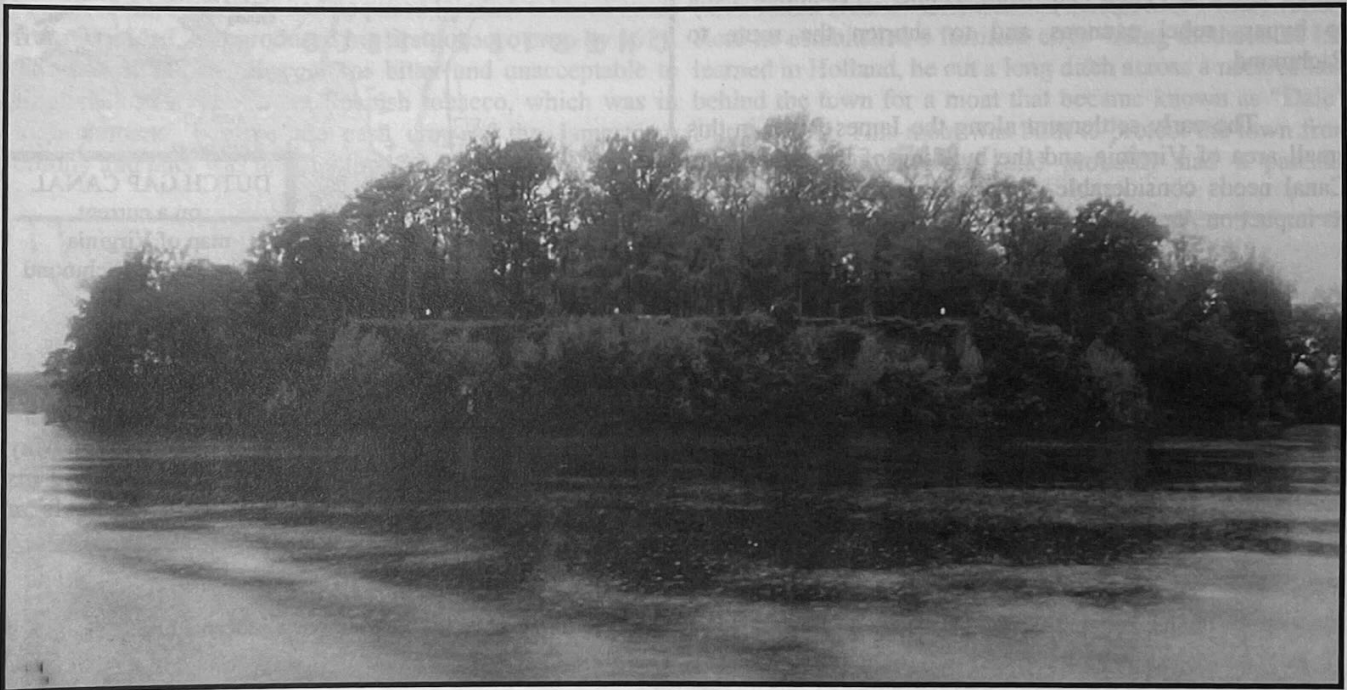
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P.O. BOX 10808 FORT WAYNE, IN 46854

SEPTEMBER 2013

THE DUTCH GAP CANAL



Although little is found in history books about it, probably more lives were lost per foot in length in digging the 500-foot-long Dutch Gap Canal than any other canal in the United States. All that remains of the original canal is one high bluff. Photo-Bob Schmidt

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THE DUTCH GAP CANAL

By Robert F. Schmidt

The purpose for building the Wabash & Erie Canal was to provide a means for transporting goods and passengers to and from Lake Erie and accessing eastern markets via the already completed (1825) Erie Canal in New York. As part of the land grant to the State of Indiana in 1827 for building the Wabash & Erie, it was provided that the federal government would never be charged a toll for any federal use.

During the War of 1812, the United States had

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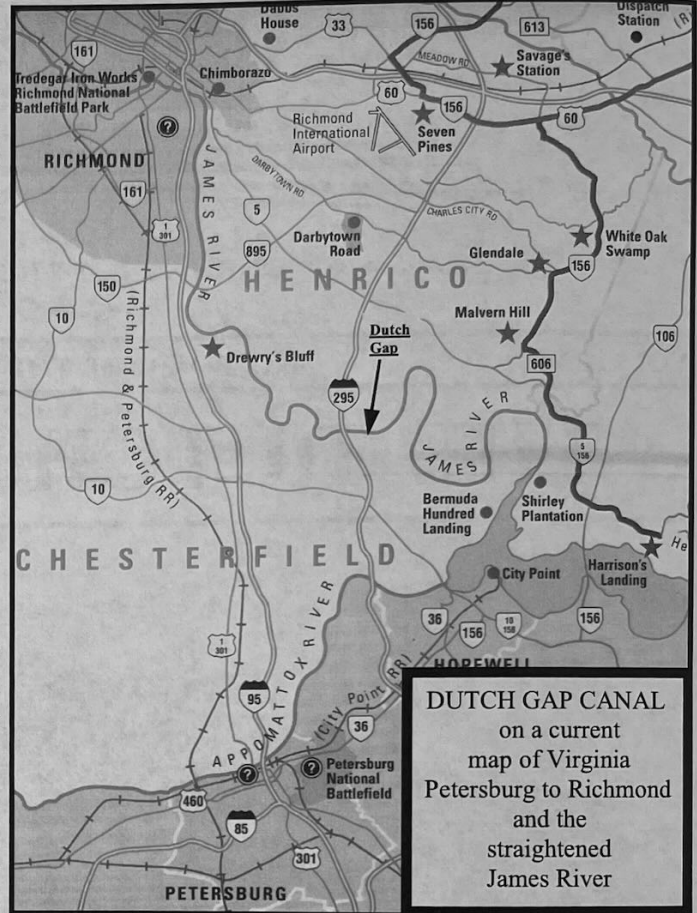
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found it difficult to move troops and materiel along the border with Canada, which was then occupied by the British. Thus, this clause was inserted to assure that the federal government would have a means to use the Wabash & Erie Canal for military purposes. However, there was only some limited use of it by the military during the Mexican War (1846-48).

During the Civil War other canals became useful to serve both Union and Confederate purposes. In some instances canals were attempted for just military use. General Grant tried digging a canal in Louisiana to get around the guns on the Mississippi river at Vicksburg. This effort ended in failure. Again in Virginia the Federals under General Benjamin Butler attempted to build a canal on the James River at Dutch Gap from August - December 1864 to bypass rebel cannons and to shorten the route to Richmond.

The early settlement along the James River in this small area of Virginia and the building of the Dutch Gap Canal needs considerable explanation to fully understand its impact on American history.

The first permanent English settlement in the New World was at Jamestown in May 1607. This island settlement was located about 35 miles up the James river from Chesapeake Bay. This location was selected to be defensible from a potential Spanish attack that never came. It was located in a low swampy area subject to disease and its fresh water was often brackish. The first men to arrive mostly died in the starving winter of 1610. Sir Thomas



Gates headed for Jamestown with nine supply ships in May 1609, but a hurricane hit them in the mid-Atlantic and his ship, "Sea Venture," was driven ashore on the reefs at

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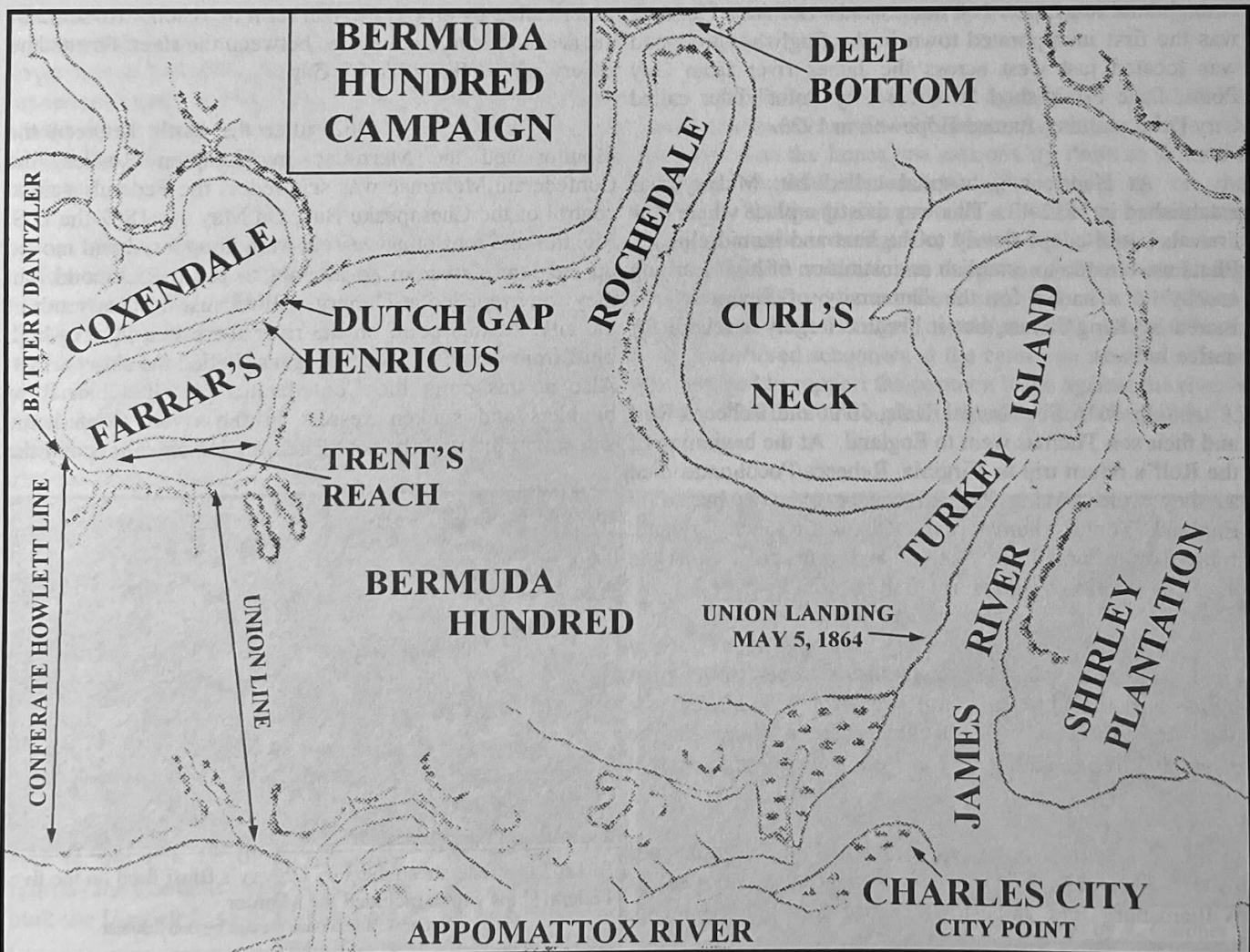
Bermuda. Only a few of his ships ever reached the Virginia colony.

John Rolf and his family were on board the ill fated "Sea Venture." They survived the landing in Bermuda, but his wife, Sarah, and infant daughter later died there. The survivors built ships and sailed in the spring to Jamestown arriving in May 1610 only to find 60 starving settlers. Gates decided to abandon the colony and to sail back to England. Fortunately he did not destroy the buildings at Jamestown, for as they started to leave the James river they were stopped by the arrival of Lord De-La-Ware and other re-supply ships in June of 1610. De-La-Ware turned the group around and reoccupied Jamestown.

John Rolf, who had acquired Spanish tobacco seeds from Trinidad, had produced his first tobacco crop by 1611. The native Indian tobacco was bitter and unacceptable to English tastes. The sweet Spanish tobacco, which was in high demand, became the cash crop of the Jamestown colony and later was the lifeblood of Virginia's economy.

Sir Thomas Dale, a soldier of fortune who had served for several years in the English army, was subsequently retained to serve in Holland for the Dutch army from 1603-1611. At the intervention of Prince Henry, heir to the British throne, the Dutch Parliament released Dale for a 3-year leave-of-absence so that he could lead a 300 man militia to Jamestown, which was struggling to survive. Sir Dale and his militia arrived in Jamestown in May of 1611. Dale then served as Virginia's marshal before becoming acting governor in the absence of Governor Thomas West and Lieutenant Governor Sir Thomas Gates.

Dale felt that Jamestown was ill suited to be the capital of the colony and, in 1611, he established a progressive development further up the James at Henricus (also called Henrico), named for his sponsor Prince Henry. Here he established a fortified city. Using methods he had learned in Holland, he cut a long ditch across a neck of land behind the town for a moat that became known as "Dale's Dutch Gap." This moat was built to protect the town from Indian or Spanish attack and probably had a palisade



behind it. This "neck" was actually a narrow strip of land about 500 feet long (about 1½ football fields) between the meandering James river.

The Indian princess Pocahontas was captured by the English and held at Henricus by Sir Thomas Dale as a guarantee of peace with her father, Powhatan. Sir Dale also helped to direct her conversion to Christianity through his friend Reverend Alexander Whitaker. It is also at Henricus that John Rolf raised his sweet tobacco. Rolf met Pocahontas, they were married and she changed her name to Rebecca. The very popular young Prince Henry died at age 18 of typhoid fever in November of 1612 without ever seeing Henricus.

In 1613 Sir Thomas Dale established Bermuda Hundred where the Appomattox river meets the James. The first part of the name "Bermuda" came from the island on which the early colonists were shipwrecked and for a time the island of Bermuda itself was part of the Virginia Company's property. The second part "Hundred" was from "hundreds," which were in colonial times large estates of enough land to support 100 homesteads. Bermuda Hundred was the first incorporated town in the English colony and was located just west across the James river from City Point. Dale established "Charles City Point" later called City Point and then named Hopewell in 1923.

At Henricus a hospital called Mt. Malady was established in 1612-13. This was mostly a place where new arrivals could adapt slowly to the heat and humid climate. Plans were made to establish an institution of high learning nearby. A Charter for the University of Henricus was issued by King James, but it became largely a school for native Indians.

In 1616 Sir Thomas Dale, John and Rebecca Rolf and their son Thomas went to England. At the beginning of the Rolf's return trip to Virginia, Rebecca/Pocohontas died as they were leaving English waters and was buried in England. Young Thomas remained for a time in England. John Rolf returned to Virginia and remarried. Sir Dale never returned to Virginia. He died in India in 1619.

All of the grand plans for Henricus quickly changed in 1622 when the town was destroyed in the great Indian uprising. It wasn't until 1693 that William & Mary was established in Williamsburg where a plaque in the original Wren Building reads "the college proposed at Henrico."

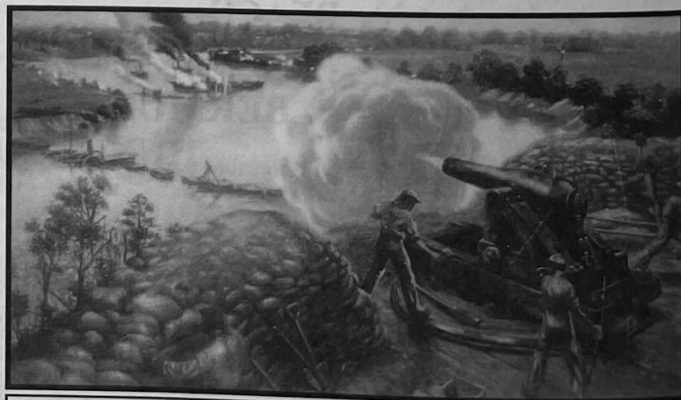
Jamestown remained the capital of Virginia until 1699 when the seat of government was moved to Williamsburg and Jamestown was basically abandoned.

Williamsburg was further inland on higher ground and freer of disease. The capital was moved for the third time in 1780 during the American Revolution to Richmond to give it more protection from British depredations and to move it more centrally to the growing population of the Commonwealth.

On May 21, 1861, during the Civil War, the capital of the Confederacy moved from Montgomery, Alabama to Richmond, Virginia. Virginia was key to the Confederacy because it was the largest state in both population and wealth and the Tredegar Iron Works was located in Richmond. Richmond, located about 78 miles up the James river from the Atlantic Ocean at the fall line of the James where the Piedmont begins, was only 98 miles from the Federal capital established in 1790 called Washington City. Either by land or river, the southern capital was the major goal of Union forces during the war.

Below the rapids in Richmond the James begins a meandering course southeasterly. Along some of this route are high bluffs and there are also long stretches of open water called by an old English term a "reach." At some of the necks of land the distance between the river's meanders is very narrow like at Dutch Gap.

On March 9, 1862, after the battle between the Monitor and the Merrimac in Hampton Roads, the Confederate Merrimac was scuttled as the Federals gained control of the Chesapeake Bay. On May 15, 1862 the U.S. Monitor and four other vessels were unopposed and moved up the James river in an attempt to reach Richmond, but they were repelled at Drewry's Bluff, just 8 miles south of the city. At this point on the river there is a 90-foot-high bluff from which Confederate guns shelled the ships below. Also at this point the Confederates placed a barrier of boulders and sunken vessels in the river. Confederate snipers on the river banks picked off Union sailors and the



In 1862 Confederate soldiers on Drewry's Bluff fired on the five Federal ships which included the Monitor.

Photo of National Park Service signage by Bob Schmidt

cannon fire on the wooden Union ships was deadly. Although the Monitor was not damaged, she was forced to retreat.

General George McClellan's Peninsula Campaign, the major attack on Richmond in the Spring of 1862, ended in failure. The Battle of Drewry's Bluff was part of his overall strategy. This upper James river area was generally quiet again until the Spring of 1864.

With the failure of General Meade to pursue Lee after the battle of Gettysburg, President Lincoln appointed General Ulysses S. Grant Lieutenant General-in-Chief in March of 1864. Grant relentlessly pursued Lee in the Overland Campaign and continued pushing Lee further south toward Richmond in a continuing series of battles. At the same time Grant directed General Benjamin Butler to push again for Richmond from the southeast. The objective was to cut the Richmond-Petersburg rail line at Petersburg, which supplied Richmond, and to draw troops south away from Lee as he was opposing Grant.

Butler chose to land 33,000 troops at Bermuda Hundred on the night of May 5, 1864, at the same time Grant was attacking in the Wilderness Campaign. Butler chose this landing site because he knew that the James river was well fortified at Drewry's Bluff from the Union's experience early in 1862. The landing went well and Butler could have pushed into the lightly defended route to Richmond. However, despite some early success, he moved slowly.

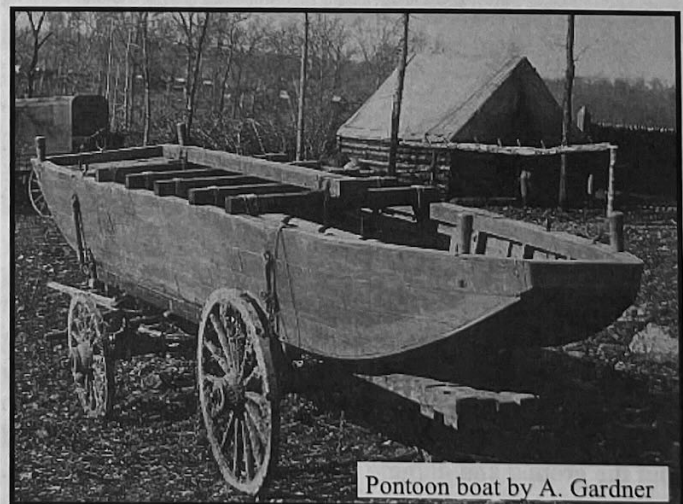
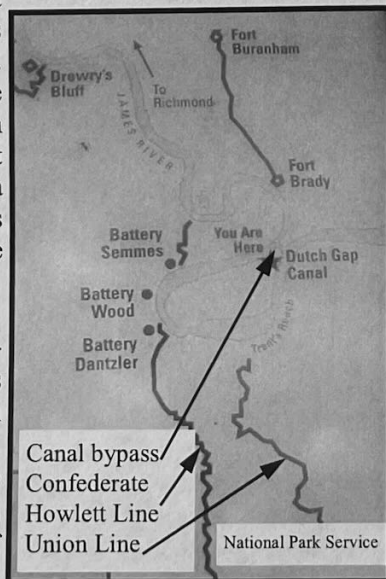
Butler again attempted to seize Drewry's Bluff but didn't follow-up his initial success and retreated. General Beauregard was able to gather reinforcements. The Confederates established a fortified line of trenches from the Appomattox River to the west side of the James. This wall of fortified defense was called the Howlett Line, named for the Howlett property on the James river at Battery Dantzler. Trenches on both the Confederate and Union sides effectively brought Butler's offensive to a standstill. He was "bottled up" on the Bermuda Hundred.

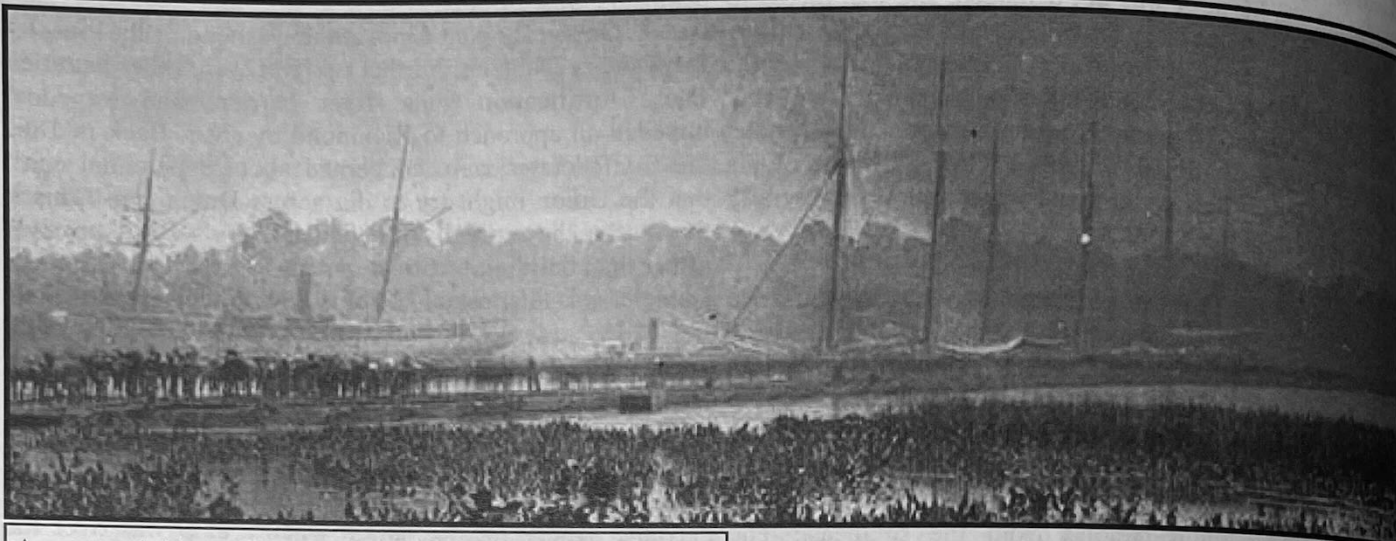
The Richmond-Petersburg Railroad runs north to south from Petersburg to Richmond. Just to the east of the railroad the Confederates built the Howlett Line of

fortifications and trenches. At the south end of Henrico peninsula was an open stretch of the James called Trent's Reach. On the Howlett Line, at the west end of the "reach," was Battery Dantzler. Further up river were other batteries. These fortification guns, river barriers and torpedoes impeded an approach to Richmond by river. Back in 1862 the Confederates were concerned about a potential canal that the Union might try to dig across Dutch Gap. This is the reason they initially fortified Drewry's Bluff up river rather than building fortifications on Trent's Reach. Battery Dantzler was later established in 1864 on the Howlett Line.

The rivers had been mined with torpedoes (mines), which were different from the contact mines that are used in today's warfare. As Butler discovered at Deep Bottom on the James, the torpedoes were electrically controlled by spotters along the banks who connected the wires to a galvanic battery for detonation when a ship was over the mine. Although local Negroes had alerted the Federal boatmen as to the general location of the torpedo, the Union troops found the detonation station abandoned and thought it safe to proceed upriver. However, the Confederates had moved from the right bank to the opposite swampy side and at 2:00 p.m. on May 6, 1864 the steamer, "Commodore Jones," was blown to pieces by a 2,000 pound torpedo at Deep Bottom.

After Cold Harbor, Grant again decided to shift his troops southward toward Richmond. A pontoon bridge was established on the James just east of City Point at Wilcox's Landing. General Butler, although bottled up on the Bermuda Hundred, did provide a buffer to protect the dangerous river crossing. On June 14-16, 1864 in a bold move, 115,000 soldiers and support operations including 3,500 cattle moved across the James river on a 2,100-foot-long bridge. This "bridge" consisted of 92 pontoon boats with 3 anchored schooners at the center on the east side of the "bridge" to support the pontoon boats against the river's current. The line of troops and materiel stretched about 35 miles long.





A pontoon bridge across the James below City Point at Wilcox 's Landing was 2,100 feet long and consisted of 92 pontoon boats anchored by three schooners. Historic postcard

At this time, Lee was unaware of Grant's exact location or his troop movements. General Beauregard, who was in charge of the Howlett Line and Petersburg, alerted General Lee as to Grant's plan to cross the James and quickly shifted troops from the Howlett Line to Petersburg, which was only lightly defended. The Confederates immediately began digging earthworks at Petersburg. While Confederate troops were being withdrawn, the Federals briefly occupied a small portion of the Howlett Line. When Confederate reinforcements arrived Butler's men were pushed back to the Federal lines on Bermuda Hundred. Thus the bottle was re-corked and the opportunity for General Butler to take Richmond was lost again. Grant headed south for Petersburg and also shifted some of Butler's forces there as well. Both Union and Confederate forces on Bermuda Hundred and the Howlett Line were stuck in a holding position until April 1865, when the Confederates evacuated Richmond.

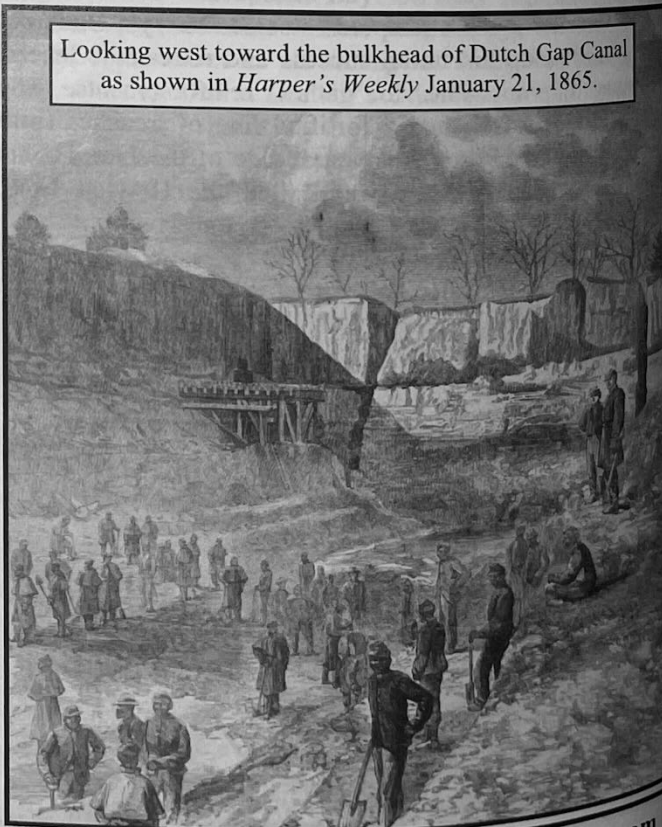
To avoid Confederate batteries above the James along the Henrico peninsula, General Butler then proposed digging the Dutch Gap Canal and planned a direct river assault on Richmond. A canal channel of about 500 feet across the neck would cut off about 6 miles of waterway that was exposed to the Confederate batteries and torpedoes. He felt this canal could be completed in 2-3 weeks. General Grant approved this plan.

In early August 1864 General Butler called for volunteers among colored troops. He offered an extra month's pay after the first month's service and another month's pay upon completion of the canal. About 400 eager volunteers were assembled and crossed the river to Dutch Gap on the evening of August 8th. Engineers staked out the ground and digging was very easy in the sandy soil.

During that first night a deep ditch was dug across the neck of the peninsula, leaving about 15 feet at the west end toward the Confederate line intact as a bulk-head and protection from their guns. As the morning sun rose the Confederates quickly recognized the plan, trained their long range guns, opened up from the Howlett Line and began shelling the canal diggers.

Remember Thomas Dale had selected this site for Henricus because it was about 45 feet above the James. Now the workers needed to dig down 45 feet plus another 20 feet for a canal channel 60 feet wide so federal gun-boats could easily pass through. After the initial easy

Looking west toward the bulkhead of Dutch Gap Canal as shown in *Harper's Weekly* January 21, 1865.



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digging the workers soon reached a very hard clay.

As protection from the continuing shelling of the Confederates, the canal diggers dug caves in the banks. They could easily detect long range gunfire because at first there were puffs of white smoke and then the screaming of the shells as they approached the diggings. Workers were being killed and maimed each day as shelling increased and canons were repositioned for better accuracy. Workers lived in unsanitary conditions so that malaria and fevers took their toll as well.

After a month General Butler gave up on the volunteer plan and began ordering Union troops to the canal diggings without offering any special incentive. A steam dredge was brought into the operation that was run by a civilian crew. The planned dimensions of the canal channel was reduced so that only smaller paddle-box steamers would be able to use the canal when completed.

The Confederates switched their attacks from canons to the more precise and deadly mortars. Mortar shells, which could not be heard to give an advance warning, caused the death toll to rise even faster. Working conditions became a living hell.

Two months had gone by and the canal was far from finished. The dredge at the water level was only half way through the canal cut. The working space became more confined and the work continued into October with very little progress. Soldiers, who were being court-martialed, were ordered to "hard work at Dutch Gap Canal." As the siege of Petersburg dragged on, the canal was nearly completed by late December 1864. Over 67,000 cubic yards of soil had been removed. Destruction of a coffer dam on the eastern end and the 15 foot bulkhead on the western end was all that was needed to complete the canal. The theory was that, once the earthworks were removed, the flow of the James would wash out enough of the remaining sediment to clear the channel.

By January 1, 1865 six tons of black powder had been tunneled inside the bulkhead. General Butler and staff assembled to view the spectacle. The fuse was lit. At the last minute it was recognized that the picket guard on the other side of the bulkhead had not been withdrawn. Quickly Lt. Walter Thorn Co. G 116th USCT reacted to this oversight. He ran across the bulkhead and warned the men below just in time to withdraw before the bulkhead exploded. There was a tremendous explosion. Earth flew in every direction, When the dust cleared it revealed that most of the earth displaced had merely fallen back into the canal and some of the earthen walls had collapsed. The river was unable to flow freely through the canal and

continued its original meandering channel past the Confederate batteries. The project had failed. Many lives had been lost. The troops working there were subsequently pulled back and assigned to Petersburg to assist in the siege still in full swing.

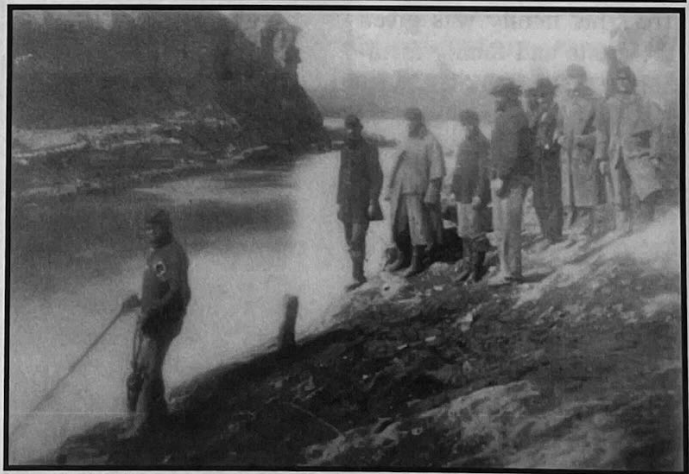
Hardly any single operation of the war was



Above: 1864 photo of USCT picket post at the Dutch Gap Canal on National Park signage from Library of Congress.

Below: The bulkhead of the Dutch Gap Canal has been removed as seen in this signage picture.

Photos by Bob Schmidt



attempted with such determination against such formidable obstacles; none certainly, for an object of such small importance. The loss of life, the troops disabled by wounds, and sickness from laboring at the canal can only be estimated, but one regiment lost 200 men. Lt. Walter Thorn, the hero of the day, received the Medal of Honor for his action in saving the lives of the men guarding the canal.

The Dutch Gap Canal was abandoned as a war effort. In the 1870s Butler, then a United States Senator, saw the canal completed and the meander in the river bypassed. The Army Corp of Engineers widened the Dutch Gap Canal to its current extent in the 1930's. All that remains to show the extent of the original canal is a high bluff on one side.

THE NEW DUTCH GAP

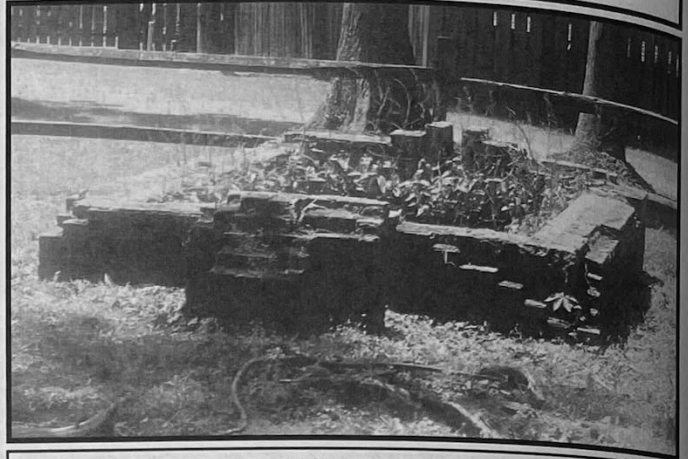
The story of the Dutch Gap Canal does not end in 1865 with a deep depression on a neck of land, filled with muddy water and collapsed banks, just as the defeat and destruction of the Confederacy at Richmond did not end the life of that city. As part of the reconstruction of the south, the Dutch Gap was completed in 1872 as a navigation cut-off of the James River shortening the distance to Richmond.

Although the cut-off reduced travel time on the James, it was a tricky turn to navigate from the river into the canal. At each end of the short canal were 27-foot-tall, wooden frame light houses that used small lanterns fueled with mineral oil to guide the boats into or out of the canal. Entering the canal was very hazardous. Later gas powered lights were used. Nearby on the eastern bluff was the light keeper's quarters. By this time what had been a peninsula had now become an island. It was called Farrar's Island for James Farrar, who had served on the Governor's Council from 1628-1635 and owned a 2,000 acre estate on the peninsula. After his death in 1637 his family was given the estate and family members lived on it until 1727.

By 1890 the tidal flows had impacted the bluffs so much that the light keeper's dwelling had to be moved on rollers about 130 feet to the rear of the cliff. The flowing river and tides also compromised the early light houses and they had to be completely replaced in 1910 by new brick structures with fixed electrical lights. The keeper's home was rented for a while and then demolished. Today only the foundation of the keeper's dwelling remains along with a replica of a brick lighthouse.



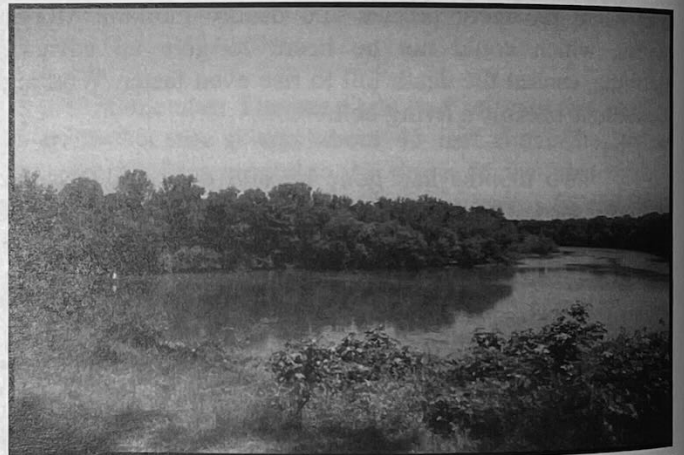
A replica of a brick light house stands near the foundation of the light keeper's home. B S



All that remains of the light keeper's house is its foundation. Photo by Bob Schmidt

In the 1930s the Dutch Gap was widened to its current width and the opposite cliff completely removed. Other necks of land were also cut to straighten out the James River for navigation

Today, visitors can explore an 800-acre conserva-



Above: Standing on the south side bluff of Dutch Gap, the James River is seen on the right and the Dutch Gap Canal that has been widened over the years is in the center and to the left. Below: The bypassed old meander of the James River is a marsh filled with brush and grass that is now part of an 800-acre conservation area. Photos by Bob Schmidt



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tion area and the reconstructed village of Henricus. Listed on the National Register in 1972, the village contains a variety of living history interpretations, with an Indian village, an early English settlement and the Mt. Malady hospital. Docents tell visitors about the day to day activities of those who lived in this settlement. A 6.15 minute video entitled "Henricus: A Citie of Beginnings" can be found on YouTube.

Mt. Malady was the first hospital in the American



These photos of the reconstructed village of Henricus were taken by S G Rager and are on its website. The bottom picture shows Mt. Malady.

colonies, which was built in Coxendale near Henricus in 1612. It had 40 beds for 80 patients. Many colonists arrived in poor health from their long sea voyage. Others acquired diseases such as dysentery, typhoid and malaria in the heat and humidity of their first Virginia summer. These colonists could recuperate at Mt. Malady, a "retreat for the sick."

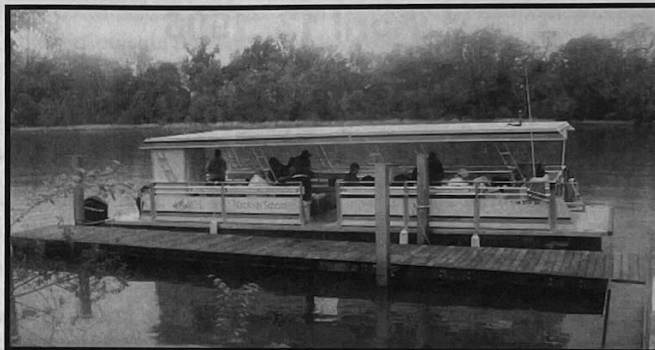
In May of 2013 we, Bob and Carolyn Schmidt, spent several hours in Henricus and toured the remains of the Dutch Gap. The site is off the beaten path and makes a great day of exploration.

The Dutch Gap Conservation Area is operated by the Chesterfield County Park system and is located at 301

Henricus Park Rd in Chesterfield, Virginia. There are several miles of trails through the woodlands and marsh. We saw lots of water fowl on our visit.

Earlier, on Sunday April 28, 2013, we had taken a historic Civil War, four-hour boat trip on the James River for another view of the Dutch Gap, Deep Bottom and Trent's Reach. Our craft was "The Spirit of the James," a covered, 40 foot, 30 passenger, pontoon boat piloted by Captain Mike Ostrander. We were one of the first to use this boat that had been purchased to take students to an outdoor laboratory to study ecology.

This trip left Jordan Point Marina in Hopewell on



that cold, rainy day. Along the route Scott Williams, a local military historian, gave each participant a booklet of Civil War scenes and pointed out Civil War sights that brought history to life. From the boat we could clearly see what little remains of the Dutch Gap Canal. The picture that appears on the front of this publication was taken from the boat.

From the website at discoverthejames.com, it ap-



A little cold and rain did not dampen our spirits during our pontoon boat cruise on the James and Appomattox Rivers while learning the history of Dutch Gap and Civil War sites.

Photo by Scott Williams

pears that these trips have been very popular. They are being extended throughout the summer.

CANAWLERS AT REST

JONATHAN BANES

b. February 12, 1817
d. April 13, 1906

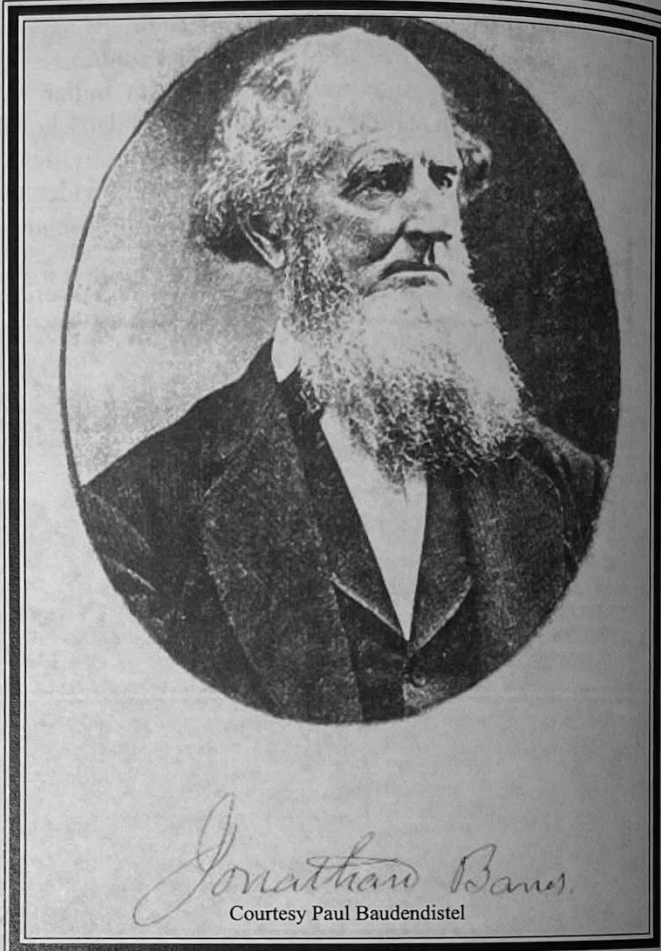
By Carolyn I. Schmidt

Jonathan Banes was the third in a line of Jonathan Banes. In this article his grandfather will be Jonathan 1, his father Jonathan 2 and our subject will be referred to as Jonathan.

Jonathan 1 was born about 1743. We know he died at age 90 in 1833. His son, Jonathan 2, was born about 1778. Jonathan 2 married Anna Gillingham, who was born in 1790 to John Gillingham, one of the old Keystone state Gillinghams. They had 6 children; Emaline, Cyrus, John, Jonathan, Eliza Ann, and Jenks. Johnathan 2 moved to Indiana after Anna died. He lived his last years in the home of his daughter Emaline High and died in 1862.

Emaline, the eldest of Jonathan 2 and Anna's children, married John High, who died in 1893. Emaline died in 1903. Their son Cyrus, moved west while still a young man and became an Indian scout. He supposedly was slain by the Indians. Another son John died when he was about twelve years old. Their other daughter, Eliza Ann, died about age six. Jenks, their youngest son, was in the mercantile business with Calvin Jones and Jonathan, our subject.

Jonathan Banes was born on February 12, 1817 in Bucks county, Pennsylvania, where the Banes family had lived for several generations. At age sixteen he left the home of his parents and moved to Montgomery county, Pennsylvania. There he was an apprentice to a carpenter. He then moved to Philadelphia and found work. While there he heard that the Whitewater Canal was being built in Indiana and found a woodworking job on it with the company of Wilcox and Van Horn. He arrived in Brookville, Indiana in 1837 and superintended the building of the wood-work of the dam at Brookville, several canal locks, the Case dam, and several canal bridges.



Courtesy Paul Baudendistel

The dam at Brookville was located just below the junction of the east and west forks of the Whitewater River. The Case dam was located further down the river at Richland Creek. Both of these dams were feeder dams that pooled water that was then fed into the Whitewater Canal. Wilcox and Van Horn Construction Company of Pennsylvania held the contract for the Brookville dam and Case dam. Jonathan worked for them. The Brookville dam was 11' x 258' and had a towpath bridge across the pool. Whole trees were placed in a stream's bottom with their branches facing upstream. The branches eventually became filled with dirt and stone. Upon this bed was built a long row of log cabin type structures that were filled with stone and dirt. These were then planked over and a comb built on the downstream end to deter undermining of the structure.

The locks below Brookville had 8 foot lifts. They were probably composite locks that were built of rubble stone and lined with wooden planks. The road bridges over the canal were built of wood. Thus there was much woodworking on the Whitewater Canal.

In 1839 Jonathan contracted to construct the lock and aqueduct at Metamora, but, that fall, work was suspended on the canal, owing to a lack of funds. He finally

received payment for his work in the spring of 1840. He was paid with horses. He drove them to Pennsylvania and sold them to obtain cash. He returned to Brookville in the fall of 1840 and was engaged in merchandising with his brother Jenks and Calvin Jones.

On September 5, 1841 Jonathan married Maria Mount in Franklin county. Her father, Judge David Mount, was the first settler of Metamora. Her mother was Rhoda Hunt. Both David (1778 - May 18, 1850) and Rhoda (1785 - February 1870) were born in New Jersey.

Maria Mount Banes siblings were Sarah Mount, who married Colonel Daniel Hankins, of Connersville and died in 1839; James Mount, who was associated for many year in business with Colonel Hankins; Jonathan Mount, who moved to and spent the remainder of his life in Carroll county, Indiana; Peter Mount, who moved to Wabash, Indiana and lived there some time; and Rebecca Ann Mount, who was born in 1815 and died a spinster in 1849. Rebecca and Maria Banes were the only Mount children born in Franklin county, Indiana. The rest of their children were born in New Jersey.



A marker outside this home in Metamora, Indiana reads:

JONATHAN BANES HOME

Residence of Jonathan Banes who came to Franklin County in 1837 with Wilcox & Van Horn Construction Co. of Pennsylvania. He was paid in horses for his work as carpenter superintendent on several sections of the Whitewater Canal below Brookville. He sold them in Pennsylvania. He erected a cotton factory in 1845 on the site of the Metamora Mill. He married Maria Mount, daughter of the town's first settler.

Photo by Bob Schmidt

The land on which Metamora sits was acquired from the Indians on September 30, 1809 through a treaty known as the Twelve Mile Purchase. The Federal Government then granted the 160 acres where Metamora is located to Larkin Sims on October 22, 1811. Then on July 6, 1812 it was assigned to David Mount, a member of the

Territorial House of Representatives and later of the Indiana House and Senate. Mount was soon joined by squatters. The settlement was called "Duck Creek Crossing" when its first post office opened in April 1826. It prospered and on March 20, 1838 David Mount and William Holland platted the town. It was divided by 18 alleys with Main

Jonathan Bane's Family

Name	Birth	Place	Death	Place	Marriage	Place
Jonathan Banes (1) m. ?	@1743		1833			
A. Jonathan Banes (2)	1778		1862			
m. Anna Gillingham Banes	1790		1850			
1. Emaline Banes High	1811		1903			
m. John High			1893			
2. Cyrus Banes	1813		1855			
3. John Banes	1815		1827			
4. Jonathan Banes (3)	2-12-1817	Bucks Co., PA	4-13-1906	Metamora twp, IN	9-5-1841	Franklin Co., IN
m. Maria Mount Banes	6-24-1820	Franklin Co. IN	7-14-1911			
a. William Mount Banes	6-5-1843		1919	Metamora twp., IN		
m. 1 Nancy Tague Banes	1845		1881		4-6-1871	
1. Cora Banes						
2. Balinda (Linnie) Banes						
3. Leroy Banes						
m. Bertha Gant						
A. Leroy Banes	6-19-1911					
m. 2 Annie Olivia Clouds Banes	9-29-1863	Cincinnati, OH			9-29-1886	
1. Mary Banes	10-10-1888					
b. Mary D. Banes High	1846		9-12-1890			
m. E. W. High						
5. Ann Banes	1821		1827			
6. Jenks Gillingham Banes	1823					

Street being what is now Canal and Mill streets. On June 11, 1838, at the suggestion of Mrs. John A. Matson, the town's name was changed to Metamora, which means "beautiful squaw." The Whitewater Canal had not reached this town at this time.

The coming of the Whitewater Canal bisected Metamora from east to west and crossed Duck Creek. In 1843 Duck Creek Aqueduct was built 16 feet above the creek. "Civil Engineering," a publication of the American Society of Civil Engineers described the aqueduct in its October 1932 issue as follows: "The clear span on the aqueduct is 70 feet long over Duck Creek. The water cross section is 17 feet wide and 3 feet deep, making a water load on the aqueduct of 115 tons."

On June 5, 1843 Jonathan and Maria's son William Mount Banes was born on their farm in Metamora. He eventually became one of the largest land owners in Franklin county. He passed away in 1919.

In 1845 Jonathan Banes erected a cotton factory in Metamora between Main Street and the Whitewater Canal and moved there. He operated his factory successfully for several years while also working with the merchandising business in Brookville.

In 1846 their daughter, Mary D. Banes was born. She later married E. W. High. Mary died September 12, 1890.

The 1850 Federal Census shows Jonathan Banes as a cotton manufacturer with an estate of \$17,630. Living in his home were Maria Banes, William Banes, Mary Banes, Minerva Archy, and Rhoda Mount, his mother-in-law, who had an estate of \$13,000. The 1860 census shows him as a farmer living with Maria Banes, William M. Banes, Mary D. Banes, and Philander Douty, a farm hand. His real estate is valued at \$25,600 and his personal estate at \$14,000.

Jonathan Banes was involved in a court case along with the Board of Commissioners of Franklin county in a complaint filed on September 27, 1865. The details of this case are in the side bars on this and the following page.

In the 1870 census he is still a farmer and living with him are Maria Banes, William Banes, Mary D. Banes, and Rhoda Mount, his mother-in-law, age 85. His real estate is valued at \$65,000 and personal estate at \$12,150. In the 1880 census he is a farmer living with Maria. In the 1900 census no occupation is listed and he is living with Maria and Clara Bowman, age 26, who is probably an employee taking care of them.

During his later years, Jonathan turned his attention

Jonathan Banes' Court Case

By Mike Morthorst

This case is known as *Young vs. The Board of County Commissioners of Franklin County*. Banes was a co-defendant with the Commissioners and other individuals involving bounties offered to young men from Franklin County to enlist in the Union Army during the Civil War. The complaint was filed September 27, 1865.

As hostilities in the War Between the States began in earnest in 1862, President Lincoln requested the various states to institute a draft seeking 300,000 troops to serve 9 months. This measure proved quite unpopular as riots promptly broke out in Indiana, Wisconsin, and almost in Pennsylvania. Another draft riot took place in New York City some months later. As a way to lessen tensions, a bounty system was devised to assist in the raising of troops. After initially offering \$25 for a nine month enlistment period, the amount was progressively raised over the next few years to \$100 for 9 months and \$400 for a five year period. Bounties could also be offered by states and local governments, in addition to the federal government. During the Civil War the federal government spent a total \$300 million on bounties, with \$750 million paid by government of all types. For some soldiers, the system could be very lucrative, as they could collect bounties from each level of government. It was also possible for a bounty to be paid to an individual who did not actually serve in the military, but who merely supplied a substitute that entered the army in his place. Another situation was where bounties could be paid to a third party for any number of persons he had recruited for the military.

In the case involving Jonathan Banes, Franklin County Commissioners had passed a resolution in September 1864. It was in response to a Federal request for 500,000 troops, which worked out to 392 soldiers from Franklin County. The Commissioners appropriated bounty monies in the amount of \$117,600 to be paid from the county treasury. An individual payment could range from \$25 to \$500, although an average payment of \$300 was anticipated. Payment of the total of \$117,600 was to be made in the next sixteen to twenty-eight months. Three individuals, Messrs. Moore, Moorman and Morrow were requested to administer the bounties as trustees for the commissioners, and report back the results. These three people declined the appointment as trustees, so the commissioners decided to do the administration of the bounties themselves without appointing new trustees, in apparent violation of the applicable law.

A year later, the quota of 392 had been filled and 86 men remained to be paid from the balance of the fund,

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to farming and to the investment in land both in Franklin county and in Illinois, most of which was unimproved. He then sold the land and became a wealthy businessman.

Jonathan Banes passed away on April 13, 1906. He was laid to rest in little Metamora Cemetery on Duck Creek Road. He was 89 years old. Maria Mount Banes died on July 14, 1911 at age 91, one hundred years after her father, David Mount, settled at Metamora. Their children inherited the following heirlooms brought from Pennsylvania: two very valuable four-poster beds, the posts standing seven feet high on one of them, and pieces of china, glass and earthenware.

William Mount Banes acquired an estate of more than one thousand acres as a farmer, stock raiser and business man. He was married twice. First to Nancy Tague, daughter of an early settler of Metamora, Thomas Tague. They had three children, who were well educated. Cora and Belinda "Linnie" were graduated from Oxford (Ohio) College for Women and Leroy was graduated from Purdue University after which he became the manager of his father's farm. He married Bertha Gant and had a son Leroy born on June 19, 1911. Nancy died in 1881 at the age of thirty-six.

William Bane's second marriage on September 29, 1886 was to Annie Olivia Clouds, who was born in Cincinnati on September 29, 1863 and the daughter of Rev. George C Clouds, who was born in Philadelphia and was a Methodist Episcopal minister in Greensburg, Indiana, and Mary A. Clouds, who was born in Cincinnati. William and Annie Banes had one daughter, Mary, who was graduated from DePauw University in 1913 and then completed a librarian's course in August 1914 at the Carnegie Institute in Pittsburgh, Pennsylvania.

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With Special Thanks To:

Paul Baudendistel for his help in locating Jonathan Banes' grave and for furnishing Banes' picture.

Mike Morthorst for going to Fayette County to research the Bane's court case and writing his findings that appear in the sidebar.

(continued from previous page)

which then stood at \$25,800. As the commissioners were preparing to pay this amount, Jonathan Banes and four others made a claim for \$9,600 of the remaining funds for services they allegedly rendered in obtaining recruits. It is not spelled out what the Banes group actually did, but the Commissioners refused to make any further payments to the recruits until the claim of Banes and his colleagues was resolved. The position the recruits took was that they were entitled to immediate payment.

A lawsuit was filed in Franklin County (Brookville) Common Pleas Court, which was transferred to Fayette County (Connersville) in order to avoid any appearance of unfairness, since many Franklin County officials were involved in the court case. The 86 recruits, led by Edward Young, were the plaintiffs. The Board of Commissioners as an entity, as well as the individuals on it were named defendants, along with the County Auditor and the County Treasurer. Mr. Banes and his colleagues were also named as defendants, to which they objected, alleging their allegedly superior claim to the money. The trial court ruled the Banes group was entitled to judgment on their claim separately, and were dismissed as defendants in the case. Since the effect of this decision lessened the amount of money available for the troops, it was then appealed by them and ultimately ended up in the Indiana Supreme Court.

The Supreme Court reversed the trial court, finding that the Banes group was properly named as defendants and should remain in the case. Thus any judgment made would include all of the parties making a claim on the money available. The Court also took issue with the fact that the monies were distributed using an improper procedure, namely without trustees. It additionally found that there was a proper contract between the County and the recruits, with a valid offer made which the recruits accepted.

The Court did not decide the main issue of whether payment of the bounty to the 86 recruits was to be paid immediately, and merely sent it back to the Common Pleas Court for further hearing consistent with their ruling. This means we do not know how the case ultimately was decided. The case is so old that an attempt to locate the original docket book in the Fayette County Clerk of Court's office to learn that result was unsuccessful. However, there is a clue to what might have happened. It is found in the rationale for the Supreme Court decision. After describing the issues involving the Banes group, it characterized the Banes' interest as a "pretended claim of the defendants." It is very likely the ultimate decision reflected this observation of the Court.

RILEY SWAIM

AND HIS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

Riley Swaim was born February 18, 1823 in Randolph county, North Carolina. His father, Daniel Swaim, a native of Randolph county, was employed on a farm while he prepared himself to become a teacher. On reaching his majority, he continued teaching for the greater part of his life, holding many sessions in his own log kitchen. While yet in his youth he came to Indiana and taught at what today is known as Orange county. There, for some time, he taught at various block houses on the frontier and was probably the first school teacher in the state of Indiana. Daniel returned to North Carolina and chose his companion for life, Susan Lamb, marrying her around 1815. Susan bore him eleven children, all born in Randolph county, North Carolina.

Their first child, Jonathan, was the first one to settle in Parke county, Indiana in 1837. On February 9 1843 he made his first land purchase of 75 acres in Reserve township near the mouth of Sugar Creek for \$50. He entered business as a shoe maker, farmed his land, did general hauling with a team of horses, and also made a number of overland trips to Cincinnati and to New Orleans on flatboats. Jonathan married Eleanor Woody of Parke county on September 1, 1844. During the construction of the Wabash & Erie Canal that year, he bought a store in Annapolis on lot 5 block 2 in which to apply his trades. On December 18, 1850 he sold this business for \$300.

Like the rest of Annapolis, there is no doubt that Jonathan used the canal for his business dealings. The Sugar Creek Feeder Dam and Lock were located just two and a half miles west of town.

In 1848 he went back to Randolph county, North Carolina, and brought back his parents, Susan and Daniel, with several of their children. They then lived in Liberty township in Parke county, Indiana.

On August 25, 1849 Daniel Swaim bought 80 acres described as the West-Half of the Northwest quarter of section 16 for \$500. There he and his wife spent the remainder of their lives farming and raising stock. On May 12, 1852 Jonathan bought a farm in section 18 of Washington township. Jonathan got back into business in Annapolis again buying lots 1-7-8 in block 3 on August 5, 1860 from Henry Lamb for \$600. Deed Record 9/268 On September 5, 1871 he sold out to William Woody.

Jonathan was responsible for starting the Swaim Reunion. I, Charles Davis, found one of these as reported in

the *Rockville Republican* of August 20, 1890 on page 2.

"I in company with about six hundred of the Swaim family had the pleasure of attending the Swaim reunion of the 13th at the residence of Jonathan Swaim, and as seeing is said to be believing I can say it was a grand success as a reunion. With a table seventy-two feet long, loaded to its fullest capacity, plenty of good drinking water, plenty of room for hitching teams, a beautiful shade, and a meeting of about six hundred persons of one family, how could it help being a time long to be remembered?"

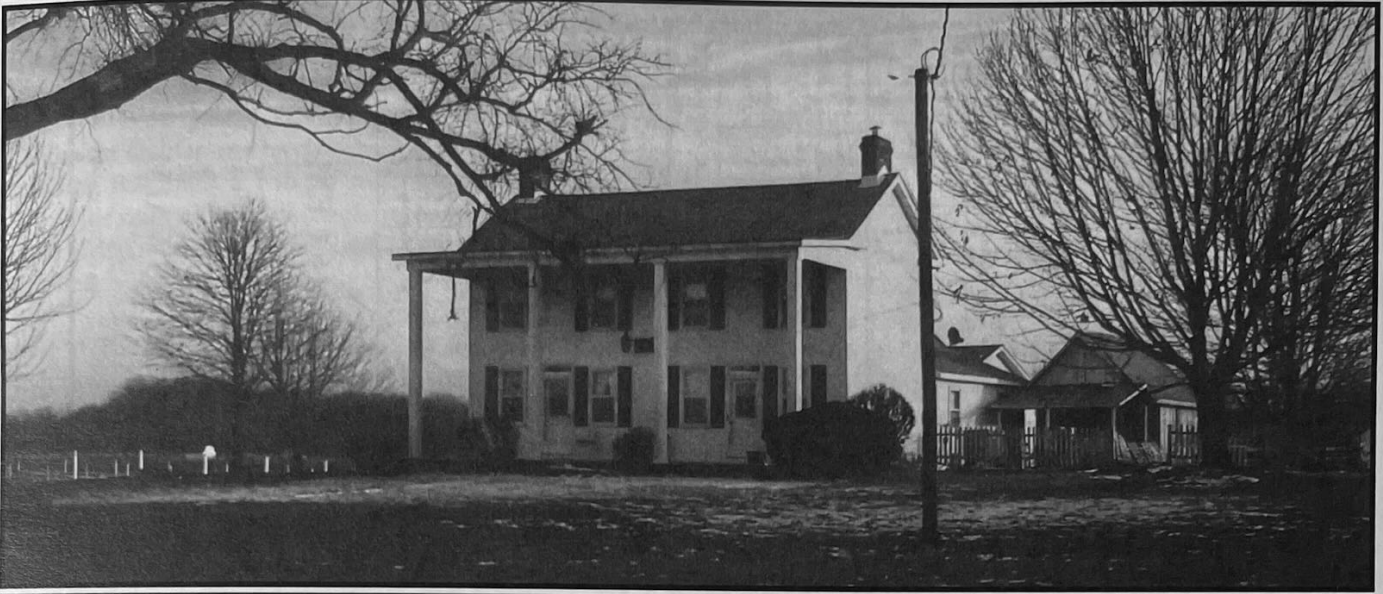
The article gives some of the family history, a picture was taken of the adult members, if a picture was wanted, they could see Mr. Logan of Bloomingdale. Songs were sung by the Swaim brothers and sisters. It gave a list of those attending relatives from all around Indiana and Illinois. Riley Swaim, of Parsons, Labette county, Kansas, heard from by letter; Curran Swaim, one of the boys from Mountain School House, North Carolina, was also heard from who said:

"About forty-five years ago I went out among strangers, and since that time, I have seldom met any of the name [Swaim] except my brothers and sisters. I was pretty well acquainted with the older set, the sons and daughters of John, and I never knew any thing very bad of them. None of them ever distinguished themselves particularly but they generally had common sense and common honesty. I never knew any of them to go crazy, as to congress, the penitentiary or the county jail. I do not now remember a single instance in which a Swaim killed himself by hard work and it possible that even I myself may not die from that cause. This I say of the first and second generations from John* and Elizabeth. The third, fourth, and fifth generations have grown to manhood and womanhood, and it would be strange if in so large a flock there were not some black sheep."

*The family recognizes John Swaim as the immediate ancestor, who moved from Surry to Randolph county North Carolina in 1767. He was soon after married to Elizabeth Vickrey.

Riley Swaim, our subject, was born in Greensboro, North Carolina, where he served an apprenticeship at blacksmithing and wagon making. For some years he followed freighting from Raleigh, the capital of North Carolina, to the Atlantic coast. In those days railroads were not carrying the traffic of the country and freighting with ox and mule teams was a profitable business. Following in his brother's footsteps he moved to Parke county, Indiana in 1844 when construction of the Wabash & Erie Canal began at Lodi. Finding the timber so abundant and of the best quality, he made up his mind to put his knowledge to good use and accordingly opened a wagon and plow

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This two-story home in Liberty township, Parke county, Indiana was built by Riley Swaim in the late 1850s. The 16 Tangier Cemetery is to the left or east side of it. Photo by Charles Davis

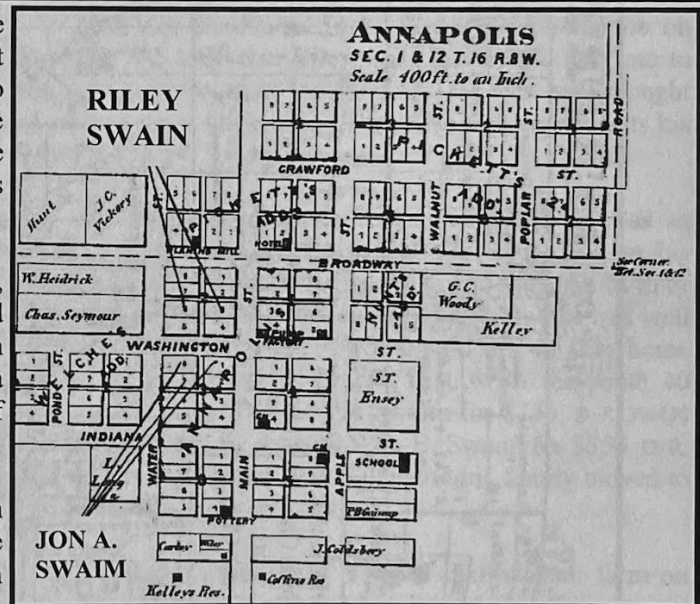
manufactory at Annapolis, which was comparable to the size of Chicago at that time. He began on a small scale at first. He worked at his trade for two years, then returned to his previous home in North Carolina for the winter. In the spring he returned to Annapolis where he did a large business making 2-wheel dump carts for the Irish laborers who were constructing the canal through Parke county.

The Swaim family had its losses. Riley's brother, William Swaim, born on January 4, 1825, was killed instantly on September 12, 1846. He was driving a team and a wagon with his dog on the seat beside him when a tree fell on him and killed him. He was only 21 years of age.

On March 18, 1847 Riley was married to Elizabeth Swaim, the daughter of William and Mary Swaim. The wedding took place in Parke county. Mary Lieuiza Swaim was born to Riley and Elizabeth in 1848.

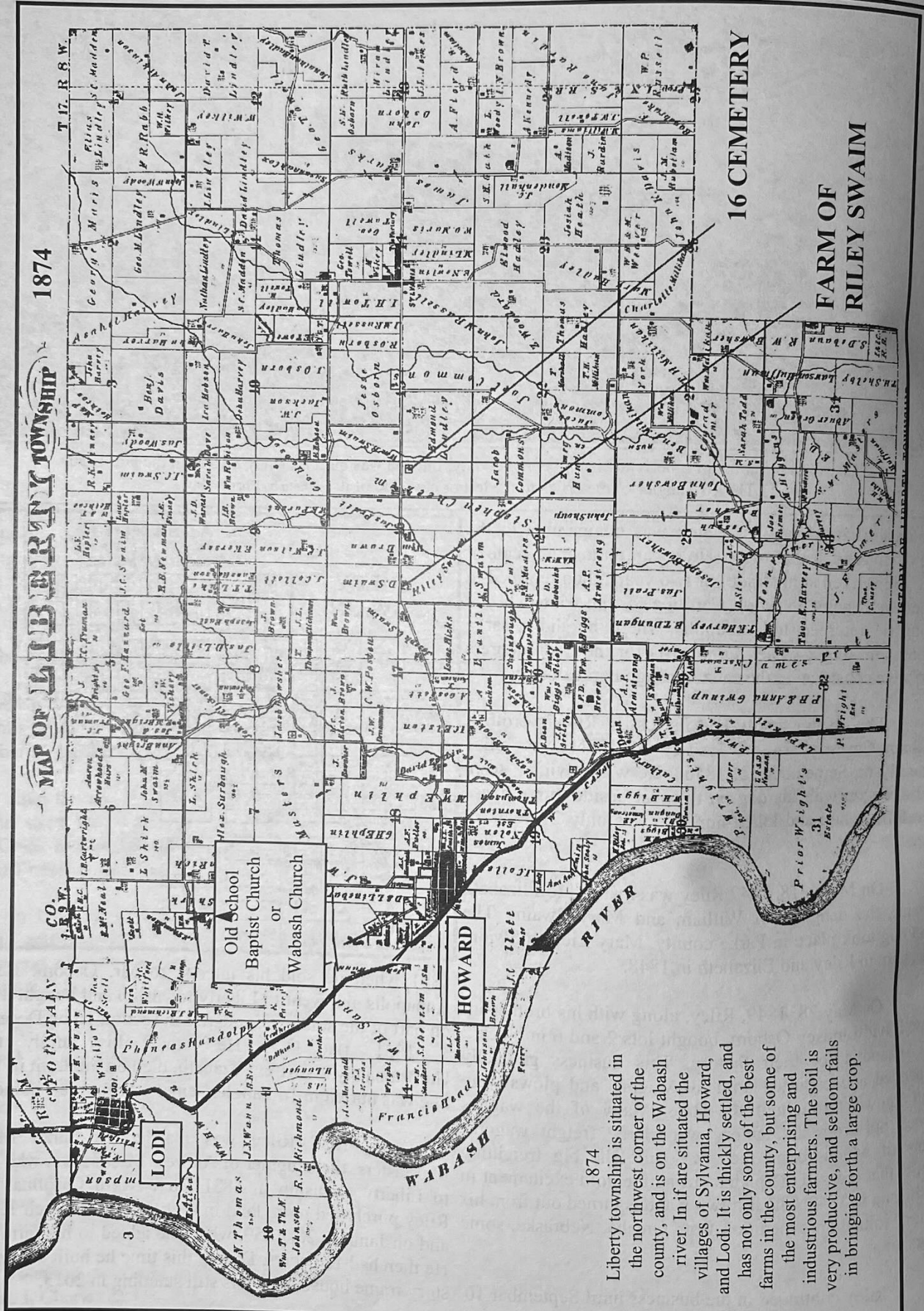
On May 28, 1849, Riley, along with his brother-in-law, David Lindsey Osborn, bought lots 2 and 6 in block 2 in Annapolis for their factory. This business gradually expanded and enlarged until his wagons and plows were well known throughout the state. Many of the wagons turned out from his factory were large freight wagons, many of which found their way into the big freighting outfits that crossed the plains during the gold excitement in California in 1849. The last two wagons turned out from his factory joined an expedition from Omaha, Nebraska, some years later.

Riley continued in the business until September 10,



1851 when he sold his interest to Mr. Osborn. He left Annapolis and went to Liberty township and bought a farm on part of the south west quarter in section 16 on December 5, 1851. D.R. 14/265 He moved his family there. Unfortunately his wife, Elizabeth, died on the farm in 1856. She was buried in 16 Tangier Cemetery near their home.

In 1858 Riley was married to Sarah Marilla McMasters, the daughter of Andrew McMasters, who came to Liberty township in 1831 from North Carolina. Then Riley purchased more land in section 16 on March 1, 1858 and on January 20, 1859, which he added to his farm land. He then had 120 acres. During this time he built a large two story frame house, which is still standing in 2013.



1874

Liberty township is situated in the northwest corner of the county, and is on the Wabash river. In it are situated the villages of Sylvania, Howard, and Lodi. It is thickly settled, and has not only some of the best farms in the county, but some of the most enterprising and industrious farmers. The soil is very productive, and seldom fails in bringing forth a large crop.

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Riley and Sarah were members of the Reserve Church of the Old Baptist School denomination. This was a log house that was used for many years and was located near the West Union cemetery in section seven in the southwest quarter on December 22, 1838. D. R. 5/243. A new building was built a half of mile south of the first site. When the railroad came through, it removed the church and built a depot on the site around 1887 when the road was finished.

The other Old School Baptist Church was located about two miles north of the canal town of Howard. It was started about 1835 by preacher David Shirk. It was a log building situated in the southwest corner of section 6, Liberty township on a lot of fourteen by twenty rods. On March 25, 1848 Mr. Shirk deeded the church to trustees Soloman B. Stanton and Joseph Shirk. D. R. 11/86 They renamed it the "Wabash Church," which states they have "no affinity or fellowship with New School or Missionary Baptist."

Just east of Riley Swaim's home is the 16 Tangier Cemetery, which got its name because it was in Section 16 and is now called the Tangier cemetery. Many of the Swaim family are buried there. At one time a Baptist church was at this site. It is possible that the Swaim family attended services here too. A Mr. Alason Church deeded to the school trustees, Alason Church and Wm. Rardin, the northeast corner of the southeast quarter of Section 16, a lot of 8 by 9 rods for a "school house and church known as 16" on November 15, 1854. D. R. 15/452 On page 453 on the same date Mr. Church deeded to the trustees a lot of land for the cemetery. The school/church building stood in front of the cemetery on the north side. Using schools for churches was common at that time as deeds and history show. James Hanson Beadle remembered both going to Sunday school there as a child in the 1850s and the canal at Howard. The deed doesn't state what denomination it was, but a Baptist church was there in 1896 and was dissolved around 1925. I found Misc. Deed 4/30 of 1891 for election of trustees for the church that states it was a Regular Baptist.

Riley's father, Daniel Swaim, died in 1856 and his mother, Susanna Lamb Swaim, died at the home of their son, Joseph, in 1877. After their deaths, Daniel and Susanna's 80 acres that they had homesteaded was sold on March 26, 1878. D. R. 37/489 It was sold by their heirs: Eleanor Swaim, Riley Swaim, Sarah Rayl, John M. Swaim, Wesley Osborn, Henry Osborn and wives, Wm. C. Robbins and wife Fanny, Jon Swaim, Wm. Horner and wife Roxanna to Joseph C. Swaim, also a son of Daniel and Susanna. Joseph lived west of this property in section 17. Most of the Swaim families lived their entire lives in

Liberty and Washington townships. The William and Fanny Robbins family migrated to Kansas.

Another tragic accident happened to Riley and others as was reported in the *Rockville Republican* on Wednesday, June 10, 1863 entitled "Melancholy Accident."

"Two young men, Jesse Osborn and Mr. Brown while riding along the road near the farm of John McMasters in Liberty township, were crushed to death, together with the horses which they were riding, by a falling tree from the road side, on Friday. Osborn, our informant states, was killed instantly. Brown survived some hours. Mr. Riley Swaim, who was but a short distance in advance of the two unfortunate young men, barely escaped with his life, the falling tree striking and slightly injuring him, completely demolishing the wagon in which he was riding, and instantly killing one of the horses attached." Jesse Osborn is buried in the Rush Creek Cemetery. He has no head stone.

It was announced in the *Rockville Republican* on February 14, 1866 that Riley was chosen as a delegate to the state convention in Indianapolis. He was well thought of and a successful farmer. The 1870 U.S. census lists his value at \$5,000.

Riley took a trip to Kansas in 1880. He was so captivated with the appearance of this state that on his return he arranged to sell out his farm and bought a farm of 160 acres in Parsons, LeBette county, Kansas that was well improved. On March 12, 1880 he sold his 40 acre home site to Ira B. Brown for \$1,200, D. R. 39/503 the south 40 acres to Christopher Whitfield Swaim for \$750, D. R. 39/438 and the southeast 40 acres to Wm. B. Swaim for \$850. D. R. 39/434 After selling his land, Riley and his family moved to their farm in Kansas that fall.

Sarah Swaim, Riley's wife, died on their farm on May 13, 1887 and was buried in Spring Hill Cemetery in Parsons, Kansas. His sons, Daniel E. and Charles S. left there and went into gold mining at Ouray, Colorado and became the owners of a mine around 1890.

Riley left his farm and moved to Ouray on July 2, 1896 and made his home with his children. He stayed in the homes of son's Charles and Daniel and his daughter, Anna Jane Burtle. He had a stroke at Daniel's home just west of Portland in July 1903. He was well liked by all who knew him. When his friends at the Ouray *Herald* heard he was ill they put the following in their paper on July 3, 1903, "He was a great reader and kept himself well posted on all important events transpiring throughout the world, and was patriotic to an enthusiastic degree. He was a

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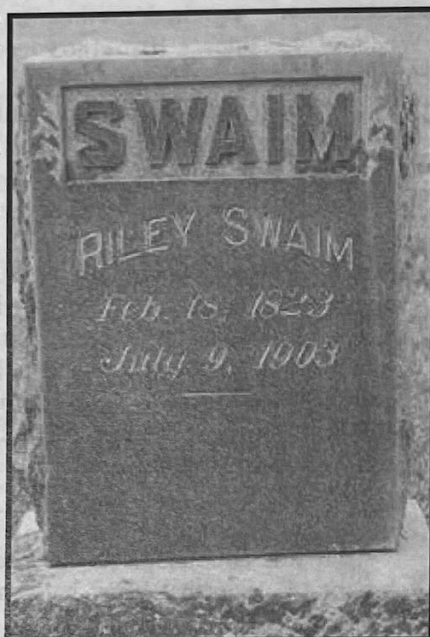
frequent visitor at this office to look over our exchanges, and had planned to come to town Saturday to enjoy a chat with some of his friends and learn what was going on. The *Herald* hopes he may yet rally and that a kind providence may spare him to them for many years."

Riley Swaim died on July 9, 1903. He was buried in the Cedar Hill Cemetery at Ouray, in Ouray County, Colorado.

SWAIM
RILEY SWAIM
Feb. 18, 1823
July 9, 1903

Photo courtesy
David Kemp Halls

Find-A-Grave Memorial
#103065931



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 # 27084560 Jacob Bevard
 # 72273808 Sarah McMasters Swaim
 #103065931 Riley Swaim
 #103065958 Charles Sherman Swaim
 #103065980 Daniel E. Swaim
 #103066005 Mary R. Swaim
 #103066102 Edgar A Burtle
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 Obituary of Riley Swaim, *Ouray Herald* July 10, 1903
Portrait and Biographical Record of Parke, Fountain and Montgomery Counties 1893. Pgs 575-576 Picture of Jonathan Swaim and biography

Riley Swaim's Family

Name	Birth	Death	Burial/Place	Marriage
Daniel Swaim	11-10-1790	6-06-1856	16 Cem. Tangier, IN	
m. Susana Lamb Swaim	4-20-1799	11-20-1877	16 Cem. Tangier, IN	
1. Jonathan Swaim	10-19-1816	9-12-1897	Friends Cem. Bloomingdale, IN	
m. Eleanor Woody Swaim	1-28-1825	6-12-1913	Friends Cem. Bloomingdale, IN	9-01-1844
A. Mary Susan Swaim	3-03-1846	9-09-1847		
B. Betsey Ann Swaim	11-29-1847	9-29-1873	Friends Cem. Bloomingdale, IN	
C. John Randolph Swaim	7-16-1849	12-26-1940	Friends Cem. Bloomingdale, IN	
m. Amanda Rayle Swaim	9-22-1848	1-07-1920	Friends Cem. Bloomingdale, IN	7-23-1871
1. Horace Virgil Swaim		1891		
2. Walter Woody Swaim			of Mt. View AK	
3. Vern Frank Swaim			of Peoria IL	
D. Henry Clay Swaim	10-27-1851	1-??-1933	Friends Cem. Bloomingdale, IN	
m. Clara J. Teague Swaim	1857	6-??-1932	Friends Cem. Bloomingdale, IN	8-11-1875
1. Bonner Earl Swaim	8-31-1880	12-18-1925	Friends Cem. Bloomingdale, IN	
m. Iva Pearl Yow Swaim	1883	1972	Friends Cem. Bloomingdale, IN	11-28-1901
a. Helen Cornelia Swaim Price	1902	1991		
m. Price				
b. Earl Gaston Swaim	11-23-1904	5-31-1969	Memory Gardens Rockville	
m. Nellie Testing Swaim			Memory Gardens Rockville	6-19-1926
1. Barbara Swaim Hardesty				
2. Janet Swaim Deffner				
3. John Swaim				
c. Mary Eleanor Swaim Cronkhite	1907	1986		
m. Kenneth Cronkhite				
d. William Henry Swaim	12-26-1912	8-31-1941	Memory Garden Rockville	
m. Mary Frances Cox Swaim	1911	1988	Memory Garden Rockville	8-22-1934
1. David Swaim				
2. Bonner Swaim				

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Name	Birth	Death	Burial/Place	Marriage
2. Archie Lincoln Swaim	11-28-1827	7-24-1983	Memory Gardens, Rockville	
m. Mabel May Wood Swaim	1889	1967		
E. Sarah Caroline Swaim Rayle	2-05-1853	2-?-1930	Friends Cem. Bloomington, IN	2-19-1874
m. Harper Rayle	1843	6-?-1929	Friends Cem. Bloomington, IN	
F. Amanda Eleanor Swaim	10-22-1854	2-18-1914	Friends Cem. Bloomington, IN	
G. Ruth Emma Swaim Maris	6-3-1857	11-29-1939	Friends Cem. Bloomington, IN	
m. Joseph A. Maris	2-10-1855	3-08-1879	Poplar Grove Cem.	11-15-1877
1. Melvin Ora Maris	1879	3-08-1897	Friends Cem. Bloomington, IN	
H. Joseph Lincoln Swaim	5-23-1860	8-18-1943	Friends Cem. Bloomington, IN	
m. Elva A. McCoy Swaim	1864	12-17-1952	Friends Cem. Bloomington, IN	6-30-1893
2. Anna A. Swaim Rich	1-29-1819	7-08-1954	16 Cem. Tangier	
m. Allen Rich	8-08-1820	5-07-1891	16 Cem. Tangier	1844
3. Elizabeth Betsey Swaim Osborn	2-12-1821	10-16-1863	16 Cem. Tangier	
m. David L. Osborn	1823	1-02-1881	Friends Cem. Bloomington, IN	
A. Mary E. Osborn				
B. John Osborn				
C. Albert Osborn				
D. Oscar Osborn				
E. Amanda Osborn				
4. Riley Swaim	2-18-1823	7-09-1903	Cedar Hill Cem. Ouray Co. CO	
m1. Elizabeth Swaim	7-01-1825	2-24-1856	16 Cem. Tangier	3-18-1847
A. Mary Lieuiza Swaim Chezum	9-20-1848			
m1. Stephen Chezum	4-09-1847	5-19-1921	Butterfield, MO	
1. Cyrus M. Chezum	@ 1870			
2. Charles E. Chezum	1872			
3. William R. Chezum	1873			
m2. Barber			Parsons, KS on 1903 census	
m2. Sarah Marilla McMasters Swaim	5-25-1825	8-13-1887	Spring Hill Cem. Parsons KS	3-04-1858
B. Louisa Swaim	1-14-1859			
C. William Andrew Swaim	5-09-1860			
m. Jemima Dungan Swaim	1859			9-18-1879
1. Florence May Swaim Knous	@ 1886			
m. Orrin Knous				4-08-1906
D. Daniel Elsworth Swaim	7-24-1862	1933	Cedar Hill Cem. Ouray Co. CO	
m. Mary Knous	11-03-1868	1-02-1918	Cedar Hill Cem. Ouray Co. CO	12-22-1897
E. Charles Sherman Swaim	2-02-1865	10-10-1914	Cedar Hill Cem. Ouray Co, CO	
m. Emma Swaim	1874			1895
F. Anna Jane Swaim Burtle	2-03-1869		Ouray Co, CO	
m. Edgar Burtle	1863	1901	Cedar Hill Cem. Ouray Co., CO	1892
5. William Swaim	1-04-1825	9-12-1846		
6. Cynthia Swaim Robbins	1-26-1827	2-25-1873	16 Cem. Tangier	
m. Henry Robbins			16 Cem. Tangier	9-28-1848
A. Ida Robbins				
B. Roxanna Robbins Horner	@ 1852			7-16-1868
m. William Horner				
1. Betty Horner				
2. Ellen Horner				
3. Janey Horner				
C. Josephine Robbins Newton			lived in Cherokee Co., KS	
m. William Newton				
7. Fanny Swaim Robbins	7-02-1830	1-07-1894	16 Cem. Tangier	
m. William Clarkson Robbins	182	9-01-1897	16 Cem. Tangier	4-4-1850
A. Susan Robbins Bevard	11-10-1855	7-10-1919	McGee Cem. Hollowell KS	
m. Jacob Bevard	9-17-1855	11-10-1916	McGee Cem. Hollowell KS	1875
1. Cora Bevard				
2. Pearl Bevard				
3. George Bevard				
4. Ola Bevard				
5. Ray Bevard				

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Name	Birth	Death	Burial/Place	Marriage
6. Raymond Bevard				
7. Charles Bevard				
B. Martisa Robbins				
C. Roxella Robbins				
D. Anna M. Robbins Hadley	12-29-1850	11-13-1933	Rush Creek Cem. Parke IN	
m. Joseph Hadley	9-08-1849	6-11-1918	Rush Creek Cem. Parke IN	8-01-1872
E. James Robbins	1853			
F. Henry Robbins	5-31-1865	6-04-1865	16 Cem. Tangier	
G. John R. Robbins	1865	9-09-1899	16 Cem. Tangier	
H. Clara E. Robbins Rabb	1868	1937	16 Cem. Tangier	
m. Grant Rabb	1869	1938	16 Cem. Tangier	11-29-1891
I. Cynthia E. Robbins	3-07-1876	9-07-1876	Rush Creek Cem. Parke IN	
8. Joseph C. Swaim	7-18-1833	7-14-1897	16 Cem. Tangier	
m. Susan A. Hazzard Swaim	10-29-1834	4-19-1919	16 Cem. Tangier	3-31-1864
A. Emma A. Swaim Drummond	2-20-1865	10-02-1924	16 Cem. Tangier	
m. William E. Drummond	11-07-1866	8-02-1930	16 Cem. Tangier	11-11-1894
B. Lizzie S. Swaim Hadley	9-10-1866	2-19-1941	Rush Creek Cem. Parke In	
m. Albert Hadley	2-07-1866	11-26-1935	Rush Creek Cem. Parke In	9-28-1890
C. Susan Swaim	1-16-1868			
D. Ida Bell Swaim	3-31-1872			
E. Ella M. Swaim	3-31-1872			
9. Malissa Swaim	4-27-1836	1-02-1839	Randolph Co., NC	
10. Joshua Madison Swaim	12-29-1839	9-17-1859	16 Cem. Tangier	
11. John Milton Swaim	4-07-1844	11-26-1912	Rockville Cem. IN	
m. Sarah Jenne Swaim	12-?-1848	5-10-1916	Rockville Cem., IN	12-30-1869
A. Oliver Swaim	10-24-1870	12-24-1906	Rockville Cem., IN	
B. Harrison Riley Swaim	1873	8-03-1962	Friends Cem. Bloomingdale, IN	
m. Celia Newlin Swaim	3-08-1877	5-01-1957	Friends Cem. Bloomingdale, IN	

CANALMAN RECALLS MULES' MUTINY

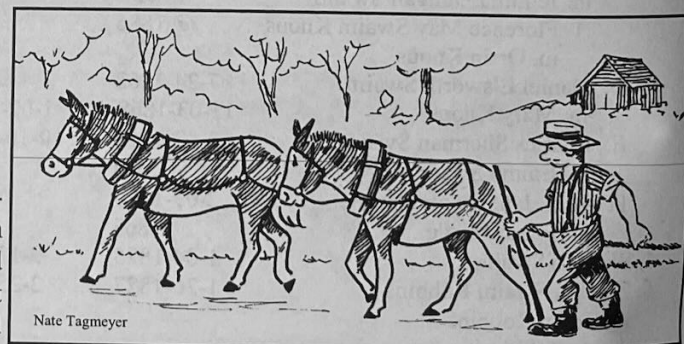
By Dennis R. Smith. *Canton Repository*, January 8, 1950.
From Terry K Woods' Canal Comments #17

'Twas a stormy and terrifying day on the old Ohio Canal.' The canal boat TEMPEST was fighting it's way north between Canal Dover and Navarre on the way to Cleveland with a goodly cargo of coal. Winds battered the stout craft up against the berm bank. Rain poured over the deck and into the hull until it was on the verge of floundering.

Captain Josiah Lynn lashed the helm and went to man the pump as waves washed over the gunwales of the wallowing craft. The crew, his 12 year old son Frank, was at his post on the towpath.

Then mutiny was added to their other perils. Not the captain or his one-boy crew, but the motive power – the two patient mules who pulled the craft. As the storm grew in pitch, they suddenly stopped and turned about, until their heads were protected from the driving rain. There they braced themselves and hunkered down against the storm.

Neither persuasion nor prodding could budge them. The



young driver did the only thing left. He crawled under the belly of one of the mules and found what protection he could until the storm abated. When he looked out as gale and deluge subsided, the towline was slack and the boat was gone. "Lost with all hands," he thought, "in the muddy depths of the Ohio Canal."

He tethered the mules and ran down the muddy towpath. Halfway to Canal Dover he came upon the TEMPEST still afloat and reasonably shipshape. Water had been pouring in so fast that Captain Josiah had been unable to leave the pumps long enough to jump ashore and tie up the craft. The towline had come loose when the mules stopped so suddenly during the height of the storm.

The young driver brought the mules down to the boat, fastened the towline, and the TEMPEST made her way proudly to safe harbor that night in her home port of Navarre.

This is one of a vast fund of canal days recollections of Frank E. Lynn, 88, of 314 9th. St, NW, believed to be the only canal boat veteran living in Canton.

Adventure for Mr. Lynn started on the day of his birth. It was Sept. 24, 1861, in Bethlehem, the oldest of the three Navarre villages, and now part of Navarre. The family lived on the second floor of one of the town's older houses.

A heavy snow came unseasonably early and the room caved in under its weight soon after the baby was born. Heavy, hand-hewed rafters lodged in such a way that no one was hurt and mother and new baby were rushed through the storm to the home of relatives several blocks away. Neither was any worse for their experience.

Captain Josiah Lynn owned two canal boats on the Ohio Canal. The first was the G.T. CHURCHILL, a veteran of Erie Canal service, and the next was the TEMPEST. He loaded coal either at mines near Massillon or below Canal Dover and hauled it to Cleveland. Capacity of his craft was 72 tons. It took four or five days to reach Cleveland and equal time to return. Almost a full day was required to navigate the 21 locks near Akron.

Frank Lynn made his first trip in 1873 when he was 12 years old and worked on the boat for two years. That, he recalls, was during the bottom of the great Financial Panic of 1872, and it often took as long to collect the money for their coal as it did to make the trip.

The boats were 60 feet long. At the bow was a tiny cabin with two bunks. At the stern was another with two bunks and shelter for the helmsman. Amidships was another shelter for the animals who provided the motive power. The rest of the hull was open for the cargo.

Each boat had a minimum crew of two men, one to steer and one to drive the mules. Many carried a third man to operate the pumps and do other necessary jobs. Three mules or horses were used. They worked in relays with one riding on the boat and resting while the other two pulled at the towline. They usually operated from daylight until dark and then tied up for the night.

There were locks at frequent intervals along the canal, but only at a few in Akron were there locktenders. At the others, the boatmen had to perform the operation of 'locking through' themselves. That is where the third crew member came in handiest. He could run ahead of the boat and have the lock ready when it arrived.

After a couple of years, Mr. Lynn decided canal boating was too hard a work. He left the water and at the age of 14 and took an "easy" job as a railroad section hand. He became a track foreman and worked until 1923, mostly for the Wheeling and Lake Erie Railway. He directed the building of much of the tracks around Coshocton and was in charge of the track crew during the building of the Pennsylvania Railroad's famous Kimbolton tunnel.

He went to work for the streetcar company in Canton in 1923 and remained with the company until it abandoned operations. He then worked a couple of years for the Canton street department before he retired.

LOST CITY WITH CANALS REVEALED

On June 17, 2013 scientists announced that had discovered a network of roads and canals linking the Angkor Wat temples in Cambodia when they scanned the area with airborne lasers. They also found some temples they had no knowledge of before the scan. The lost city of Mahendraparvata was located on top of Phnom Kulen mountain in the province of Siem Reap buried beneath dense mountaintop vegetation.

Lidar, the new laser technology, bounces pulses that penetrate the vegetation off the ground from an aircraft. It measures the distance of the pulse and, by putting many pulses together, a three-dimensional map appears.

A helicopter was loaded with the new equipment in

April 2012. It flew back and forth eight hundred meters above the ground. Then, with their amazing results, they set out on foot through the jungle of vines and trees to confirm their findings. They were thrilled by the accuracy of the new laser. Not only could the temples be seen, the canals and roadways linking them also appeared revealing a 1,200 year old landscape.

The Australian scientists believe that deforestation and the break down of reservoirs and canals led to the collapse of civilization at Mahendraparvata. Their findings, which will be published in the Proceedings of the National Academy of Sciences, were released early by this scientific journal of peer-reviewed papers.

Stonehenge and other archaeological sites have also been explored by Lidar. What else might they find?

FROM TIMES PAST

Fort Wayne Times & People's Press
July 26, 1845

The PROJECT OF A SHIP CANAL, connecting the Mississippi with Lake Michigan meets with much favor in the West. — There is to be a convention soon at Memphis, where this subject, among others of interest to the West, will be considered. The Missouri Reporter intimates that the execution of the undertaking would render the Missouri of too much importance to be overlooked by the General Government — that the great river in fact would be practically an inland sea of itself, with St Louis as the central point.

Moreover the Missouri river and Oregon are on the route to India. Instead of Mr. WHITNEY's gigantic rail road from Lake Michigan to the Pacific, a communication may be effected through the Rocky Mountains between the navigable waters of the Columbia and those of the Missouri, by reason of which, St. Louis might become the great depot of the India trade. From that point to the East, South and North, the streams of traffic might flow in many channels.

These, however, are speculations of too remote a bearing when the plan of connecting the Mississippi with the Lakes is one of immediate interest in view of an efficient system of defenses of the northern frontier. With such a connection, allowing all the resources of the Mississippi valley to be brought to the defense of the Lakes, if occasion required, the means at our command on those waters would be fully competent to met any force which England might send thither through her communications with the Atlantic.

Considering this great enterprise in a military point of view, its commercial uses would come next, and would be scarcely secondary. So, inversely, there are works primarily designed for trade, which, in the event of a war, would be of the first importance for military purposes. The completion of the Baltimore and Ohio Railroad for example would give the Government the means of communication with the West and Southwest — while the routes by sea to New Orleans and by the lakes to Chicago might be possessed by the enemy. The importance of such a means of communication can hardly be over-rated, especially if it should be found necessary to carry on extensive operations at the South, and to transport thither artillery and stores. — Balt. Amer.

Fort Wayne Times & People's Press
August 2, 1845

To The Junction. — The subscriber, will run a carriage between Fort Wayne and the Junction, during the suspension of Canal navigation, as follows.

Leave Fort Wayne every Monday, Wednesday, and

Friday morning, and arrive at the Junction the same evening.

Leave the Junction every Tuesday, Thursday & Saturday morning, and arrive at Fort Wayne the same evening.

Fare \$2, each way.

R. BROWNING, Fort Wayne, July 18th, 1845

Fort Wayne Times & People's Press
August 2, 1845

We are gratified to learn that the water will be let into the Canal in the latter part of next week. It is greatly to be desired on all accounts.

Fort Wayne Times & People's Press
August 9, 1845

The Canal. — We are highly gratified to learn that the water will be let into the canal today. While we still regret that it was taken off at this season of the year, and condemn the act as ill-timed, inexpedient and highly improper, we cannot withhold the tribute of our humble testimony to the energy and perseverance with which the gentlemen having charge of the repairs have prosecuted the work. Mr. Bird, the engineer, and Mr. Penrose, the contractor, are entitled to the thanks of the community for the promptness they have displayed in its completion.

Fort Wayne Times & People's Press
August 9, 1845

Sale of Land, Branch Bank, Fort Wayne, June 27d, 1845

THERE will be offered at public sale at the door of the Banking House of the Branch at Fort Wayne of the State Bank of Indiana, on Monday the 4th day of August next, between the hours of 10 A.M. and 4 P.M. of said day, the following described real estate, held and owned by the State Bank aforesaid, for the use of the Branch aforesaid, viz.

The west half of the east half of the north east quarter of section twelve, township thirty, range twelve, and the ten acres lying between said tract and the Maumee Road in the County of Allen, containing in all 50 acres and 40 poles, conveyed to the Bank by Andrew Dykes and John Lillie.

The south west fractional quarter of section No. fifteen, township thirty, range twelve, excepting eight acres thereof; and all of section twenty-nine township thirty, range twelve, excepting the east half of the south-east quarter thereof, in the county of Allen, conveyed to the Bank by Joseph Sinclear.

Two-thirds of in-lot No. 63 and a part of out-lot number nine, in the town of Delphi, Carroll county, Ind. Conveyed to the Bank on account of a debt due from Sam'l & H. Billihoy.

The north west quarter of section thirty-two, in

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township fourteen, range No. three, in Johnson county, Ind. — the east half of the north-east quarter of section No. twenty-one, and the west half of the north-west quarter of section twenty-two, township twenty eight, range fourteen, in Adams, county, Ind. — The east half of the north-east quarter of section twenty-four, township thirty, range twelve in Allen county, Ind., and lots No. fifty and one hundred & twenty-three, in Hanna's Addition of Fort Wayne, conveyed to the Bank by Joseph Morgan.

The farm lately owned and occupied by Tompkins D, Lewis, in the county of Huntington, and State of Indiana, on the Wabash & Erie Canal, about twenty miles west of Fort Wayne, and four miles east of Huntington, containing 230 acres, more or less, conveyed to the Bank by the said Tompkins D. Lewis.

The foregoing lands are all well situated, and most of them largely improved.

Terms of payment liberal.

For further description of the Lands, and particulars as to the terms of sale, enquire of the undersigned.

H. McCULLOCH, Cash'r

Fort Wayne Times & People's Press
August 16, 1845

We regret exceedingly, to say that it is very uncertain whether we shall be able to issue more than an extra next week. We have the promise of Messers. Barbee, Yandes & Co., that they will forward us a supply of paper by the first boat; but that boat has not yet arrived, and when it will we know not. — We learn that the canal between Huntington and Lagro is destitute of water, and that there is not enough in the Wabash to fill it. This frequent destitution of paper is exceedingly vexatious, and we assure our friends that if we get fairly over this drag, we shall take effectual measures to avoid another.

Fort Wayne Times & People's Press
August 23, 1845

Good Farms for Sale. — I have for sale of my own, and for others, several valuable farms in this county and between this place and Logansport. Some of said farms are large, containing 600 acres of first rate land, with fine springs, and the most desirable situations, on the Wabash and Erie canal. They will be sold low for cash For particulars enquire of Chancy Carter, at Logansport, Hugh Hanna,

at Wabash, Henry Brown, at Huntington, or the subscriber at Fort Wayne, SAMUEL HANNA

Fort Wayne Times & People's Press
August 23, 1845

The Buffalo Commercial says that the business of the Willington [Welland] (Canada) canal has been much less this year than last, Why is this?

Fort Wayne Times & People's Press
August 30, 1845

Red-Bird Packet-Boat Line. 1845 — The Boats of this Line are fitted up in the best manner, newly furnished, and commanded by experienced captains, who will spare no pains to render passengers comfortable

These packets will leave Fort Wayne for Cincinnati and Toledo every morning at 6 o'clock.

Distance from Fort Wayne to Cincinnati, 221 miles; fare \$7.00.

Distance from Fort Wayne to Toledo, 104 miles; fare \$3.00

Passengers traveling between the Ohio River or lower Wabash and Lake Erie, are respectfully invited to take these Boats. E. BROCKWAY, Proprietor.

Fort Wayne Times & People's Press
November 1, 1845

Anti-Reservoir Meeting. — A Meeting of the citizens of Allen county opposed to the construction of a Reservoir on the Aboite, will be held at the Methodist Chapel in Aboite township, on Saturday the 8th day of November next. Those in favor of the construction of said Reservoir are also requested to attend. ANTI-RESERVOIR

Fort Wayne Times & People's Press
December 27, 1845

FIVE DOLLARS REWARD! — STOLEN from the Packet Boat Landing, Fort Wayne, September 25th, One Box of Nutria Hats, marked CLARK & DOLE, Mongokinong, Lagrange Co., Ind. Care of Smith, Howard, & Co., Toledo. Said Hats were marked M. Parsons, maker, we think. Whoever will return said Hats or give information where they may be found, can receive the above reward by calling at R. W. Taylor's. CLARK & DOLE.

Groups rotate throughout the park
Ride a trolley to Carrollton
See Reed Case house and Pioneer Village with Kuns cabin, Fouts log house, school house, blacksmith shop, and chicken coop
See restored Red and Blue bridges, Guard lock, Pivot bridge, Lime kiln, Canal warehouse with scales, canal

Don't forget to Register prior to August 30, 2013

\$65 Per person
CSI and CSO Fall Tour
"Delphi's Canal Park and Trails"
September 20-22, 2013
Wabash & Erie Canal in Carroll County
Headquartered in Lafayette, Indiana
Comfort Inn, 4701 Meijer Court
Canal Society of Indiana, PO Box 10808, Ft. Wayne, IN 46854

Includes Saturday lunch & banquet

boat play ground, Pull me canal boat and work in progress on Gray bridge
Ride the "Delphi" on the W&E Canal
Tour the Canal Museum
Hike the trails
Ride bikes in the park
Visit sites in downtown Delphi plus
Tippecanoe Battlefield in Battleground
Wolf Park near Lafayette

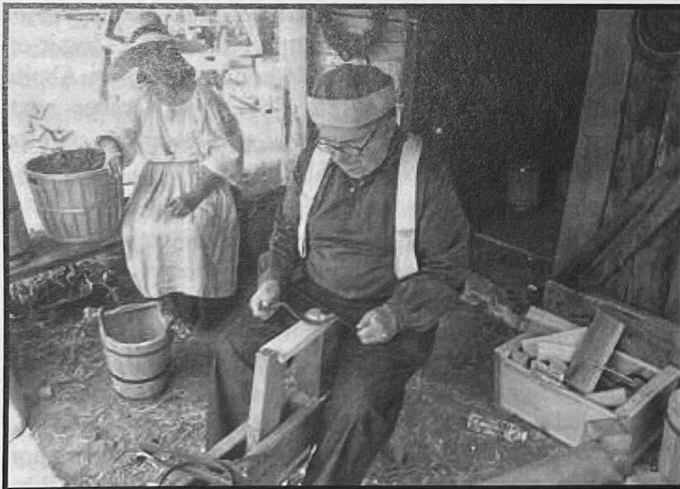
NEWS FROM DELPHI

CANAL PARK ON WEEKENDS

Pictures and text by Dan McCain



Families are welcome to fish the canal. The quality of water and number of fish seems to be astounding. We get 3 million gallons of fresh groundwater daily from a pipe directed to us from the Delphi Limestone Company pit.



Our new resident 'cooper' is Peter Cooper. He is demonstrating making a wooden bucket as his wife Linda watches. Both of them are involved this spring with planting an herb garden and landscaping several historic plots.

Beverly Seese (hands on her hips) has organized a delightful display of 1850s life in a log cabin. This is the Fouts House in Canal Park. The whitewashed walls brighten up the interior as light from the windows reflects off them.



Mike Leunz is in costume along the towpath. He acts out the 1850s as a merchant.



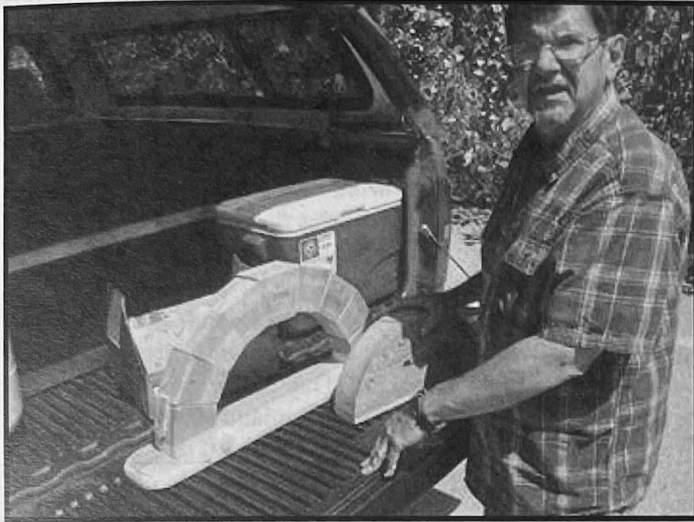
Resident Blacksmiths take the hammer to the metal.



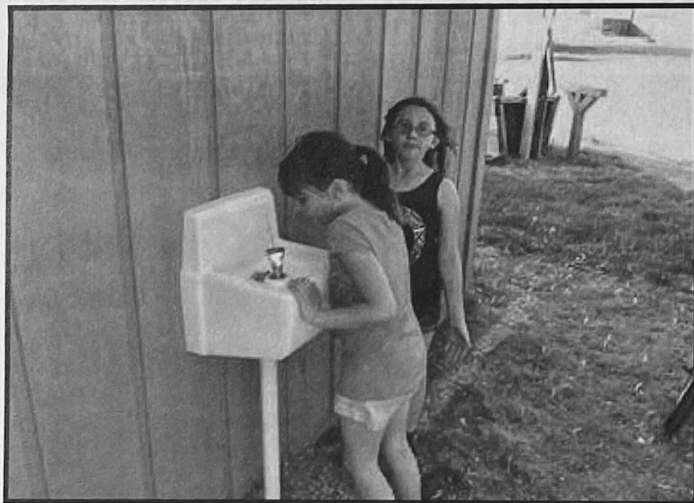
These volunteers bring history to life for park attendees.

NEW AT CANAL PARK

Photos and text by Dan McCain



Clay Sledd got a head start on revamping some of our heavily used Interpretive Museum exhibits. Here is the model that shows how to build an arch with tapered blocks that represent cut stones. The Canal Association will be mounting a campaign for further improvements to the galleries and exhibits as we celebrate the first 10 years since the grand opening.

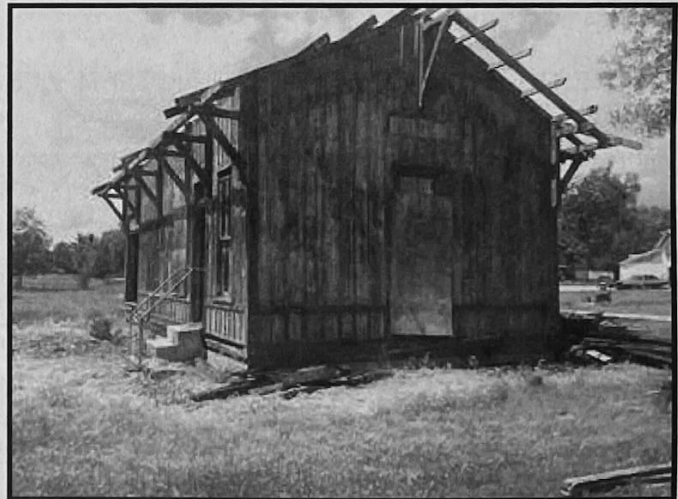


Towpath walkers enjoy one of the three new trail-side drinking water spigots. Restrooms are being converted from pit toilets. These, plus several other important additions and trails are being made possible with a recent grant awarded by the Wabash Heritage Corridor Commission.

In May our M-W-F crew began disassembly of this rural Burrows area log house. Donor Jim Mullin from Georgia allowed us to take apart this well preserved story and a half building. We intend to restore it and place the building in Canal Park later this year.



We found this 1880 depot building seen below in nearly its original form at Leiters Ford, which is fifty-six miles away from Canal Park. Since it was too far away for the M-W-F crew to drive to and disassemble on half days, we contracted with an Amish crew to take it apart while we arranged to transport the many loads of panels and boards to Delphi. Make sure to visit our Facebook page for additional photos on this and other projects.



WELCOME NEW MEMBERS

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

John & Janet Craun - Indianapolis, IN

Welcome Aboard!

THE HOOSIER PACKET - SEPTEMBER 2013

ILLINOIS & MICHIGAN CANAL

The Canal Corridor Association is working on a project to give the Illinois & Michigan Canal National Heritage Corridor (IMCNHC) a facelift by replacing the worn and outdated interpretive signage. There are currently approximately 300 sign panels between Chicago and LaSalle/Peru along the I&M Canal and at many natural, cultural, and historic sites in the Corridor, which are between 10 and 25 years old and represent multiple efforts and designs over the years.

A new system will greatly enhance visitors' and residents' understanding and enjoyment of the I&M Canal State Trail and other sites within the IMCNHC. The goal of this first phase is to replace the sign panels on all existing

sign bases. The new signage system will include historical information, tourist information, and assistance with way-finding to additional nearby sites. While completing this phase, the Canal Alliance will identify the need for additional signs.

The Canal Alliance had the new sign design on display at the Lock 16 Center on Thursday, June 27, 2013 from 6-7 p.m. Attendees were asked to provide suggestions for new sign locations and stories that need to be told. Lock 16 Center is located at 754 First Street in LaSalle, IL.

On August 24, 1984 President Ronald Regan signed a bill for the Illinois & Michigan National Heritage Corridor, the first of its kind. Due to the canal, Illinois became the nation's most populated inland state.

SURRENDERING OF CANAL CERTIFICATES AND PAYMENT OF DIVIDENDS

Neil Sowards, CSI member from Fort Wayne, Indiana, found the following receipt and accompanying details on e-Bay. The dividend was 8 4/10 per cent of the stock value or \$41.24 for \$16,800.

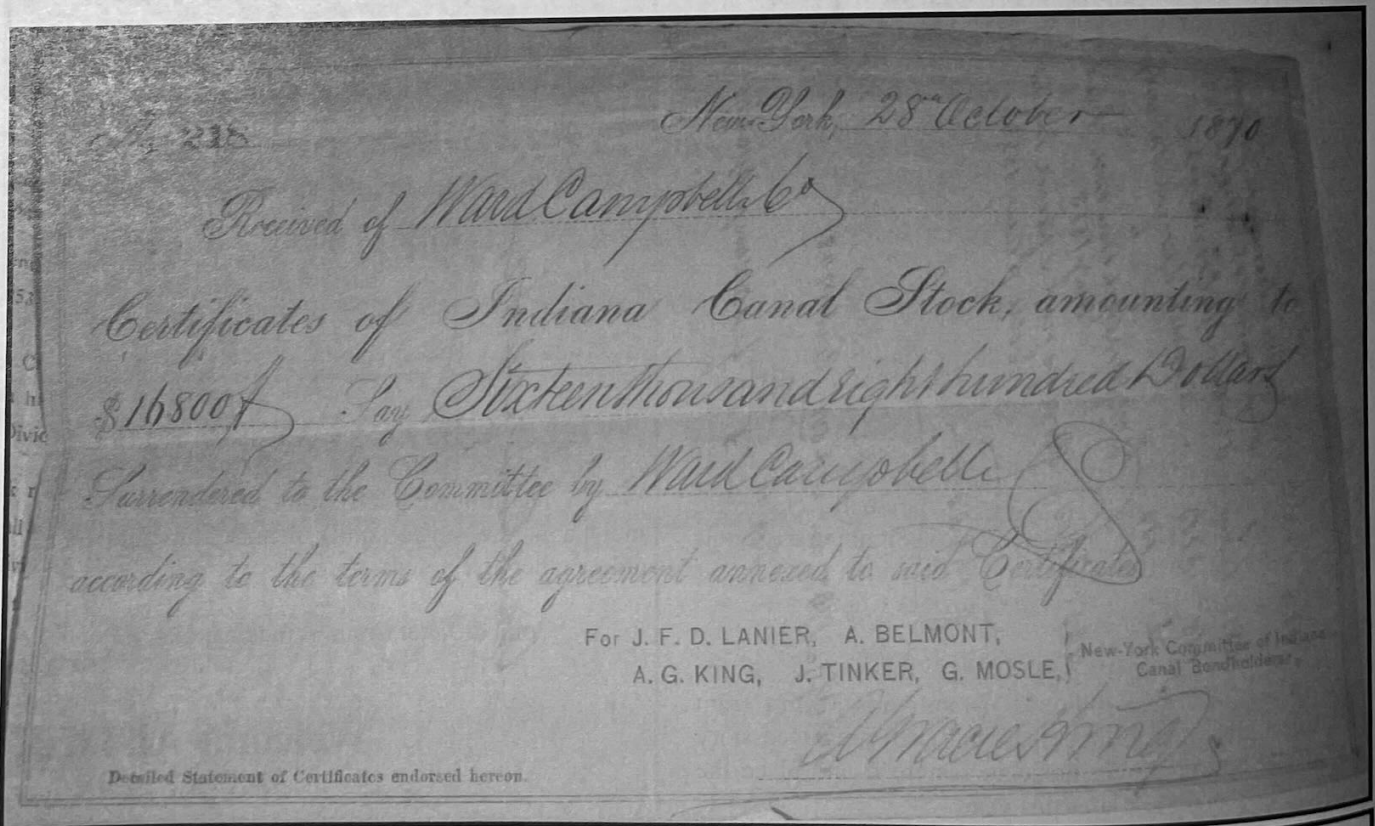
No. 218

Received of Ward Campbells Co. Certificates of Indiana Canal Stock amounting to \$16,800 Say Sixteen Thousand Eight Hundred Dollars surrendered to the Committee by Ward Campbells Co. according to the terms of the agreement annexed to the said certificates.

New York 28th October, 1870

For J. F. D. Lanier, A. Belmont, A. G. King, J. Tinker, G. Mosle > New York Committee of Indiana Canal Bondholders
Detailed Statement of Certificates endorsed hereon.

A. Gracie King



To Holders of Indiana Canal Certificates.

Mr. S. B. GOOKINS Receiver of the Wabash & Erie Canal, gives notice that in the suit of GAPEN vs. THE BOARD OF TRUSTEES OF THE WABASH & ERIE CANAL, the court on the 23rd of May, made an Order of Distribution of eight and four-tenths (8 4/10) per cent upon the Principal of Stocks included in the Schedules No. 1, No. 5, and No. 7, that is

No. 1. Certificates issued to Subscribers to Loan for the Completion of the Canal, who surrendered original Wabash & Erie Canal Bonds, for the Principal of said Bonds.

No. 5. Certificates representing Interest on above specified Bonds from 1841 to 1847.

No. 7. Certificates representing Interest on above specified Bonds from 1847 to 1853.

All other classes of Indiana Canal Stocks, and any Certificates of above three Schedules, which have not been proven before the Referee, are excluded from the Dividend.

The Committee in New York representing Holders of Indiana Canal Certificates, have proved all the Certificates in their hands, and, as soon as the payment of Dividend is effected, will give notice of the numbers of their receipts, the holder of which will be entitled to participate.

AUGUST BELMONT,
G. MOSLE,
A. GRACIE KING.
Committee Representing Holders of Indiana Canal Certificates.

Innel8

NEW YORK, June 5, 1878. Receipt No. 218 is entitled to a

To Holders of Indiana Canal Certificates.

Mr. S. B. GOOKINS, Receiver of the Wabash & Erie Canal, gives notice that in the suit of GAPEN vs. THE BOARD OF TRUSTEES OF WABASH & ERIE CANAL, the Court, on 23d May, made an Order of Distribution of eight and four-tenths (8 4/10) per cent upon the Principal of Stocks included in his Schedules No. 1, No. 5, and No. 7, that is

No. 1. Certificates issued to Subscribers to Loan for the Completion of Canal, who surrendered original Wabash & Erie Canal Bonds, for the Principal of said Bonds.

No. 5. Certificates representing Interest on above specified Bonds from 1841 to 1847.

No. 7. Certificates representing Interest on above specified Bonds from 1847 to 1853.

All other classes of Indiana Canal Stocks, and any Certificates of above three Schedules which have not been proven before the Referee, are excluded from the Dividend.

The Committee in New York representing Holders of Indiana Canal Certificates, have proved all the Certificates in their hands, and, as soon as the payment of Dividend is effected, will give notice of the numbers of their receipts, the holders of which will be entitled to participate.

AUGUST BELMONT,
G. MOSLE,
A. GRACIE KING. } Committee Representing Holders of Indiana Canal Certificates.

Innel8
NEW YORK, June 5, 1878. Receipt No. 218 is entitled to a dividend of \$41.24 payable on presentation of receipt at office of Lanier & King's Sons

dividend of \$41.24 payable on presentation of receipt at office of Lanier & King's Sons.

NICARAGUA MAY BUILD A CANAL

As the \$5 billion expansion of the Panama Canal, which allows it to accommodate larger ships, nears completion, it may already be outdated. Nicaragua's legislature passed a bill on June 13, 2013 giving the Hong Kong Nicaragua Canal Development Investment Company, more commonly referred to as HKND, a fifty year concession for constructing and managing an approximately 178-mile-long canal through Nicaragua that would accommodate even larger ships. The canal would extend west from the Caribbean Sea/Atlantic Ocean, generally follow the San Juan River, pass through Nicaragua Lake/Gran Lago and then connect to the Pacific Ocean at San Juan del Sur or Brito through the isthmus of Rivas. The project would include two deep-water ports, two free-trade zones, an oil pipeline, a railroad and an international airport. Once the canal is operational the concession may be extended another fifty years.

Three routes are being considered to lift ships up the 105 ft. elevation from the Caribbean to Lake Nicaragua. A fourth route, which has a lower environmental impact and costs less to build than the other routes, has been scrapped by HKND for some reason.

To reach the Pacific Ocean, ships will be lowered 184 feet from the lake. A canal will be dug across the isthmus of Rivas.

Nicaragua Lake is a fresh water lake. There is a danger that, once the canal is completed and the lake becomes connected to the saltwater in the oceans, there might be a negative effect on the local flora and fauna.

The project is estimated to cost \$40 billion dollars. HKND must raise the funds for feasibility studies and constructing the canal. Even though the canal company is registered in Hong Kong, its chairman and sole owner, Wang Jing, does not expect to receive any Chinese funds.

In September 2012, about one month after the 40-year-old entrepreneur from Beijing registered his canal company, he met with Nicaragua's president, Daniel Ortega, and signed a memorandum of understanding that authorized him to promote financing the canal. He is convinced that the world needs a wider and deeper inter-oceanic canal than the Panama Canal.

The Nicaragua Canal, without the other projects, should relieve Nicaragua's poverty by more than doubling her Gross Domestic Product - the market value of all officially recognized final goods and services produced within a country in a given period of time. It hopes to become one

SPEAKERS BUREAU

of the wealthiest countries in Central America.

April 7, 2013 - Evansville, IN

Stan Schmitt, past editor of *Indiana Canals* and *The Canal Society of Indiana Newsletter*, presented "Moving Through the Past: Evansville's Transportation History, Part II" in the Old Gallery at Evansville's museum on Sunday April 7, 2013 at 2 p.m. The program, which followed a prior lecture on early transportation and canals, included an overview of interurbans, automobiles, the development of major area roads, shifts in river transportation, and local railroad traffic. These lectures are a continuation of Evansville's bi-centennial celebration (1812-2012).

Stan spent over 30 years reading Evansville's old newspapers beginning as early as the 1820s. He has spent hours in libraries and courthouses throughout Indiana as well as in the Indiana States Archives, the Library of Congress and the Nation Archives pursuing his interests in the Wabash & Erie Canal, transportation, coal mining, the Civil War and other military battles.

Stan serves on the Board of the Vanderburgh County Historical Society; the History Committee of the Pigeon Creek Greenway Passage; and the critical review team of the Feel the History project. He is a past board member of the Canal Society of Indiana and has led many tours of the Wabash & Erie Canal in Vanderburgh, Warrick, and Gibson counties.

Evansville Courier & Press, March 31, 2013

Thelma Conrad, Cass County Historical Society, Logansport, IN via Tom Castaldi, CSI Director, Ft. Wayne, IN

DONATIONS TO CSI ARCHIVES

Don Haack, CSI member from Fort Wayne, Indiana has donated the *Official Atlas of Allen County, Indiana* that was published in 1944. The route of the Wabash & Erie Canal is clearly shown on the Aboite township map.

Don received the atlas as a gift from Dave and Donna Engle. He passed it on to CSI headquarters.

Carl Bauer, CSI member from Fort Wayne, Indiana has donated information about the Gronauer family, who tended lock #2 of the Wabash & Erie Canal near New Haven, Indiana.

We thank Don, Dave, Donna and Carl for these new addition to the archives.

HIP HIP HOORAY!