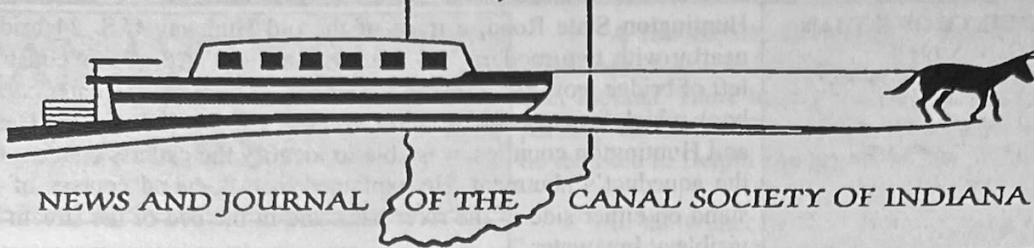


THE
HOOSIER-PACKET



VOL. 13 NO. 2

P.O. BOX 10808 FORT WAYNE, IN 46854

FEBRUARY 2014

TUMBLING DOWN



Photo
 By
 Bob
 Schmidt

The east abutment of Wabash & Erie Canal Aqueduct No. 2 over the Aboite River southwest of Fort Wayne, Indiana, tumbled down sometime in October or early November of 2013. Timbers in the bottom of the river and the west abutment still remain.

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AGING AQUEDUCTS ON THE WABASH & ERIE CANAL

By Tom Castaldi

Recently word came to the Allen County Fort Wayne History Center from a county official who had a question about an abutment wall that had fallen at Aboite River in the western part of the county. The question was whether or not the structure was part of the Wabash & Erie Canal Aqueduct. Squeezed tightly together at that site are several reminders of our transportation heritage: what many believe to be the abutments for the Canal aqueduct, an interurban rail bridge, stones from the old

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Huntington State Road, a trace of the old Highway U.S. 24 bridge now replaced nearby with two modern U.S. highway bridges. All of this construction is what is left of bridge work that crossed the stream. The History Center curator referring to a book which focuses somewhat on structures of the Wabash Erie Canal through Allen and Huntington counties, was able to identify the caller's concern that in fact it was the aqueduct's abutment. He explained that, "Several courses of limestone blocks stand on either side of the river bank and in the bed of the stream large timbers are visible at low water."

In 1847, Chief Engineer Jesse Williams described the site writing that this,

"...structure is aqueduct No. 2, over the river Aboite, of four spans, each 28 feet clear. The trunk is of wood resting on two abutments and 3 piers, all of good cut stone masonry. This structure is entirely new, having been rebuilt in 1846, and will probably require but little expense for 8 or 10 years to come."

Maybe some of the exposed wood eventually decayed, however, the durability of cut stone that formed the buttresses stood tall. One stood until the north portion of the east wall tumbled over possibly in October or early November of this year. Either the earth gave way behind the stones or the wall simply expired into the river. Aqueduct No. 2 with what is believed to be its west abutment still standing and now portion of the east one gone has lasted 167 years. What will become of the scattered cut stone limestone blocks was not stated. Both the structures and the heavy foundation timbers still submerged in the bed of the Aboite River are valued Canal era treasures.

Coincidentally, the Aboite remnant is not the only one to collapse during 2013. Last January, an abutment over the Eel River met the same fate.

Jesse Williams also described Logansport's,

"Aqueduct No. 5, over Eel river --- wooden trunk of 5 spans, 40 feet each, resting on stone abutments and piers, built on solid rock foundation. The stone of durable quality. The trunk was rebuilt last year and the whole structure may be considered permanent for 8 or 10 years to come."

In 1837 Williams' report advised the State Legislature that, "The masonry and timber work of this structure are well advanced and it is supposed the water may be passed over in, and the navigation extended to Georgetown by the 1st September next. That implies the aqueduct structure dates back to 1838. Today the piers can be seen in the bed of Eel River when the water runs low and a heavy stone on the south side that served as a lifting lock's wing walls are in place, however, on the north side of the river the old abutment wall collapsed into the river on January 30, 2013. (See cover story *The Hoosier Packet* April 2013). Aqueduct No. 2 with its south abutment standing and now part of the north one gone has lasted 175 years. Quite a testament to the builders of the canal who had but stone, wood, a bit of iron to work with that have remained until this day. In both instances it appears that the large limestone blocks came down due to natural causes. It seems that their purpose long ago served finally is coming to an ignoble end. Nothing lasts forever.

CANAWLERS AT REST

HORATIO J. HARRIS

Find-A-Grave # 77175141

b. February 4, 1815
d. September 25, 1859

By Carolyn I. Schmidt

Horatio J. Harris was born of February 4, 1815 in Newark, Ohio to Dr. Noah Harris (1787-1832) and Margaret Peggy (Elliott) Harris (1790-1863). Dr. Harris was a prominent physician there. We don't know much about Horatio's early life or his family.

After graduating from Miami University in Oxford, Ohio, Horatio moved to Indianapolis, Indiana and resided for a short time with Nicholas McCarty's family. Nicholas had moved to Newark after the death of his father and had become a good friend of Dr. Harris while living there. McCarty was employed in a dry goods business and eventually operated his own business. In 1823, at age 28, he headed for the new capital city of Indiana where he opened a new dry goods business and entered politics. He was a Fund Commissioner for the Wabash & Erie Canal.

While living in Indianapolis, and probably through the influence of Nicholas McCarty, Horatio was appointed assistant engineer on the Wabash & Erie Canal. He then went to work along the Wabash River near Delphi, Indiana and helped build the canal. He made the personal acquaintance with many young men along the line and, through their influence, at age 22 was selected to deliver the oration on July 4, 1837 celebrating the United States' anniversary. He was a small man and did not appear to be very intellectual, so the public was not expecting to hear much of a speech. The people of Delphi and the surrounding area were surprised to hear the finest address ever listened to in Carroll County at that time.

A few months later Horatio entered the law office of Messrs. White & Lockwood, attorney's-at-law in Lafayette, Indiana. There he began studying that profession. Apparently the study of law didn't take long for in June 1838 he returned to Delphi and began his law practice there.

In the winter of 1839 Horatio was elected the principal clerk of the Indiana House of Representatives. Then in 1840 he was nominated by the Democratic party to serve in the Indiana State Senate representing Carroll and Clinton counties. He was elected and served from 1840-1842. At the expiration of his term as senator, in the Winter of 1843-44, he was elected Auditor of the State at age 29.

After serving out his last term (1848-1847) as State Auditor, Horatio went to New York City for a few months and assisted the Agent of State in carrying the Butler Bill into operation. This bill transferred the ownership of the Wabash & Erie Canal from the State of Indiana to private investors and provided for the completion of the canal to Evansville, Indiana. It located the headquarters of the canal at Terre Haute, Indiana and established a three-man administrative board with Charles Butler and Thomas H. Blake elected by the bondholders and Nathan Palmer appointed by the governor. After the death of Blake in November 1849, he was replaced by Thomas Dowling. For more about the Butler Bill see the October 2012 issue of *The Hoosier Packet*, vol. 11. no. 10.

In 1847 Horatio, age 32, married Martha Louise Quarles Davis, age 21. She was the daughter of Judge John Tunstall Quarles of Russellville, Kentucky. Her father was an old friend of Joseph E. Davis of Mississippi, the brother of Jefferson Davis, who became President of the Southern Confederacy. Her parents and grandfather died, leaving her an orphan under the care of her widowed grandmother Martha Brooks Wallace. While Mrs. Wallace and Martha Louise were on a visit to Hurricane, the home of Joseph Davis, Mrs. Wallace became ill and died. Joseph's family accepted the young girl as a family member and she became "a cherished and beloved daughter." She was educated in Kentucky.

Horatio, with his new bride Martha Louise, moved to Jackson, Mississippi and remained there about two years. They had three children, Jefferson Harris, born in Jackson about 1847 and died young; Eliza Harris, born January 28, 1850 at Vicksburg, Mississippi, married Charles M. Flanagan, a prominent merchant of St. Louis, Missouri on January 2, 1872, and had six children - Charles M Flanagan, Columbia Carroll Flanagan, Horatio T. Flanagan, Lucy

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Flanagan, Harold Flanagan, and Nellie Flanagan; and Margaret Harris, who married Honore P. Jackson, grandson of Honore Perigny Morancy, and lived in New Orleans, Louisiana.

In 1849 Horatio and his family moved to Vicksburg, Mississippi. Although he was a Democrat, he was able, through the influence of Jefferson Davis, who was a son-in-law of General Zachary Taylor, to have Taylor appoint him District Attorney for Mississippi. He was commissioned as an United States District Attorney of Mississippi for the southern district on August 10, 1850, re-commissioned on August 4, 1854, and again on March 7, 1859. He held this position until his health caused him to resign. He was proceeded in it by Richard M. Gaines, July 9, 1840 and followed by Carnot Posey on November 4, 1859.

Horatio became an intimate friend of both Joseph and Jefferson Davis. He served as Joseph Davis' attorney, business agent and political confidant.

He wrote letters to Jefferson Davis. In the one from Vicksburg on April 17, 1851 he expressed his views on the "Southern question" saying that he thought there would always be a war against slavery, that they were a defeated party and that they were in no place to make demands. He said, "We must wait, keeping our souls in patience, which, we are told, bringeth forth experience and in experience, hope...I believe the Southern people will awake and unite, not to preserve the constitution, or the union, but to organize a government for themselves." He told Jefferson Davis

not to take a stand on the issues presented by John Quitman, Governor of Mississippi, for disunion and to refuse to recommend Quitman's policy as worthy of public approval. Horatio advised Davis to bide his time and maintain his integrity but be ready to take over when the time was right to defend the South. He warned him to be sure his sources of information were accurate before taking any kind of action. His letter is extremely interesting to read and shows his insight into what happened ten years later. This letter may be found online at Google Books under Horatio J. Harris, Mississippi and scroll down to *The Papers of Jefferson Davis*.

A group of Cuban revolutionaries led by Narcisco Lopez intended to forcibly liberate Cuba from Spanish rule. In 1849, López visited Jefferson Davis, then a U.S. Senator from Mississippi, and asked him to lead his "filibuster" (irregular soldiers who act without authority from their own government and are generally motivated by financial, political ideology or an thrill of adventure) expedition to Cuba. He offered an immediate payment of \$100,000, plus the same amount when Cuba was liberated. Davis turned down the offer, stating that it was inconsistent with his duty as a senator. When asked to recommend someone else, Davis suggested Robert E. Lee, then an army major in Baltimore. López approached Lee, who also declined.

In 1850 Quitman supported the plan to take a filibuster to capture Cuba and make it another slave state to offset the growing power of the northern states. President Franklin Pierce opposed this idea. Then in June 1854 Horatio J. Harris "intimated to one of Quitman's correspondents

Horatio J. Harris' Family						
Name	Birth	Place	Death	Place	Marriage	Place
Dr. Noah Harris	3-12-1757	Licking Co, OH	1-13-1832	Newark, OH	8-11-1811	Licking Co OH
m. Margaret Peggy Elliot	1-21-1790	Allegany	8-16-1863	Newark, OH	8-11-1811	Licking Co OH
James E. Harris	3-16-1811	Licking Co, OH	7-02-1818	Newark, OH		
Orlando Harris	8-28-1811	Licking Co, OH	8-21-1827	Newark, OH		
Horatio J. Harris	2-04-1815	Licking Co, OH	9-25-1859	Newark, OH		
m. Martha Louise Quarles Davis						
Jefferson Harris	@ 1847	Jackson, MS				
Eliza Harris	1-28-1850	Vicksburg, MS			1-02-1872	
m. Charles Matthias Flanagan					1-02-1872	
Charles M. Flanagan						
Columbia Carroll Flanagan						
Horatio T. Flanagan						
Lucy Flanagan						
Harold Flanagan						
Nellie Flanagan						
Margaret Harris	@1857	Mississippi				
m. Honore P. Jackson						
Jemmings Harris	3-30-1817	Licking Co, OH	10-08-1818	Newark, OH		

that he had received instructions about the president's determination to prevent any filibuster against Cuba." At that time Pierce was secretly trying to annex Cuba diplomatically by purchasing it from Spain for \$120 million. But the whole plan failed when a newspaper gained intelligence of it.

Horatio was also a contributor to the Democratic press. He wrote political letters expressing his opinions.

Horatio and his wife left Mississippi and went to visit Margaret Elliot, who we assume was his cousin, in Pataskala, Ohio in 1859 near where he was born. He was ill and passed away on September 25, 1859.

Although no obituary was found for Horatio, a letter from Margaret Elliott to her brother Alexander C. Elliott, tells of his death and relates lots of information about the health and whereabouts of family members. She writes from Pataskala, Ohio, which is between Columbus and Newark in Licking County.

"Pataskala, Oct 8th, 1859

"Dear Brother:

"It has been a long time since we heard from you; many changes have taken place since. Our friends here are fast passing the day of all the earth.

"**Horatio Harris** came home on a visit. His health was very poor when he came, but he declined very rapidly afterwards. This climate was so different from Mississippi that he failed so fast that he was unable to return. He lived about two months, - he died two weeks to-day professing the Catholic faith. The funeral service was conducted by the Catholic Priest at the church. His wife over-persuaded [sic] on his death-bed. And Peggy felt very badly about it, - her health is very poor. You need not be surprised at any time to hear of her death.

"Aunt Sarah visited Uncle Cornelius this fall. Uncle Samuel died last spring of typhoid fever, and his wife this fall.

"Stephen Williams lost his oldest daughter about two weeks ago. She was about ten years old. She suffered long and much; her suffering beggars description. Her disease was typhoid fever. Two weeks before she died, her face commenced to mortify, and when she died her face was all decayed. Oh, she was the most shocking sight anyone ever witnessed. I was there a great deal of my time, - her parents could not take care of her. Abbie was a dear little girl, - a great favorite of mine. It is not often a parent is glad to see a child die, but they had to come to that. They could not help but feel a relief when her suffering was over.

Catherine Dinsmore has been at the Williams this summer. She requested when I wrote you to say for her that she wished you much success in the great and good cause.

"Robert's family are well. Jane works on at the same old rate. Kate thinks herself quite a young lady. She thinks too that she knows it all a good deal like Frank. Sammy is a good little boy, and as are the others. Little Robert is the youngest, - he is about four years old, and very bright. Katy is still living, and as great a boss as ever. Frank is clerking in a dry goods store in Pataskala, which sets him up very much in his own estimation.

"Mary Ann, after John died, commenced keeping boarders, and continued to do so until this fall, but times are so hard this fall that she could not keep even, - so she has rented part of her house, and takes in work. George Shurtz's wife is dead. Jeannette keeps house. Mary Ann does their washing and all the work she can get, and then gets along poor enough. John is old enough to maintain her, but is very indolent, - does nothing scarcely. He has partly learned the carpenter trade, but is so indolent that everyone gets tired of him. Mary Jane was married to William Switzer last spring. She was here a year with Samuel. Reuben is coming here to live next week. Sammy is a very bright child, but will need very good training. Mary Ann lacks government. She cannot govern herself. I feel very sorry for her. Samuel helped her a little, and I do when I teach, but my health was so poor last winter that I did not teach this summer. I taught last winter on Billy Wilburn's district. I met a great many there that knew you. Augustus Stewart sent to school to me. One third of my scholars were Vanattas, - it was a pretty rough place, but they were very clever to me. I was sick there and shall never forget their kindness. Miss Barrick taught there this summer, - Margaret's cousin I believe.

"Aunt Sarah's family are well. Theophilus Little farms her farm, or by the way, keeps dairy, - sells milk in town. William is in Kansas. Waldo is in Cannonsburg, Pa., attending school Margaret is at her ___ Buel's in Lexington, KY, visiting.

"I believe I have written all that will interest you. Samuel wants you to write to him, and I want you to answer this as soon as you possibly can. Don't wait a year, - I may not be here a month. I think some of teaching this winter.

"I want to know all about the children, - what their names are, - for I only remember George. I suppose he is large enough to go to school, and the next one too perhaps. I would like to see you and very much indeed, but I am too poor, and am afraid never will be able to come. I thought certain I should come when ___ Fleek went home. Give my very best love to Margaret and children. I wish you

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God speed in the good work. I want you to write all about your family, and what success you have had, for I feel very much interested. I hope the Lord may prosper you and yours. You have my best wish, which is all with my prayers in your behalf I can give.

“Your affectionate sister,
“Margaret Elliott

“I wish Margaret to write me too.”

Following the Catholic funeral service for Horatio, he was laid to rest in Plot:Section 6 of Cedar Hill Cemetery, Newark, Licking County, Ohio. He was only 44 years of age but had lived life to the fullest. In *Our Pioneers* it says, “He was a young man of much promise, and would, undoubtedly, have reached higher positions and greater distinction had his life and health been preserved.”



HARRIS MONUMENT

SECTION 6 CEDAR HILL CEMETERY

NEWARK OHIO

Horatio J.

Born Feb 4, 1815
Died Sep 25, 1859

Orlando

Born Aug 28, 1812
Died Aug 21, 1827

James E.

Born Mar 16, 1811
Died Jul 2, 1818

Jemmings

Born Mar 20, 1817
Died Oct 8, 1818

Children of Dr. Noah & M.E. Harris

Photo courtesy of
Nancy Ann Buckanan

After Horatio's death, Mary Louise, his wife, became an invalid and suffered greatly. In his will, Joseph Davis bequeathed his “adopted daughter” \$1,000. Many people assumed that she was Joseph's niece or near relation.

Mary Louise Quarles Davis Harris died on May 25, 1889, 30 years after her husband. She had requested to be buried “beside her loved ones resting” at Hurricane. Following her funeral at St. Paul's Catholic Church in Vicksburg, her remains were accompanied down the river by friends and relatives aboard the steamer *Goldman* to Davis Island and there she was laid to rest.

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Ancestry.com

Find-A-Grave # 77175141

United States Federal Census 1850

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KILE AND DOLE

And Their Wabash & Erie Canal Connections

By Charles Davis

William Palmer Dole was born in Danville, Vermont on December 3, 1811 at the home of his mother, Abigail Isley Dole. His father, Enock Dole, was from Bedford, New Hampshire. When William was two years old, his parents moved to Bedford, New Hampshire where they remained until about 1818. They then came west to Hamilton or Rossville, Ohio. After remaining there three years, they moved to "Coleman's Grove," two miles north of Terre Haute, Indiana, and about one mile from "Fort Harrison" on the Wabash River. Enock bought lot 84 on November 1822 and lot 88 from James Wasson, where they resided on the southeast corner of 1st and Mulberry streets in a large two story hewn log house until the days of their deaths.

The Doles were quite active in Vigo County. Enock contributed to the building of the "Old Brick" school in 1827, which was intended for both church and school purposes. It was located at the northeast corner of 5th and Walnut streets and was later used by the Catholic Female Academy. He also had a store in Otter Creek township around 1840, in which he had the first post office. About 2½ miles southwest of Atherton, he owned the "Dole House," a tavern that was a hotel for boarders on the "Lafayette Road." Along with these accomplishments he promoted building the covered toll bridge across the Wabash River at Clinton, Indiana near Crabb's Ferry.

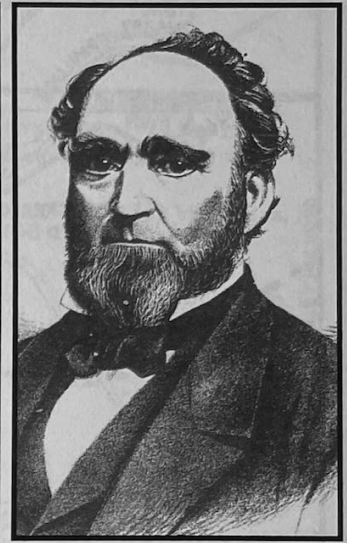
Wm. P. Dole received his schooling in a school fronting on Ohio street at the southeast corner of Water and Ohio Streets. In 1831 he left home and started life on his own at Clinton, Vermillion County, Indiana. There he engaged in the business of grocer and dry goods merchant, pork packer and produce dealer during which time he made eight trips down the Mississippi River to New Orleans, Louisiana. Most of the trips were by flat boat. He sold produce at all points from Memphis to New Orleans.

On February 15, 1833 William was married to Susannah Rush in Vermillion County. They had two children.

Starting in 1844, William was elected and served eight years in the House and Senate of Indiana. While at Clinton, he and Dr. William Kile became partners in the mercantile business using Clinton Locks on the Wabash and Erie Canal for shipping.



Dr. William Kile



William Palmer Dole

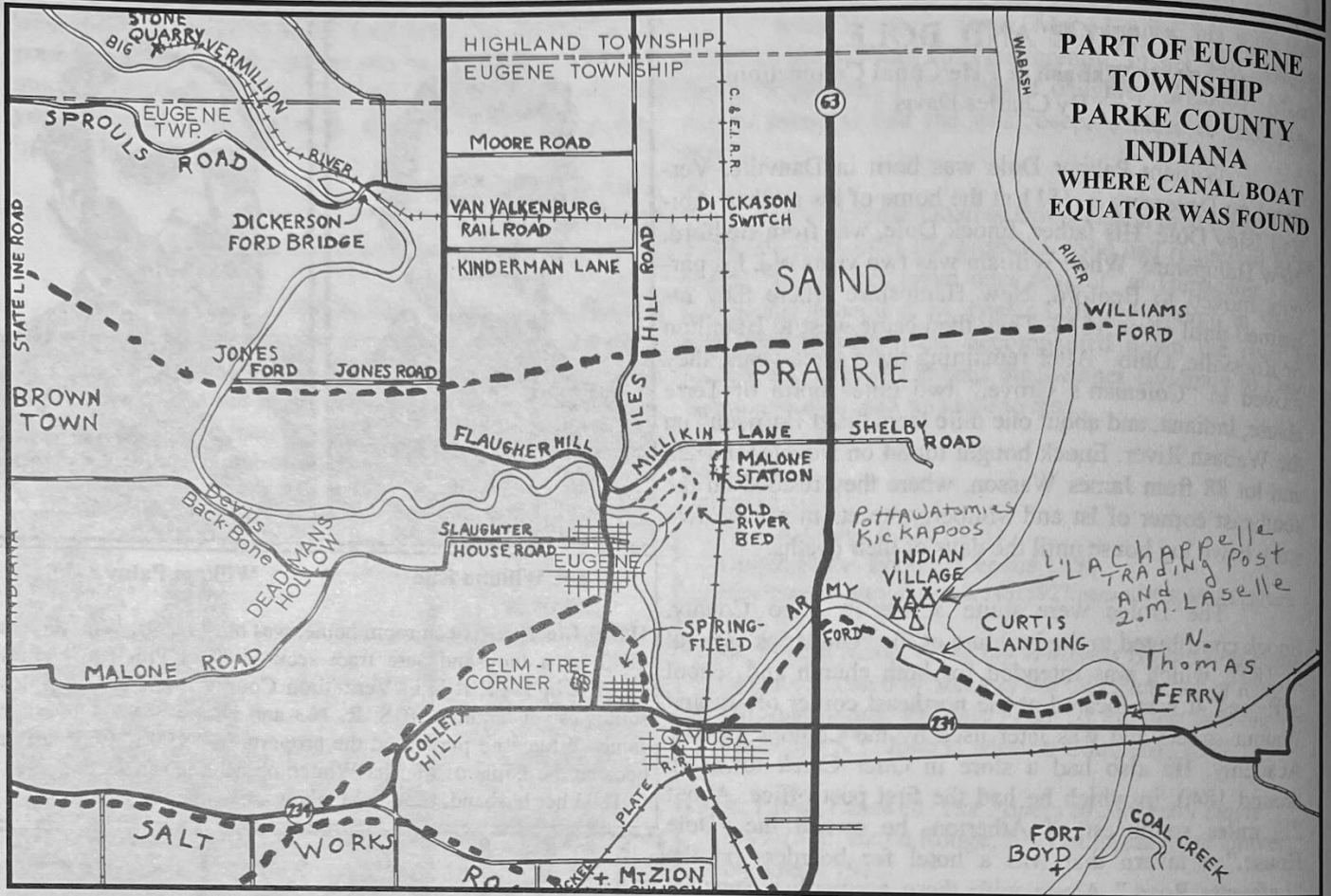
Hazel Bluff, a sixteen room home, was built by Dr. Wm. Kile in 1840 on a thousand acre tract secured from President James Monroe in 1817. It is in Vermillion County, Indiana five miles southwest of Clinton off S. R. 163 and Highway 63. Governor James Whitcomb purchased the property in 1855 and in 1868 it became the home of Martha Whitcomb Matthews, his daughter. In 1893 her husband, Claude Matthews, became the governor.



Dr. Kile was a native of Ohio, born in 1809 to Oliver and Nancy (Jones) Coil (Kile). He was the grandson of Gabriel and Rebecca (Skidmore) Coil. He was first married to Miss Charity Webster, stepdaughter of Col. Blackman of Vermillion County. Upon the death of his father, Oliver, he was bequeathed his medical books. He built a home on Hazel Bluff road in which Governor Claude Matthews later lived. Not much is known of Dr. Kile during these years except that he was one of those involved in the whipping of Silas Bowers. "The Bowers Tragedy," *The Hoosier Packet* December 2005 by Charles Davis.

Around 1854 William Dole and Dr. Kile moved to

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Paris, Edgar County, Illinois and opened a store as partners styled as "Kile and Dole." Even at a long distance they continued to use the Wabash & Erie Canal as one of their shipping points at Clinton Locks. One of the canal boats hired by them was the "Equator," that was owned and commanded by Nathaniel (Nat) C. Watkins. Nat was also the master of the "I.R. Youmans" of Clinton Locks and was the owner and master of the "I.L. Sloan." Nat's residence in the 1840s-1860s was at Covington, Fountain County, Indiana.

Evidently Nat was not very reliable, for Kile and Dole filed: "In the Parke County Common Pleas Court, October Term, 1857. Wm. Kile and Wm. P. Dole versus The Canal Boat Equator: Attachment to enforce a lien." It goes on to say, "The said Wm. Kile and said Wm. Dole plaintiffs complain of the said Canal Boat Equator now lying at the mouth of Big Vermillion River, near Eugene in Vermillion county Indiana and say that on the second day of May 1856 at said County, they contracted with one Nathaniel C. Watkins then Captain and Master of said Boat, for the delivery by the said Master and Captain to one Reid and Co.,

Toledo, Ohio of the following property of the plaintiffs to wit, 22 casks of hams, fifty two casks of shoulder, and seven casks of sides, marked "K & D" weighing 8,181.9 lbs. for the sum of \$4.17 per ton, in consideration whereof the said Master and Captain then received said articles on board of said Boat and then and there, undertook with, and promised the plaintiffs to deliver said articles as aforesaid, for the price aforesaid and in good order. Plaintiffs aver that the said Captain and Master of said Boat hath hereto failed, neglected and refused to deliver as aforesaid to the said Reid & Co. at Toledo, Ohio two casks of the said hams of the value of \$85.00 each and both now find neglect and refuse to deliver the same as aforesaid by means whereof the said two casks of hams then became and now are a total loss to said Plaintiffs." It goes on to say the Captain refuses to pay the plaintiffs and that he has sustained damages to the amount of \$200. The court ordered the sheriff of Vermillion county to seize and take into his possession the Canal Boat Equator lying in Big Vermillion River, then on July 14, 1857 the sheriff states, "I attached the canal boat Equator it being in the Wabash River near B.A.C.W. Curtis Warehouse having in it at the time I took it about 12 inches of

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William Palmer Dole's Family

Name	Birth/Place	Death	Burial/Place	Marriage/Place
Enoch Dole	1-01-1788 Bedford, VT	3-14-1855	Woodlawn Cem. D.47 B. 25 Terre Haute	1810 Danville
m. Harriet Pauline Dexter	9-06-1794 Danville, VT	7-25-1855	Woodlawn Cem. D. 27 B. 25 Terre Haute	1810 Danville
Wm. Palmer Dole	12-03-1811	9-30-1889	Washington D. C.	
m1. Susannah Rush	2-15-1833			2-19-1833 Vermillion, IN
Wm R, Dole				
Persus Jane Dole	Vermillion Co.	2-25-1917	Cook Co. IL	
m. Rudy				of Matton, IL
m2. Elizabeth Gorden	1-12-1826	3-00-1900	Washington D. C.	1861 Beloit Rock WI
Harriet Dole	11-16-1817	8-30-1892	Woodlawn Cem. D.47	
m. ? Harding				

Dr. William Kile's Family

Name	Birth/Place	Death	Burial/Place	Marriage/Place
Oliver Coil (Kile)	1775 Pendleton, VA	11-00-1834	Concord, OH	2-29-1808 Ross, OH
m. Nancy Jones	8-03-1788 Maryland	4-13-1853	Perry, IL	2-29-1808 Ross, OH
Dr. William Kile	9-01-1809 Fayette, OH	10-04-1877	Paris, IL	
m1. Charity Webster				
Rachel B. Kile				
m. George Elliot				
Landon W. Kile				
Robert H. Kile				
Carrie Kile				
m2. Widow of A. Jackson				
m3. Mary J. Hoggart	1829			1859 Vigo Co, IN
Susannah Coil	1811	1873		
James Coil	1812	1850		
Elizabeth Earl Coil	1814	1853		
Jacob Coil	1817			
John Coil	1819	1892		
Mary Coil	1822			
George Coil	1826			
Olived Coil (Kile) Jr.	1829	1863		

water, said boat appraised at fifty dollars by said John Dummons, assistant. July 19, 1857. James F. Weller, Sheriff." The case was won by Kile and Dole, the boat was sold and they were given \$30.46 for all their trouble. Watkins had to pay court costs of \$17.00.

piling high enough to keep it above flood water and located just inside the mouth of the Vermillion. The purpose of the landing was to permit steamboats coming up or down the Wabash to land cargo or passengers for Eugene.

The interesting part of this is that the Equator was lying in the mouth of the Big Vermillion River on the Wabash River. At that point was Curtis Landing Warehouse. Why was the Canal boat at that point and how did it get into the Wabash River? Did Watkins put it there to avoid being found during the law suit? The only method I, Charles Davis, can think of, is that he locked into the Wabash river at Vicksburg, east of Perrysville on the canal, then floated down to Big Vermillion. The Curtis warehouse site was called Curtis Landing where a large warehouse was built on

In 1860, William P. Dole was made a Delegate from Edgar County to the Chicago Convention. There he took an active part in the nomination of Abraham Lincoln for the Presidency, and on his election was invited by him to go to Washington. William Dole participated in the inauguration of Mr. Lincoln, March 4, 1861, and was a few days after nominated and confirmed Commissioner of Indian Affairs. He continued to hold the place and was on the most intimate relations with the President as long as Mr. Lincoln lived. According to the Federal Census Willaim P. Dole was living in Bath, W. Virginia in 1870 and Berkley Spring, W.

Virginia in 1880. He passed away in 1889 at Washington City.

Dr. Kile continued for a number of years in "Kile and Dole" at Paris, Illinois before giving his entire attention to agricultural pursuits and stock dealing. He had been a good financier and accumulated good property, which he left to his wife and family when he died October 4, 1877.

Last Will and Testament of Oliver Coil-Kile

In the name of God, Amen.

I, Oliver Kile, of Ross County and State Ohio, being weak in body but of sound mind and memory, do make this my last will and testament in the following manner.

I will and bequeath unto my beloved wife, **Nancy Kile**, one-third of all my Estate.

I also bequeath unto my son, **William Kile**, his Medical Books.

I bequeath unto my daughter, **Susannah Kile**, one bay mare.

I bequeath unto my daughter, **Elizabeth Earl**, one sorrel mare and one red cow.

I bequeath unto my son **Jacob Kile**, one bay mare and a good education.

I do hereby make **William Kile, my son**, my executor of this my last will and Testament, that he shall dispose of all my estate in a lawful manner by way of making sale of all my property and collecting and paying all my just debts, and the over plus to be laid out in land where he may see proper, and the land to be equally divided, so soon as they may come of age between **Susannah Kile, my daughter, James Kile, my son, Elizabeth Earl, my daughter, John Kile, my son, Mary Kile, my daughter, George Kile, my son, and Oliver Kile, my son.**

H. B. - With the exception of so much of my estate as may be sufficient to give **Mary, George, and Oliver**, my three youngest children a reasonable education and support during their minority. Where unto I have set my hand and seal, this Fourth Day of November, -- 1834.

Oliver Kile

Attest:-

Isaac Pancake

George Lease

THE STATE OF OHIO Special Court, December - 25th, 1834. ROSS COUNTY

Personally appeared in Open Court, **Isaac Pancake and George Lease**, and being duly sworn, say that they saw Oliver Kile on the fourth day of November 1834 Sign and acknowledge the annexed will to be his voluntary act and deed, that at the time of acknowledging the same, he was

of sound mind and memory and fully capable of disposing of his property as they fully believe that they were called upon on the Fourth day of November aforesaid, to attest his acknowledgment, and subscribed their names, respectfully to said will, which they did, then and there, do in the presence, of said Oliver Kile and of each other, and at the time of said acknowledgment, the contents of said will were fully known to said Oliver Kile,

Isaac Pancake

George Lease

Sworn and subscribed in open court December 25th, 1834.

THE STATE OF OHIO ROSS COUNTY

I, Humphrey Fullerton, Clerk of the Court of Common Pleas for the County aforesaid, do hereby certify the foregoing is truly copied from the original on file in my office.

In testimony whereof I have hereunto set my hand & affixed the seal of said court, this 25th, day of December, A. D. 1834 and of this State,

The 33rd.

Humphrey Fullerton, Clerk

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Computer research by Mary Jane Davis

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Historic Scenes Past and Present in Vermillion County, Indiana. Vermillion County Historical Society, 1974.

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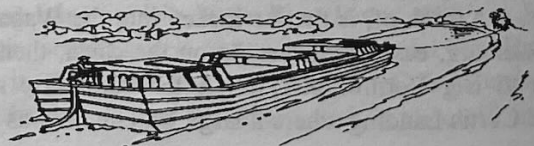
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O'Donnell. *Eugene Township, Vermillion County, Indiana.* 1969.

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Woolen. *Biographical and Historical Sketches of Early Indiana.* 1883.



LETTER TO ALFRED KELLEY

The following letter to Alfred Kelley,* Esq., Canal Commissioner, at Columbus, OH on January 6, 1835 with a cancellation stamp of Jan. 8, was sent in by CSI member Neil Sowards of Ft. Wayne, IN. The letter was a report from Wm. H. Price,** resident engineer, to the commissioners, after he was asked about the destruction and costs to Section 166 of the Ohio & Erie Canal after the freshet and flood in 1832. He was anxious to send his report since the letter reached him later than was normal.

Chillicothe Jan. 6, 1835

Alfred Kelley Esq.

Dr. Sir,

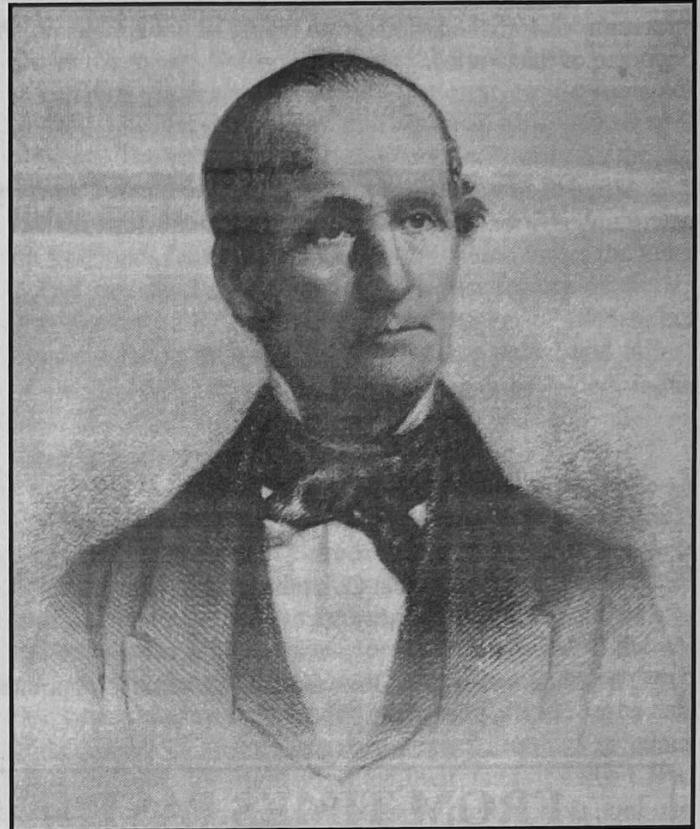
As above and south of this place are assigned me to receive yours of the 2nd inst. One day later than I should have otherwise done — I haste to furnish the board the desired information —

The loss sustained by the flood of Feb. 1832 on Sec. 166 for which Wm. Butt was contractor was not occasioned by the want of properly placing the protection stone up or by delay in putting them on; but consisted chiefly in earth washed from the top and between the wheeling runs of an unfinished embankment which would have been safe if finished. I am not prepared to say this loss was occasioned by gross neglect because the contractors proceeded in their work with as much expedition as the contractors for similar work generally do, but the addition in quantity made under this contract by a change after it was let did not require all the time between the expiration of the contract and the spring of 1832 to finish it, for that addition amounted to less than 22,000 [cubic] yds built and though I have not by me the means of knowing precisely when the contract expired yet I find by a notice that the contract made at a subsequent letting expired in April 1832.

The change though added to the quantity and a little perhaps to the expense per yard made the works better rather than worse in other respects that is it rather increased than diminished the advantages of employing a competent force.

The locating engineer's estimate of the quantity of work on this Sec. is in the Commissioner's Office. I give you the estimate of an excav. [excavation] and build actually done in April of 1831 that you may see what progress the contractors had made in completing the original contract.

Embt. 52,700 yds. [embankment—cubic yds]



Alfred Kelley, Esq.
Ohio Canal Commissioner
Find-A-Grave #10769306

Ex Rock 2,000 ?? [extra rock]

Perhaps I did not send the canal committee a copy of the notes taken under my instructions by Mr. Th. B. Adams, the apt. engineer on this part of the canal comprising this work of the amt. of loss sustained in consequence of the Feb. flood. I think however I founded an estimate upon them which I did send. I can perhaps in having given you a clearer idea of the amt. of loss than by copying Mr. Adam's notes. "There was some earth washed from the inside of this bank and some from the top where the bank was left low mostly deposited in the bottom of the canal, this cut from inside the bank perhaps 5 or 600 yds that from the top and [I] guess probably more. The silting of the bank in consequence of the freshet gives an appearance of more loss than actually was. There was some deposit from the Section above (to be removed) say 200 yds." It is proper to remark that the earth washed from the inside of this [watermark on paper] outlined by the contractor no loss as it was in so thin a layer that it was never as planned and no deduction was made in the final estimate of the whole quantity of this embankment. I hope I have succeeded in supplying the infor-

mation you wished. I in truth being at Columbus in the course of this work.

I am very respectfully yours,
Wm. H. Price.

* Alfred Kelley, Esq. is buried in Green Lawn Cemetery, Columbus, Franklin County, Ohio. His tombstone reads:

Alfred Kelley
Born at Middletown, CT
Nov. 7, 1789
Died at Columbus, OH
Dec. 2, 1856

Mary Seymour Welles
Wife of Alfred Kelley
Born at Albany, NY
Nov. 10, 1789
Died at Columbus, OH
May 19, 1832

** In 1825 when the Ohio General Assembly appointed

commissioners and organized the board for the internal improvement of the state of Ohio by navigable canals, the appointed acting commissioners were Alfred Kelley and Michajah T. Williams, the brother of Jesse Lynch Williams, chief engineer of all of Indiana's canals. The principal engineer was David S. Bates, Esq., and the resident engineers were Samuel Forrer and William H. Price, both of whom had previously worked on the Erie Canal in New York.

Samuel Forrer led one of two exploring and locating parties for the canal. "The earliest measures were taken to obtain the services of another engineer, whose experience and activity should qualify him to take charge of the second party. After some delay, they succeeded in obtaining for that station Mr. William H. Price, of New York, a gentleman of considerable experience in the construction of canals, who came highly recommended from that State. Since he has been in our service, he has given satisfactory evidence of his skill and experience in the line of his profession, and of his future usefulness to the State, should the construction of the proposed canals be undertaken."

Bates, James L. *Alfred Kelley: His Life and Work*. Columbus, OH: Press of Robert Clarke & Co., Cincinnati, 1888.

FROM TIMES PAST

Fort Wayne Times & People's Press

February 3, 1847

WHITE WATER VALLEY CANAL — GOV. WHITCOMB'S VETO. — The "White Water Canal" appears to be an unfortunate work. It belonged to the mammoth system of 1836, and upwards of eleven hundred thousand dollars had been expended upon it at the time of the general suspension of the public works. — Subsequently under an act providing for the transfer of the unfinished works, to companies that would undertake their completion in a specified time, this canal was made over to a company, upon the condition that it was to be completed from the Ohio river to Cambridge City by the first of March last. The company, accordingly, prosecuted the work with vigor, and it was finished, or nearly so, when the great flood of January 1847 came, and nearly destroyed it — damaging it to the amount, if I recollect right, of about a hundred thousand dollars. Under the pressure of this misfortune the company applied to the Legislature at its last session for relief, and within the last day or two of its sitting, a bill passed both houses, authorizing the Treasurer of State to loan to said company, for the term of five years, the State revenue to be collected for the year 1846, in the counties of Wayne, Rush, Henry Fayette, and Franklin, some \$50,000, on condition that the company should give satisfactory se-

curity for the repayment, and six per cent interest. This bill failed to become a law for want of the Governor's sanction. Without this aid, however, the company raised the means and repaired the damage done the canal by the flood of 1847; after which during the past fall, another great freshet occurred in the White Water Valley, and left the Canal in nearly as bad a condition as it was before the then late repairs had been effected. The canal has, then, been twice very seriously damaged within the year 1847. The public have lost confidence in the work, and, it is understood, the means at the command of the company are exhausted.

Upon the back of all these disasters, at the opening of the present session of the Legislature, Gov. Whitcomb sent to the House, the bill that had passed at the heel of the previous session, loaning to the company the State revenue of those five counties, for the year 1846, with his veto. However our feelings may be enlisted in favor of the company, on account of the energy they have manifested, and the misfortunes that have befallen them, we cannot but regard the reasoning of the Governor as conclusive in the matter. In the first place, by their charter, the company was authorized to negotiate loans, and issue its bonds therefor which were to be a valid lien upon the effects of the company in the order of their issue, and that the company had outstanding bonds against it, which would have had priority over this State claim, to the amount \$112,000. Another reason assigned by the Governor for withholding his assent from the bill, and a very good one, too, is that an act had

been passed and gone into effect, for the arrangement and final liquidations of the State debt, by which the State revenues were pre-pledged, — that the Agent of State was under the necessity of making a small, temporary loan to meet the interest due last July, — that if this measure had taken effect he would have to had borrowed, in addition, the amount thus loaned to the company — that going into the money-market to borrow the first installment of interest to be paid under the new arrangement, would have destroyed the confidence of the bond-holders, in its efficiency, and would have deterred many of them from surrendering their bonds; and finally, that it would have established a precedent, to be followed by other parts of the State, and large sums of money would thus be drawn from the State Treasury never to be returned, “as experience has proven that public money, invested in whatever manner in private enterprise, is but too frequently surrendered, or otherwise ultimately lost.”

These points, and others, are argued at length, and with ability; and, although as we have already said, our sympathy is with the unfortunate company, we hope Gov. Whitcomb will never perform a worse official act than this veto.

The bill may become a law by the veto of a majority of all the members elected to both Houses, in defiance of the veto. We suppose however, that such majority will not be obtained in this case.

Fort Wayne Times & People's Press
February 20, 1847

The Flood — Canals — We carefully examined out exchange papers on the line of our canals, to enable us to form an opinion of the damage to these works, but can find nothing very definite. Great injuries are reported to have been sustained at points distant from each place, but we are inclined to think the damage will prove much less than has been apprehended. Toledo Blade

Fort Wayne Times & People's Press
February 20, 1847

“The Butler Bill.” — A Senator has furnished the *Wabash Express* with the following synopsis of the difference between the original bill as passed last winter, and the amendment, passed at the close of the late session:

1. The bill of last session exacted of the bondholders a subscription of \$2,250,000 to finish the canal to Evansville, and compelled them to finish it in four years. The present law reduces that subscription to \$800,000, but exacts of them such further advances as will be necessary to complete the work in six years, making the lands a source of revenue to finish the work.

2. The bill of last session gave the bondholders who advanced means to finish the canal the priority of payment, out of the canal revenues, for the interest on the sums advanced, and the principal of the advance, also; and there it stopped. The present law gives them the Priority on the advance, principal and interest, out of the canal revenue; and, in addition, priority for the payment of principal and interest on the bonds held by them (and surrendered under the law,) out of the said canal revenues. This last feature of the act was demanded by Mr. Butler, at the session of 1845-6, but the Legislature refused it; and hence the delay, and failure of the measure for one year. This, it may be added, is the most important amendment, and the only real innovation on the bill of last winter.

3. The bill of last winter proceeded on the supposition that all the canal lands, sold and unsold, should be disposed of at the prices placed upon them, under previous appraisement. The present law provides that the Trustees shall appoint one discreet person, whose duty it shall be to re-appraise the lands donated for the prosecution of the canal, east and west of Tippecanoe, and place upon them such fair cash value as they, under oath, shall decide to be fair and equitable. It also gives to pre-emptors, in the Vincennes Land District, the right to enter their lands at the Canal Land Office, at \$1.25 per acres, to be paid in cash, and one year is allowed them to do so. In default, the lands are to be subject to entry, at their appraised value, varying from \$1.25 to \$2.50 per acre.

4. The bill of last session failed to point out the mode by which the subscribers to canal stock should elect their Trustees. The present one provides that said subscribers, according to numbers and value, shall make the election in the city of New York, after giving four weeks public notice in the papers of that city and London, said election to be legal, whenever four millions are subscribed, and 5 per cent (or \$200,000) actually paid in; but the Governor is not to make the deed to the Trustees till an amount of bonds amounting to \$5,515,000 shall be surrendered to the Agent of State.

5. The State reserved to herself the right to redeem the Canal at any time after twenty years, by paying the principal of the Canal debt. This feature differs from the bill of last session, in so far as the accruing interest (if any,) against the Canal is not to be charged against it.

6. The time for subscribing to the canal stock is extended from May, 1847, to November, 1847, thus giving all the bondholders, however scattered or remote they may be, ample opportunity to come into the arrangement.

7. Those who do not subscribe to the canal stock from a want of disposition, or for any other cause, can at any time surrender their old bonds, and receive new certifi-

cates or bonds (payable half by the State and half by the canal,) and draw their five per centum semi-annually, on one half the debt, (as in the case of subscribers,) and their chance for the interest on the canal bonds, whenever prior claims are satisfied.

8. The present law declares that the State will "make no other provision" for the bonds withheld; and if any of the Shylock class (those who expect the "pound of flesh.") will not come in (when all can,) then they will have to wait for an indefinite period — not named. This is not the language of the law, but the substance and import of it.

9. The present law provides for a strict account of all the proceedings of the Trustees to be furnished to the Auditor of State and to the Legislature, semi-annually and annually, and sundry safe-guards are thrown around the interests of the State.

10. Like the bill of last session, it divides the debt of Indiana equally between the State and the Canal — and reduces State indebtedness to \$5,545,000 exclusive of half the back interest ("which may be some \$1,500,000 more.")

This is thought to be a fair exposition of the difference in the bill of last year and the act of 1847.

A tax of 25 cents on the \$100, with a poll of 75 cts. it is thought, will meet the interest accruing yearly.

Mr. Butler has gone to New York, and it is expected that the provisions of the bill will be speedily carried into effect.

Fort Wayne Times & People's Press
February 27, 1847

Early Canal Navigation — From the mildness of the winter we suppose that navigation on the Lake will open unusually early the coming spring. If this should be the case, and the trifling repairs required in the canal between this place and Toledo, be completed as early as we learn they will be, it will become a matter of much importance to our produce dealers, as well as merchants generally, that the Erie and Hudson canal be opened earlier than usual also. We accordingly find the subject is being agitated on the line of that great work. The *Rochester (N. Y.) Advertiser*, in alluding to this matter, says —

We understand that some of our millers and forwarders are about to urge upon the canal board of the necessity of opening the canal as early as the 1st of April if practicable. It seems to us that this is a project worthy of very serious consideration by those whose action is to decide the matter. The condition of the starving millions of Europe is

such that we ought to send forward our surplus breadstuffs with the least possible delay. The farmer here is deeply interested in getting his grain to market as early as it can be shipped. This plan, too, is tantamount in a temporary increase of the capacity of the canals, and that face should not be lost sight of. The mass of produce seeking an eastern market will be immense, and every facility ought to be afforded which the nature of things admits of. We hope the board will be able — as we are sure they will be willing — to get the canal in navigable order some weeks earlier than usual.

Fort Wayne Times & People's Press
March 6, 1847

Opening of the Canal. — We are gratified to learn from the gentleman having charge of the canal that the aqueduct is now being built across Spy Run, near this town, will be completed at an earlier day than has been supposed, and that the canal will be fully open for navigation between the 1st and 10th of April. Those engaged in the work are entitled to much credit for the energy and perseverance with which they are prosecuting it.

Fort Wayne Times & People's Press
March 13, 1847

EARLY OPENING OF CANAL NAVIATION. — The Rochester Democrat urges the importance of an early opening of canal navigation in the spring. The foreign demand for American breadstuffs will clear out all the sea board stocks in the course of a very short time, and the freighting facilities of the railroads are wholly inadequate to replenish or keep up the supply. Vast quantities of flour are lying in stores and boats along the whole line of the canals, which it is very desirable to get to an early market in order to meet the high prices. The Democrat thinks the unusual mildness of the season is indicative of an early opening of the Lake navigation, when the enormous quantities of flour and grain in the western storehouses will commence pouring at once into our canals for an outlet to the seaboard. These circumstances render it very important that the canal should be in readiness for use at the earliest possible date.

Some of the western forwarders have already written to the Canal Board on this subject, and a united movement of produce dealers, boat owners and boatmen is recommended, with the view of inducing the Board to hasten the opening of navigation. *Osteego Whig*.

Heel Path: The path on the bank opposite to the towing path. This path was ordinarily on the land side of the canal. The boatmen commonly used this term rather than berm.

Canal Terminology of the United States. Thomas Hahn & Emory Kemp

Tow Path: The path beside a canal for the use of animals. It was usually about 12 feet wide. If the canal was near a river, the tow-path usually lay on the side nearer the river. Sometimes it was called a mule or horse path and normally made of packed earth.

I FORBID!

February 5, 1847
Reveille Cambridge City

"We learn with regret, as will the people of the Whitewater Valley, generally; that Gov. Whitcomb had thought proper to veto the bill for the relief of our Canal Company, which authorized it to sell its Bonds for means to repair the Canal. The Bill has passed both houses of the Assembly by a very large majority, and may yet be passed independent of the Veto, though it is not probable that it will be. We regret this veto the more on account of it being a matter that concerned the Canal Company alone! — The State had no interest in it, and in no event could have been effected by the bill. — True, the early repair of our Canal, would to some extent reduce the dividends of the Madison and Indianapolis Railroad Co., but we had hoped that the private interest Gov. Whitcomb may have in that work, would not have induced him to do an act which he had every reason to believe was wrong — a wanton and unpalliated infliction of a public calamity upon a large portion of his constituents. But private interests with selfish men, are omnipotent when weighed against the public weal.

"It is supposed, however, and by former good friends of Gov. Whitcomb, that even if he had no feeling of favor of the Railroad to the prejudice of the Canal, he would Veto any bill for our relief, as the Whitewater country is not regarded by him as being very favorable to his political advancement.

"The veto power is generally understood to be exercised to prevent hasty Legislation and acts clearly injurious to the people. For these object, that power may exercise a wholesome restraint at times, but where none of these causes exist — where a Legislative body after calmly examining what they ought to do, decide by a majority of three to one that a certain act would promote the public good, and therefore pass the act with calmness and unanimity, — and do so knowing that no public interest forbids them, and then a Governor shall interpose his I FORBID, and thus thwart the wishes of the people and their representatives, a private interest, must, in our view, influence his action. The truth is James Whitcomb is very generous to Mr. Butler, and other friends at the public expense, but when his private interests are touched by a law which would greatly benefit one fourth of the state, he is down upon it with his veto!"

From Jill King, *Western Wayne News*

NEWS FROM DELPHI

HOST TO NATIONAL TRUST
FIELD SESSION

On November 1, 2013 during the national convention of the National Trust for Historic Preservation held this year in Indianapolis, twenty preservationists interested in historic bridges traveled to Canal Park in Delphi. There they toured the canal interpretive museum, Pioneer Village, and Reed Case House; took a narrated canal boat ride under the newly placed Gray Bridge, the low stone arch bridge and the Red Bridge; and took a bus from the Red Bridge Settlement to see the Blue Bridge at the lower end of the canal and then on to Wilson's Bridge. They went to the site where the Freedom Bridge will be placed for the Monon High Bridge trail. Paul Brandenburg, CSI member from Indianapolis, was the narrator for the bridge tour.

Following lunch they toured the Opera House Gallery where they learned about the plans to restore the Opera House, heard about Delphi being a Stellar Community, and walked around the Courthouse Square Historic District with hostess Anita Werling. Al Auffart, CSI member from Cutler, Indiana, was their host at Adams Mill and the 1872 Adams Mill Covered Bridge. Bonnie Maxwell coordinated the event attended by preservationists from Arkansas, California, Colorado, Florida, Michigan, New York, Ohio, Texas and two from Indiana.

OUTSTANDING HISTORICAL
ORGANIZATION

On December 2, 2013 the Carroll County Wabash & Erie Canal Association was presented the 2013 Outstanding Historical Organization Award at the Eugene and Marilyn Glick Indiana History Center in Indianapolis by the Indiana Historical Society. Dan McCain, president of CCW&ECA, accepted the award. The association has spent 40 years developing a three-mile stretch of the old Wabash & Erie Canal and creating Canal Park with its historic buildings, prize-winning museum, scenic towpath trails and canal boat ride. They had demonstrated remarkable public services and programs in the Delphi community and beyond.

OLD FASHIONED CHRISTMAS

Canal Park in Delphi held its annual Old Fashioned

Christmas on December 14 and 15, 2013 with decorated pioneer buildings, crackling fires in the fireplaces, talented crafters demonstrating crafts and selling their wares, visits from Santa, and music by Paula Dillard on her hammered dulcimer, Brookston United Methodist Church Men singers, Tom Bougues on his barrel organ, and singing by Don Roberson, Sharon McKnight, and Kathy McGraw in the Reed Case house. The Bowen Cabin gift shop featured all sorts of handmade items for sale and hot or frozen apple dumplings were sold at the Canal Center.

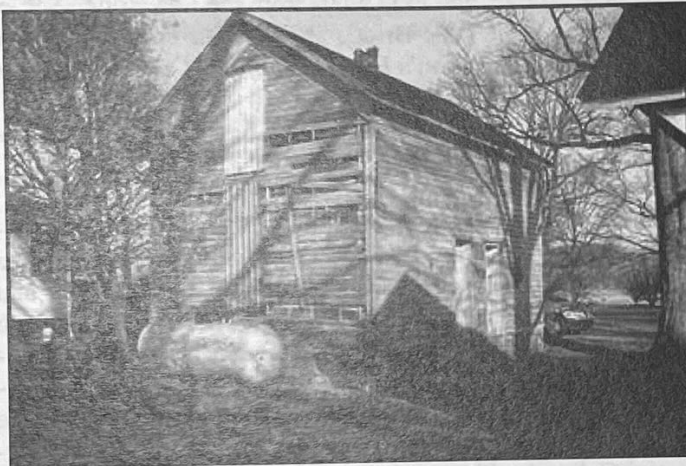
House in the Village to place the log home for use as a loom house. Volunteers reset the logs and flooring.

CREW BUSY ON BURROWS HOUSE

Photos and text by Dan McCain



Volunteer Bruce Crowel's son, Jeff, offered his tractor to his dad to lift the logs into place.



In June 2013 M-W-F volunteers began disassembling the Burrows log home near the Carroll/Cass county line. After removing the siding and saving it for the mill at Canal Park, they gutted the inside of the building, took the logs apart and shipped them to Canal Park in Delphi.



The logs were cut with chain saws to make door and window openings.



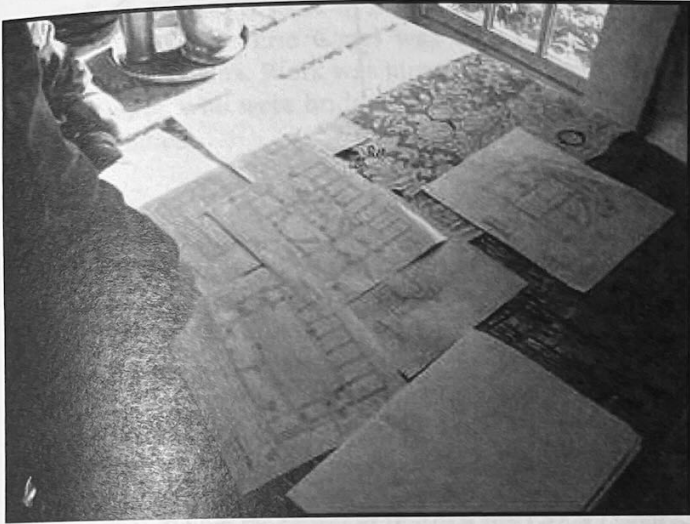
The Canal Board selected a site next to the Fouts



Some of the logs used were those that had been

THE HOOSIER PACKET - FEBRUARY 2014

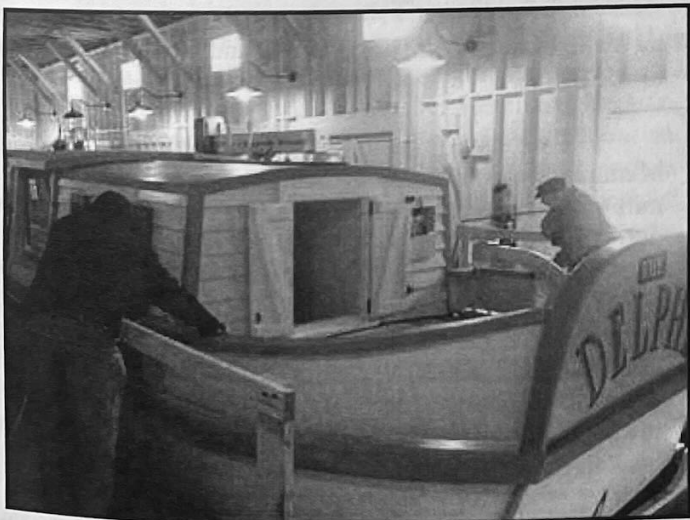
treated from the Gronauer Lock that were in a warehouse in New Haven, Indiana. They had to be cut down to the same size as the Burrow's house logs using a portable saw mill. The logs were mixed together to create the new loom house. Shown on page 16 is Brice framing a window from 2 X 8 planks that were left after the Gronauer logs had been cut to size.



While working on the loom house, Peter Cooper, another volunteer, came up with plans for a post and beam structure he wants to build in Pioneer Village. The Canal Board gave him the green light on the project. He is to find materials. He will pre-fab the mortise and tenon joints in his workshop this winter.

READIED FOR WINTER

Photos and text by Dan McCain



Passenger season is over and the Canal boat is be-

ing lifted above the water in its berth inside the warehouse. Volunteers prepare the craft for winter by removing the water ballast and cleaning both the interior and exterior. This year our ridership was greater than any year before. Boat coordinator Steve Gray is looking for more volunteers next year in anticipation of an even bigger season, so if you are interested in working on the boat, call the Canal Center and find out other information.



Power washing takes of grime from the black coated aluminum hull. The bright colored upper part that is above the waterline is made of wood. The boat will stay in its protected canal level building up on its lift until late April 2014.

GUARD LOCK GATE REPAIRED



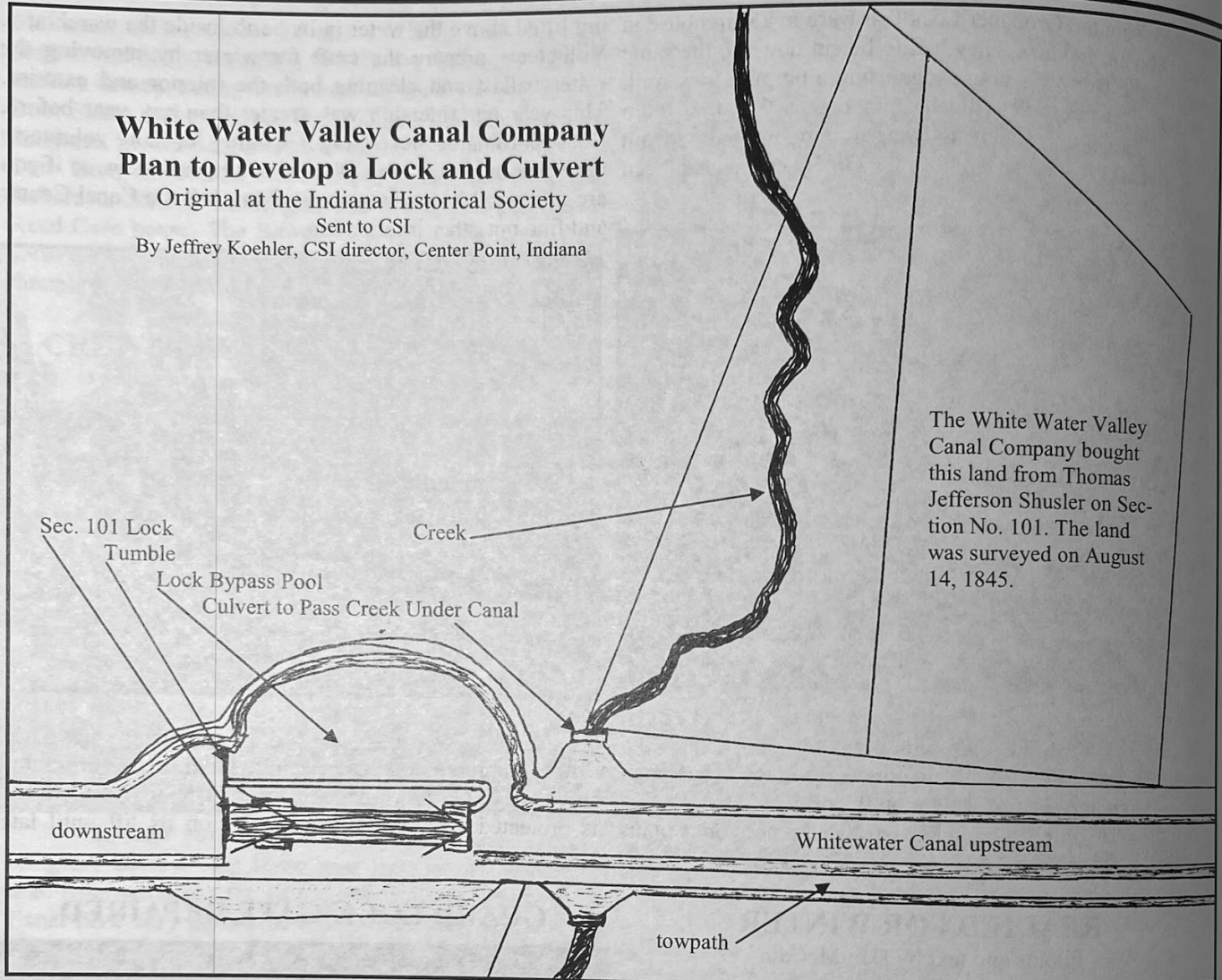
Volunteers repaired the gate of the guard lock located at the end of the canal where the boat turns around.

**White Water Valley Canal Company
Plan to Develop a Lock and Culvert**

Original at the Indiana Historical Society

Sent to CSI

By Jeffrey Koehler, CSI director, Center Point, Indiana



The White Water Valley Canal Company bought this land from Thomas Jefferson Shusler on Section No. 101. The land was surveyed on August 14, 1845.

IHS ACQUIRES CANAL COLLECTION

Last year the Indiana Historical Society (IHS) and several other Indiana institutions were outbid at an auction in Ohio on a collection of White Water Valley Canal Company papers by a dealer from the east coast. IHS later learned where the dealer was located, received gifts to their acquisitions fund from friends and members and purchased the collection. They, with help from students in the IUPUI Public History Graduate Internship Program, are currently processing this large group of documents.

Signatures of sixteen early Indiana pioneers are found on the papers. The history of the Whitewater Canal can be traced from these land deeds, contracts, claims for damages and surveys with plans. These papers show the transfer of stock from the state of Indiana to the White Wa-

ter Valley Canal Company in 1842 and later to the railroads in 1865.

The canal was originally part of Indiana's 1836 Mammoth Internal Improvements Act, which set aside \$1.4 million to construct a canal connecting the interior southeast portion of Indiana to the Ohio River. Unfortunately its life was not long partly due to its extreme drop in elevation where freshets repeatedly washed out its banks and structures and partly to the floods in 1847, 1848 and 1850. Lack of funds for repairs eventually led to its abandonment. It was sold to railroad companies that laid tracks upon its flat towpath. In the 1940s some of this land was transferred back to Indiana for conservations and preservation.

The Canal Society of Indiana thanks IHS for saving this Whitewater Canal collection for future generations.

MACHLEDTS SELL STORE

The great-great-grandchildren of Frederick Bertram Machledt are selling their furniture store in Montezuma, Indiana. When Frederick arrived at New Orleans from Germany in 1849 little did he know how well known his family name would become. He traveled up the Mississippi, Ohio and Wabash Rivers to settle in Montezuma, Indiana at the time the Wabash & Erie Canal was being built through Parke county, Indiana. Work was plentiful at the time for he and his family, who were bridge builders. He and his wife had five children.

The second generation of Machledts to live in Montezuma were led by John Frederick, the son of Frederick. They flourished during the building of railroads in the mid 1800s. John Frederick had two sons. One of them was named after his grandfather Frederick Bertram Machledt.

The third Machledt generation was led by Frederick during the time bricks were made for Chicago after the disastrous fire. There was plenty of clay around Montezuma and business boomed. Frederick also purchased a coal and feed business, which he operated through the Great Depression. He worked at a natural gas pumping station during World War II. He had one son, Joseph Paul, known as Paul.

Paul, who was the fourth generation of Machledts in Montezuma, eventually worked at the pumping station after spending three years in the Army Corps of Engineers. He then began a plumbing and heating business that converted homes from coal to natural gas. He and his wife opened a furniture business in their home in 1947 and she had a custom drapery department. They moved this business to a building in a historic block on Washington Street in Montezuma. This block included the former King Hotel, theater, restaurant, barbershop, Dunlap Hotel and Boarding House, a dry goods and hardware store, bank, saloon, and doctor and dentist offices. Paul's business grew and expanded into these other buildings as other businesses left them. He had four children. He wanted to show the community his appreciation by giving back to it. He and his wife had a new public library and town hall built in honor of their 50th wedding anniversary in 1989. When the Canal Society of Indiana had their fall tour in through Montezuma in 1995 Paul was extremely helpful in planning the tour and became a member of CSI.

The fifth generation of Machledts was led by Frederic. He purchased the furniture store in 1986 and ran it from his home in Indianapolis. In 2000 he sold it to his sis-

ter Gwendolyn and her husband Malcom Moore. They moved to Montezuma and operated the store for the past 13 years. They have now decided to retire. The 67-year-old furniture store has been closed.

Sarah McConnell, reporter for the *Sentinel*, a Parke County newspaper says:

"Strolling down the sidewalk on Washington Street you can imagine the bustling town of Montezuma throughout the generations, the events that took place as time went by, from the building of the canal through the Depression, wars, and winding down of the town, the impact the Machledt family, their business ventures and motivation had on this small community is remarkable and will never be forgotten, even after the doors to Machledt Furniture closes for the last time."

Charles Davis, CSI member, Rockville, IN

ERIE CANAL CRUISING GUIDE

Glen Schulz, CSI member from Camillus, New York, is a frequent traveler on the *Emita II*, the boat CSI members will be taking for the Erie Canal Cruise. He says that he recommends those taking the cruise purchase the 3rd edition of *Cruising Guide to the New York State Canal System* that sells for \$19.95 plus \$6.00 shipping/handling in the U.S. Whenever he cruises the Erie he takes his copy with him and shares it with other passengers. They usually enquire where they may purchase it. He notes that Captain Dan Wiles usually has a few copies in the wheel house for sale. However, you may wish to purchase a copy earlier. They are available by calling the NYS Canal Corporation, at (800) 422-1825 or Email:

publicinfo@thruway.state.ny.us.

The book features over 120 full color maps charting more than 524 miles of waterways, lock and lift bridge locations, marinas, services, buoys, harbors, boat launches, points of interest, GPS coordinates for locks and lift bridges, local facts and photographs. For those operating boats it gives distances and travel times between locks and lift bridges, rules and regulations, bridge clearances, tells how to lock through, lock and lift bridge phone numbers, additional tourism information on traveling the canal system and a new map of the Hudson River included as a pull-out insert.

Glen will be joining us on the cruise. We look forward to his helping us understand how the canal structures operate and where they are located. Thanks Glen for the heads-up on the book.

NEW I. & M. CANAL BOOK

Karl Black, CSI member from Quincy, Illinois has notified headquarters of a newly published book about the Illinois & Michigan Canal by R. G. Bluemer. It is entitled *Connecting Links — From Chicago to the Mississippi River*. Karl says that Rob has pulled together quite a few older pictures about the canal and has put together some interesting comments about their context. Rob has previously written *Here Comes the Boat — A History of Canal Boats and Steamboats in the Illinois Valley*. Karl says the new book may be obtained from Grand Village Press in Granville, Illinois. These books were not listed on Amazon.com. for purchase.

AQUEDUCT BRIDGE PLACED

There is a good 3.38 minute video showing the

placement of the Ohio & Erie Canal aqueduct bridge over the Tuscarawas River in Bolivar, Ohio on youtube. Huge cranes swing the 3 sections of the 14-foot-wide bridge into place. This is similar to the placement of the Gray Bridge over the Wabash & Erie Canal at Delphi, Indiana. Check it out at:

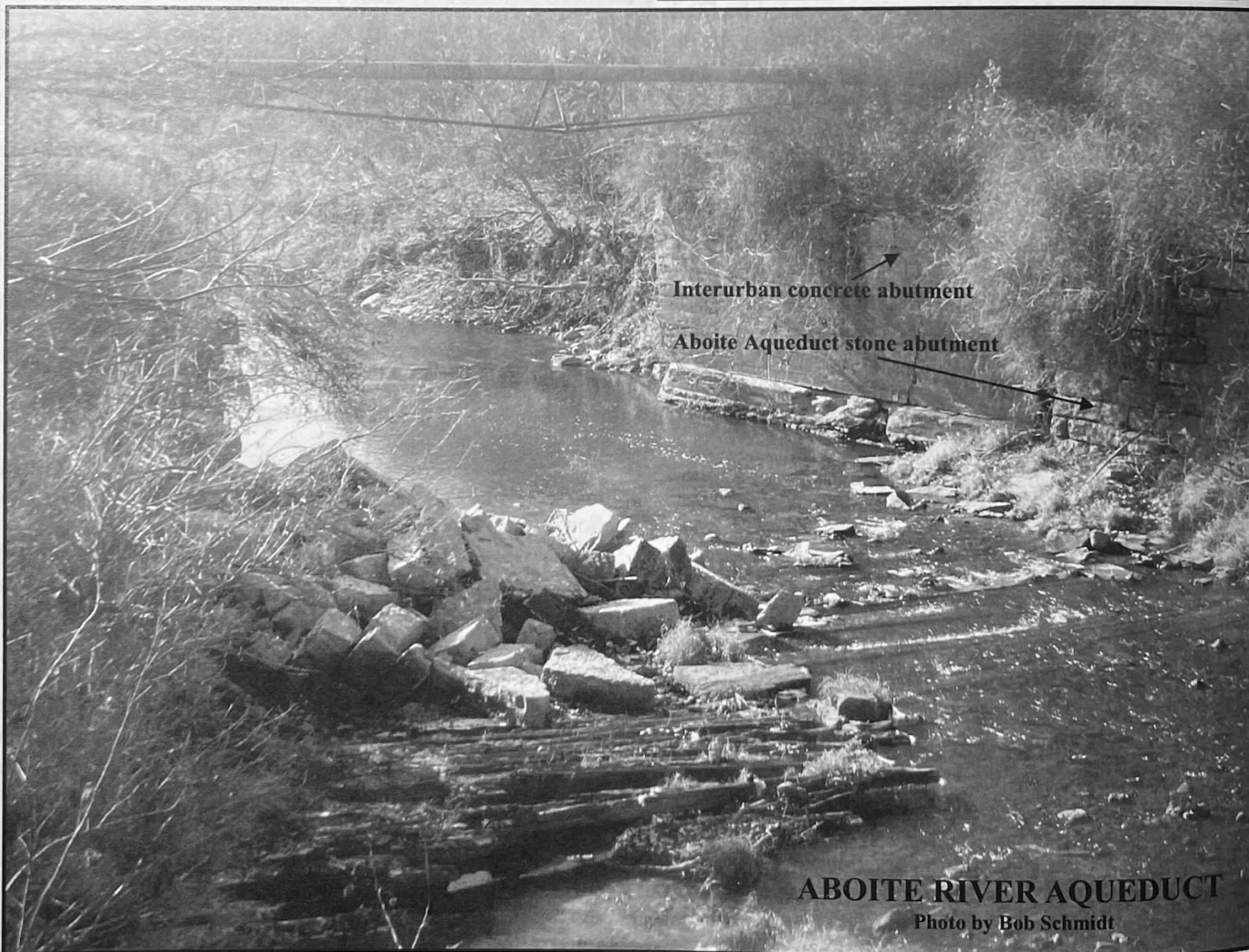
www.youtube.com/watch?v=F0bNuG5B23s

Republican Advocate, Ohio

August 3, 1837

Laborers Wanted. — Five thousand laborers are advertised for at Indianapolis, to work on the Public Improvements of Indiana, and liberal wages offered.

Larry Turner, CSI member, Doylestown, OH



ABOITE RIVER AQUEDUCT

Photo by Bob Schmidt