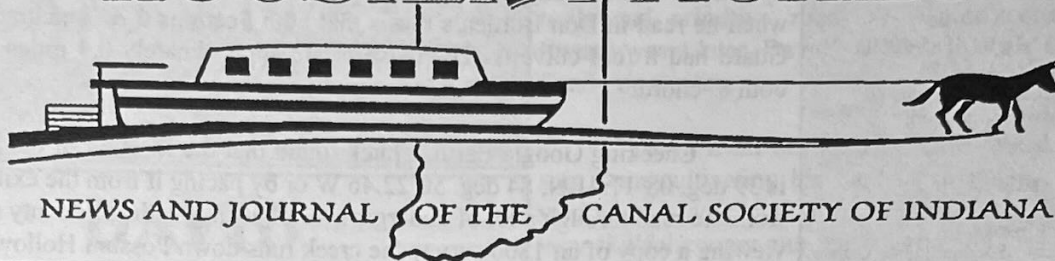


THE
HOOSIER-PACKET

ISSN 1545-421



VOL. 13 NO. 3

P.O. BOX 10808 FORT WAYNE, IN 46854

MARCH 2014

QUARRY FOUND



Timothy Guard's quarry, where stone was quarried for Elk Run and Possum Run culverts on the Whitewater Canal near Lawrenceburg, was found at the north end of St. Andrews Lane in Valley Wood.

Photo by Chuck Whiting

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TIMOTHY GUARD'S QUARRY

The Canal Society of Indiana misidentified a culvert on Oberting Road near Lawrenceburg, Indiana as Possum Run Culvert on one of its early canal tours. In 2008 Kim Ziegel, of Covington, Kentucky, was out scouting for canal remains as part of the Whitewater Canal research committee and found another stone arch culvert at 1111 Oberting Road, just a short distance from the mis-named culvert.

Chuck Whiting, CSI director from Lawrenceburg, looked through reports to determine if the culvert found

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CANAL SOCIETY OF INDIANA

P.O. BOX 10808
FORT WAYNE, IN 46854-0808
Phone 260-432-0279
E-mail: indcanal@aol.com
Web: www.indcanal.org

Officers

President

Robert Schmidt Ft. Wayne, IN
indcanal@aol.com Speaker Indiana Canals

Vice-President

Frank Timmers Carmel, IN
fmtrimmers@yahoo.com

Secretary

Sue Simerman Ossian, IN
simerman46777@msn.com

Treasurer

Cynthia Powers Roanoke, IN
zzedpowers@aol.com

Editor

Carolyn Schmidt Ft. Wayne, IN
indcanal@aol.com Speaker Indiana Canals

Directors

Terry Bodine Covington, IN
abodine1@wildblue.net

Thomas E. Castaldi Ft. Wayne, IN
tlcastaldi@yahoo.com Speaker W-E Canal

Gail Ginther Metamora, IN
metamora@gmail.com

Don Haack Ft. Wayne, IN
donbettyhaack@yahoo.com

Charles Huppert Burtonsville, MD
cbh@iquest.net

Jeffrey Koehler Center Point, IN
koehlerjm@frontier.com Speaker W-E Canal

Jerry Lehman Terre Haute, IN
jwlehman@aol.com

Daniel McCain Delphi, IN
mccain@carlnet.org
Speaker/tours by appointment
wabashanderiecanal.org

Gerald Mattheis Cambridge City, IN
obkhouse@frontier.com
Speaker Whitewater Canal

Mike Morthorst Cincinnati, OH
gongoozler@fuse.net

Ellsworth Smith Leo, IN
ellsworthsmith@aol.com

Brian Stirn Delphi, IN
stirnb@purdue.edu

Charles Whiting, Jr. Lawrenceburg, IN
cwhiting01@comcast.net
Speaker Whitewater Canal

by Ziegel was actually a canal culvert. He became convinced that it indeed was when he read in Don Burden's thesis that both Sections 6 & 7 contracted by David Guard had 8 foot culverts. The culverts are approximately 0.4 miles apart and are both 8' chord.

Checking Google Earth, Chuck found that the location of the Zeigel culvert is 39 deg. 08'11.41 N, 84 deg. 50'22.46 W or by pacing it from the exit it is 35 yards from the road through a lot of undergrowth. Checking with the county surveyors and viewing a copy of an 1800 survey the creek runs down Possum Hollow valley to the culvert. Therefore the culvert located by Ziegel is the Possum Run Culvert

The culvert up the road towards Lawrenceburg, which had been called Possum Run in the past, doesn't line up with Possum Hollow. Although misnamed, it is definitely the other canal culvert contracted by Guard. At the time of Chuck's research the creek that runs through the culvert apparently didn't have a name. Since then Chuck has found the name to be Elk Run. Therefore, **what was originally called Possum Run Culvert in contract 6 is really Elk Run Culvert.**

Chuck closer examined the "1836 Canal Mechanical Work to Contract" that was given to him several years ago by Don Burden. It shows David Guard contracts 6 & 7 were for these culverts and that the stone for the culverts was taken from T. Guard's quarry up Elk Run 3/4 mile from the culverts. This identifies the stream as Elk Run. It also brings up the question were David Guard and T. Guard related?

Chuck first did an extensive search for the quarry remains up Possum Run with no success. Further research found the remains of the quarry on one of the branches of what is now known as Elk Run. It is located at the north end of St. Andrews Lane in Valley Woods. Much of the remaining rock is hidden by grass and trees. The area is very steep with a lake at the bottom of the hill.

The quarry was found with the assistance of CSI member and County Deputy Surveyor, Art Wenzel. An 1800 survey identifies it as a watercourse but doesn't supply a name. The name is not listed on modern maps. A county aerial view of the area of the two culverts and the quarry site with detailed elevations was used in finding the site of the quarry.

T. Guard's quarry remains Photo by Chuck Whiting



CANAWLERS AT REST

DAVID McROBERTS

b. December 5, 1805

d. April 6, 1870

Find-A-Grave # 59155322

By Carolyn I. Schmidt

David McRoberts was born on December 5, 1805 to David and Martha B. (Olds) McRoberts in New York. His father was likely to have been born in Scotland. His mother was the daughter of Reuben Olds of Sturbridge Town, Worcester County, Massachusetts. He had eight brothers and sisters: Eliza, Lucretia, Martha, Willard, Lucy B., Reuben, Cynthia Ann, and Artemus Bernard. The family migrated to western New York, where David, the father, served the New York militia in the War of 1812. They then moved to Kentucky and finally to a farm at Cincinnati, Ohio in 1823. His father died shortly after moving to Ohio.

David, our subject, was married to Rebecca Abbott on August 26, 1827 in Baltimore, Maryland. Rebecca was born February 11, 1809 in Maryland and died on June 22, 1874 in Gibson County, Indiana. They had twelve children: David, Elizabeth, Nancy Ann, Lucy Ann, Willard, William Louis, Alexander David, Reuben Olds, Artemus Bernard, Cynthia Luellen, Martha Jane, and Meranda Ellen. Some of them were born in Hamilton County, Ohio and the rest in Gibson County, Indiana.

In his younger days, David, our subject, found work on the Miami & Erie Canal in Ohio. While working on the canal his "boss" said he owned a ninety-acre tract of land in Indiana and wanted to know if David would buy it. David took him up on the proposal and, in 1840, David and his family left the old home in Cincinnati, Ohio, came down the Ohio River to Evansville, Indiana and from there came overland to Washington township, Gibson county, Indiana. They settled on a farm in Gibson County, Indiana.

One of David's younger brothers joined the family

after driving the horses from Cincinnati over the rough trails and primitive roads to Gibson county. In 1860 (twenty years later, David's brother Reuben also joined the family on the farm.

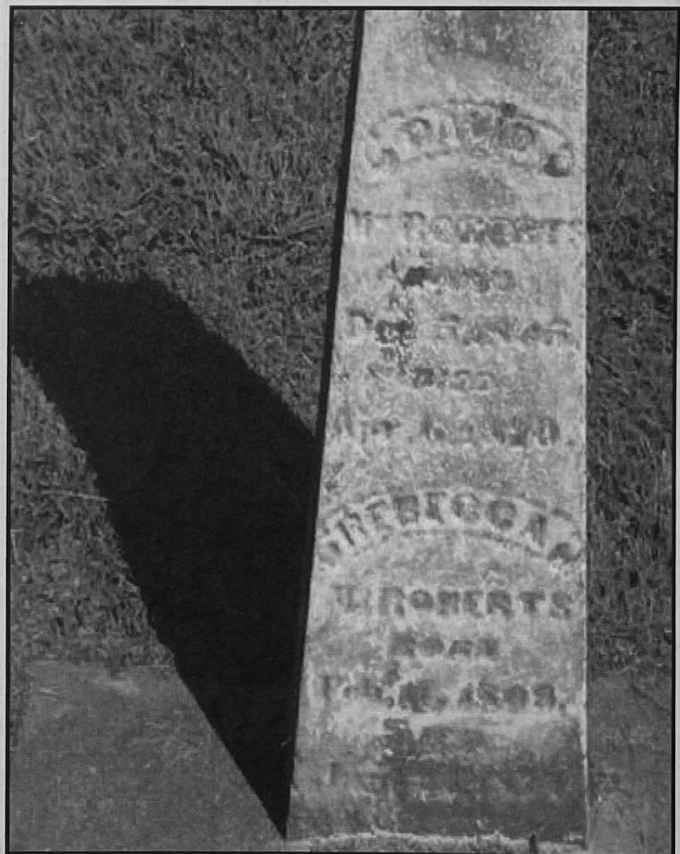
David lived out his life on his Washington township farm cultivating his land in seasonable weather. He worked as a cooper during the winter months. He was a very skillful cooper and made lard pails that were shipped down the river to New Orleans, Louisiana, where there was a great demand for them.

David McRoberts died on April 6, 1870 when a blood vessel burst. He was 64 years old. He was laid to rest in the old France cemetery and later moved to Section 2 Row 6 of Mt. Olive Cemetery in Washington Township, Gibson County, Indiana. His grave stone reads:

David McRoberts
B. 12-05-1805
D. 4-06-1870

Rebecca M. McRoberts
B. 2-11-1809
D. 6-22-1874

Photo by Dan Elliott



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David McRoberts' Family

Name	Birth	Place	Death	Place	Marriage	Place
David McRoberts	1775	Scotland ?	1823	Gibson C		
m. Martha B. Olds	1781	Sturbridge Town MA	1859			
Eliza						
Lucretia						
Martha						
Willard						
Lucy B.	1803		1873			
David McRoberts	12-05-1805	New York	4-06-1870	Gibson Co, IN	8-26-1827	Baltimore, MD
m. Rebecca Abbott	2-11-1809	Maryland	6-22-1874	Gibson Co, IN	8-26-1827	Baltimore, MD
David	1828	Ohio				
Elizabeth	1829	Ohio				
Nancy Ann	1830	Ohio				
Lucy Ann	1832	Ohio	1911			
m. Jerry Hillman						
Willard	1834	Ohio				
William Louis	1837	Cincinnati, Ohio	1921			
m1. Walla Sinkhorn						
m2. Rosella Bennet Thompson	1800		1875			
m3. Mary Kirk France	1832		1907		2-03-1861	
William A.	1861		1921			
m. Cynthia Hoover						
Ambrose U.	1863		1946			
m. Ella Finney						
Ethel D.						
m. Robert M. Keel						
David A.						
Alexander David	1840	Ohio or Indiana	1912			
Reuben Olds	1844	Indiana	1891			
Artimus Bernard	1847	Indiana	1913			
Cynthia Luellen	1848	Indiana	1848	Gibson Co, IN		
Martha Jane	1850	Indiana	1851	Gibson Co, IN		
Marinda Ellen	1851	Indiana	1936			
m. Calvin Minnier						
Reuben	1814					
Cynthia Ann	1817					
Artemus Bernard	1822		1885			
m. Indiana Lewis					11-28-1848	
Milton	11-24-1850					
m. Elizabeth Foster Phillips		Gibson Co, IN				
Clarence	7-20-1875					
James L.	9-14-1877					
John R.	10-30-1879					
Edith M.	4-12-1884					
m. Samuel Kolb						
Sally G.	4-21-1887		7-07-1889			
Ethel	6-19-1890		12-16-1890			
Cornelia	12-31-1891					
m. Fines Trippet						
Lewis Milton	1-19-1894					
Edna E.						
Narcissa						
m. Henry Phillips						
Artemus B.						
Francis M.						
Willard S.						
Jerome						
David C.						

Sources:

Ancestry.com

<https://familysearch.org/eng/Library/thl/catalog/titledetailsframe.asp/display=titledetails&tit>
<http://trees.ancestry.com/tree/46255332/person/6504806562>
<http://trees.ancestry.com/tree/46255332/person/6504808836>
[http://trees.ancestry.com/tree/631927/person/-20664954?ssrc =](http://trees.ancestry.com/tree/631927/person/-20664954?ssrc=)

United States Federal Census 1850, 1860

Find-A-Grave #59155322 and #59155491

Peattie, Elia W. *History of Gibson County, Indiana*. Chicago, IL: American Publishing and Engraving Co, 1897.

Stormont, Gil. R. *History of Gibson County, Indiana*. Indianapolis, IN: B. F. Bowen & Co., Inc., 1914.

OLIVER PERRY DAVIS - "OPEDEE" AND HIS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

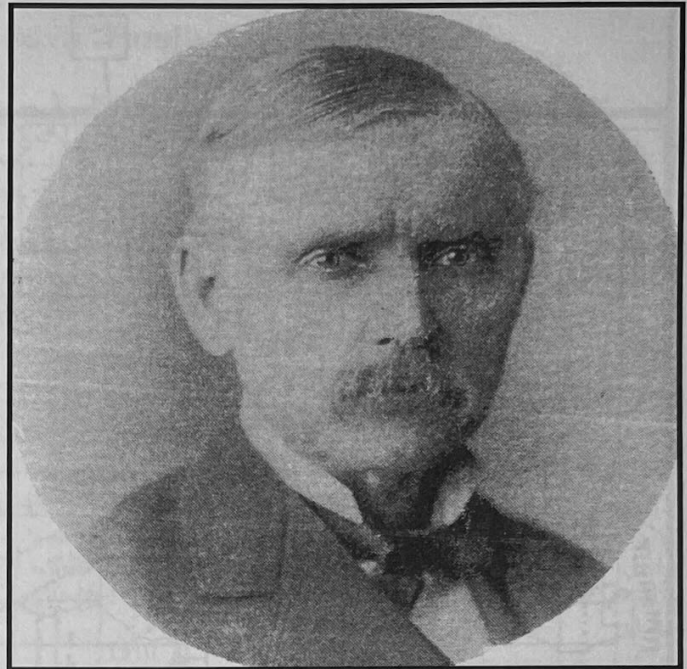
Hon. Oliver Perry Davis, from whose initials the village and railroad station of Opedee took its name, accumulated and owned up to 1300 acres of land. It was located about four miles south of Newport, Indiana, and was known as the "O.P.D. Farm."

Oliver was born in Warner, New Hampshire on November 7, 1814 to Gideon and Hannah Davis. At the age of 15, he left his native state and headed west to seek his fortune. He traveled westward across New York state at the time when the Erie Canal was being finished and traveled on it for a portion of his journey, the rest being made by coach, steamboat and train. In New York he rode behind the first locomotive built in the state. While in Rochester, New York, he was employed as superintendent of a paper mill and book bindery. He crossed over into Ohio and became acquainted with a dentist who taught him rudimentary dentistry. Oliver then moved to Fort Wayne, Indiana and then went on to Logansport and Delphi, Indiana as a traveling dentist with his powered drill strapped to his back. In 1838 he arrived in Greencastle, Indiana to practice his profession. There he was persuaded by the famous Ned McGaughey to study law. Afterwards he became a law partner of McGaughey. In 1840, Oliver settled in Newport, the county seat of Vermillion county, Indiana, and practiced law.

He also began following the occupations of agriculturist and tradesman. His first purchase of land in Parke county was September 18, 1844 from John Linebarger. Deed Record 9/10 It was five acres, on the east side of the Wabash River called Wimsetts Ford. The deed says "Ferry on Said land, free use of Ferry for John and John Jr. Linebarger, also Andrew Linebarger and sons."

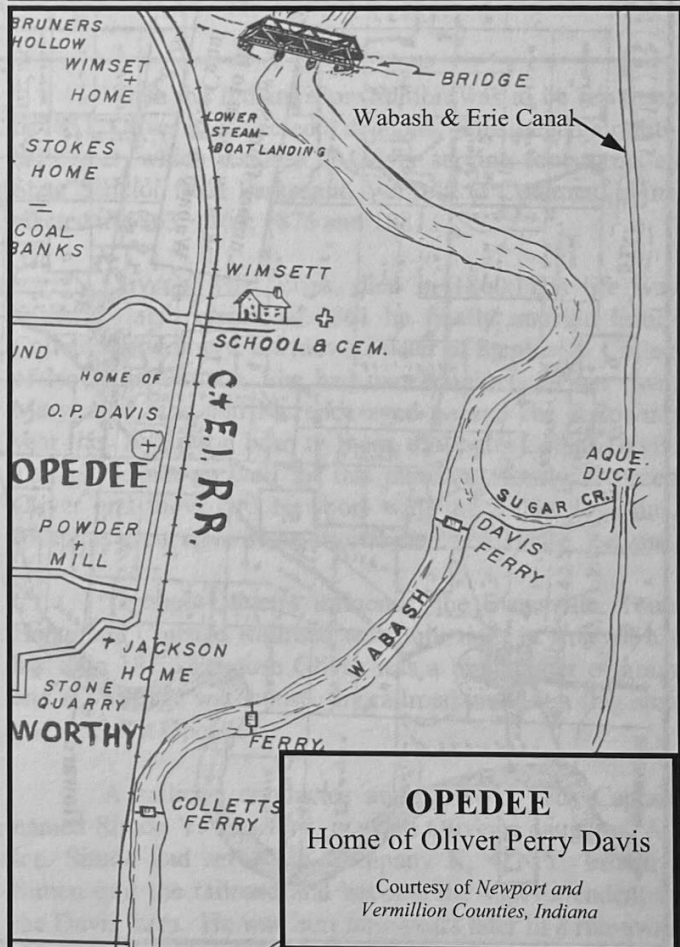
Then in 1845 Oliver purchased forty acres of bottom land described as the northwest fractional quarter of section twelve, in Vermillion township. This land was the site of the Wimsett Ferry. Now he owned all of the Ferry, which he used extensively for many years. Oliver built his house at the Ferry landing and lived there until 1866 when he built a new one along the O.P.D. road at the foot of the bluffs.

After he bought the ferry, he soon started shipping corn and pork to New Orleans by flat boat and made several trips there himself going by steamer. He was a prolific writer and beginning with a letter written home from New Orleans on December 30, 1846, over a hundred letters written by him from various places to his family survived and



OLIVER PERRY DAVIS

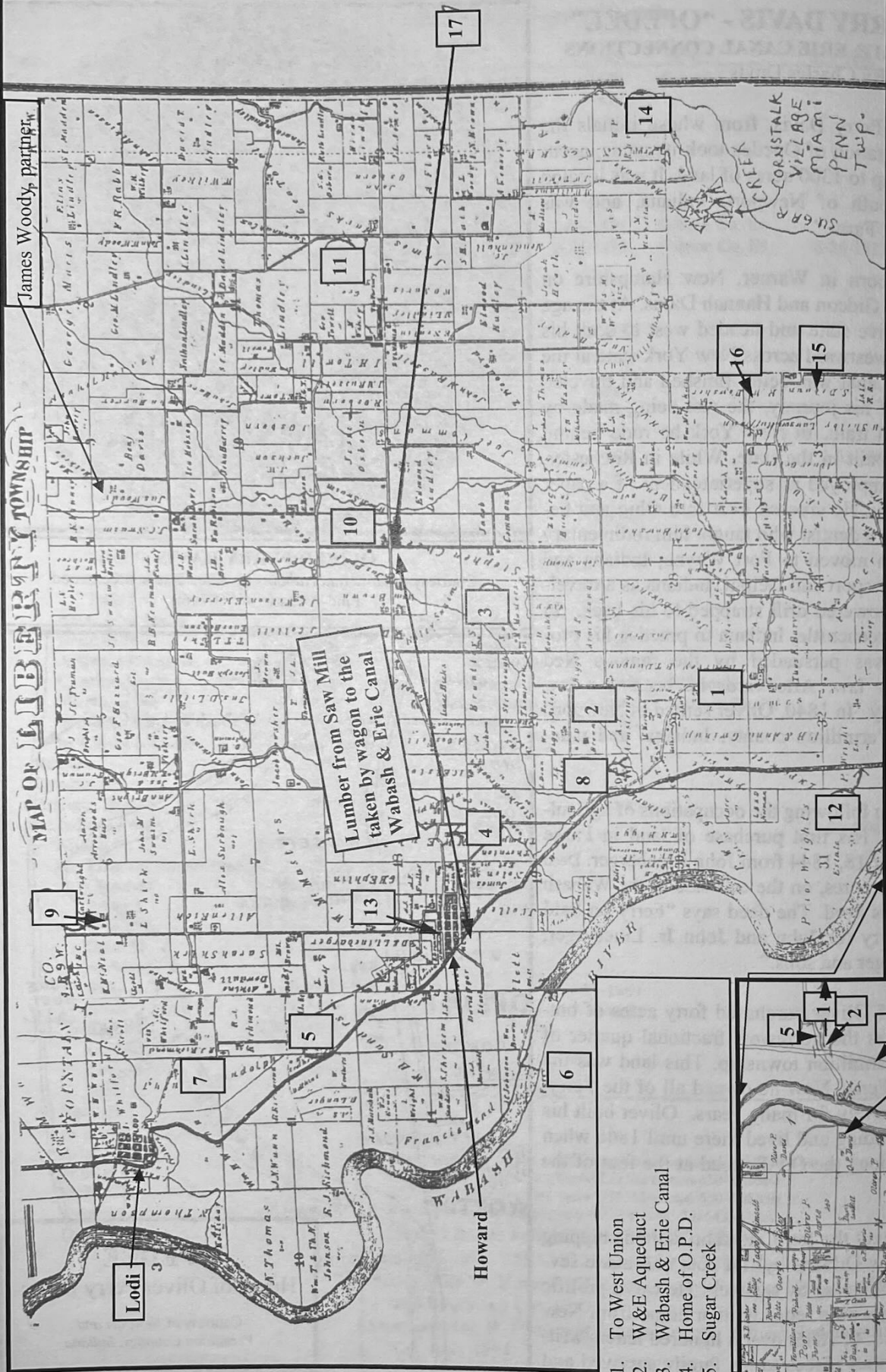
Courtesy of *Husk and Nubbins* by Alice Davis Greenwood
Find-A-Grave #67607468



OPEDEE

Home of Oliver Perry Davis

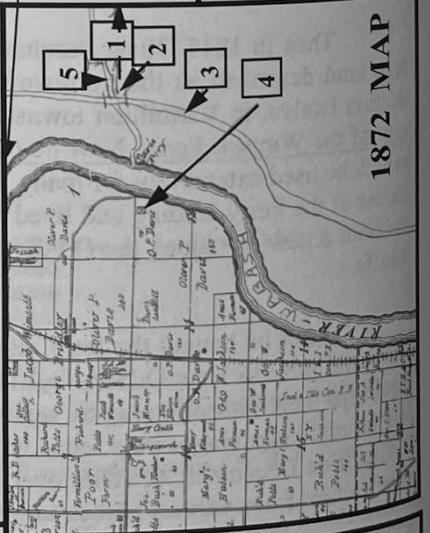
Courtesy of *Newport and Vermillion Counties, Indiana*



1874 MAP OF LIBERTY TOWNSHIP, PARKE COUNTY, INDIANA

1. Harvey School and Cemetery, 2. Wm. H. Biggs' Home, 3. Sam. McMaster's Home, 4. Ephlin Cemetery and School, 5. Miami Burial Ground with Chief, 6. Filson Ferry, 7. Miller Cemetery, 8. Miami Village on Staggs Farm, Shirk Farm, Indian Village and Shirk Cemetery, 10. Sixteen Church, School and Cemetery, 11. Marks' "Fairview Farm," 12. Wabash & Erie Canal and the Miami Trace from Ft. Harrison to Lafayette, 13. Howard, 14. Hugh Russell's Home and Cemetery, 15. DeBaun Cemetery, now listed in Penn Twp., 16. Lawson Huffman's Home, 17. O.P.D.'s Saw Mill

1. To West Union
2. W&E Aqueduct
3. Wabash & Erie Canal
4. Home of O.P.D.
5. Sugar Creek



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Oliver Perry Davis' Family

Name	Birth/Place	Death	Burial/Place	Marriage/Place
Gideon Davis	1747		1823	
m. Ruth Cheney	1745			
Gideon Davis	11-30-1785	Merim, NH		7-04-1810 Ereter, NH
m. Hannah Bean B.				7-04-1810 Ereter, NH
Oliver Perry Davis Sr.	11-07-1814	Warner, NH	9-25-1892 Mem. Chapel Cem. Verm. Co IN	4-24-1847
m1. Eliza Oldridge	11-08-1821		10-15-1860 " " " " " "	4-24-1847
<u>Oliver P. Davis Jr.</u>	5-31-1847		10-25-1873 " " " " " "	
<u>Alice D. Davis</u>	1-00-1851		1938 Wimsett Cem. Vermillion Co. IN	
m1. Capt. Simon V. Oldekirk	2-07-1838	Salem, NY	5-28-1884	7-6-1875
m2. Albert Greenwood	1842	Canada	1929 Wimsett Cem. Vermillion Co, In	?
<u>Harriet Davis</u>	5-04-1854		7-06-1854 Mem. Chapel Cem. Vermillion Co IN	
<u>Mary Gertrude Davis</u>	9-00-1855		1928	
m. Frank Hall Munson	10-10-1853	Ohio	3-02-1916 Rockville, IN	
<u>Edward E. Davis</u>	1-00-1858	Bloomingsdale, IN	1927	12-25-1883 Edgar Co IL
m. Laura C. Kizer	9-00-1865		6-15-1929	12-25-1883 " "
m2. Emily Collett Montgomery	12-22-1822		8-05-1886 Thomas Cem. Verm. Co IN	
m1. Dr. W. G. Montgomery	1811	Ohio	10-18-1854 IN	6-04-1850 Verm. Co. IN
Mary Montgomery	1852			
Florence Montgomery	4-00-1854		1910	
m. Charles W. Ward	1847		1910	1-12-1870 Verm. Co. IN
m2. Oliver Perry Davis Sr.				10-20-1861 div. 1863
<u>Josephus Collett Davis</u>	8-00-1862	Verm. Co. IN	2-01-1922 Highland Lawn Cem. Terre Haute, IN	1861
m. Melinda Marie Hendrich				1-25-1905 Vigo Co. IN
Mary Florence Davis	11-00-1915		8-00-1992	
m. Cox				

were preserved by Oliver's grandson, Ray Munson.

Oliver married Eliza Oldridge in 1847. As far as I, Charles Davis, know there were five children born to them: Oliver P. Davis, Jr., Alice D. Davis, Harriet Davis (died in infancy), Mary Gertrude Davis, and Edward E. Davis.

Alanson Church bought the northwest quarter of the southeast quarter of Section 16 Township 17 Range 8 west from Joseph R. Kennedy except for one acre where the school stood on June 6, 1849. D. R. 11/282 Mr. Church, Oliver Perry Davis and James Woody became partners and built a steam saw mill on this land. It was located at the southeast corner of the cross roads. According to history, the saw mill was "no doubt the first steam mill in the county." Lumber cut from there was wagoned to the town of Howard, Indiana, and loaded onto canal boats at the "Widewaters" of the Wabash & Erie Canal, and then shipped to various places. John Woody owned the canal boat "Clipper." Mr. Church was its Commander and used it for shipping. The "Clipper" was registered by Mr. Woody on April 22, 1854. They also dealt with shipping corn by canal. They successfully operated the mill for several years. The mill was shut down in 1875 by its final owner, William Sale.

When the Indiana Constitution was to be rewritten in 1851, Oliver was elected a delegate. This began a political career, which resulted in Oliver serving four terms as State Senator from Parke and Vermillion Counties, being elected in 1863, 1865, 1875 and 1881.

Oliver's wife, Eliza, died in 1860. His life was never again the same. In 1861 he finally married Emily Collett Montgomery, a widowed sister of Stephen S. Collett of Newport, Indiana. She had two daughters of her own, Mary aged nine and Florence aged seven. The following year they had a son born to them, Josephus Collett Davis. Things did not go well for this marriage. Emily divorced Oliver and moved to Newport with the infant Josephus. Josephus grew up to be an attorney in Terre Haute, Indiana.

Through Oliver's influence, the Evansville, Terre Haute and Chicago Railroad was built right in front of his house in 1870. Because Oliver was a big shipper of grain and had a large warehouse, the railroad made it a flag stop and named it Opeedee.

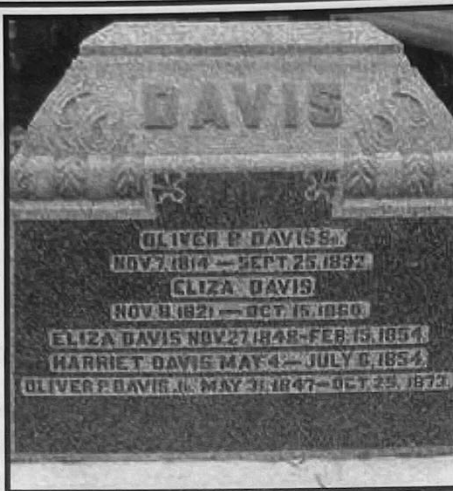
A railroad conductor and ex-Civil War Captain named Simon V. Oldekirk, married Oliver's daughter, Alice. Simon had served in Company K, 4 N.Y. Infantry. Simon quit the railroad and became the superintendent of the Davis farm. He was hurt nine years later in a run-away

accident and died of his injuries.

On September 19, 1892 Oliver began ill and was very frail. Dr. Swafford of Terre Haute was called to counsel with Dr. Hall. Oliver Perry Davis died on September 25, 1892. He was laid to rest in the Memorial Chapel Cemetery, Newport, Vermillion County, Indiana.

Oliver's 1300 acre farm was divided among his four living children. His personal property was valued between 10 - 12 thousand dollars, but his estate was in debt by \$32,000. His executors, Judge Jump, Joe Collett, and C. W. Ward, hired James Chipps to superintend the farm. Chipps thought that with careful management the debt could be erased in 6 years.

Oliver's partner, James Woody, was a Quaker, who migrated to Parke county in 1827. He lived on the SW¼ of section 3 in Liberty township about 2½ miles northeast of



DAVIS
 OLIVER P. DAVIS SR.
 NOV. 7, 1814 - SEPT. 25, 1892
 ELIZA DAVIS
 NOV. 8, 1821 - OCT. 15, 1860
 ELIZA DAVIS NO. 27, 1848 - FEB. 15, 1854
 HARRIET DAVIS MAY 4 - JULY 6, 1854
 OLIVER DAVIS JR. MAY 31, 1847 - OCT. 25, 1873
 Memorial Chapel Cemetery
 Vermillion County, Indiana

the saw mill by road. He was born February 23, 1810 in Orange county, North Carolina and died on November 29, 1893. He married Margaret Hall in Parke county on July 10, 1829. His occupation was a farmer. His wife, Margaret, was born on December 8, 1808 in North Carolina and died on September 2, 1898. Both are buried in the Rush Creek cemetery, Liberty township. They had a son, Lot F. Woody, who was born on April 16, 1848. Lot married Sarah Jane Osborn.

Oliver's other partner, Alanson Church, was born in 1820 in North Carolina and died in 1884. He married Louisa Commons on June 7, 1846 in Parke county, Indiana. Louisa was born in 1827 and died in 1903. After Alanson and partners sold out the steam mill, he and his family moved to Drummer Ford, Illinois. Their children were Jasper, Joel, John, Louisa, Mary, Whitney and Jacob. Jacob returned to Parke county, married and died there. Alanson and his wife were buried in the Silveyville cemetery at Solano county, California.

Sources:
 Alice and Albert Greenwood, Wimsett. Cem.
 Ancestry.com — Simon Veder Oldekirk
 Beckwith. *History of Parke County, Indiana*. J. H. Beadle. 1880.
 Computer research, Find-A-Grave by Mary Jane Davis
 Deeds in Parke county court house, recorder's office
 1874-1908-1916 Plat and Isaac Straus Memorial, Parke County
 Find-A-Grave
 #25759410 Joseph C. Davis
 #67607468 O.P. Davis, Memorial Chapel Cemetery
 Newport *Hoosier State*
 September 21, 1892
 September 28, 1892
 October 19, 1892
 Obituary of Oliver P. Davis
 O'Donnell. *Newport Vermillion County, Indiana*. 1969.
 Parke and Vermillion Counties, Indiana. Bowen and Company, 1913.

IN MEMORIAM

TERRY WAYNE MYERS

Terry Myers, age 71, of Frankfort, Indiana and Ft. Myers, Florida, passed away Thursday March 21, 2013 at his home after a two year battle with pancreatic cancer. He was born June 30, 1941 to Walter and Mary Lou (Rauch) Myers. He was graduated from Jackson Twp. High School in 1959 and Purdue University in 1963 with a degree in Agricultural Economics. He married Sally Ransom on June 7, 1964.

He learned farming as a young boy. Along with his brother-in-law, Pat Wayt, he was part of a farming operation for 40+ years known as Myers-Wayt. He also was a

member, deacon and trustee of the First Evangelical Presbyterian Church. He was elected and served for 20 years in the Clinton County Council part of the time as its president. He was a past president of the Clinton County Fair Board, and past president of the Purdue Club of Clinton County. He belonged to the John Purdue Club, Frankfort Jaycees Symposiarchs, Clinton County Pork producers and CSI.



Terry is survived by his wife, Sally; his daughters Julie Myers of Indianapolis, Cathy (Kevin) Price of Frankfort, and Megan Myers of Harrison, Ohio; grandchildren Jacob, Emma and Abby Price; sister Dana (Pat) Wayt. A memorial service was held on April 6, 2013 at the First Evangelical Presbyterian Church in Frankfort.

FROM TIMES PAST

Fort Wayne Times & People's Press

March 20, 1847

STATE DEBT ACT. — The Wabash Express, the great champion of this act, familiarly known as "The Butler Bill," says:

We learn that letters from New York give the gratifying intelligence that the arrangements of the State Debt of Indiana, and the completion of the Wabash and Erie Canal, passed at the late session of the Legislature, meets the entire approval of prominent holders of bonds in that city. We further learn that active measures are in progress to carry the act into effect at an early day, and in all probability, operations on the canal will be resumed as early as the first of July next. — This intelligence will be gratifying to all the friends of public credit.

Fort Wayne Times & People's Press

March 20, 1847

We have no change of consequence to note in the market for the past week. The roads are getting bad, and but little produce is coming in. Wheat remains at 60-61 cents according to quality.

TERRE HAUTE

March 10

We have rainy weather with extremely bad roads — almost impassable in many places.

PRODUCE — Corn is somewhat unsettled in price along the Wabash, and varies from 20 to 25 cents.

A friend has handed us files of New Orleans papers of the 24th ult. From which we give the following:

Flour \$5 to 5.25; Corn, \$1 to 1.2; Some sales have been made as high as \$1.07 to 1.10 per bushel. White beans \$3.75 per bbl; Whiskey, 23 cts. — Express

LAFAYETTE

March 10

The river is 13 feet above low water mark, but receding slowly. The water was let into the canal on this level a few days ago, and the City Flouring and Paper Mills are again in full operation.

Canal navigation to the Lake cannot be calculated upon with certainty, much before the middle of April; but Steamboats of the River are quite as "plenty as blackberries" just now.

The roads are deep and teaming is a "soft" business — Very little grain arriving, of course, and we have no occasion to alter our figures except for Corn and Oats. The latter was quoted at 15 c. and the former at 16-20 c. for shelled and 22 cts without.

We hear of a sale of 6,000 bu. Corn at 25½ c. and that price has been offered for another lot of 5,000 bu., and refused. We note a sale of 3,500 bu. of Wheat at 60 c. to be

delivered on board boats.

BACON — hog round 5 c.; shoulders 4½; sides 5; hams 5½; sugar cured hams 7½ aDc

Sale of bbls. of flour, quote Canal Mills, quote at \$4.00 — Jour.

Fort Wayne Times & People's Press

March 27, 1847

RELIEF FOR IRELAND The Ladies of Fort Wayne will prepare a supper at the Saloon of the Hedekin House, on next Thursday evening, the proceeds of which will be invested in provisions to be forwarded to Ireland, for the relief of the suffering Poor in that ill-fated country. Committees on behalf of the Ladies will wait upon the citizens of Ft. Wayne and vicinity to solicit donations for the supper. — From Farmers in the country, Poultry, Milk, Butter and Cream will be gratefully received. These articles should be sent in as early in the week as practicable, and will be received at the Store of T. & J. M. Hamilton. People in town are requested to prepare articles suitable for the occasion, and send them to the Hedekin House on Thursday morning. Every article will be acceptable which is necessary to make the supper what the singularity and importance of the occasion require that it should be.

The young gentlemen of Fort Wayne are requested, on behalf of the ladies, to assist in fitting up, for the occasion, the room which has been generously offered, by the proprietor of the Hedekin House. The doors of the Saloon will be opened at seven o'clock. An admittance fee of 25 cents will be required of each person, and a substantial supper furnished at the same price. For Ice-Cream and other extra articles an additional sum will be charged.

Fort Wayne Times & People's Press

March 27, 1847

FOR OREGON! Valuable Mill Property, Farm, Town Lots, and unimproved Lands for Sale. — Wishing to move to the far west, I hereby give notice that I will sell for less than cost, the equal undivided one half of the splendid new well known SAWMILL at the St. Joseph Feeder dam, known as Thompson and Miller's mills. The mills, new built of the best materials, 60 feet in length and 29 in width, well finished, with one saw and one set of portable burrs for grinding corn; it is well calculated to attach most any other machinery, and is built with a high roof, making room for elevators if needed. It is situated at the head of the Feeder, 6 miles from the city of Ft. Wayne, in an excellent country for timber, and will saw 4000 feet of lumber in every 24 Hours, and Fort Wayne is the best market for lumber in the State — always a demand and never a supply. The few mills in the county cannot supply the rapid growing city. With the mill there is a team and boat. A large canal boat can load at the head of the mill.

ALSO FOR SALE,

A FARM adjoining the mill, containing 54 acres, well improved; a large Dwelling House, 30 by 40 feet, one and a half stories high, upon a cellar, will finished above and below, an excellent well of water with a pump; there are 100 engrafted apple trees of two years growth — Also two comfortable log dwellings, calculated for the sawyers or teamsters.

ALSO, for sale, adjoining the same, and lying on the river, a fraction of 98 acres, with excellent springs and good timber, with a cabin and a small improvement.

ALSO FOR SALE,

320 acres of Land lying upon the river, and adjoining the above, known as a part of the Hoare Section: has upon it a number of springs, and two cabins, with 8 acres of cleared land. The above lands are rich river bottom land, with excellent timber, oak, ash, walnut, sugartree, beech, and a variety of other kinds of timber. The one half of the above I will sell and give a good title for the same.

I will also sell the whole of the following property.

The well improved Town Lot in Hanna's addition to the city of Fort Wayne, on the corner of Lafayette and Madison streets, south of Dr. Huxford's, and opposite Striker's known as the Asa Naylor property, on which is a large House one and a half story, upon a cellar, with a kitchen, porch and cistern and a quantity of shrubbery, a good barn, &c. are upon said lot.

ALSO, I will sell the premises where I now reside in the old town plat of Fort Wayne, on Water street, containing near 1³/₄ acres of land, running through to the canal, and lying 350 feet on canal, opposite it. W. Taylor's Ware House, with a good frame house 22 by 40, one story, with five rooms, hall, porch, and cellar, a splendid well of water, good wood-house, ice-house, &c.

ALSO, for sale, 110 acres of Land, heavy timber, soil of the best quality, seven miles from Fort Wayne, near the State Road leading from Wayne to Defiance by the way of Hicksville, known as the Ridge Road, adjoining Esquire Wakefield's lands, lying in section 19, town 31 north, range 14 east. The above property I will sell at such prices that it would be an object to almost anyone that has a few dimes by them to call and see the property and hear the prices. I will sell for part pay down, balance on time; or will take such stuff as I can ship off. I would take \$1000 or \$1500 in shoes, boots, leather, or dry goods of almost any kind. Any person wishing to see any of the above described property can find me at my residence to show them the property.
JOSEPH MILLER

Fort Wayne Times & People's Press
April 10, 1847

The Baltimore American states that a resolution has passed the lower House of the Pennsylvania Legislature unanimously, directing the Canal Commissioners to pass free of toll, over the state work, all donations of produce,

clothing &c., intended for the relief of Ireland.

Fort Wayne Times & People's Press
May 8, 1847

Packet Lines. — We understand that there will be two daily lines of Packets on the Canal in a few days, We noticed a new and very splendid boat, the "Ohio," belonging to Messrs. Doyle and Dickey's line, yesterday morning. Nine of the teams passed through this place, last Wednesday, on the way to their stations west of here. The horses were generally good ones, and the whole arrangement promises to serve the public in a superior manner.

Brockway & Co.'s line, we believe, is not yet in operation, but will be in a few days. — The very name of "Brockway," in connection with a line of Packets, is a sufficient guarantee that nothing will be wanting to render it all that a line of Packets can be. We shall refer to the subject again when more at leisure.

Fort Wayne Times & People's Press
May 15, 1847

THE CANAL BREAK. — It was stated on Monday evening, by men who had been employed in repairing the break, that the water would undoubtedly be let in yesterday (Tuesday.) The utmost exertion has been made by the Superintendent of Repairs (Mr. JOHNSON,) to push the repairs as fast as possible, and have them completed at the earliest period. It is said that one hundred and fifty men were employed, and the work has crowded day to night by working two sets of hands. — *Logansport Pharos*

Fort Wayne Times & People's Press
May 29, 1847

WABASH AND ERIE CANAL. — We have very gratifying intelligence for the readers of the Express this week, in relation to this great State work, as it now seems to be beyond the "contingency of a failure." The laws of our legislature of 1846 and '47, will go into speedy operation, and by the middle of July it is confidently believed that operations will be resumed on the canal, which when completed, will place Indiana in an honored and honorable position among the States of the Union. We shall hail the commencement of this work as the beginning of a new and auspicious era, which shall elevate our State in an immeasurable degree, and which shall bring upon our people some of the advantages enjoyed by other States, which are now reaping the fruits of an enlarged internal improvement legislation; and when the canal is done, then its last enemy will certainly entomb his hostility. — *Wabash Express*

Fort Wayne Times & People's Press
May 29, 1847

COL. BLAKE, — We are happy to state (as will be seen by our N. Y. Correspondence,) that our fellow citizen, Col.

THOS. H. BLAKE, has been unanimously elected resident trustee of the Wabash and Erie Canal on the part of the bondholders.

That the duties of the office under Col. B. will be promptly, faithfully, vigorously, and impartially executed, his public life heretofore gives the most amply guaranty, and as the Col. has always been the unwavering friend of this great work, (and of the best interests of the State,) in its darkest days, this compliment to him in the hour of its probable completion, is as due as it is deserved.

Col. B.'s personal sacrifices in aid of resuscitation the Wabash and Erie Canal and restoring the credit and character of the State, have been much greater than that of any other gentleman of Indiana.

We also take pleasure in stating that there is a peculiar fitness in the appointment of Mr. CHAS. BUTLER of New York, for we well recollect that the first ray of light that began to illuminate the dark future of our financial condition, was contained in the speech of this gentleman delivered in our Court House, before the Canal Convention, which assembled in this place on the 22d of May, 1845; which address we gave to the public at the time and can now be readily referred to.

Mr. Butler on that occasion, spoke as the representative of a large portion of our foreign bondholders, and his proposition became the rallying point around which the friends of the State faith gathered; and whatever modifications may have since been made, the spirit of the proposition then first made by Mr. B., has never been materially changed, but is the basis upon which the Wabash and Erie Canal now approaches completion.

We congratulate our adopted State, upon the grati-

fyng results of her Herculean efforts in aid of her credit and condition, and too much praise cannot be given those fast friends, who originated the plan of her relief and stood by her steadfastly, when her troubles were like the billows of a storm-encircled sea. — *Wabash Express*

Fort Wayne Times & People's Press

June 18, 1847

The Canal Board.—The Trustees for the Wabash & Erie canal, Messrs. Butler, Palmer, and Blake, convened in this city on Thursday last, and organized by the appointment of Charles Butler, Esq., President of the Board. Messrs. Butler and Blake are Trustees on the part of the bond-holders, and Mr. Palmer, on the part of the State.—The selection of these gentlemen as Trustees to be entrusted with the management of this great work, we look upon as peculiarly judicious and fortunate. Mr. Butler is emphatically the father of the arrangements, by which our State is relieved of a heavy amount of debt, and, for the last two years he has devoted himself to its consummation with untiring energy, and the complete success that at last crowned his labors must be highly gratifying to his feelings. Messrs. Blake and Palmer are citizens of the State of the highest standing and capacity; and respect, that the selection of members of the Board is as judicious and fortunate as could have been made—we see not how it could have been improved.—They enter upon the discharge of their duties in a few days. The only official act they have yet performed, we believe, is the appointment of J. L. Williams of this City as Chief Engineer; an appointment that will meet the hearty approval of all.

IN MEMORIAM

RICHARD MILTON SMALL

Richard M. Small, age 88, of Greenwood, Indiana passed away on November 20, 2013 at Greenwood Village Retirement Center. He was born to James and Marian Daisy Small on January 10, 1925 in Indianapolis.

Richard (Dick) attended Manual High School and then graduated from West Lafayette High School. He received a BS degree from Purdue and a Master's degree from Butler University. He also attended Columbia University in New York.

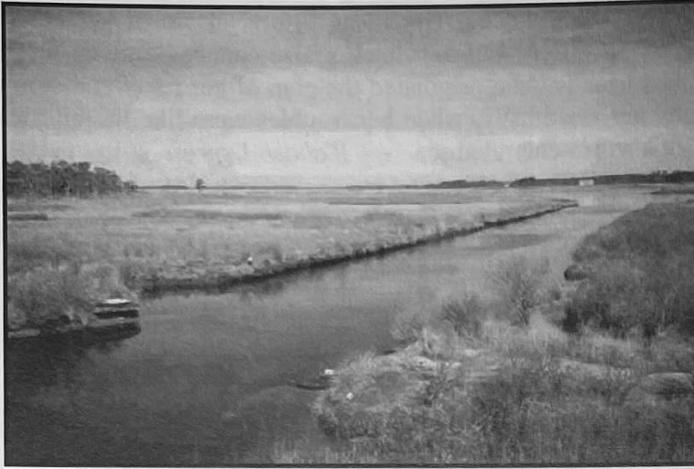
While at Purdue, Dick joined the Navy Reserves. During WWII he served on the USS Kern, an oil tanker servicing airstrips in the Pacific arena. During the Korean War he was called back to service in December 1951 and served on the troop carrier USS Gen. HW. Bunter. After

the wars, he taught evening classes at the Naval Armory. He retired as Lieutenant Commander in 1964. From 1947-1983 Dick worked as a toxicologist at Eli Lilly.

After retiring, Dick volunteered at the Civic Theater, The Indianapolis Zoo, the Benjamin Harrison Presidential Site and the Indianapolis Children's Museum. He was an Elder at Second Presbyterian Church. He was a member of the Indianapolis Symphony, the Harrison Home, the Children's Museum, the Canal Society of Indiana, and the Amateur Printer's Association. His hobbies were printing and genealogy. An Eagle Scout, he shared his knowledge by leading two scout troops.

Surviving are his wife of 64 years, Marian H. Small; daughters, Sally Small (Alejandro) Garcia-Blessing and Sue Small (Steve) Kreider; step-grandsons, Matthew and Jeremiah Kreider; and cousin, Pauline Saleba. His one brother, James David Small, is deceased.

A memorial service was held later.



The above photo of Stewart's Canal is from Dorchester County Tourism. Can you picture canal boats carrying timber gliding on the blue water through the yellow grass of the marsh or slaves breaking their backs to dig through the marsh? public domain photo

STEWART'S CANAL AND HARRIET TUBMAN

By Carolyn I. Schmidt

In the early 1800s transportation of goods and products was mainly by water. Land owners in remote Dorchester county, Maryland saw the need to build a 6-7 mile long canal to reach open water to transport their timber and other agricultural products to market in Baltimore.

Joseph Stewart, a substantial property owner and an ambitious man, designed a canal to float his white oak, walnut and pine logs from his timbering business to his shipyard where he built boats. It was about 12 miles west of Cambridge on the west side of Madison Bay. He could also ship the corn and wheat he grew on this canal. It would connect Parsons Creek and the Blackwater River with Tobacco Stick Bay (today's Madison Bay) and then eventually to Chesapeake Bay and major cities.

Stewart and other property owners began in 1810 building portions of the canal on their own properties using mainly black enslaved and free men. In most places the men toiled all day in swampy marshlands to dig, dredge and tear out grasses, bushes and trees. The water was stagnant and filled with millions of mosquitoes. The men were poorly fed and clothed. There was a high mortality rate from disease.

Over a 20+ year period the canal was dug off and on, but portions of it on land owned by others was not even started. In 1829, in order to complete the canal through these properties, Joseph Stewart along with Anthony Thompson, John and Samuel Brohawn, Charles and Robert

Tubman, and Levin Wolford, petitioned the state of Maryland to incorporate the Blackwater & Parson's Creek Canal in Dorchester county. The act passed on February 5, 1830. The corporation had a president, seven directors and \$5,000 in capital stock selling at ten dollars per share. It had to build both wagon and pedestrian bridges over the canal. Each stockholder had 1 vote per 5 shares he owned.

Anthony Thompson was appointed by the county to oversee the canal work along with Joseph Stewart. Thompson held an extremely large amount of land and was very influential. In 1837, a few years after the completion of the canal, Stewart purchased hundreds of acres in the Harrisville and Peters Neck area from Thompson. Stewart also owned a store and a mill making him one of the most successful businessmen in Dorchester county.

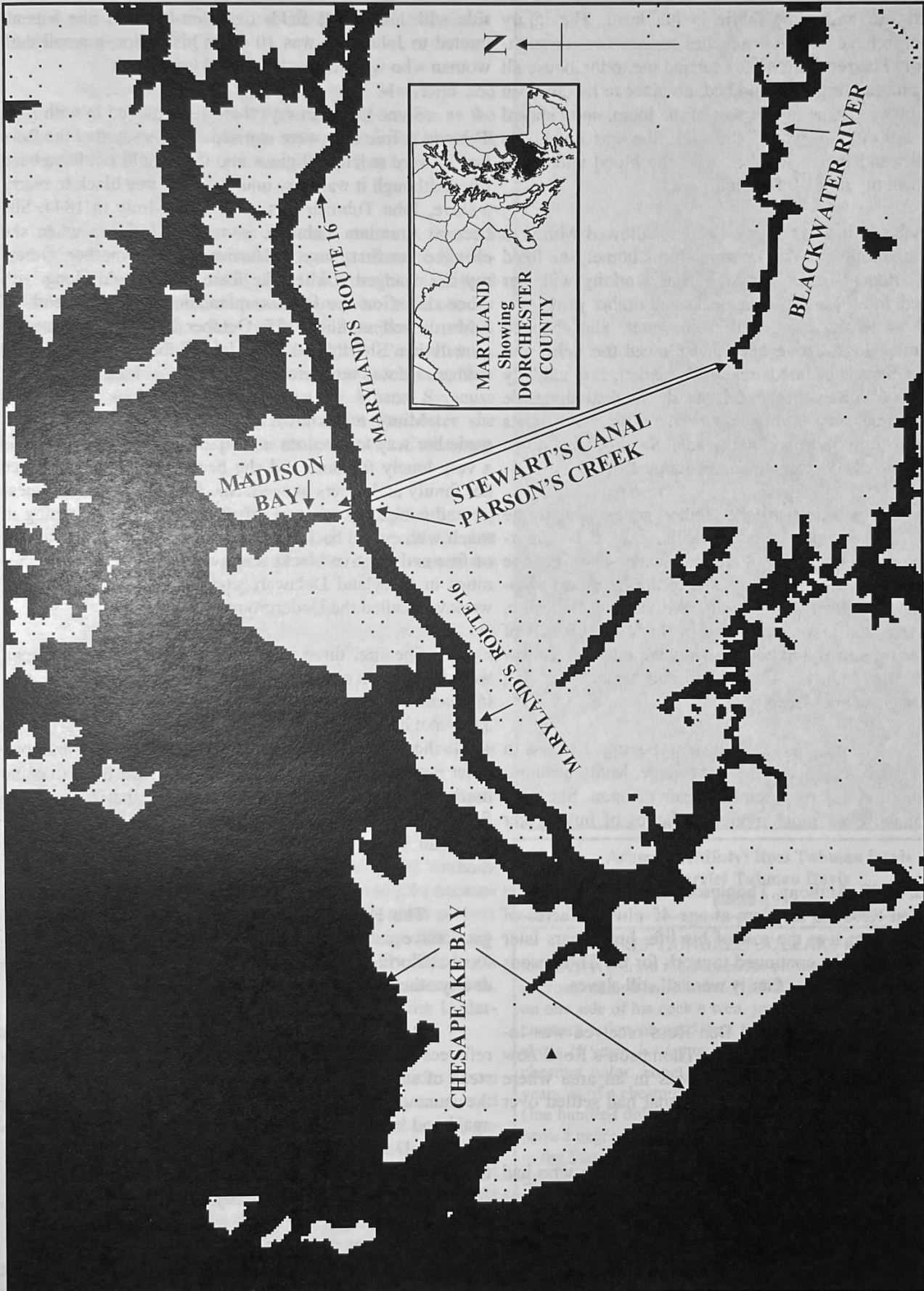
Although digging the canal had started as early as 1810, it was not completed until 1832. When it was finally finished it was called Stewart's Canal. It is now shown on maps as Coursey's Creek.

Many of Thompson's slaves helped dig the canal. Ben Ross, one of them, was hired out to cut down trees to mark the channel of the canal. Ben was a skilled lumberman and later managed Stewart's timber shipping.

Ben and his wife Harriet "Rit" Ross' had a daughter, Araminta (Minty) Ross, who eventually was known as Harriet Tubman. She was probably born on Anthony Thompson's plantation on Harrisville Road in 1822. Thompson owned Ben. Thompson's stepson, Edward Brodess, owned Minty, her mother and her siblings. When very young Minty and her family were separated from her father and moved to a plantation near Bucktown owned by Brodess.

Early in life Minty oversaw her siblings. Then she was hired out to take care of a baby. She was whipped if the baby cried and the mother was awakened. Later she was hired to wade the swamps and haul muskrat traps. Which she had to do even in the dead of winter and often when she was ill. When she couldn't work she was returned to Brodess until well and then was hired out again.

Around age 13 Minty accompanied the plantation's cook to the Bucktown village store to purchase goods. While there a slave belonging to a local farmer came into the store after leaving his work without permission. He was followed by his overseer, who ordered Minty to help him tie up the man. She declined. The slave broke free and ran from the building. In an attempt to stop the fleeing man, the overseer grabbed a two-pound iron weight from the counter and hurled it at him. It struck Minty in the forehead and



PARSON'S CREEK TOWNSHIP in DORCHESTER COUNTY, MARYLAND showing Stewart's Canal connecting Parson's Creek and the Black Water River to Tobaccostick Bay (Madison Bay).

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embedded hair and some fabric in her head. The injury caused her to have terrific headaches and seizures throughout her life. She recalled, "They carried me to the house all bleeding and fainting. I had no bed, no place to lie down on at all, and they lay me on the seat of the loom, and I stayed there all that day and next," she said. She was forced "to work again and there I worked with the blood and sweat rolling down my face till I couldn't see."

After a long recovery Brodess allowed Minty to hire out to Joseph Stewart to work in his home. She liked working outdoors better and soon was working with her father, Ben, in Stewart's fields, docks and timber yards. She learned how to find food and fresh water. She chopped wood, hauled logs, drove oxen and plowed the fields and lifted huge barrels of goods ready for market. It is unlikely she helped build Stewart's canal, but she worked alongside it. She became very strong and even pulled canal boats along the Eastern Shore's canal system. She became known for her great feats of strength and endurance.

While working on the timber gangs and at the docks she learned many survival skills. Extremely important was the secret network of communications between the black mariners whose ships traveled to the Baltimore shipyards and then down the Chesapeake Bay to Delaware, Pennsylvania and New Jersey. From them she learned of safe places for slaves and how to study the tides and follow the North Star. She wanted freedom and began practicing skills of disguise and deception.

After hiring herself out and paying Brodess a yearly fee of sixty dollars for the privilege, Minty accumulated enough money to purchase a pair of oxen. She used them to make even more money in hopes of buying her freedom.

In 1838 Anthony Thompson died. In his will he granted Ben Ross his freedom at age 45 plus ten acres of land on which to live the rest of his life. Four years later Ben was free, but he continued to work for the Thompsons and Stewarts because his family were all still slaves.

The ten acres of land Ben Ross received was located on the west side of Anthony Thompson's Road now known as the Harrisville Road. It was in an area where many of the workers who built the canal had settled over the thirty year period.

Among these settlers was a dark mulatto who had been free from birth. His name was John Tubman. He was described as a brash, caustic, slightly haughty, aloof, self-protective and quick to scoff man. Minty, who probably met John while living with her father, likely worked side by

side with him in the fields overseen by Ben. She was attracted to John. She was 10 years his junior, a small dark woman who was not pretty but had great spirit.

Some historian says that Minty moved in with John Tubman before they were married. Others say that the Ross family were strictly religious and this would not have been true. Although it was very unusual for a free black to marry a slave, John Tubman was married to Minty in 1844. She became Araminta Tubman. Some say this was when she changed her first name to Harriet after her mother. Others say she changed it when she feared being sold along with other slaves on the Brodess plantation after the death of Edward Brodess. She fled in October 1849. John refused to go with her. Shortly thereafter John Tubman found another woman. He was remarried by 1851.

Minty, now known as Harriet Tubman, escaped and made her way to freedom in Philadelphia. However, it was a very lonely freedom and she became determined to free her family and others as well. She found work as a domestic and cook in hotels and private homes while keeping in touch with events back home though the extensive network of free and fugitive blacks and sympathetic white communities in Maryland Delaware and Pennsylvania. This network was called the Underground Railroad.

The first three slaves rescued by Harriet Tubman were her niece Kessiah Bowley and Kessiah's two children in December 1850 only 15 months after her own escape. They met her in Baltimore and she took them north. During 1851 she helped her youngest brother, Moses, and two other men escape. Determined to get her husband to come north she returned to Dorchester county that fall only to find that John had remarried and wanted to stay in Dorchester. John Tubman was shot by a white man in 1867 and died.

The Fugitive Slave Act was passed in 1850 that gave slave catchers the power to force cooperation from local authorities. This made Harriet's living in Philadelphia or any other northern city unsafe.

Between 1851-1852 Harriet took a group of eleven refugees safely to St. Catharines, Ontario, Canada but instead of staying there she returned to Philadelphia. During the summer of 1852 she went to the Eastern Shore once again and brought out another nine freedom seekers. It was not until December 1854 that she finally was able to retrieve her brothers, who chose the aliases of James Stewart, John Stewart and William Henry Stewart honoring Joseph Stewart.

In 1857, through a perilous mission, she finely got

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her 70-year-old parents to safety. She lived with them in St. Catharines from 1857-1859.

Harriet Tubman made 19 trips to Maryland and helped 300 people to freedom. She became known as the "Moses of Her People." At one time rewards for Harriet's capture totaled \$40,000. She nor any of her "passengers" were ever captured.

Harriet chose to use the safe route to freedom avoiding the Niagara Falls area and going inland to St. Catharines. She used Underground Railroad established routes and went from Dorchester county to Baltimore or Camden, Maryland and from either of these places to New Castle, Delaware then on to Philadelphia, Pennsylvania. From Philadelphia she could go directly to Rochester, New York or go to New York City, then to Athens, Syracuse and finally Rochester, New York. From Rochester she went to Buffalo, New York and then on to St. Catharines, Canada.

Harriet traveled under the cover of night following the North Star along the Eastern Shore. If the star was not visible she used tree moss and observed currents in rivers and streams to guide her north.

Just as Stewart's Canal played an important part in her life, now other canals helped her. When she rescued Tilly, she traveled through the Delaware Canal down the Chesapeake to Baltimore. At other times she followed the canal systems of New York State and southern Ontario. She went to Troy, New York, traveled west on the Erie canal, passed the bottom of the Finger Lakes and, when needed, followed the Welland Canal from Port Colbourne to St. Catharines.

On October 24, 1829 the Welland Canal connecting Lake Ontario to Lake Erie was opened and jobs became plentiful. It was enlarged by 1831. Many freedom seekers followed it to St. Catharines, established a large black settlement there and built a brick BMA church. By 1855 eight hundred out of St. Catharines 6,000 population were black. St. Catharines became known as a terminal on the Underground Railroad.

During the Civil War, 1861-1865, Union forces captured Port Royal, South Carolina. The Union conducted the "Port Royal Experiment," where former enslaved people were taught to function in a free, capitalist society. John Andrew, Massachusetts's abolitionist governor, sent Harriet to Port Royal to work with and train the newly freed women to prepare them to enter the American wage-based system. Using the \$200 she received from the government, she established a wash house and taught the women the



Araminta (Minty) Ross Tubman Davis
Harriet Tubman Davis
(1822-1913)

THREE HUNDRED DOLLARS REWARD
RANAWAY from the subscriber on Monday the 17th ult., three negroes, named as follows: **HARRY**, aged about 19 years, has on one side of his neck a wen, just under the ear, he is of a dark chestnut color, about 5 feet 8 or 9 inches height; **BEN**, aged about 25 years, is very quick to speak when spoken to, he is of a chestnut color, about six feet high; **MINTY**, aged about 27 years, is of a chestnut color, fine looking, and about 5 feet high. One hundred dollars reward will be given for each of the above named negroes, if taken out of the State, and \$50 each, if taken in the State. They must be lodged in Baltimore, Easton or Cambridge jail, in Maryland.

ELIZA ANN BRODESS.

Near Bucktown, Dorchester county, Md. Oct. 3d, 1849
The Delaware Gazette will please copy the above three weeks and charge this office.

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skills of washing, sewing, and baking. They then worked for the Union soldiers and received wages.

Using her ability to employ information networks and take advantage of the terrain, she advised federal generals. In June 1863 she led Colonel James Montgomery in a successful raid up the Combahee River from Port Royal. She was a scout and a spy. In February 1864 she was with this regiment in the Battle of Olustee, Florida. After this battle, over 700 slaves were freed, boarded ships, brought to Union lines and forced into units. Harriet nursed the wounded after the Union retreat. Then, after the disastrous battle at Fort Wagner in South Carolina where many of the black soldiers in the 54th Massachusetts Regiment were killed, she helped bury the dead and nursed battlefield casualties and those suffering from dysentery and other camp epidemics. She searched the woods and found water lilies and crane's bill, which she boiled and made a bitter-tasting brew that she gave to the dying men.

Harriet was paid very little money as a scout and spy and received nothing at all for her nursing and domestic work. Following the war the Freedman's Bureau in South Carolina gave her a special commission to work for them, but she took an assignment to nurse the black wounded soldiers at Fort Monroe, Virginia instead. She was there only a few months.

Earlier in May 1859 William H. Seward, then a U. S. Senator from New York, had sold Harriet a small property on the outskirts of Auburn, New York for a permanent home for her parents. The climate in St. Catharines was too harsh for them. Their new home was in an active and safe abolitionist community and black settlement called New Guinea. After the Civil War Harriet returned to Auburn and her parents. There she organized fairs to raise money to

benefit southern freedmen and expressed her commitment to freedom, suffrage for women, and caring for the sick, elderly or disabled.

In 1869, two years after John Tubman was killed, Harriet married a retired, fatally ill Union soldier, Nelson Charles Davis. Nelson was about twenty years her junior. He had volunteered in the 8th U.S. Colored Regiment. Harriet and Nelson had a seven acre farm. Nelson is thought to have been employed at a nearby brick enterprise and Harriet was hired by Auburn's wealthy families as a domestic. In 1888 Nelson Davis died of tuberculosis.

The proceeds from the book *Harriet Tubman: The Moses of Her People* published in 1886 helped her to pay off her farm in Auburn. Ten years later, in 1896, Harriet purchased twenty-five acres that adjoined her home. With the help of the AME Zion Church, she built the Harriet Tubman Home for Aged and Indigent Colored People, which opened its doors in 1908. That year she also spoke at a suffrage convention in Rochester, New York saying, "I was the conductor of the Underground Railroad for eight years, and I can say what most conductors can't say — I never ran my train off the track and I never lost a passenger."

Harriet was always on the edge of poverty throughout her entire life. She was a resident in her own home for the last two years of it.

Araminta Ross (Harriet Tubman) died on March 10, 1913 of pneumonia when about ninety-three years old. She was buried in Fort Hill Cemetery in Auburn with military honors. A year later Auburn residents held a memorial service in her honor and erected a tablet listing her accomplishments.

Araminta (Minty) Ross later Harriet Tubman Davis' Family

Name	Birth	Place	Death	Place	Marriage	Place
Benjamin Ross	1790		1871			
m. Harriet Greene	1795		1879			
Linah Ross	1808					
Mariah Ritty Ross	1811					
Sophia M. Ross	1813					
Robert Ross	1816		1887			
Araminta Ross (aka) (Harriet Tubman Davis)	1-29-1820, 21 or 22	Bucktown	3-10-1913	Auburn, Cayuga, NY		
m1. John Tubman	1825		1867			1844 Maryland
m2. Nelson Charles Davis	1840		1888			3-18-1869 Auburn Cayuga NY
Ben Ross	1823-24		1863			
Rachel Ross	1825		1859			
Henry	1829-30		1912			
Moses Ross	1832					

This information is taken from several member trees on Ancestry.com. and a park planning resource from the National Park Service. Some say Harriet had a child by Tubman and one by Davis but the dates given seem to indicate that this was unlikely.



Photo by Paul G. Healy

(Front of stone)

HARRIET TUBMAN DAVIS

(Back of stone)

To the memory of
 Harriet Tubman Davis
 Heroine of the Underground Railroad
 Nurse and Scout to the Civil War
 Born about 1820 in Maryland
 Died March 10, 1913 at Auburn N.Y.
 "Servant of God, Well Done"
 Erected by the
 Empire State Federation of Womens Clubs
 July 5, 1937

Fort Hill Cemetery
 Auburn
 Cayuga County
 New York

Find-A-Grave #1247

Stewart's Canal artificially connected the brackish waters of the Little Choptank River via Parsons Creek to the freshwater headwaters of the Blackwater River, which once supported spawning populations of herring, white perch, yellow perch, and other freshwater species. The saltwater that came down the canal destroyed the freshwater spawning habitat on the Blackwater River. This area is now part of the Blackwater National Wildlife Refuge. A weir to block the saltwater from coming down Stewart's Canal has recently been built. The rivers are being surveyed monthly to monitor species composition and weekly during the fish spawning season to determine if the weir is successfully excluding saltwater from the head of Blackwater River. If it works, the migratory fish populations will probably return to their former spawning habitat on the Blackwater River.

There are numerous sites on the internet concerning Harriet Tubman and Stewart's Canal. YouTube has an informative video about Parson's Creek and the canal at:

YouTube

Harriet Tubman /Negro Spirituals/Underground Railroad
 Calvin Earl

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A liberty ship In World War II was christened the S.S. Harriet Tubman on June 3, 1944 and launched in South Portland, Maine. In 1976 a U.S. commemorative stamp was issued by the U.S. Postal Service. In 1974 the Harriet Tubman Home for the Aged became a National Historic Landmark. In the 1990's her brick residence was also designated as an historic landmark. A 125-mile-long road through Dorchester and Caroline Counties has been designated the Harriet Tubman Underground Railroad Byway and All-American Road. A driving tour guide may be found for it at: http://tourcaroline.com/pdfs/underground_railroad_dorchester.pdf

The Harriet Tubman Underground Railroad National Monument was established on March 25, 2013. The 17 acre Harriet Tubman Underground Railroad State Park and Visitor Center is under construction and is expected to open in 2015.

Special thanks to Phyllis Mattheis for alerting CSI Headquarters about Stewart's Canal and the part it played in Harriet Tubman's life.

**E-BAY LETTER MENTIONS
CANAL TRAVEL**

A wonderful letter, full of early travel information written by William A. Westervelt in Richmond, Indiana to his future wife, Miss Lydia H. Drake at Oberlin College in Ohio was found on E-bay by Neil Sowards, CSI member from Fort Wayne, Indiana. The three-page stampless folded letter was written on March 20, 1844. In it William, a graduate of Oberlin, reports on his travels through Indiana, how he is living in a rural cabin near Richmond and how he plans to travel back to Ohio via canal through Marion, but he says the canal may be blocked by ice. He is very lonely and hints at how things will be better once he has Lydia.

The seller of the letter thinks the couple may already be engaged at the time the letter was written. He assumes the canal through Marion to be Indiana's Central

Canal. He thinks that Westervelt is either a circuit rider minister or is looking for his first job. He found Westervelt's grave on Find-A-Grave. William's memorial number is 48063411.

The Reverend William A. Westervelt is buried in plot M-088-04a alongside his wife in Westwood Cemetery, Oberlin, Lorain County, Ohio. His tombstone reads Westervelt on the front and has the following information on its back. George C. was their son. The others maybe grandchildren.

**Rev. William A. Westervelt
(1815-1899)
Lydia Drake Westervelt
(1819-1912)
1856 George C. 1946
1879 Emma A. 1935
1902 Henry A. 1902
1904 George H. 1927
1906 John E. 1965**

The letter was repaired with archival tape and post-marked in a solid black Richmond, Ind. circular date stamp with a black PAID hand stamp and an 18 3/4 cents rate mark.

After further research CSI headquarters found the following on an Ancestry public member tree about William that proves he was a minister.

"Congregational Church Farmington. Rev. Westervelt, *Western Reserve Chronicle* Warren, Ohio 1855-1921: February 26, 1868

"We learn that a revival is in progress at the Congregational Church at West Farmington, under the supervision of Rev. Mr. Westervelt, of Oberlin, and that a number have been converted, while the interest in these meetings is still increasing."

CSI also found the following information on the Shaw-Pearson Family Tree about William and his family. He was born about 1815 in Poughkeepsie, New York. He married Lydia Hayes Drake sometime during or after 1844. Their children were Edmund C. Westervelt (b. 1847), William Drake Westervelt (b. 1849, d. 1939), George C. Westervelt (b. 1856), and Herbert Eugene Westervelt (b. 1858, d. 1938). William's residence in 1856 at age 41 was Oskaloosa, Iowa; in 1850 at age 45 Oskaloosa, Mahaska, Iowa; in 1860 at age 55 Oberlin, Lorain, Ohio and in 1880 at age 65 in Oberlin, Lorain, Ohio.

Neil Sowards and CSI headquarters believe the canal mentioned is the Ohio & Erie Canal and not Indiana's Central Canal. He was heading east of Richmond, not west.

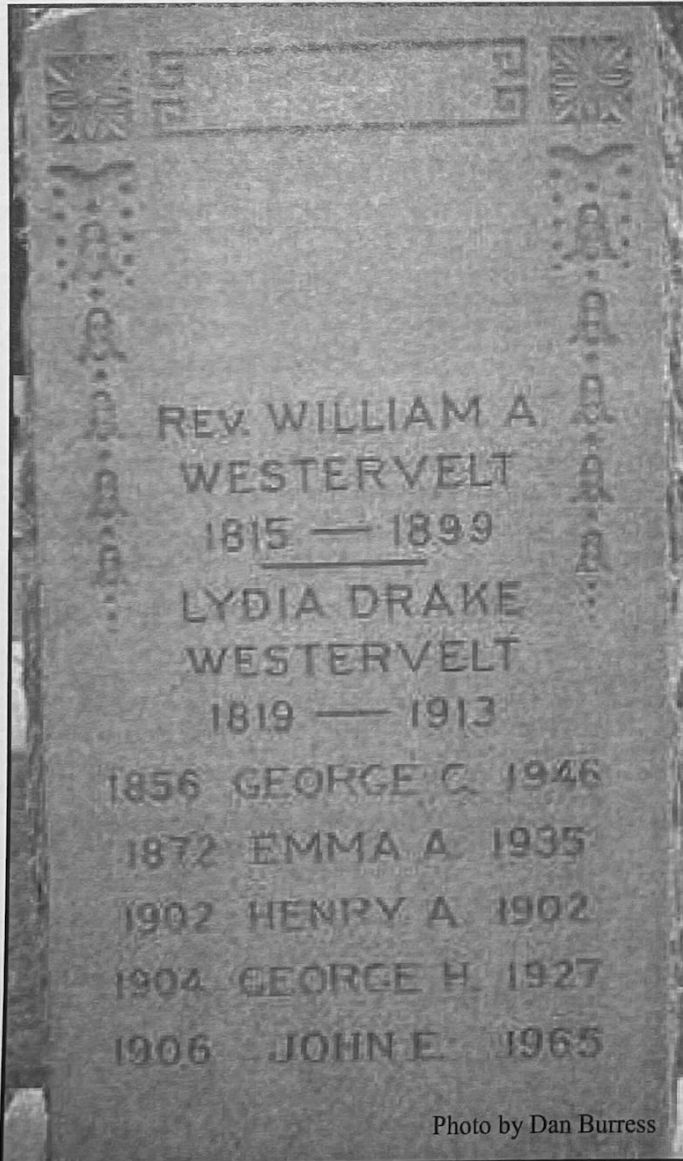


Photo by Dan Burress

**Thank You From
Western Wayne Heritage**

Dear Friends,

Once Again Western Wayne Heritage is most grateful for your grant of \$2,000 recently received towards the renovation of a small third floor room of the Vinton House Hotel on Main Street in downtown Cambridge City. It will be great to have office space where our records and canal materials will be in one place and secure. Hopefully, this project can be done during the winter months. We may also tackle the east hall and another exhibit room at the south end of it.

And we are happy to report that your \$1,500 earlier grant last January was used for electrical work on the third floor. The two renovated northeast rooms now have up-to-date wiring for outlets and ceiling fixtures. Both rooms have been renovated and exhibits are hung.

These two grants bring the total from the Canal Society of Indiana since the year 2000 to \$29,500 according to our records. Your support is truly appreciated!

The 2008 and 2011 grants were used for the exterior balconies across the front that wrap around the building's northwest corner. That project was finally completed recently. The wrought iron was cleaned of rust and painted black and new decking was installed. The white trim on the building was also painted and two coats of red applied to the wood weather boarding on the two story frame extension on the southwest corner. Some of the wood trim needed replacing. A lift was rented to reach all the areas of this tall three and a half story brick building.

Your grants are a great help towards improvement of the Historic Vinton House? Many, many thanks.

Phyllis Mattheis, Treasurer Western Wayne Heritage

MICHAEL SHANAHAN UPDATE

A "Canawlers At Rest" article about Michael Shanahan that appeared in *The Hoosier Packet* in July 2013 was forwarded to Mary Sugar by Tom Castaldi, Allen County Historian in answer to a question she had asked Tom. Her and his correspondence follow:

Mr. Castaldi -- We have been having a lot of trouble with the computer, so it took a couple of days for me to be able to open the article you sent. Yes, this is my family. Michael's son James Shanahan was my great-grandfather. His daughter Jeanette (Nettie) married Selby Mullins. My father Virgil Mullins was their eldest son. I also remember that my dad had Pence cousins.

I'm delighted at the additional detail in the article. Since I live in Virginia, it has been hard to do research,

especially when I don't know what all the resources are on line and my visits to Indiana are normally filled with visits with family and friends. I had gotten to Lagro and to the Wabash County Library, but not to any Grant County resource. Thank you so much for remembering me and sending it on. Perhaps this will inspire me to resume my work again. I know lots of people use secondary documents, especially things from the internet, but I have been reluctant to rely on them without something else to verify the point. Thanks again. Sincerely, Mary Sugar

Mary Sugar: It's good to know that you finally were able to pull up and read the Michael Shanahan piece. You should know that the author of the Indiana Canal Society's Packet piece is its editor Carolyn Schmidt. Fortunately for us, Carolyn has taken on the task of researching canal notables and has the Allen County Public Library's Genealogy Department close at hand. As you know, the Fort Wayne-based facility is recognized as the nation's largest public library for genealogy. Carolyn will be delighted to know that her work has found you. Tom Castaldi

ASK CSI

Dear Canal Society of Indiana,

I visited your website. I have lived in Daleville close to the White River for many years. I was told by an elderly neighbor, who is now deceased, that a hydraulic lift had been put in on the river where the canal feeder system came through. He said that a town had been platted out above the river in anticipation of the canal.

I have read similar stories in history books. The stories seem in conflict since some claim that the banks collapsed when they let in the water and others say that the feeder system was never completed from Muncie to Daleville. What have you heard? Lynn Ryden

Dear Lynn,

I found some new information in our research back in April 2013. See *The Hoosier Packet* April 2013 . Andy Olson, who lives in Florida, found an old newspaper clipping from 1869 that shows the location of the feeder or hydraulic and the location of the dam in Sec 1 in Delaware County. I also found in another source that the town of Smithsport was to be located just west of the dam site along the feeder. This appeared in the Daleville *Centennial News* of Nov 8 1938. I will send you this when I get your address. I don't know if the paper is still available at the library or not.

I hope you will share with us any additional infor-

mation you might find so that we can publish it in *The Hoosier Packet*. We need to have a canal tour in your area in the next couple of years to review the sites there. It has been over 14 years since we did this. We normally have about 50 persons on our weekend tours. The next one is in Ft Wayne in September 2014. Bob Schmidt, President

Dear Bob,

Thank you for the interesting information. I looked at my source, *Historical Sketches and Reminiscences of Madison County* by John L. Forkner and Byron H. Dyson published in 1897. The article states that the ANDERSON HYDRAULIC COMPANY was organized on December 19, 1868. The canal extended from a point opposite the village of Daleville to Anderson, being about eight miles in length. Water was turned into the canal from the White River at Daleville on July 4, 1874. The banks gave way at several places and it became necessary to shut off the water. After a second attempt to flood the canal was made, the project was abandoned.

The hydraulic was across the river from my former residence in Daleville. If you visit, I could show you where I was told it was built. In case you have not heard, The City of Anderson is planning on flooding the White River from the Mounds Mall to two miles east of Daleville to form the proposed "MOUNDS RESERVOIR". The project has wide spread support and is due to be completed by 2020. It would be a good idea to visit these areas before they go underwater. If you visit let me know. I have walked the river many times and know the area well.

PROMOTING CSI

Phyllis Mattheis, CSI member from Cambridge City, Indiana has written the following article about CSI for the local papers in her area. In order to increase our membership we request other members to write similar articles for their newspapers and make others aware of our organization.

READ ABOUT THE CANAL SOCIETY OF INDIANA

The December and January newsletters of the Canal Society of Indiana are now with the magazines on the west side at the Cambridge City library, and also in Morrison-Reeves library at Richmond. The December issue of *The Hoosier Packet* carries the photo of thirteen members of the Board of Directors, which includes Jerry Mattheis for the upper Whitewater Canal and Chuck Whiting of Lawrenceburg for the lower Whitewater Canal. Board members live all around the state and two members of the eighteen member board are out of state.

The fall board meeting was held in October in Fort Wayne at Sweetwater Sound, one of the largest dealers in the US of musical equipment of all kinds. Five guests were also in attendance, and the group enjoyed lunch in the company's cafeteria and a tour of the facilities.

The Canal Society promotes preservation and knowledge of remaining canal structures, and the monthly newsletter of some thirty or more pages brings news of what's happening with canals all around the world, as well as history of the men and women connected with canals. Photos are prominent. There are only two 'meetings' during a year, which are weekend tours of canal locations, mostly in Indiana, but some have been in Ohio and Illinois. The upcoming spring tour will be a boat trip on the famous Erie Canal of New York.

The January issue of the Packet carries a photo of a sample new sign along the Whitewater Canal and the news that the Society is funding twelve signs to mark structures along the Whitewater Valley Railroad from Connersville to Metamora. Nine signs will be along the railroad route and three signs will be seen from the road near it, marking locks numbered 35, 37 and 39. Dues are only \$25 per year and cover the cost of printing and mailing the monthly newsletters. Read more at www.indcanal.org.

The January issue also carries a full six page report of all of the activities of the Society during the year 2013, the 32nd year of the organization. There are 207 members, including twenty new ones for the year. News from Delphi on the Wabash and Erie canal figures prominently in each issue. Located just northeast of Lafayette, the canal park features boat rides, trails, a village of restored buildings and a conference and interpretive center.

The Society also funded Lexmar covers for the fantastic scale models of a lock, a canal boat and a mill, as well as the wooden aqueduct that is located in Metamora. The professional models are hand crafted by Paul Baudendistel, with help from Candy Yurcak, and can be seen on weekends in the Pavilion of the Whitewater Canal Scenic Byway on the north side of 52 at Metamora. The Scenic Byway signs have been installed through Dearborn County and also Loop 3, which includes Ripley County. For more information phone 765-647-2541 or www.whitewatercanalscenicbyway.org.

PANAMA CANAL DISPUTE

The Wall Street Journal article of January 3, 2014, "A Man, a Plan, a Canal, a Dispute" said that Panamanian authorities were warned that work on the Panama Canal enlargement will be halted until Panama pays \$1.6 billion in overrides to the Spanish consortium building the project. Part of the override problem was caused when Panamanian technicians in 2012 required a more expensive higher-quality concrete be used instead of what was in the original contract. Other contributing factors include bad weather and labor strikes, which caused delays and postponement of the 2014 scheduled canal completion. The deadline set for payment was Jan. 20 and then extended to Feb. 1, 2014.

The original contract was \$3.12 billion and has now soared to over \$5 billion. The Spanish consortium made up of Belgium's Jan De Nul, Italy's Impregilo and Panama's Constructora SA knows that Panama's \$35 billion economy has grown over 8% alone in 2013 due to the 10,000 jobs the project has created. The revenue from the canal is now about \$1 billion but will be around \$4 billion once the canal is completed.

When finished both the old locks and the new locks will be used on the 50-mile-long Panama Canal. The dimensions of the old locks are 42 feet wide x 1,000 feet long. The new locks are 50 feet wide x 1,400 feet long. Current container ships maximum capacity is 4,400 containers and in the future will be 12,600 containers.

Ricardo Martinelli, Panama's president, and the Panama Canal Authority have rejected the consortium's demands and say the original contracts should be honored. If a settlement cannot be reached, the case will go before an international arbitration court in Paris.

LETTER WRITTEN AFTER TERRE HAUTE PURCHASES 822 ACRES

On November 26, 2013 the Terre Haute Tribune-Star announced that Vigo Parks was buying 822 acres from Pfizer located north of Dallas Road in southern Vigo county, Indiana for \$50,000. Funding came from the Wabash Valley Community Foundation and the Vigo County Redevelopment Commission. It said that they had been working on acquiring the land for the past two years. Pfizer has shut down its operations Vigo County.

The park that was being planned at Lock 47 of the Wabash & Erie Canal in Riley, Indiana had been granted Federal money to be matched by Vigo County. The county let the grant slip through its hands by saying it did not have

the funds for the park. It appears the funds were being saved for this Pfizer park.

CSI member Jo Liggett of Terre Haute sent a copy of the following letter she had written to the newspaper to CSI headquarters. It appeared in the Readers Forum of the Tribune-Star on January 6, 2014.

CANAL SITES ARE VALUABLE ASSETS

We recently took two of our grandchildren (ages 6 and 9) to the Indiana State Museum. One of the displays that caught their attention was the canal locks exhibit featuring a small working model of locks as well as massive timbers from the Gronauer Lock salvaged from the north-eastern Indiana part of the Wabash & Erie Canal.

We were saddened to think that Vigo County's plans for a canal lock park at Riley seemed to have been abandoned with the release a few months ago of a very large grant received in 2009 by the county commissioners for that purpose. The Riley lock is a rarity as it is stone and most W&E Canal locks were wooden. And what is to become of the canal timbers discovered during the construction of the 641 bypass? We believed they were to be used at the Riley canal park also. Perhaps we should've let the state send them to the Whitewater Canal at Metamora where they could educate others on Indiana's canal era.

The implication was made to us a few years ago that the Vigo County Parks Department was not eager to undertake the maintenance of a canal park given dwindling funds and manpower. But with the announcement of the impending purchase of a large tract of Pfizer property and the planned development of parts of it, it doesn't make sense that maintaining 10 acres at Riley would have been that great a strain.

One need only check guest registers at canal parks such as those in Delphi in Indiana and Grand Rapids in Ohio to see that even foreign tourists come to visit canal sites.

Hopefully, Vigo County will realize the assets it has in its canal sites before all traces are lost.

Riley Lock 47 As seen on an earlier CSI tour



NEWS FROM DELPHI

UPDATES AND ADDITIONS
IN PROCESS

Text and photos from Dan McCain



With ten great years behind us at the award-winning Wabash & Erie Canal Interpretive Museum, we prepare for many more with some restoration and repair to some of the galleries. This particular exhibit, which is quite popular, features flowing water to illustrate the movement of boats through an operating lock. Leaks have begun to appear, and "freshening up" is part of the planned improvements. Several new interactive exhibits will also be added to the Museum and these all will add to the winter fun for our M-W-F volunteers.



A winter morning in Canal Park finds the M-W-F volunteers with help from a crane from Carroll White REMC utility crew setting the last of the rafters for the Burrows Loom House.



We appreciate the REMC providing what we call a "sky hook: to lift the rafters into place. Progress on this building that originated in the Burrows area will continue on nice winter days. The hope is that it will be completed in time for next season's artisans and crafters who inhabit Pioneer Village on summer weekends and during festivals.

WHITEWATER
CANAL TRAIL

The Whitewater Canal Trail offers recreational opportunities all year round. Cross-county skiers enjoyed the beautiful scenery along the trail and canal this winter.



Photos
courtesy
White-
water
Canal
Trail



THE MIDDLESEX CANAL

The Middlesex Canal was one of the first civil engineering projects of its kind in the United States. It was a 27-mile long barge canal that connected the Merrimack River with the port of Boston. It was first surveyed in 1793. Construction began in September 1794. It was 30 feet wide, and 3 feet deep. It had 20 locks that were 80 feet long and between 10-11 feet deep. It also had 8 aqueducts. The canal was made possible by the innovation of hydraulic cement and a floating towpath across the Concord River. It was studied by engineers building future canals.

Bill Gerber, American Canal Society member from Chelmsford, MA, has shared the following information with ACS members. He lists internet sites you may wish to visit to learn more about the canal.

“The Middlesex Canal used several different forms to account for the cargos that were carried. The ‘official’ form was the ‘Passport.’ Bob Keintz, former Pennsylvania Canal Society President, sent me one which I wrote up for Towpath Topics, the newsletter of the Middlesex Canal Association. The write up is available to view at: <http://middlesexcanal.org/towpath/towpathtopicsMar2012.htm>”

“There are over 200 various documents in the archives of the M’sex Canal Company. I’ve built a data base of the information content of them and have an article coming out in the Winter issue of our newsletter. The article, and a copy of the data base (too large to put in the newsletter), should be available to you in a few weeks. Look for ‘Shipping Documents’ in the latest (Winter-2014) issue at: <http://middlesexcanal.org/towpath/>”

“There is evidence that the procedures for accounting for the cargos, and billing for their transit, developed in about 1808 by John Sullivan (‘CEO’) of the M’sex canal,

was propagated out to other canals and to the early railroads. But there’s somewhat conflicting evidence that the M’sex changed the way it did business in the early 1830s.

“Regarding speed limits on the canal. I’m not aware of any method that was used to measure speed, nor have I seen evidence that anyone tried to measure it on the M’sex or anyone else’s canal. However, there is a visual phenomenon that occurs at about 3½ to 4 m.p.h. that could be used, sort of as a ‘not-faster-than’ gauge. Below this speed, bow-wake tends to rise and fall gently, but above this speed the wake begins to curl. Canal maintainers claim that the curl tends to scour the banks, for which they take a very dim view.

“ On the M’sex, the limits were 1½ m.p.h. for rafts of logs and ‘bands’ of rafts (a train of linked rafts), 2½ m.p.h. for freight boats, and 3½ m.p.h. for packets. My best guess is that 1½ m.p.h. was the walking pace of oxen, the critters usually used to tow rafts; that 2½ m.p.h. was the walking pace of a horse; and that 3½ m.p.h. was the pace of a horse or horses (evidence suggests that two horses were used to tow the packets) at a fast walk or slow trot (evidence is that packet horses were swapped out midway down the canal, after about a 14 mile run). However, there is strong evidence that the packets exceeded the speed limit by a considerable margin. See ‘Scofflaws’ at: <http://middlesexcanal.org/towpath/towpathtopicsApr2010.htm>.”

“Indications are that the concept of a steam tow boat to tow unpowered canal boats, was initially developed and patented (1814) for use on the Merrimack River, effectively the northern extension of the M’sex Canal. I wrote up my research on this, which is available at: <http://middlesexcanal.org/towpath/topathtopicsFeb2010.htm>” Apparently, a patent was also issued in 1817 for using a towboat to tow an unpowered packet on the river.”

ABOITE AQUEDUCT STONES

Allen County is deciding what to do with the stones from the Wabash & Erie Canal aqueduct that crossed the Aboite River/Creek west of Fort Wayne, Indiana. They are in the bottom of the creek and can interrupt its flow. Recently Jeremy Freimuth, Drain Maintenance Supervisor, for the Allen County Surveyors Office took the following pictures at the site:



THE HOOSIER PACKET - MARCH 2014

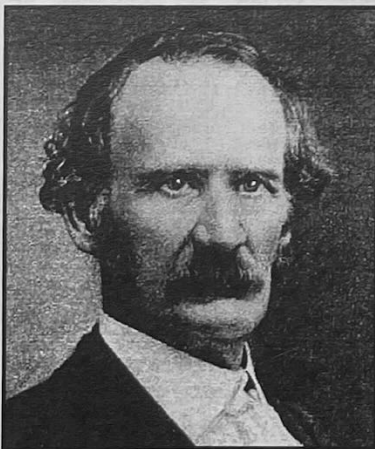
CONTRIBUTORS TO THE CANAL SOCIETY OF INDIANA

The following members have contributed over the basic \$25 single/family membership level to CSI. These gifts are used by CSI to fund canal related projects throughout Indiana.

<p>\$50 CONTRIBUTOR</p> <p>Allen County Fort Wayne History Center J. Darrell Bakken Michael Beauchamp Leon & Sandy Billing Charles Carbaugh Maurice & Dorothy Bonecutter Dwight & Ann Ericsson Scott Evenbeck Guy W. Filchak Richard & Donna Fontaine Frances French Leland & Bonnie Gamson Lowell & Jerry Goar Dr. & Mrs. George Heilman Robert & Kate Hoffman Mary E. Kelley Karl & Suzanne Kettelhut Jeff & Mary Koehler Bob & Pat MacIntyre Jerry & Phyllis Mattheis Paul McAfee Brian & Laura Migliore</p>	<p>Gene & Joyce Paschka John Polles Bob & Darlene Rose Ed & Cynthia Powers Robert Sears & Sherry Spark Bruce & Kay Sheldon Brian & Judy Stirm Western Wayne Heritage Dan & Ceri White Charlie & Bonnie White Chuck & Anne Whiting J.R. & Linda Winchell</p> <p style="text-align: center;">\$75 PATRON</p> <p>Tom & Mary Grimes Jerry & Susan Knight Steve & Sue Simerman Dan Schuster</p> <p style="text-align: center;">\$100 FROG PRINCE</p> <p>Terry & Anne Bodine Sue Burger Tom & Linda Castaldi</p>	<p>Richard E. Ford Dick & Mary Hatch Dan McCain Linn Loomis Andrew Olson III Allen & Becky Vincent Tom & Jennifer Wood Mike Zook</p> <p style="text-align: center;">\$200 STUMP PULLER</p> <p>Frank & Mary Timmers</p> <p style="text-align: center;">\$500+ CANAL COMMISSIONER</p> <p>Dr. George P. Clark Bob & Carolyn Schmidt/Prudential Match</p> <p style="text-align: center;">OTHER</p> <p>\$30 Terry & Rosanne Woods \$35 Sam & Jo Ligget, Mike Morthorst \$40 Ellsworth Smith, Anne Tangeman & Jeff Lomax \$125 Carl & Barbara Bauer \$150 Jerry & Barbara Lehman</p>
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MILLIGAN ARTICLE MENTIONS WABASH & ERIE CANAL

CSI headquarters received the following message in an E-mail from Dawn E. Bakken, associate editor of the Indiana Magazine of History:



**LAMB DIN PURDY
MILLIGAN**

B. March 24, 1812
D. December 21, 1899
Find-A-Grave #68430454

Mount Hope Cemetery
Huntington, Indiana

The December 2013 issue of the Indiana Magazine of History focuses on the landmark 1866 U.S. Supreme Court case *Ex Parte Milligan*, revealing new detail on the life of the man-Lambdin P. Milligan-whose arrest and trial for treason prompted the case itself, and showing how his case has gained relevance in a post-9/11 world.

The issue begins with scholar Stephen E. Towne's detailed biographical look at Lambdin P. Milligan, the Hunt-

ington, Indiana, lawyer and politician who was arrested, tried, and convicted of treason during the Civil War for his role in a planned attempt to overthrow the government of the state of Indiana. A civilian tried by a military tribunal, Milligan pursued legal appeals all the way to the Supreme Court, where the justices found that civilians, even in time of war, must be given a civil trial as long as the courts remain open. Milligan himself has frequently been portrayed as a martyr for free speech and a victim of unjust arrest. Towne's meticulous research through primary records uncovers the depth of Milligan's involvement in anti-Union secret organizations and in their conspiracies. "Milligan," he writes, "driven by his long-held ideologies, conspired against his government. He was simply tried in the wrong court."

Headquarters also received notification about the article from Chuck Hupper, CSI member from Burtonsville, Maryland, and the following from Sam Liggett, CSI member from Terre Haute, Indiana:

In the December 2013 issue of the Indiana Magazine of History there is an article entitled "The Persistent Nullifier, The Life of Civil War Conspirator Lambdin P. Milligan" by Stephen E. Towne. In this article the Wabash & Erie Canal is mentioned twice. One is on page 319 in reference to winter traffic on the canal verses the railroad. The second is on page 324 and has to do with the murder of a drunken canal boatman in Huntington County, IN.