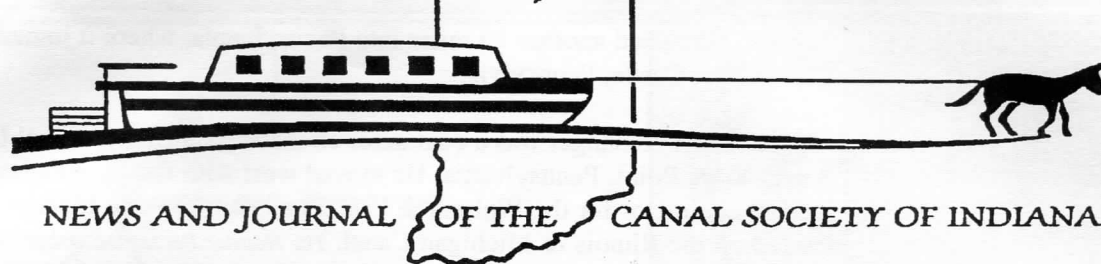


THE
HOOSIER-PACKET

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P.O. BOX 10808 FORT WAYNE, IN 46854

JULY 2015

BEAVER & ERIE CANAL TOUR



The first stop on the PCS/CSO spring tour on April 25, 2015 visited the remains of Guard Lock #10 on the Shenango River. This was on the Shenango Division of the Beaver & Erie Canal, which is sometimes called the Erie Extension Canal.

FEATURES

1. Visiting The Beaver & Erie Canal
5. Canawlers At Rest: Henry J. Cook
6. Nelson A. McClure And His W&E Connections
12. The Duncans On The Frontier
17. From Times Past: President Indiana Canal Company Visits Ft. Wayne, Logansport Cut-Stone Lock, Logansport Celebrates Railroad, Important To Keep Indiana/Ohio Canals Repaired, W & E Tolls Reduced, Canal Opened To Logansport, Water Put Into Canal, Railroad Follows Canal Route
19. Thanks From Western Wayne Heritage, Fix Grand Lake St. Marys
20. Build Small Canals: Use Small Boats
23. In Search Of Answers
24. Letter About (Miami) Wabash & Erie Canal
25. Letters To Headquarters: Rain Rain Go Away
26. Canal Walks
27. Deer Creek Dam At Delphi Indiana, News From Delphi: Freedom Plaza Dedication, 2015 Transportation Festival
28. Brookville Trail

VISITING THE

BEAVER & ERIE CANAL

Article and photos by Robert F. Schmidt

On April 25, 2015 several members of the Canal Society of Indiana [CSI] had the opportunity to explore the 19th century Beaver & Erie Canal in Pennsylvania that has several connections to canals in Illinois and Indiana. Of course, none of these states were directly connected by canal, but they were impacted by certain contractors who later moved west. In the case of Ohio, the Pennsylvania & Ohio Canal was completed in 1845 and ran 73 miles from Akron to the southwest of Youngstown, crossed the state

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THE HOOSIER PACKET - JULY 2015

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line and continued another 10 miles into Pennsylvania, where it joined the Beaver & Erie at New Castle, Pennsylvania.

Lorenzo Sanger was a contractor on the Beaver & Erie Canal Lock 8 & Dam 3 near Rock Point, Pennsylvania. He moved west with family members and became a canal contractor for the Wabash & Erie Canal dam at Peru, Indiana, and then contracted on the Illinois & Michigan Canal. *The Hoosier Packet* December 2010 In Indiana, John Minesinger, the Chief Engineer for the Hagerstown Canal, north of Cambridge City, also was an assistant engineer on the Beaver & Erie. His work will be covered in the forthcoming September 2015 issue of *The Hoosier Packet*.

Our weekend began on Friday night with a presentation by Steve Fritz of the U.S. Corps of Engineers on the planned and in progress lock and dam construction on the Monongahela River south of Pittsburg. Many of the old structures are over 50 years old and in danger of collapsing. The *Hoosier Packet* July 2012 One river barge carries the equivalent of 16 railcars or 58 truckloads of coal. He said it would take over 1000 truckloads a day just to keep one of the large power generating plants along the river in operation if the locks or dams failed.

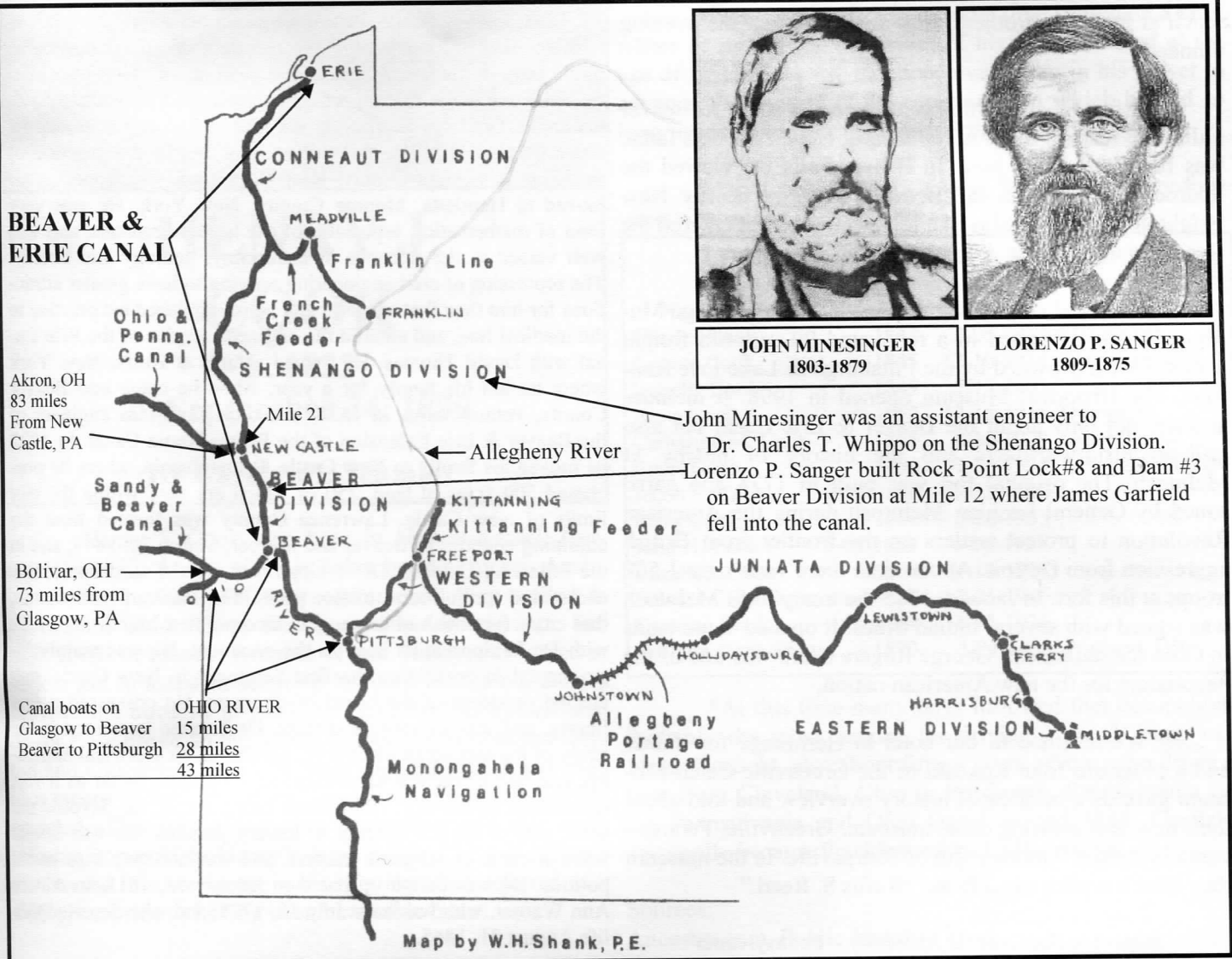
Saturday we left our headquarters by bus at Hermitage, Pennsylvania to explore the Beaver & Erie Canal, which is also sometimes called the Erie Extension Canal. We were provided with colorful detailed maps of the tour route. This canal actually begins at Beaver, Pennsylvania 28 miles downriver on the Ohio River from Pittsburg. Canal boats had to be pulled by steamers up the river to reach Pittsburg. Work began on the canal in 1831 and stretched from Beaver 31 miles north to Harbor Bridge, about 4-5 miles above New Castle. Only 6 miles of this canal was actually formed with dug prism, the remainder was provided by dams and slackwater. The Pennsylvania & Ohio Canal from Ohio junctions with the Beaver & Erie at mile #21 in downtown New Castle.

As we headed north from Hermitage we followed the old Shenango Division that was begun in the spring of 1836. It headed north out of the 1845 terminus at Harbor Bridge and then continued on following the Shenango River valley thru Pulaske, Hermitage, Sharon, Sharpville, New Hamburg and Greenville for 61 miles to Conneaut Lake, just west of Meadville. There were 44 cut stone locks on the Shenango Division.

The lock dimensions for the Beaver & Erie were 15 feet wide by 80 feet

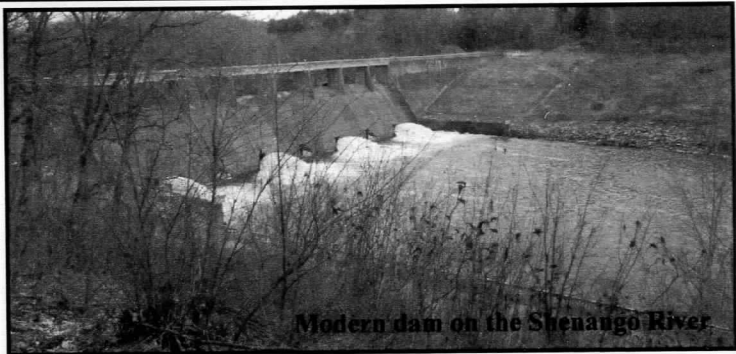


Guard Lock #10



long. This was 10 feet shorter than the Erie standard used in Indiana, Ohio and on the Pennsylvania Mainline canals. Some of these locks are buried under Shenango River Lake formed in 1965 for flood control. Located just south of this lake at Sharpsville is Guard Lock 10 in Mahaney Park. It was our first stop. An 1840s dam on the Shenango River aside this lock created a higher level slackwater pool so that this lock then raised a canal boat from one slackwater pool to the next higher one up river.

After viewing the Corps of Engineer's modern dam on the Shenango River, we turned back south along the canal. At Pulaski we saw some nice watered prism. Here a neighbor brought out an old photo of Pulaski Mills that operated on the river next to the canal. We proceeded then to Harbor Bridge where the canal left the slackwater and entered the canal prism into New Castle where we stopped for



THE HOOSIER PACKET - JULY 2015

lunch at Faraone Brothers, who also furnished the evening dinner.

After lunch we followed the canal south to Beaver Falls. We learned that Joe Namath, of New York Jets fame, was born and raised here. In Beaver Falls we viewed the hydroelectric dam on the Beaver River. In nearby New Brighton we saw remains of a lock wall where it entered the river.

The final stop was at the Beaver Area Heritage Museum, which is located in a renovated 90-year-old freight station formerly owned by the Pittsburgh & Lake Erie Railroad. The Historical Museum opened in 1998. It includes artifacts not only about the Beaver & Erie Canal but also railroad history/artifacts and the history of nearby Ft McIntosh. The original fort was built in 1778 and garrisoned by General Lachlan McIntosh during the American Revolution to protect settlers on the frontier from British aggression from Detroit. At one time there were over 1,500 troops at this fort. In January 1785 the treaty of Ft McIntosh was signed with several Indian tribes. It opened some lands in Ohio for settlement. George Rogers Clark was one of the negotiators for the new American nation.

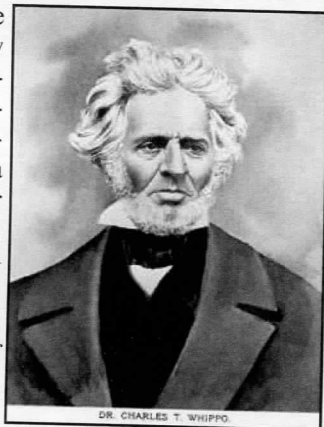
We returned to our hotel in Hermitage for dinner and a program. John Kokoski of the Greenville Canal Museum gave us a brief canal history overview and told about their new and growing canal museum. Greenville, Pennsylvania is located 9 miles north of Sharpsville. In the museum they have a replica canal boat, "Rufus S. Reed."

Report to the General Assembly – Pennsylvania

"The President laid before the board the appointment by Charles T. Wippo, Principal Engineer Erie Extension, of John Minesinger, Superintendent of mechanical work on said extension, at a compensation of three dollars per day, duties to commence May 22d, 1837." Shenango Extension 1836 – 1844

From *Biographical Sketches of Leading Citizens Lawrence County Pennsylvania 1897*

Dr. Charles Tillotson Whippo was an eminent civil engineer as well as a physician of his day, and was in charge of large portions of the construction-work of the canals. He was born April 19, 1793, in Washington County, New York, and died June



DR. CHARLES T. WHIPPO

14, 1858, in New Castle, Pennsylvania, in his sixty-sixth year. In consideration of his schooling, he relinquished all the interest he might have in his father's estate, and went about identifying himself with one of the leading professions. He studied medicine with his uncle, Dr. John Thompson, the husband of Anne Wood, the sister of Hannah (Wood) Whippo, and began the practice of medicine in Cayuga County, New York from which locality he moved to Henrietta, Monroe County, New York. He was very fond of mathematics, especially of the higher branches, and was well versed in the sciences of astronomy, geology and botany. The profession of civil engineering proving to have greater attractions for him than that of medicine, he relinquished his practice in the medical line, and entered the engineer service of the Erie Canal with David Thomas. He owned a farm at Holly, New York where he left his family for a year, when he came into Beaver County, Pennsylvania, in 1831, and took charge as engineer of the Beaver & Erie Extension of the Pennsylvania Canal. In 1832 he moved his family to New Castle, Pennsylvania, where he purchased 500 acres of land, 250 of which are now within the city limits of New Castle. Lawrence County was formed from the adjoining counties of Beaver and Mercer, March 20, 1849, and in the following October, Dr. Whippo was elected associate judge, and served the full term of five years. The Bank of New Castle, that city's first bank of issue, was incorporated March 30, 1855, with Dr. Whippo at its head as the president. He was mainly instrumental in organizing the first Seminary in New Castle, and elected president of the board of directors. He possessed a fine library, and was an untiring student. He became interested in the study of the subject of electricity, purchased an electrical apparatus, and had a practical knowledge of the science as far as it was understood in his day. His fortune being ample, he devoted the latter part of his life entirely to literary pursuits. He was liberal when it came to religious matters, and was a Republican in his politics. He was united in marriage January 18, 1818, to Althea Ann Warner, who was born July 18, 1798, and who departed this life August 21, 1865.

Dr. Charles T. Whippo – Biography Summary

Dr. Charles T. Whippo, a native of the State of New York, and a civil engineer by profession, though having previously practiced medicine, also made his first visit to New Castle about 1833, coming as principal engineer of the Beaver Division of the Erie Extension Canal. In 1834 he made this city his permanent residence, being then about fifty years old. He purchased a large tract of land near the village of Croton, of Moses Crow, and lived on it until the time of his death, which occurred about 1855-6 [1858]. His residence was outside the borough, and, hence, he never figured in local politics, but he was always a prominent man in the community, and was connected with various enterprises. A short time before his death he was one of the original incorporators of the Bank of New Castle, organized in 1855. He was also president of the board of trustees of the New Castle Female Seminary, in 1838. The doctor left quite a large amount of property at the time of his death. He never practiced medicine after coming to Western Pennsylvania

CANAWLERS AT REST

HENRY J. COOK

b. 1822
d. September 24, 1899

By Carolyn I. Schmidt

Henry J. Cook was born in Hessen-Kassel, Germany in 1822. At age nine his father brought him to America. Following many of their countrymen, they settled in Cincinnati, Ohio. They, like many other immigrants, had little goods or money. Because of this Henry was forced to seek a job to assist in securing his own livelihood. Before his fifteenth birthday in 1837, he "hired out" as a canal-boat driver.* He drove on the Miami & Erie Canal between Dayton and Cincinnati, Ohio. In those days this canal was used as a means of both travel and transportation. It was heavily traveled. This was a vigorous occupation and this early training imparted to Henry a large amount of self-reliance that served him well later in his life. He often referred to it with great pride as having been honorable labor.

Mary, whose surname we do not know, became Henry's wife. They were both members of the Catholic church. The young couple soon moved to Dearborn county, Indiana. The first of their thirteen children, Charles, was born there in 1842. He was followed by George in 1845, Isabella in 1849, Anna in 1852, Catharine M. in 1855, Louis in 1856, Jacob E. in 1858, and Mary in 1860.

Henry J. was drafted for service in the Civil War. Because he had a physical disability, he was later excused.

The rest of Henry J. and Mary's children were born as follows: John H in 1862, Elizabeth in 1864, Edward J. Sr. in 1866, Caroline in 1868, and William Sr. in 1870. They were educated in the common schools. At that time schools were few and far between. School terms did not extend to more than two or three months of the year.

Henry and his family at some time settled on a farm where he passed the remainder of his days. He died at the age of seventy-six. He had done everything in his power to advance the welfare of the community in which he had so long resided and was highly respected throughout it.

Mary Cook, Henry J.'s wife, lived to be eighty-four years of age. She died in 1908.

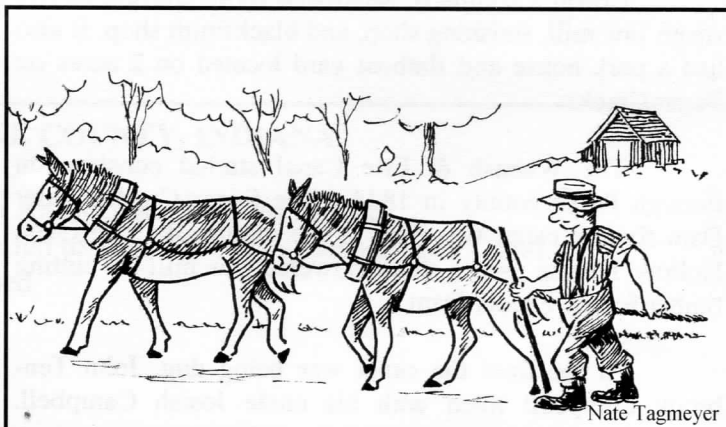
CHILDREN OF HENRY J. & MARY COOK

Name	Born	Died	1915 Lived In
Charles Cook	1842	2-06-1919	Miami, OH
George Cook	1845	12-10-1934	Cincinnati, OH
Isabella Cook	1849	7-13-1901	
Anna Cook	1852	12-15-1945	Ottawa, IL
Catharine M. Cook	1855	8-14-1929	Rushville, IN
Louis Cook	1856	1-31-1935	Lawrenceburg, IN
Jacob E. Cook	8-12-1858	12-23-1930	
Mary Cook	1860	2-18-1933	
John H. Cook	5-05-1862	8-06-1931	
Elizabeth Cook	1864	4-16-1918	
Edward Cook Sr.	1866	3-01-1946	
Caroline Cook	1868	4-15-1936	
William Cook Sr.	1870	1-21-1930	Portland, OR

*At this time many boys followed that occupation. Probably the most famous for driving a canal-boat was James Garfield, also about fifteen years of age, who drove a boat from Cleveland, Ohio to Pittsburgh, Pennsylvania on the Pennsylvania and Ohio Canal around 1846. Garfield eventually became President of the United States.

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 U.S. Federal Census 1870, 1880



THE HOOSIER PACKET - JULY 2015

NELSON ADOLPH McCLURE **And His Wabash & Erie Canal Connections**

By Charles Davis

Nelson Adolph McClure was born July 14, 1813 in Botetourt county, Virginia to Richard Renshaw and Mary F. 'Molly' Crawford McClure. His father was a Lieutenant in the Continental Corps. Nelson's mother died in 1814 in the above county. His father, who had been born in Lawrence county, Kentucky, moved his family back there.

At the consent of his sister, Nelson became part of the household of his brother Mordecai, who emigrated to Indiana in 1826. On May 9 of that year they reached their journey's end west of Annapolis, Parke county, Indiana, stopping for the night with Conrad Tenbrook on the farm owned later by Andrew Tenbrook in the SW ¼ of Section 10. Without delay arrangements were made and they became residents of the Cornelius Blue farm, three miles west of town, near the future Foundry Hollow that was started in 1834 by Wm. G. Coffin.

At the age of 13 Nelson began clearing off the forest that was on the farm so that more land could be cultivated. He recalled riding behind John Newlin Carter on a horse as a lad and following an Indian Trail to the Isaiah Mote Grist Mill that was located north of the now extinct town of Cincinnati, Indiana. The mill was built on Roaring Creek. Deed Record 4/59. This was one of the mills not recorded in Parke county histories.

Nelson was married in Parke county on January 30, 1838 to Elizabeth Miller. At about this time Nelson went to work for William Garten Coffin at the old Iron Foundry in Foundry Hollow. At this place he and his family moved into a one-room log cabin where two of their ten children were born, Sara Louise and Charity Ann McClure.

Coffin's company was made up of the foundry, a steam saw mill, finishing shop, and blacksmith shop. It also had a pork house and flatboat yard located on 2 acres on Sugar Creek.

The Wabash & Erie Canal started construction through Parke county in 1844. The Sugar Creek Feeder Dam for the canal was built at the mouth of Coke Oven Hollow. Nelson used a steam powered saw mill for cutting timber for the Feeder Dam.

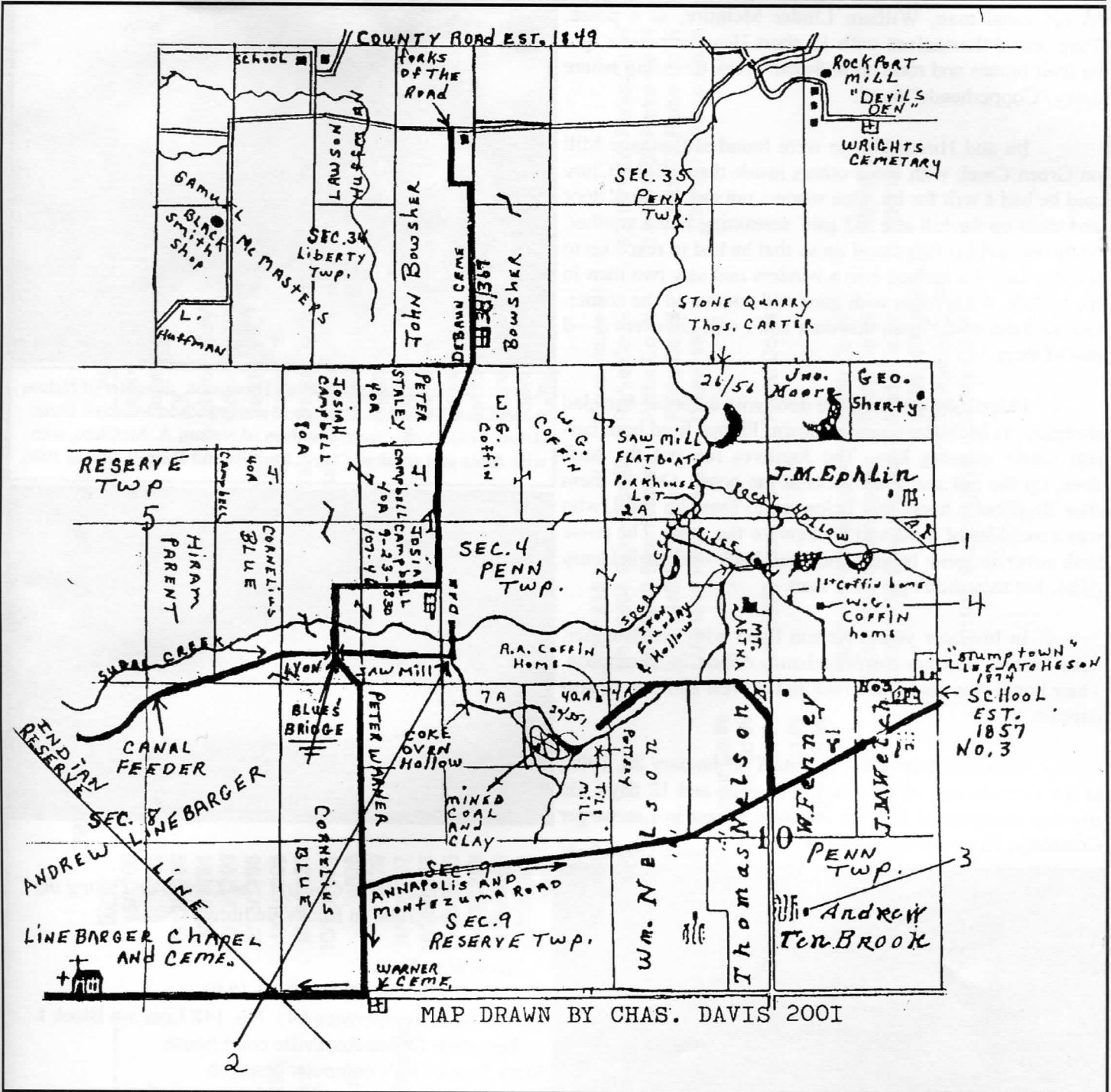
At the time the canal was being dug, John Tenbrook Campbell lived with his uncle Josiah Campbell.

Josiah had a farm where the feeder dam was built. John worked on the canal. (See John Tenbrook Campbell and His Wabash & Erie Canal Connections, Hoosier Packet, August 2014 by Charles Davis) John recalled, "My uncle Josiah boarded 20 to 30 choppers and teamsters. They were all 'Hoosiers' and 'Suckers.' The teams were two to three yoke of oxen. No horses were used in the log and timber hauling. The hauler went up the ridges north of the Creek and came back with long round logs full length of the trees and also hewed timber for the feeder dam across Sugar Creek. They dragged their loads close by our door yard. The cracking of the oxen whips and swearing at the oxen sounded like skirmish firing at the opening of a battle. Captain John Lindsay, from the Indiana Iron Furnace five miles southwest of Clinton, was boss of the choppers and teamsters. He was the greatest expert with an ox whip I ever saw. I thought then that if I could ever be as great a man as John Lindsey, I would never seek any greater honors. He had a heavy, rich voice and was a great SINGER. He was a captain in the 14th Indiana Infantry during the Civil War." Capt. Lindsey is buried southwest of Universal in Dolton Cemetery.

In 1846 Nelson McClure joined the Methodist Episcopal Church and remained in it the rest of his life, a period of 62 years. The church was built in Annapolis in 1850 on lot 5, block 1, at the SE corner of Apple and Washington streets. Before his death he claimed to be the last resident member of those constituting the church at the time of the building of the house. It closed its doors and sat empty before 1939.

In 1851 Nelson left Foundry Hollow and moved to lot 2 block 5 in Annapolis. The 1851 Tax List gives the lot's value of \$140. There Nelson took up the occupation of a house painter. His grandchildren Fred and Ella said that he painted most of the houses in the town. He is described as being a tall man with red hair. The Rockville circuit clerk's office records state he was Penn township's Constable as of April 13, 1859.

During the Civil War there was a lot of excitement in Parke county. There were several occurrences between Unionist and Confederates or "Copperheads," which called themselves Knights of the Golden Circle. Nelson "McClure's War" grew up out of a quarrel between some of the Confederates. Sheriff Geo. B. Inge arrested Hiram Phipps on a charge of harboring deserters. At Indianapolis Phipps was acquitted and was mad about it. Bill Hamilton swore out a writ for Ira Phipps for stealing a hog. The writ was placed in the hands of Constable McClure, who summoned George Bradford, Jacob Taylor, William Carty, and



A PORTION OF PARKE COUNTY, INDIANA

1. Iron Foundry in Foundry Hollow near where Nelson A. McClure lived for awhile
2. Sugar Creek Feeder Dam that backed up water to be fed to the mainline Wabash & Erie Canal
3. May 9, 1826, Tenbrook Farm where Mordicai stopped
4. Wm. G. Coffin home

THE HOOSIER PACKET - JULY 2015

an old canal man, William Linder McIntire, as a posse. They armed themselves with 15 short Henry repeaters, got on their horses and rode up to Sugar Creek township where many "Copperheads" lived.

Ira and Hiram Phipps were found at Bennage Mill on Green Creek with some others inside the mill. McClure said he had a writ for Ira. One woman ran out the back door and went up the hill at a '42 gait' screaming like a panther. McIntire said his hair stood up so that he had to reach up to feel his hat! He looked into a window and saw two men in the middle of the room with guns and another in the corner. One of them said, "open this door and I will kill every d—d one of them."

Phipps stepped into the door with a double barreled shotgun. As McIntire squatted down, Phipps fired both barrels barely missing him. The fugitives ran out the back door, up the hill and fired shots at the posse. One of them shot Bradford's horse that belonged to Franklin Bayl, who was a moulder of irons and wickets for the canal. The posse took cover in some bushes and fired back with their Henry rifles, but they didn't get their man.

In his later years, Nelson lived with his daughter, Sara Louise, and her third husband, Albert S. Thompson. Their home was near Cat Creek in the west addition of Annapolis.

Nelson Adolph McClure died on January 26, 1908, at the ripe old age of 94 years, 6 months and 12 days. He lived an exceptional life. He was laid to rest in Linebarger Cemetery, Parke county, Indiana.

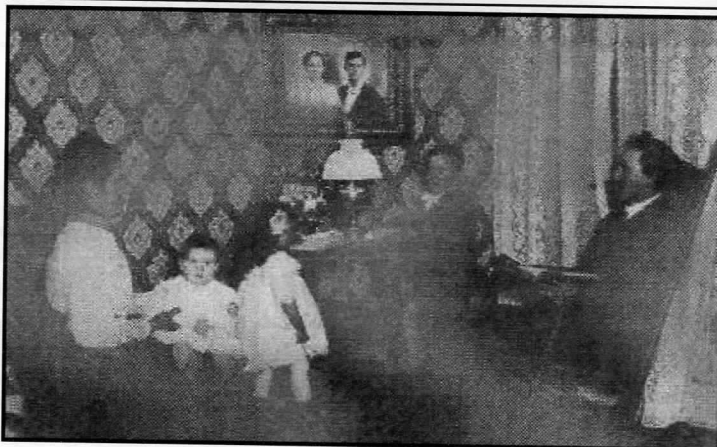
Photo by Charles Davis



NELSON MCCLURE
 BORN JULY 14, 1813
 DIED JAN. 26, 1909
 AGED 94Ys. 6Ms. 12Ds.



Above: Sarah Louise (McClure) Thompson, daughter of Nelson A. McClure, Albert S. Thompson and grandson Maxwell Stout. Below: Fred Thompson, grandson of Nelson A. McClure, with wife Anna and children Owen, Camilla and Darrell around 1906.



Sources:

Davis, Charles, *Parke County: The Civil War During the Canal Era*, 2006 in Rockville library

Deed records:

From Wm. Hunt

M. E. Church 11/208, 9-10-1849

Sons of Temperance Div. No. 148 Lots 5-6 Block 1
 Records Office Rockville court house

Mary Jane Davis - computer research

Parke County Cemetery Records

Rockville Republican

Atcheson, R. G. Obituary of Nelson A. McClure, 2-5-1908

Obituary of Sarah Louise Thompson, 2-23-1939

Thompson, Fred, *History of Annapolis*, 1962 in Rockville library

THE HOOSIER PACKET - JULY 2015

NELSON ADOPH McCLURE'S FAMILY

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
McClure, Richard Renshaw	7/15/1760		1832	Chapman	Lawrence KY	6/27/1789	Botetourt VA
m. Crawford, Mary F. "Molly"	1762	VA	9/?/1814		Botetourt VA	6/27/1789	Botetourt VA
1 McClure, William	10/12/1789	VA	11/03/1861	McClure	KY		
2 McClure, Elizabeth	3/31/1791	VA	1792/1877		Lincoln Co W VA		
3 McClure, Cassandra	2/10/1793	VA	1824		Botetourt VA		
4 McClure, Mordecai	2/15/1795	VA	11/07/1880	Wesley Chap	Scotland IL	8/25/1823	Botetourt VA
m. Vickers, Mary Ann Riley	1/04/1805	VA	8/28/1852	Wesley Chap	Paris IL	8/25/1823	Botetourt VA
A McClure, Elizabeth Jane	9/16/1823	VA	1/16/1902	Bloomingtondale	Parke Co IN	8/23/1843	
m. Welch, John W	10/11/1821	OH	12/18/1871	Bloomingtondale	Parke Co IN	8/23/1843	
B McClure, John Alexader	1826		1848	Ingram	Scotland IL		
C McClure, Sara Ellen	1829		1875	Coffin	Annapolis IN	4/15/1852	Edgar Co IL
m. Wheeler, Daniel Erastus	4/?/1827		4/05/1912	Coffin	Annapolis IN	4/15/1852	Edgar Co IL
1 Wheeler, Leonard	5/26/1853		8/13/1890	Thomas	Vermillion Co IN		
2 Wheeler, Horace	5/26/1855		4/13/1927		Dana IN		
3 Wheeler, Emma	5/13/1859		8/12/1949		Jackson MS		
4 Wheeler, Elmer	8/29/1862		7/14/1946	Roselawn	Terre Haute IN		
5 Wheeler, Elvin	8/29/1862		1935	Ward 7	Atlanta GA		
6 Wheeler, Clarence	1867		? 1869	Coffin	Annapolis IN		
7 Wheeler, Albert	1870						
D McClure, Alfred Allen	1834		3/08/1915		Terre Haute IN		
E McClure, Mary Ann	5/10/1834		5/13/1904	Bloomingtondale	Parke Co IN	12/18/1852	Parke Co IN
m. Woody, George C.	10/31/1831		9/14/1909	Bloomingtondale	Parke Co IN	12/18/1852	Parke Co IN
1 Woody, Pyrena Augusta	1853		3/16/1940	Rosedale	Parke Co IN	7/26/1877	Parke Co IN
m. Goodin, Kane	4/01/1847		1/20/1918	Forest Lawn	Detroit MI	7/26/1877	Parke Co IN
a Goodin, Nellie Grace	1879	Parke Co IN					
b Goodin, Laura May "Lottie"	6/?/?/1880	Parke Co IN	5/?/?/1975	Rosedale	Parke Co IN		
c Goodin, Byron Chester	11/26/1885	Parke Co IN					
d Goodin, Harry H.	1890	Parke Co IN					
e Goodin, Harold N.	1892	Parke Co IN					
2 Woody, John	1/?/?/1856		2/22/1856	Bloomingtondale	Parke Co IN	3/01/1894	
3 Woody, Charles N	9/24/1862		12/15/1940	Bloomingtondale	Parke Co IN	3/01/1894	
m. Allen, Cordelia Grace	12/?/?/1870		10/23/1902	Bloomingtondale	Parke Co IN		
a Woody, George					(of Washington IL)		
b Woody, Charles					(of Parke Co IN)		
4 Woody, Walter	1860		5/04/1919	Bloomingtondale	Parke Co IN		

THE HOOSIER PACKET - JULY 2015

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
F McClure, Martha Francis	1835		1889 Coffin		Annapolis IN	5/19/1857 Parke Co IN	
m. Carty, Uriah	3/04/1835	Rileyville OH	8/15/1894 Coffin		Annapolis IN	5/19/1857 Parke Co IN	
1 Carty, Homer	1858		4/24/1852 Coffin		Annapolis IN		
2 Carty, Albert "Allie"	5/??/1860		5/??/1890 Coffin		Annapolis IN		
3 Carty, Arthelia B	1860		1890 Coffin		Annapolis IN		
4 Carty, Laura Bell	1862		8/??/1907 Silver Island		Fountain Co IN	6/11/1899 Parke Co IN	
m. Shirk, David	10/09/1861		4/24/1925 Silver Island		Fountain Co IN	6/11/1899 Parke Co IN	
5 Carty, Lucia	5/08/1864		2/10/1887 Coffin		Annapolis IN	2/21/1883 Parke Co IN	
m. Byers, Franz Siggie	1862	Devil's Den Mills	6/04/1941 Bloomingdale		Parke Co IN	2/21/1883 Parke Co IN	
6 Carty, Minnie	1/02/1868		8/08/1890 Coffin		Annapolis IN		
m. Coffin, John M	8/23/1865		10/02/1941 Bloomingdale		Parke Co IN		
7 Carty, Walter	5/06/1873		9/11/1893 Coffin		Annapolis IN		
G McClure, Joel Nelson	3/23/1839		12/11/1907 Chapel		Scotland IL		
m. ?, Almyra V	12/24/1858		9/30/1936 Chapel		Scotland IL		
H McClure, Benjamin Franklin	1841		1842 Coffin		Scotland IL		
I McClure, Nancy Isabell	4/23/1843		4/14/1850 Chapel		Scotland IL		
5 McClure, Eleanor	3/29/1797		after 1880 Peach Orchard		KY		
6 McClure, Elijah	4/07/1799		1880 Lincoln Co		Sod W VA		
7 McClure, Alazanah	9/13/1801		1802/1803		Lawrence Co KY		
8 McClure, John	3/16/1803		1803				
9 McClure, Strother	1/04/1806		1806				
10 McClure, Mary Reed	4/04/1808		1870		KY		
11 McClure, Martha Isabell "Patsy"	9/19/1810		1811				
12 McClure, Nelson Adolph	7/14/1813	VA	1/26/1908 Linebarger		Parke Co IN	1/28/1838 Vermillion Co IN	
m. Miller, Elizabeth Ann	5/20/1819		3/30/1859 Linebarger		Parke Co IN	1/28/1838 Vermillion Co IN	
A McClure, James	1836						
B <u>McClure, Mary Ellen</u>	1839		3/31/1865			8/17/1859 Parke Co IN	
m. Heidrick, James N	1834		2/10/1865			8/17/1859 Parke Co IN	
1 Heidrick, Mary Elizabeth	4/23/1860						
C <u>McClure, Mazarine J</u>	11/16/1841		2/10/1862 Linebarger		(killed Calhoun KY Co I 31st IN Vol)		
D McClure, Nelson J	1842						
E McClure, Sidney	1844						
F <u>McClure, Nancy Jane</u>	3/30/1844		1860		Parke Co IN	2/15/1864 Parke Co IN	
m. Hayes, James A*	1832		2/15/1905 Poplar Grove		Parke Co IN	2/15/1864 Parke Co IN	
1 Hayes, Mary lone	1864		5/19/1948 Rockville		Vermillion Co IN	9/07/1884 Parke Co IN	
m. Norris, Louis Christy	6/28/1859		4/??/1893 Chapel		Vermillion Co IN	9/07/1884 Parke Co IN	
a Norris, James A			7/09/1921 Chapel		Vermillion Co IN	9/07/1884 Parke Co IN	
			Rockville		Parke Co IN		

THE HOOSIER PACKET - JULY 2015

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
2 Hayes, Frank	1868		5/19/1948	Rockville	Parke Co IN	4/21/1891	Parke Co IN
m. Thomas, Barbara Ellen	1/17/1872		12/03/1941	Rockville	Parke Co IN	4/21/1891	Parke Co IN
a Infant							
* James A remarried after Nancy Jane's death							
m. Armstrong, Elizabeth	1/27/1905		1/?/?/1928	Rockville	Parke Co IN	8/21/1874	
3 Hayes, Louis	5/?/?/1878		9/06/1963	Memory Garden	Parke Co IN		
m. Torr, Della	5/?/?/1878		10/10/1963	Memory Garden	Rockville IN		of Brazil IN
4 Hayes, Frank							of Legonier IN
5 Hayes, Robert L							5/15/1915 Parke Co IN
6 Hayes, Lillian June							5/15/1915 Parke Co IN
m. Craig, W W	2/28/1905		11/23/1918	Rockville	Parke Co IN		
7 Hayes, Julia A	4/18/1887		11/10/1967	Memory Garden	Rockville IN		
m. Gillian, Carl W	6/12/1884		3/22/1962	Memory Garden	Rockville IN		
G <u>McClure, Sarah Louise</u>	2/14/1847		2/?/?/1939	Poplar Grove	Parke Co IN	11/07/1872	
m-1 Thompson, Morris Jr	12/18/1849		12/10/1872	Miller	Lodi IN	11/07/1872	
1 Thompson, Ella	4/18/1873		9/15/1970	Covenant	Steuben Co IN	8/21/1896	Vermillion Co IN
m. Langley, David Marion	3/28/1875		3/?/?/1930	near Turkey Run	Parke Co IN	8/21/1896	Vermillion Co IN
a Langley, Paul Nelson	7/16/1897						
m-2 Thompson, Anthony T	1847						
m-3 Thompson, Albert S	3/14/1837		1/22/1933	Poplar Grove	Parke Co IN	12/13/1881	Divc Dec 1891
2 Thompson, Fred*	1/03/1878		7/?/?/1969		Clearwater FL	12/06/1892	
m. Long, Anna Jewel	6/?/?/1875		3/05/1962		Pineallas Co FL	10/22/1898	Parke Co IN
a Thompson, Owen	3/?/?/1900					10/22/1898	Parke Co IN
b Thompson, Camella	11/08/1902					(of Gar4y IN)	
m. Fisher, Alfred A	5/08/1900	Waveland IN	2/3/1929		Detroit MI	1920	
1 Fisher, Betty Lou	11/21/1921	Crawfordsville IN	12/?/?/1955	Waveland IN	Indianapolis IN	1920	
m. Jennings, Joseph	4/26/1923		12/09/1993		Ann Arbor MI		
2 Fisher, Carolyn Ann	5/05/1925	Waveland IN	11/11/2004	Forest Lawn	Washtenaw Co MI		
c Thompson, Darrell Vance	2/01/1905		7/12/2011		Leawood KS		
d Thompson, Muriel E	5/25/1908		2/04/1999	Calumet Park	Lake Co IN		
H <u>McClure, Charity Ann</u>	6/19/1849		4/21/1977	Imperial Memor	Pueblo Co CO		
I <u>McClure, Charles Wesley</u>	7/?/?/1852		3/30/1859	Linebarger	Parke Co IN		
J <u>McClure, John Renshaw</u>	9/03/1855		9/03/1856	Linebarger	Parke Co IN		

* Fred's mother was apparently unmarried at the time he was born

THE DUNCANS ON THE FRONTIER

From Canal Comments No. 70

By Terry K. Woods

James Duncan was a New Hampshire man, born on May 2, 1789. His father died in 1799 and, as was the custom of the times, the children in the family were "apportioned" to various aunts and uncles. James went to an "Over Zealous Religious Aunt." At the age of 12 he ran away from this Aunt and went to sea aboard a Merchant Ship. Apparently he did well, working his way up to the position of First Mate by the time he was in his early twenties. He had several adventuresⁱ, but the Second War with England and the aftermath soured prospects of further life at sea for him and he decided to explore the "western frontier" of this new nation.

Eventually he traveled through Virginia and meeting new friends there, or somewhere on his journeys, took a "horseback ride" with them to the "wilds of Ohio". Here, he stayed for a time at Kendall, a Quaker village platted in 1812 astride Sippo Creek a couple of miles north-east of the point where that creek emptied into the Tuscarawas River. While there, a local man, William Folger- also an ex-seafarer, convinced Duncan that the area held great potential for a young man not afraid to take a chance.

Duncan returned to Virginia where he had met Elisa Tillinghast Vilette, "a young beauty and heiress." Their courtship, their grandchildren later wrote, was "characteristically brief," and they were married on July 21, 1816, on or just a few days past her 18th birthday.

One of the "legends" of the Duncan's wedding day was that James took his bride off to her new life on horseback with her still in her satin wedding gown. Another version has James taking Lisa from the ceremony through the muddy roads in and around Wellsville on horse-back to catch a stage coach to Canton.ⁱⁱ Whatever the actual length of her first horseback ride as a married woman, she often told her grandchildren that "the saddle-horn was so hard it wore a hole in my body where a lady doesn't mention!"

The couple spent the winter of 1816-17 in Canton, the "Seat of Stark County." Duncan later purchased a tract of land to the west and south of Kendall known locally as Estramadura Farm.ⁱⁱⁱ He also purchased mill sites along Sippo Creek between Kendal and the river. He erected a saw mill at one of these sites in 1817 and a grist mill on another in 1819. He added carding machinery and, in 1822, added machinery to manufacture woolen fabric.

The Duncans themselves prospered. The young couple spent that first winter in Canton, then moved to a 'hut' on the Estramadura farm the next year and then to a brick structure on Front Street in Kendall in 1821.

But there were no good, dependable transportation routes to eastern markets at the time other than slow and tortuous wagon trails over the mountains. Instead, most 'westerners' followed the streams, made passable, but swollen and dangerous by spring rains, south to the Muskingum, the Ohio, the Mississippi and New Orleans. After the Financial Panic of 1821-22 dropped the price of wheat to \$0.25 per bushel and flour to around \$1.75 per barrel, Duncan, in the spring of 1822, had a flat boat built, loaded it with flour, whiskey, and potatoes and set out south on the Tuscarawas. He managed to sell his cargo and the lumber of the boat for a tremendous profit in Cincinnati and returned home. He began the return trip by stage, but found the poor roads of the day made that form of travel too slow for his temperament and finished the trek on foot. From that time on, Duncan joined the voices of many Ohioans who were clamoring for improved transportation.

The very first Ohio State Legislature (1803) had noted the need for improved transportation into and out of the new state and had authorized a private company be granted a charter to "improve" the Cuyahoga, Upper Muskingum (Tuscarawas) and lower Muskingum to the Ohio River. The stupendous sum the firm promised to pay out as the lottery "prize" (\$64,000) was found impossible to raise.^{iv}

In 1816, the year James and Lisa moved into Ohio, the New York State Canal Commissioner appealed to Thomas Worthington, then Governor of Ohio, requesting financial aid to construct an artificial waterway, a canal, from Albany on the Hudson, to some suitable point on Lake Erie. Ohio's Legislature responded, not with money, but heartfelt encouragement. Still, Worthington and Ethan Allen Brown, the next Ohio governor, courted DeWitt Clinton, the Canal Commissioner from New York, a staunch and able partner, from then on with their efforts to build an artificial waterway between Lake Erie and the Ohio River.

After a number of years of running surveys using "borrowed" New York Engineers, Ohio passed an Act in February 1825, that, in effect, authorized the construction of two canals from Lake Erie to the Ohio river. Even after it was authorized, the exact route of the eastern canal, the Ohio Canal, was not finalized. The river valley the canal would use to exit the lake was to be chosen between the

Cuyahoga & Tuscarawas valleys or those of the Grand & Killbuck. Rumors persist that the route had already been chosen, but the Ohio Canal Commissioners were willing to allow Ohio communities along each proposed route to "donate" to the Canal Fund in hopes of putting "their" town on the final route.

James Duncan, with his vast holdings along the east bank of the Tuscarawas, offered 1/3 of the lots in a new town he proposed to found on the Tuscarawas banks should that route, south from the valley of the Cuyahoga, be picked. It was and James Duncan was off and running. He platted his new town, Massillon^v, in December of 1826 and eventually bought his donation of town lots back from the State for \$3,000.^{vi}

The partnership of James Duncan, George Wallace, James W. Wallace, and Peter Bowan acquired a number of contracts to construct six or seven sections of the Ohio Canal near the town of Massillon. Duncan's "company" built the two miles above Massillon "through the stone quarry" and the last mile and a half of the then authorized canal stretch below the town, including Lock No. Five. Aaron Chapman built the section south of the Stone Quarry and Jessie Rhodes & Horace Spencer built the section through Massillon, itself.^{vii}

Duncan was known as a dynamo of energy, but suffered frequent bouts of depression, experiencing great highs and lows. There are stories told of him staying awake all night during he and Lisa's stay at the "hut" south of town, but able to react to each new day with a bright and sunny disposition.

Duncan never had an idea that he didn't pursue "to death." He had many, many ideas. Some were successful, many were not. According to some, his "coup" in boating produce to Cincinnati in 1822 was his greatest profit-making idea. Duncan's fervent belief was that the only use for money was in what it could do. He never cared for the gathering of money for its own sake. He, apparently, went through his wife's "estate" and that of his widowed sister, who lived with or near the Duncans after she was widowed, with great ease and rapidity.

Shortly after Massillon was founded, the Duncans moved to a bigger home on what is now the site of the Lincoln theatre on Lincoln Way. He also operated a dry goods store in part of the house. With their increased family (Lisa eventually bore James seven children, four of which reached maturity) they built a great two-story brick home

on a hill east of Massillon on the north side of what is now Lincoln Way and moved in sometime around 1835.

Duncan, early on, proposed building a dam in the Tuscarawas to supply water to the canal, power for his projects, and drinking water to the town. The Canal Commissioners opposed the idea, but there is at least one reference in canal reports to "Duncan's Dam across the Tuscarawas" with a "height five feet above low water." Intense research has failed to turn up any additional information as to where the dam was located, or if it even existed.

Though the exact time line and sequences are a bit murky, it appears that sometime during the early 1830s Duncan, with several local investors, formed the Massillon Iron Company and erected a furnace and foundry on the right bank of Sippo Creek just south of the present Lincoln Way crossing. The Massillon Iron Company produced cast iron cooking stoves, tea kettles and sugar kettles.^{viii}

Then, about 1834, the State chartered a company, the Massillon Rolling Mill Company. It appears to have been primarily a holding company that invested in numerous land development projects in and around Massillon. It isn't clear if the old Massillon Iron Company became a part of the Massillon Rolling Mill Company or they remained separate entities. With present research, it seems that they were two separate entities, with the Massillon Rolling Mill Company never really having a physical plant that produced anything. It was incorporated first for \$250,000 that soon was increased to \$400,000. James Duncan was its president. After the Panic of 1837 hit the country, W. S. Wetmore of New York, D. S. Fay of Salem, Massachusetts, and Dr. Amos Binney of Boston purchased franchises and some say then controlled the fortunes of the Company.^{ix}

The Company, at one time, owned about 13,000 acres of land adjacent to and in the vicinity of Massillon. The Massillon Rolling Mill Company constructed several famous landmarks in Massillon^x and were responsible for the establishment of the Stark County canal towns of Navarre (1834) and Fenlen (1836)^{xi} and constructing canal powered mills in each. The Company was also responsible for initiating development of the coal, iron, and mineral resources in the area.^{xii}

When Duncan and his partners, in 1826-27, had constructed that original stretch of the Ohio Canal south of town to the lock (No. Five), the State Engineers had specified that the canal line loop to the east and hug the hillside there, before returning back near the river where the lock

THE HOOSIER PACKET - JULY 2015

was constructed. Duncan had argued long and loudly, to no avail, for the line of the canal to be run straight from the town limits to the lock, sensing that it would improve the town's business opportunities. In 1838, ten years after the canal reached Massillon, James Duncan and the Massillon Rolling Mill Company convinced the State to allow him to straighten the canal line at his expense, while the State reduced the lift of Lock No. Five from twelve feet to six feet. The State also agreed to construct a new lock of six feet lift just below the later crossing of the canal by Walnut Street.^{xiii} Thus the unusual numbering of Massillon's canal locks, No. Five and No. Five A.^{xiv}

Jesse Rhodes purchased the land adjacent to Lock No. Five from the Massillon Rolling Mill Company in 1841. He then constructed a Grist Mill using power from the fall at the lock.^{xv}

Duncan and the Massillon Iron Company were hit hard by the aftermath of the Economic Panic that swept the country in 1837. Duncan was forced to sell his Iron Works, including the patterns in the foundry, in 1839. The Massillon Iron Company may have been dissolved about this time.

If there was ever a "Duncan Dam" across the Tuscarawas, it was not functioning in 1841, as the Massillon Rolling Mill Company fostered a plan to build a dam across Sippo Creek, some five miles east of Massillon, flooding more than 1,000 acres that the Company had purchased in 1836. They proposed to sell drinking water, industrial water power and canal feed water just as the river dam would have provided. The State Engineers, however, were extremely skeptical of the merits of Sippo Creek as a canal feed water source. A resolution by the State Legislature in 1842 ruled against the Sippo Creek dam project.^{xvi}

Another Financial Panic hit the country in 1842. The Massillon Rolling Mill Company became over extended and found itself in a severe financial crisis by 1843. During the spring and summer of that year, the *Massillon Gazette* carried a number of advertisements in which the Massillon Rolling Mill Company offered for sale most, if not all of its assets, including wheat lands, coal lands, mills, and the stone building on the corner of present Tremont and Erie. The stone building, in the spring of 1843, was in the stage of "being completed" and was scheduled to be finished by April 1, 1844.

Early in 1844 Duncan and the Massillon Rolling Mill Company, in somewhat of a "last gasp" persuaded the

Board of Public Works to accept feed water from a dammed Sippo Creek on Rolling Mill Company property, similar to his proposal of 1841. The "word" went out that Mr. Duncan's control of the Company was precarious and a decision was needed quickly. Whatever the reasoning by the Board of Public Works, a contract was signed on March 11, 1844 between The Massillon Rolling Mill Company's president James Duncan and Leander Ransom, for the Board of Public Works, and the Sippo Dam and Reservoir project was begun. The dam was completed and the reservoir began filling sometime in 1846. Late in 1844, the assets of the Massillon Rolling Mill Company were divided into shares, with each of the eastern investors acquiring approximately 2,000 acres of vacant land, plus some lots in Massillon.^{xvii}

The Ohio Legislature was never happy with the Sippo Reservoir arrangement, however. In January 1847, the Board of Public Works was authorized to negate the contract between the State and Duncan and to dispose of the reservoir. By January of 1848, the Board of Public Works was still answering questions from the Legislature on whether the Sippo Reservoir was able to supply the required amount of water or was even the best method of supply that could be adopted. These questions were silenced on February 22, 1848, when the dam was breached (cut, most agreed, by disgruntled citizens) resulting in the Great Massillon Flood of 1848. The wall of water reaching Massillon from the collapse of the Sippo Dam resulted in great destruction to the canal, commerce and some local buildings. An estimate of the total damage was placed at \$30,000 to \$40,000, but there was no loss of life.^{xviii}

The Massillon Rolling Mill Company went "belly up" later in 1848. Mr. Fay sold his interests to Kent Jarvis, Thomas McCullough, and James Duncan. Duncan bought Dr. Binney's share and Kent Jarvis obtained the Massillon portions of Wetmore's estate. Gradually, by 1853, Kent Jarvis acquired all the remaining property once belonging to the Massillon Rolling Mill Company, approximately 1,000 acres.

Duncan and his wife left Massillon for the Great North West (above Chicago) sometime in the mid to late 1840s where he was active in the Upper Peninsula. One story tells of him arranging for the construction of a log road (at little or no profit) to open up the north west iron regions. Another tale has him staying "on the job so long" that he was forced to walk his way out on snow shoes. He undertook numerous other projects and, reportedly, was instrumental in opening up that area of the country, though

he never was able to recoup his fortunes. Finally his great physical stamina failed him and he died on March 23, 1863, less than two months before his 74th birthday in the home of one of his daughters in Chicago.

In an obituary written by his son-in-law in Chicago where he was living when he passed, we learn that – “the world will consider he died poor, but he was exceedingly wealthy in the admiration, love and respect showered upon him by his vast circle of family and friends.” Lisa died in 1882 at her daughter’s home in Manhattan just a couple of weeks before her 84th birthday.

The Duncans had seven children, five girls and two boys. Their first-born, a son, lived to nearly his early teens then died. A second son died in infancy. Four of the girls survived.

James and Lisa Duncan appear to have been one of those couples, with nothing really in common, who complimented each other greatly. James always the extrovert, once chided his wife for not wanting to be “center stage” during some gathering. She was said to have pulled herself up to her full height, which was not considerable, and state, “Mr. Duncan! You must know my disposition. It is of a timid nature and I will not be disabused by it!” Apparently Lisa could fend for herself with her husband.

Duncan owned the first carriage in the area and loved to drive it, on occasion, himself, usually much too fast and exuberantly. According to a story that Lisa loved to tell the grandchildren, James once “straddled” a cow sleeping in the middle of one of Massillon’s dirt streets. Lisa was tossed out the back of the rig and rolled in a ditch, turning her and her clothing green with Mayweed. She was unhurt, but was vocally upset to find that her white Chinese-Silk Shawl, was now irrevocably green. When the story was told to his grandchildren, James invariably ended it by saying, “there would have been no problem if the blame cow had not decided to stand up.”

James Duncan himself, or as part of the Massillon Rolling Mill, founded three villages along the Ohio Canal in Stark County. The names of all were, reportedly, picked by Lisa. Each name seems to have come from some aspect of the court of French King Louis IV. Massillon and Fenelon were both Priests. Massillon gave the eulogy for Louis IV. Fenelon was the Tutor to Louis IV’s second son. One of the King’s inherited titles was the Duke of Navarre. Apparently Lisa Duncan had some knowledge and liking for French history, at least of the Court of French King

Louis IV.

James Duncan’s influence in Massillon caused significant ripples well into the 1850s. Duncan was one of the first in Massillon to support an 1831 Act by the State Legislature authorizing the Pittsburgh and Massillon Railroad. The dinner celebrating the Pittsburgh and Chicago RR’s entrance into Massillon in 1852, an outgrowth of that initial enterprise, included a toast or two for Duncan, though he had not been a resident of the town for some years..

In 1855, an injunction by the residents of Massillon to the State of Ohio brought back memories of James Duncan. When he, as president of the Massillon Rolling Mill Company, “straightened” the canal line between Locks Five and Five-A in 1838 a new berm bank had not been constructed. Portions of the new canal channel just became a stagnant wide-water near the old bank at the eastern hillside. When the citizens of Massillon petitioned the State to “alleviate the nuisance,” Kent Jarvis related the history of the project and insisted the State had “gotten the better of the deal” and should do the work requested. A berm bank was eventually constructed along the canal south of Lock No. Five to Lock Five-A.^{xix}

Despite James Duncan’s uneven ride across the pages of the early history of the Ohio Canal and Massillon, he appears to have been universally liked and respected. In everything this author has read about the man, he could find no negative statement. Even his business partners, who were often concerned about his penchant for “not watching the price of the market,” seemed to have universally liked him and enjoyed doing business with him– not a bad epitaph for a man.

ⁱ–“stories he told his grandchildren” included assisting a British naval man desert from his ship in Madrid and surviving a shipwreck, ending up on shore in Denmark with “nothing but his shirt and watch chain.”

ⁱⁱ–The place they were married was a small town, Charlestown, Virginia, now Wellsville, West Virginia.

ⁱⁱⁱThe name, supposedly came from the breed of sheep, Thomas Rotch-the founder of Kendal, brought from Steubenville to begin his flock.

^{iv} The company was authorized to hold a lottery to raise sufficient funds to improve navigation on the two streams. The lottery payoff was to be \$64,000. Though some tickets were sold, not enough was raised to continue the scheme

THE HOOSIER PACKET - JULY 2015

and it was abandoned.

^v-Lisa Duncan, according to research, named the town after a famous French Priest associated with the Court of Louis IV.

^{vi}-Other accounts put the price paid the State at \$6,000. Some question whether the State actually ever received full value for the lots from Duncan.

^{vii}-*THE OHIO & ERIE CANAL IN STARK COUNTY*. Pgs. 18 & 19. Terry K Woods, The Massillon Museum, 2013.

^{viii}-*WHEAT, GLASS, STONE AND STEEL*. Pg. 39, Ruth Kane, 1976.

^{ix}-*A SCRAP OF HISTORY*. The Massillon Rolling Mill Company, from unknown author's notes in the Massillon Gazette for ??? Clipping File of the Massillon Museum.

^x-The Tremont House, razed in the 1970s, and the Stone Block building, still standing on the north-east corner of Tremont and South Erie are but two.

^{xi}-According to tradition, Lisa Duncan named Navarre after Henry IV (Duke of Navarre) and Fenelon after the Catholic Clergyman, who was the tutor of Henry IV's second son.

^{xii}-*A SCRAP OF HISTORY*, (January 27, 1875), The Massillon Weekly American Vol. 6 No.1, from a typed copy in the possession of the Massillon Museum.

^{xiii}-Woods, Pg. 20.

^{xiv}-Lock No. Five was the new lock located below present Walnut Street.

^{xv}-Woods. Pg. 20.

^{xvi}-*TOWPATHS*, Trevorrow, 1969.

^{xvii}-*A SCRAP OF HISTORY*.

^{xviii}-Wood. Pg. 22.

^{xix}-Board of Public Works Report for the year 1855.



Henry Howe drew this view in 1846 of downtown Massillon, Ohio. It shows the American Hotel on the far right that is within a few rods of the Ohio [& Erie] Canal bridge in the center of the drawing. At the time it was a thriving town with one of the greatest wheat markets in Ohio. Main Street was often completely blocked by immense wagons of wheat. From *Historical Collections From Ohio* by Henry Howe.



FROM TIMES PAST

Fort Wayne Weekly Times

February 21, 1856

INDIANA CANAL. — The Jeffersonville Democrat states that the President and Engineer of the Indiana Canal Company visited that city on the 4th Inst. in company with the principal contracting party, who were formally placed in possession of the work. The Democrat says that the sum of \$800,000 has been subscribed and is available, and further that the ceremony of breaking ground was performed by Dr. N. Field and Mr. D. C. Chamberlain.

Fort Wayne Weekly Times

February 28, 1856

WABASH AND ERIE CANAL. — Jesse L. Williams, Chief Engineer of the W. & E. Canal, writes that there is no ground for apprehending so late an opening as had been reported. "The work," he says, "requiring longest time, is the re-building of the cut-stone lock, one and a half miles below Logansport. The walls became so strongly frozen that the removal of the masonry has not yet been accomplished, and the work, has necessarily been delayed. The stone for the new lock are on the ground and mostly cut. Three or four weeks after the yielding of the ice will be sufficient to remove the old and build the new lock. So soon as the winter shall relax, the work will be pressed with diligence and energy, and it is supposed the Canal may open early in April. An earlier or later breaking up of winter will of course influence the result." *Lafayette Jour.*

Fort Wayne Weekly Times

March 6, 1856

The Lake Erie Wabash & St. Louis R. R. take possession of the Peru & Indianapolis R. R., under a lease for five years, on the 15th inst., and will proceed to take up the fifteen miles of strap rail, and lay it with "T" rail immediately, thus making a good road from Peru to Indianapolis. Trains will run through to Peru on the L.E.W.&St.L.R.R. in a few days, and preparations are making by the citizens of Logansport, to celebrate the opening to that place, so make ready all fun lovers and go to Logansport, by steam. We used to go there by freight boats on the canal, consuming forty-eight hours, which was a wide stop of advance, but now we are to make the distance in five hours, and soon in less time. The Yankees are a fast people.

Fort Wayne Weekly Times

March 6, 1856

From the Toledo Blade

OUR CANALS. Toledo, Feb. 20, 1850 — MR. EDITOR.

It is not necessary here to say that the great States of Ohio and Indiana have vast amounts of money invested in their canals, having their north-eastern terminus at Toledo and their southern at Cincinnati and Evansville, five hundred miles below Cincinnati on the Ohio river, and that one of these canals, is four hundred and eighty-miles [468] long, running through the richest farming region in the world, and that the other passes through and drains the Miami Valley, one of the richest and most productive in the world — every person of any intelligence knows all this.

The object of this communication is to call the attention of the public, and should this feeble effort reach the Legislators, to suggest the importance of keeping these canals in repair, and to remove every possible obstruction. A dangerous rival has sprung up in our railroads, forming as they do, a complete network thru' the entire west, threatening to draw off the business of the Wabash vally to Michigan City, and thence by the Lakes to Buffalo, and through the railroad facilities afforded by the active competition of the cities of Boston, New York, Philadelphia and Baltimore for the trade of the western states, vast amounts of the business formerly done by the canal, is now done by the railroads, particularly in the winter season, and under the view of the subject is the Legislatures of the two states alive to the importance of having their canals in perfect order, and that a few thousand dollars judiciously expended at Toledo, the north-eastern terminus of these canals, would materially affect the business, and consequently the revenue of those canals. It is not to be presumed that the members of the Legislature are aware that there is a serious obstruction in the northern outlet of this vast inland navigation, which calls for an immediate appropriation of a few thousand dollars.

The board of Public Works, by a wise and timely forecast, have made their examinations and ordered a survey and estimate, and have recommended the suitable and necessary appropriation and it now rest with the Legislature of Ohio and with the company owning that portion of the canal lying in the State of Indiana to say whether an investment of fifteen or twenty million [already spent] shall be seriously affected for the want of this trifling expenditure.

It is not to be expected that our Legislatures are acquainted with the obstruction complained of. The canal connects with Swan Creek, and that creek is used to reach the river and take commerce. The banks of the creek are coming rapidly into use for manufacturing purposes and lumber trade. Near its mouth, it is even now almost constantly obstructed more or less by lake and river craft. Added to this the rapid current in the creek, it renders its navigation for canal boats at times impossible, having been this last season from one to four days that not a boat could

THE HOOSIER PACKET - JULY 2015

pass through it. At one time about 200 boats were detained four days, at another time there was three days detention. If producers and merchants are to be subject to these delays and disappointment will they not seek the railroads, a more sure and rapid conveyance?

I say, sir, that our canals surrounded as they are, by active and dangerous rivals, should be put and kept in the most perfect repair. The fear I have is, that the immense amount of capital and the energy and enterprise of the railroad companies will be felt in the Legislature and could be established that would secure the management of railroads to their owners. The suggestion contained in a previous article with reference to proxy votes, would tend to secure this end, and we are glad to find railroad stockholders favorable to the enactment of a law requiring all stockholders to vote in person.

When we speak of owners, would not mean, of course, that a Railroad Directory should own the entire road, the affairs of which they might be called on to manage, but directors should in most cases be heavy stockholders. The Reason for this is obvious. A man holding the position of Director, is expected and presumed to be acquainted with the affairs of the road in aggregate and detail, otherwise he could not properly manage its business. To obtain this acquaintance with the business, would necessarily absorb a large part of the man's time, and require labor, a director would be almost entirely useless. This is clear enough. Now, it is very well known that a Railroad Director receives no compensation for his time, and cannot be benefited or compensated in any fair, honest, or honorable manner for his services; unless, by being a stockholder, he may by advancing the general interest of the road, advance also his own. When therefore a man I found in the position of a director, who is stockholder to a very small amount only, it is reasonable to consider that such an individual is not an efficient officer, and when we find a majority or the entire Board of Directors in this condition, it may paralyze the hand that is put forth to protect the canals.

The people have the taxes to pay to keep up the interest and ultimately to pay the principal.

The responsibility rests with the new party in power, and there let it rest. During the time property was delayed in the canal boats, in sight of Toledo. By railroads it might have been safely landed in either of the markets of Philadelphia, New York, Boston or Baltimore and goods going south on their way down the Ohio and Mississippi.

Fort Wayne Weekly Times
March 20, 1856

We are requested by J. L. Williams to state that the

Trustees of the W. & E. Canal, in Indiana, in conjunction with the Ohio Board of Public Works, have reduced the toll on merchandize, including all articles marked as 1st class on the joint toll sheet, forty per cent from the rates charged last year, between Toledo and all points on the Wabash and Erie Canal, in Indiana.

In other respects the toll sheet remains as before. No change in the trade between Cincinnati and the Wabash.

Fort Wayne Weekly Times
April 17, 1856

The Canal will be open for navigation to Logansport by the 20th inst., and perhaps through the whole line. The lock at Logansport now undergoing repairs, is the only obstacle now in the way.

Fort Wayne Weekly Times
April 24, 1856

The water was let in the canal at the city on Saturday Eve last, and the trunk is now fast filling. Navigation will open in a few days.

Fort Wayne Weekly Times
May 1, 1856

BARRETT HOUSE, LOGANSPORT, IND.
April 28, 1856

Dear Times:

I cannot close the day without a wish, aye more, an effort, to contribute to your columns some few thoughts, and to that end let me say, that after leaving Summit City, we sped hurriedly away, over prairie and marsh, bound for the west. The incidents between Fort Wayne and here are sparse, but it may be enough to say, that owing to this urbanity of Superintendent BURROWS and Conductor BAKER, I was enabled to improve my time in observation on the grade, masonry, superstructure and machinery of the Lake Erie, Wabash and St. Louis R. R., between that city and this. The matter, however, of more present interest is, that Bear Lake has been subdued, and by the aid of good filling the track thereover has been secured from the action both of the standing water and the sudden and periodical rises incident to the bottom of Little River. It is now ascertained, that there is a bottom to the Lake, and that bottom a near surface one, and of a substantial character. Bear Lake is not, as its name would seem to indicate, a pond of water, but a wet swamp, covered with a heavy growth of timber, timber would scarcely have bottom enough to stand on with permanence. — That this difficulty is over come is a matter of rejoicing to those who feared it would be a permanent one. The masonry and bridging is unquestionable better than any other road of the State, both in appearance and du-

rability; and the present condition of the road is good, and to complete its ballasting and adjustment a large force is kept constantly at work thereon. The passenger engines are in uniformity with the general character of the road. I have to state that we passed from Fort Wayne to this place, 80 miles, in four hours, including the several regular stopping and a half hour at La Gro. That part of the road between here and Wabash, although recently laid, carried up remarkable well. On Inquiry, I find a full force is at work at this end, south of Logansport and from Lafayette north, and will

meet at Delphi as soon as the work can be completed. Till that is done, Petree's packets will run, beginning from and after tomorrow.

The water is not in the canal at La Gro. — The movement here politically is good and locofocoism below par. A full turn-out is expected. The Cass Circuit Court is now in session here. Judge WALLACE, presiding.

Till tomorrow I quit this silent interview with you.
J. W. D.

THANKS FROM WESTERN WAYNE HERITAGE

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

Western Wayne Heritage of Cambridge City, Wayne County, gratefully acknowledges your grant of \$3,000 received in January 2015. This amount should cover more wiring, light fixtures and other improvements needed for our Interpretive Center about the Whitewater Canal on the third floor east side of the Vinton House at 22 East Main Street.

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

Many of you have visited the finished third floor west side where there are exhibits about the Whitewater Canal, the National Road, the Quaker Trace, the Underground Railroad and the early Republican Party.

A grant from the Wayne County Foundation helped us prepare another exhibit about five of our native American Indians, who lived and hunted in the valleys north of the Ohio River, particularly the Shawnee. And we have four large map exhibits of the three townships of western Wayne County supplied by the Wayne County Surveyors office.

These two exhibits compliment the free standing Hoosier Favorite Sons exhibit that came from the Indiana Humanities Council. They retired it after years as a traveling exhibit.

Cambridge City is 50 miles east of Indianapolis on

U.S. 40, the Historic National Road, and we invite you to visit! Our new library at 600 West Main welcomes you. There you can visit the Overbeck Art Pottery Museum and our local history room. An upscale restaurant, #9 Grill, is located in the renovated four-story Knights of Pythias building across Main Street from the Vinton House. The main floor was formerly a grocery store. The attractive front facade has been restored to its original appearance. Other eating establishments are Lumpy's, The Briar-Pitte, The Pour House and Lakeview Restaurant.

You'll find antiques galore in our many shops along Main Street. Wall murals decorate two of our brick buildings on the corners of Main and Foote Streets. And the Whitewater Canal 4 x 16 foot mural funded by CSI and WWH is just west of the Vinton House. A third large wall mural of the Lincoln Funeral Train is planned for the corner of Main and Center Streets this summer. It's been 150 years since the funeral train stopped here briefly in honor of General Solomon Meredith on its way to Springfield, Illinois.

Cambridge City is a destination place!
Phyllis Mattheis, Treasurer WW Heritage

FIX GRAND LAKE ST. MARYS

Four years after a wicked algae bloom on Grand Lake St. Marys, which was originally built as a reservoir for the Miami and Erie Canal, farmers see positive signs of improvement. Farmers and the government have and are working together to plant cover crops; create "trains" - manmade wetlands that naturally clean water before it enters the lake; cover manure lots, which contain high levels of nitrogen and phosphorus; monitor 14 large animal feeding facilities; etc. Tourism reached more than \$50.8 million last year and is almost back to the 2008 pre-algae bloom figure of \$51.6 million. Quasar Energy Group has received \$2.2 million to research spinning phosphorus out of manure.

John Geyer, CSI member, Hamilton, OH

BUILD SMALL CANALS: USE SMALL BOATS

By Robert Fulton

In 1796 Robert Fulton (1765-1815), of later steamboat fame, had A Treatise On The Improvement Of Canal Navigation published by I & J in London, England. In it he advocated the building of scaled down canals and the use of small canal boats. The following, quoted from his treatise, shows his justification for his proposal.

...proportioning a canal to the particular demand of carriage upon it...would be attended with benefits which at present are not even thought of, but canals are the only things,..., which I can at present recollect, which seem to be fixed to a certain point; in this respect, consequently, they are limited in their extension, imperfect in their principle, and incapable of effectually spreading the blessing of water communications by their present mode of construction; to prove this assertion it is only necessary, for a moment, to consider the operation of a lock.

On view the operation of locks, it appears that if they were constructed for small boats, *suppose boats of four tons*, the delay in passing would be so great that an important trade could not be transacted, as it requires almost as much time to pass a small as a large boat; for instance, on a man arriving with six four-ton boats (*equal to what is usually conveyed in a boat of twenty-five tons*) at a lock constructed for small boats, he would be obliged to separate them, and pass then singly; which would be an operation of three minutes at least to each boat, together with the time necessary for uniting them when passed through, say four minutes, amounting in all to twenty-four minutes; a repetition of this operation to mount only one hundred feet by twelve locks, would be a delay of four hours forty-eight minutes; this would not only be tedious, but create confusion wherever there were a number of boats passing, even if passing the same way. How this would be increased by those moving the contrary way, may easily be conceived. Yet the twenty-five ton boat would move through the first lock in five minutes, at the utmost, and passing through the succeeding eleven locks with the same expedition, would rise to the summit level in one hour: hence the twenty-five ton boat will have an advantage in time of three hours forty-eight minutes. This calculation, I hope, will sufficiently prove the impropriety of constructing locks for small boats; hence small and cheap canals cannot be formed on the lock principle; locks demand large boats, that an important trade may be performed; and large boats are the cause of increasing the expense of all the other parts of the canal, in tunnels,

bridges, aqueducts, land, reservoirs, digging, &c. &c. which evidently exclude every district which cannot support these heavy expenses, and preclude every hope of giving to agriculture and commerce the full force of so powerful an agent as water conveyance.

But as the true criterion for judging of all improvements, where the object is to increase the produce of labor, is the cheapness with which the work may be performed; that mode which will convey the most goods for the least money will consequently be the best, whether by roads, railways, large or small canals, or any other mode. It is therefore necessary impartially and deliberately to investigate this subject.

FIRST, In proportion as a canal is large the expense on all its parts will increase: tunnels, locks, reservoirs, aqueducts, bridges, land, and digging, are usually allowed to be one third more expense in a canal for forty-ton boats, than in those constructed for boats of twenty-five tons; twenty-five ton boats, also, require a canal of greater dimensions than boats of four tons; in a word, it is evident that the expense of a canal will decrease, in proportion as the boats are reduced; the object therefore is to find the proper medium.

The boat should be of such a size as not to exclude any but unusual articles; for this purpose I conceive a boat of four tons sufficiently large; being twenty feet long, four wide, and two feet ten inches deep; such a boat, being larger than the shaft of a wagon, will contain almost everything but long timber, one horse conveying ten boats.

Such boats will contain lime, lime-stone, coals, lead, iron ore, grain, flour, iron ware, pottery, and all bodies ponderous and compact, as well as boats of any size whatever; they will contain hogsheads, boxes, and bale goods, not exceeding four feet in width, *which are seldom of greater dimension*; each boat will receive fifteen sacks of hops, cotton, or wool; and although the fifteen sacks will not weigh four tons, yet the same circumstance is attendant on all other boats, it being impossible to give the weight or tonnage by such materials: yet a horse may take the greater number of boats, in order to make up a weight equal to his strength.

Considering the articles enumerated, and deliberating on the size, and weight, of other commodities, I conceive there are few things excluded; and the question is, Whether a company should expend one hundred thousand pounds instead of fifty thousand? Thereby sinking 2,500 pounds per annum, in order to accommodate the few

things which boats of these dimensions cannot contain, when, in all probability, the articles accommodated would not in tonnage produce 100l.* per annum.

Thus seeing that most things may be conveyed in small boats, and small boats diminish the expense of canals; the next thing to be considered is how to pass them to, and from, the different levels, or ponds, of which the canals consist. To perform this, see p.22 annexed Plates of Machines. But first give me leave to premise the objects in view:

The *first* object is, to construct such cheap navigations as may extend into districts which produce but a small trade: to perform this, I find it indispensably necessary to reduce the boats to small dimensions.

The *second* object is, as the trade may increase, and become of consequence, it is prudent to provide against such, an event, as it will then be necessary to perform an important trade on a small and cheap canal. For this purpose, it we reflect that the boats may be multiplied as the trade increases, and that the canal may be full of such boats from one extremity to the other; consequently the canal, and boats, are adequate to any quantity of trade which the most sanguine imagination can conceive.

But the principal consideration is, how to prevent stagnation of the machinery; hence it becomes necessary to construct the apparatus in such a manner that the boats may pass with the greatest possible expedition; and this quick transfer is the more necessary, in consequence of dividing the trade into small portions of four tons, each of which must pass separate. Success in these objects will consequently produce system; for, as the canal, though small and suited to small trade, is also adequate to a trade of the first importance, it will be impolitic to form any other than cheap and small navigations; hence the boats of one may navigate the other, wherever canals extend.

A *third* object is, by forming them cheap, and suited to districts with a small trade, it will be the greatest possible inducement to construct them. The subscriber feeling himself guarded against any material loss, with ever advantage which a larger work could give, these circumstances may justly be expected to extend them through the remote parts of the county, open its numerous resources, and spread the produce in every direction. Whether I have succeeded in these points, the candid reader will determine.

It has been, a prevailing opinion, and many canals have been constructed, and are executing, on the principle,

that to form them sufficiently large to receive coasting vessels, river, or forty-ton boats, would produce a considerable advantage, by saving the transfer of cargo to small vessels.

While there was no alternative but forty or twenty-five ton boats, there might be some reason in such a practice, as the difference in constructing the canals for such boats does not appear to be materially great; but, if we estimate a canal for a forty, and then for a four-ton boat, the saving, by adopting the latter, is so important as to render the expense of transfer inconsiderable.

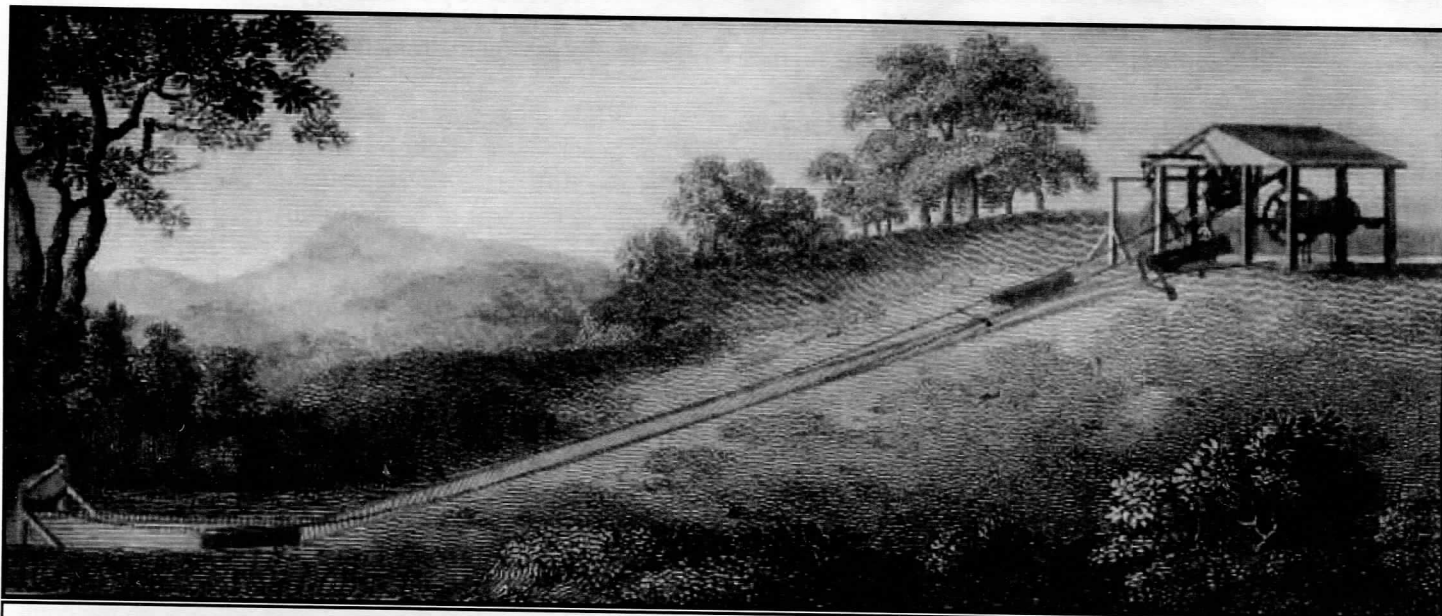
In every function where a canal is to be formed for forty-ton boats, one-third of the sum necessary for that purpose would pay the expense of a canal for boats of four tons. Hence, if a company are about to expend 300,000l. would answer the purpose, 10,000l. per annum is sunk to save transfer. It must be observed, that in all goods passing inland from the coast, there is only one change of cargo, viz. to the small boat; when the small boat unloads up the country, the expense is the same as it the larger had proceeded to the same point. In all goods passing to the rivers, or coast, one transfer into the large boat, the first reception into the small boat being the same as into the large one. Hence all goods going up the country may be taxed two-pence per ton, the price of transfer, and the same on all goods descending; it must also be considered, that although a canal may be connected with the river, or ocean, the principal part of the trade will not require transfer, being taken up, and deposited, in various places on the passage, without descending to the river, or the ocean.

The trade of a canal must, indeed, have a very material connection with a river, where there is occasion to transfer five hundred tons per day; which, at two-pence per ton, allowing 280 working days, would amount to 1166l. 13s. 4d. per annum; yet, to save this, the principal of 10,000l. per annum is sunk.

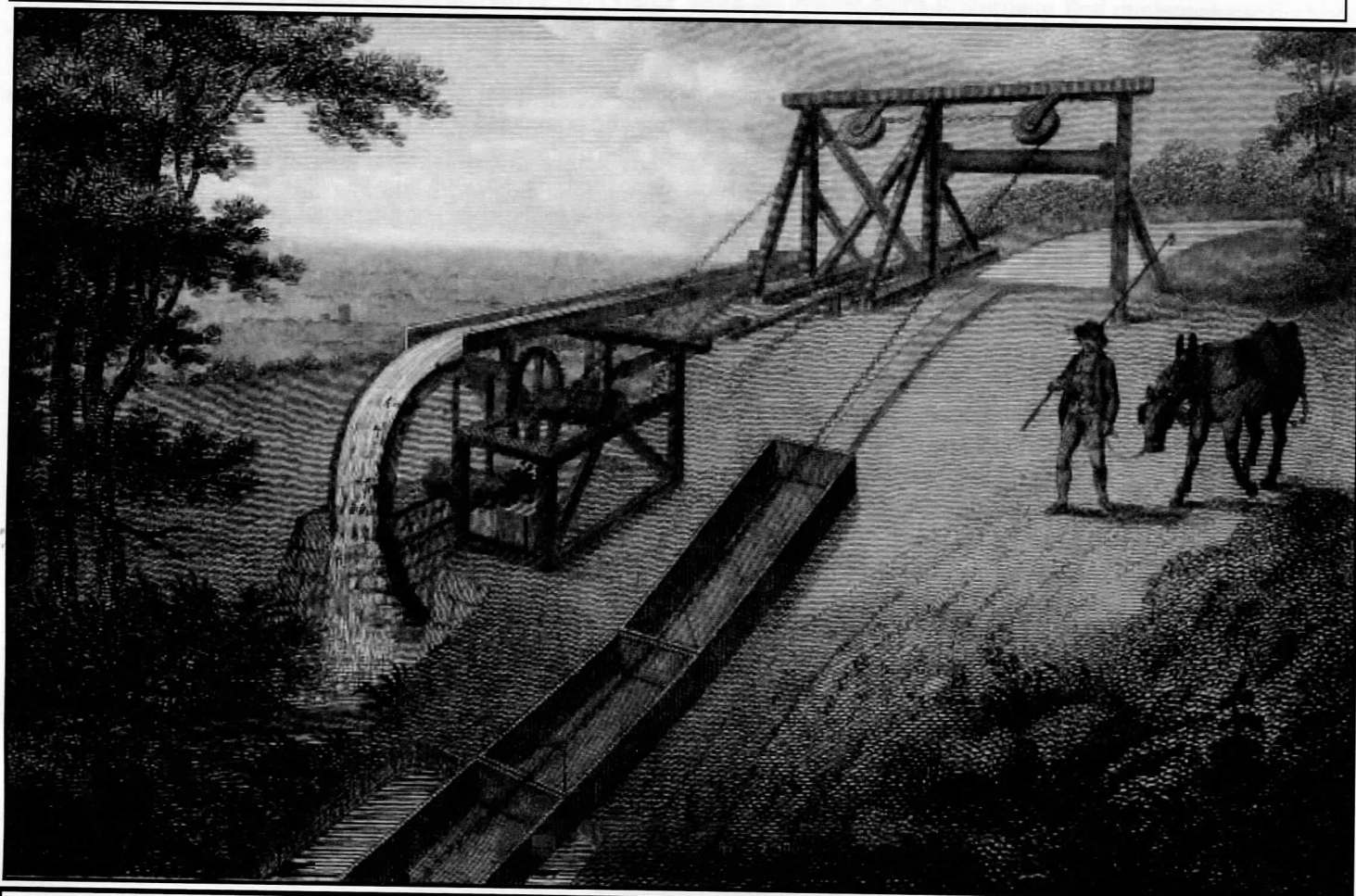
By adopting small boats, the clear gain to the company would be 8833l. 6s. 8d. per annum, even provided they paid the expense of transfer; but I conceive this expense will ultimately fall on the freighter, or he must have an admirable alternative, much superior to land-carriage, it the two-pence per ton for transfer can prevent him sending his goods by the canal; and therefore, if the freighter or carrier pays the transfer, the 100,000l. per annum is a clear saving to the company.

* l. = pounds, s. = shillings, d. = pennies in old English money
There were 20 shillings per pound, 12 pennies per shilling, and the penny was sub-divided into 2 halfpennies or 4 farthings

THE HOOSIER PACKET - JULY 2015



Robert Fulton said the most efficient use of capital for building inland canals was to use small boats and a smaller canal to carry goods to remote towns and villages. Lock canals should only be used where carrying larger cargo and higher volumes was necessary for cities. He proposed using inclined planes and machinery to lift or lower the small boats between canal levels.



This reduces a decision on the question of the adoption of small boats in various situations, to a very simple criterion. Let the interest of the saving made by adopting a small canal, instead of a large one, be compared with the expense of transferring cargoes; keeping this in view, that the expense of transfer will fall on the freighter or carrier, who can have no alternative to relieve him from this mode of conveyance; not even if a large canal ran to the same point. No large canal can rival a small one, for evident reasons. Suppose, for instance, a large and small canal running side by side, the large canal costing 300,000l. (*or, in proportion three times the expense of the small one*), and the small one 100,000l. *one penny per ton per mile*, to the small canal, would be as good interest as three-pence to the larger work; consequently the small canal company could lower their tonnage, so as to favor the freighter, and render the expense of transfer of no consequence; they would even grow rich, by lowering the tonnage; which would draw the trade from the large canal, and leave it a stagnate and useless pool.

The facility and cheapness of the small canal also invites and encourages connection from every quarter; but the difficulty of conducting large boats through a county precludes, or at least most materially limits, their extension.

Considering these circumstances, I conceive there are few situations which can warrant a canal for large boats; short cuts uniting the arms of river, or through a flat country to an adjoining town, where there is no great expense, and much to be gained, the latter may be advisable.

IN SEARCH OF ANSWERS

Through much research Preston Richardt, President of the Gibson County Park Board, and David Kurvach, CSI member from Warrick County, Indiana, have successfully identified the path of the Wabash & Erie Canal through Gibson County, and the location of many of the culverts and almost all the locks. This was completed through the use of state reports, topographic maps, topography of the land and visiting the locations where the canal is still visible or looking for it in fields where it is not as visible. Preston has used modern technology to map and mark where each site is located. They are checking and re-checking their work. Their current focus is on the Patoka River Aqueduct (#17) and the town of Dongola, Indiana.

They question if a typical four (4) foot tow-path was situated on the sides of all aqueducts for towing animals or how was passage through the aqueduct accom-

plished? Another question is the height of the side-walls for the trunk of an aqueduct as Preston is

working on a computer-aided drawing of the Patoka River Aqueduct. He knows that the fifty (50) foot span looks like one depicted in a canal profile paper with a king-post truss design, but the other four (4), thirty-six (36) foot spans are of a different design, they are of the queen-post design.

But, to view internal navigation on the broad scale of national improvement, I conceive the river navigations should be extended as far as convenient; but, the moment the course of the river if left to direct water conveyance towards the interior county, small boats should commence.

In the light of national improvement, the produce of labour is the real wealth of a country; the more the labour will produce, so much more the nation improves. As a man who improves a machine, from spinning one pound of cotton per day, to spinning twenty; in the same time, and with the same labour, evidently obtains his comforts with greater ease. It is therefore worthy of remark, that, within little more than three years, the immense sum of 5,300,000l. Has been subscribed, in order to pay the expense of constructing the various navigations which have been proposed within that time: this sum, averaged at 5000l. per mile, will execute 1060 miles; yet, to a certainty, 2120 miles might be formed on the small sale for the above sum, adequate, in every part, to the various kinds of trade, and thus give to the nation the advantage of 1060 miles additional water carriage, the benefits of which would certainly be immense.

Of the canals already cut, or in such forwardness as not to admit of an alteration, I consider them in the same view as rivers; but all future works to be guided by the before-mentioned criterion, of comparing the expense of transferring cargoes, with the interest of the money saved, by adopting the small, instead of large boats.

L. David Kurvach
R. Preston Richardt



Since Gibson County is home to probably the last working timber box culvert (#203 Buck Creek) Preston hopes to find box culvert plans. His ultimate goal is to provide the public with educational programs on the canal history of Gibson County with detailed information to use as visual aids, and perhaps even building models of some of these features before they are lost forever.

THE HOOSIER PACKET - JULY 2015

LETTER ABOUT (MIAMI, WABASH & ERIE CANAL)

The following letter was found on E-bay by Neil Sowards, CSI member from Fort Wayne, Indiana. It mentions the canal to Toledo, Ohio. Not all of the letter was readable and has question marks.

Red New Bedford, Mass CDS
with indistinct date (JAN 18?) 1836
Addressed to Joseph R Williams, Toledo M. T.
*The Toledo Post Office was in Monroe County
Michigan Territory from 9 JAN 1835 to 25 JUL 1836*

Some History

- Joseph Rickford Williams was the publisher of the *Toledo Blade*. He moved back to Michigan and became a State Senator and Lieutenant Governor shortly before his death in 1861.
- The boundary question referred to was the location of the boundary between Ohio and Michigan. Ohio wanted to adjoin a small portion of Lake Erie. At one time Toledo was in Michigan Territory.
- The Canal referred to is the portion of the Wabash & Erie Canal from Junction, Ohio to Toledo that was completed in 1843. It was later joined to the Miami & Erie Canal in 1845 and subsequently renamed on March 14, 1849.
- The Old General referred to in the letter is President Andrew Jackson.
- The possible war with France was over debts France owed as a result of the Napoleonic Wars. Jackson's saber rattling exacerbated the problem, but it was eventually settled in early 1836.

Sunday January 18, 1836

Dear Brother Jos.,

I am in hopes your purchases in joint a/c will prove well, but it seems to me to be paying high for lots so far West...from what I have heard most of the proprietors prefer government lands to town lots.

It is impossible to tell how the Boundary question will be settled but by what I can judge from the map, there is not any other place the canal can terminate to advantage so that it must eventually terminate at Toledo. I suppose as

soon as the question is settled they will go on with the canal.

I have not seen Gov. Lucas' [of Ohio] message for the paper you sent. Father Geo. tore his up and J.W.B.? gave his away. The old General's message was milder than people expected and I think the general feeling is there will be no war. We have not talked about it much since the message, although some think the old fellow has not been quite so frank as he pretended to be and has kept back part of the story. I see by yesterday's paper that Mr. Benton has arrived at N.Y., so now we shall soon have another message perhaps hot for war. The impression here is that the French Minister will take it as an apology and pay the money and if they do not that Congress will allow the matter to run? along without acting on it until we have another Pres. and then the matter will be settled.

Money is still scarce but not quite so hard to get as it has been. It is worse in Boston than here. They say there is but four [Banks] in Boston but what share paper and are getting from 1 to 1½ perct. a month. There was a motion made in the legislature to examine into the affairs of some of the Bks in B the other day, which made some commotions. I think money will be more plenty in the spring.

Since the cotillion parties were put down there has been got up two Balls and Clifford, Crocker & Barney were chosen managers. Whitindass? thinks he has been insulted and will not subscribe.

I suppose J.W.G. wrote you of his engagement to S. Williams. There is but little said of it and John is not thought to be quite so much a rascal by some of the good folks as he use to be. Little Abby has got entirely over her lameness and enjoys very good health. I do not think you mad to feel troubled about her.

Some of the good folks think that Miss Rotch(?) will not marry Mr Angier. They say that she is very sober. Rebecca met her the other day and told her she had been expecting that she and Mr. A. would call and on the mention of Mr. A. she looked pale and sad. But the first time she met after her engagement she sounded very much gratified by her congratulating her.

Becky says she is too lazy to write and has given it up until another time. Dick has just come in and says they are all well at home. Rebecca sends her love.

Your Brother, Laurence Grinnell

LETTERS TO HEADQUARTERS

CSI members often use the days prior to or after a canal tour to further investigate canal areas. Below Linn Loomis explored the locks and dams on the Ohio River prior to the CSI spring tour and Steve and Sue Simerman explored sites following the Pennsylvania Canal Society and the Canal Society of Ohio's spring tour.

RAIN RAIN GO AWAY

Before CSI's 2015 "Spring Canal Tour With Friends," I [Linn Loomis] resolved to visit as many Ohio River locks and dams as possible. However, unlike my Mississippi River tour of locks and dams in 2014, I made different plans. First of all, I contacted as many Ohio River impoundment officials as possible and the appropriate law enforcement officials. Besides my Comfort Inn reservations, I vowed to make all other motel reservations by mid-afternoon of each day. I was lucky that no festivities occurred along my planned itinerary. All impoundment locations were more carefully mapped. Luckily, most locks and dams appeared in rural areas. Also, all roads led directly to the Ohio River sites. On my Mississippi River tour, most river bridges and impoundments were hidden by trees, fields, factories and urban businesses. My April 2015 tour was refreshingly different in this regard.

Because to time factors, I missed New Cumberland Locks and Dam. This is along Ohio Route 7 between East Liverpool and Steubenville, Ohio. It is near its namesake, New Cumberland, Ohio. Pike Island Locks and Dam was also by-passed for the same reason. This impoundment is just north of Wheeling, West Virginia, along West Virginia Route 2. I plan to visit these locks and dams later in the Spring of 2015.

All locks and dams south and west of Wheeling were to be my river sites. In early morning, April 7, I made my way down Interstate 77 to Interstate 70 at Cambridge, Ohio, then east to Wheeling. The site of Hannibal Locks and Dam was my first stop. This was easily found along Ohio Route 7 nearest New Martinsville, West, Virginia. All Ohio roads revealed their river impoundments clearly from a long distance. Unlike my Mississippi River canal trip, zig-zagging across a river rarely happened. Whereas my Mississippi River trip involved no rain, my Ohio River trip was dogged by heavy downpours. Overshoes, hats and coats were required both at Hannibal Locks and Dam and at my second stop, Willow Island Locks and Dam. Being able to remain on one road for long distances proved a luxury. In

this case the road was Ohio Route 7. Willow Island Locks and Dam is near Parkersburg, West Virginia.

South of Belpre, Ohio, the rain had ended. Ohio Route 7 yields to Ohio Route 124. The rain's end left me free to face Route 124's challenges. This narrow highway contained many 90 degree turns where the suggested 15 mile per hour speed limit was too high. I had several near misses with rural town buildings. Along less curving stretches, the flooded rivers and fields seemed uncomfortable close, often lacking guard rails and road shoulders along road sections. By the time I got to Belleville Locks and Dam, any boredom I had was gone. This impoundment is near Reedsville, Ohio and Belleville, West Virginia. This area also displays reminders of the Civil War battles with Confederate John Hunt Morgan's army.

Racine Locks and Dam are also along Ohio Route 124 and West Virginia Route 62. It is near Syracuse and Racine, Ohio. Near Pomeroy, Ohio, Ohio Route 7 again follows the Ohio River. Near this point, I ended my first day of exploration at Gallipolis, Ohio.,

Day two, April 8, began with viewing Gallipolis Locks and Dam along Ohio Route 7. This impoundment also honors the late Robert C. Byrd. Near Huntington, West Virginia, Ohio Route 7 joins Ohio Route 52. This road took me to Greenup Locks and Dam, which is best seen on the Kentucky side of the Ohio River. Looking for Greenup Locks and Dam is so easy it's difficult. This is because the dam runs parallel to the Ohio River bridge, so close it cannot be seen from that bridge. It required asking directions to resolve a seemingly easy situation. This river impoundment is near Wheelersburg, Ohio.

As I left the Greenup, Kentucky area, storm clouds were gathering. Conditions worsened as I drove through Portsmouth, Ohio on Ohio Route 52. Between Portsmouth and Manchester, Ohio I passed through a heavy downpour, with lightning passing close to my car. In addition, this portion of Route 52 contained many remote areas with high water on both sides of the road and often lacked guard rails and road shoulders. By the time I'd followed Route 52 to Meldahl Locks and Dam, warm, humid conditions had replaced the rain. This Ohio River site is near Grant's Birthplace State Memorial, Moscow, Neville and Chilo, Ohio.,

No lover of Interstate Highway combinations, I soon had to face such an entanglement within the Cincinnati, Ohio metroplex. I sought out I-75, then I-71, which would help lead me to Markland Locks and Dam near

THE HOOSIER PACKET - JULY 2015

Sparta and Warsaw, Kentucky. Exiting Interstate 71 at Kentucky Route 35, I soon arrived at Kentucky Route 42 and Markland Locks and Dam at Warsaw, Kentucky. Luckily, I reserved a motel room before my river visitation. Had I delayed getting my reservation, I would have faced a "No Vacancy" sign during another severe rainstorm.

My third day, April 9, began with plans to see the entire river installation at the Louisville, Kentucky Falls of the Ohio. Time and storm considerations forced me to visit the same location I did in late March 1998. This was the Falls of the Ohio State Park and Ashland Park within the Jeffersonville-Clarksville, Indiana area across from Louisville. It is my goal to someday study the locks and dam installation on the Louisville side of the Ohio River.

Heading west towards my next destination, severe weather and major road construction were challenges. Once these passed Interstate 64 in Indiana led me to Exit 79. Indiana Route 37 led me to Tell City, Indiana, and Indiana Route 66 directed me east to Cannellton Locks and Dam. Route 66 also led me west to Newburgh Locks and Dam near Angel Mounds State Historic Site. A short and direct drive ended my third day of canal travel at Comfort Inn.

On April 10 I debated whether to travel only to Cairo, Illinois at the Mississippi-Ohio confluence or to visit more Ohio River locks and dams. Curiosity about further Ohio River exploration won out. Route 41 took me to Henderson, Kentucky. I asked about getting to Uniontown Locks and Dam at Uniontown, Kentucky. Time considerations again became a factor, and I elected to travel Kentucky Route 60 to Smithland Locks and Dam, just west of Paducah, Kentucky.

Getting to the Smithland area was a challenge with Route 60 proving to be a twisting, turning thoroughfare. Another concern was its distance from the Ohio River. Finally, an overlook near Smithland revealed both the Cumberland-Ohio River confluence, and, in the distance, Smithland Locks and Dam. Once again, the time factor forced me to avoid the stresses of Kentucky Route 60 and find Kentucky Interstates to "quickly" return to Indiana.

My decision proved to be a major mistake. Too soon I learned that Kentucky Interstates,

1. Often go by name, not number
2. Contain few shopping plazas
3. Have even fewer rest areas

After driving a long way on the Wendell Ford

Western Kentucky Parkway and finally reaching the William H. Natcher Parkway, I realized I was far southeast of Henderson, Kentucky. The Natcher Parkway led me to Owensboro, Kentucky, and Route 60 led me west to Henderson. My return to the Comfort Inn left me exhausted but experienced. Returning from Smithland by Route 60, while tiresome, would have been familiar.

In conclusion, while many canawlers were acquiring meat from Dewig's Meat Market in Haubstadt, Indiana, I was acquiring a real "beef" with the Western Kentucky Interstate System. Honoring Kentucky leaders, while wonderful, should not result in highway stress and confusion.

Finally, I wish to thank Bob and Carolyn Schmidt, as well as the Canal Society of Indiana, for the wonderful experiences of April 2015 seeing the Wabash & Erie Canal in Gibson and Pike counties in Indiana.

Yours with deep appreciation, Linn Loomis

CANAL WALKS

Following the PCS/CSO spring tour Steve and I [Sue Simerman] went on the canal walk to follow its route on Sunday morning. There were 8 of us for the first walk. It was behind the antique mall that is just south of I-80. Most of these people did not go for the second walk up at New Hamburg.

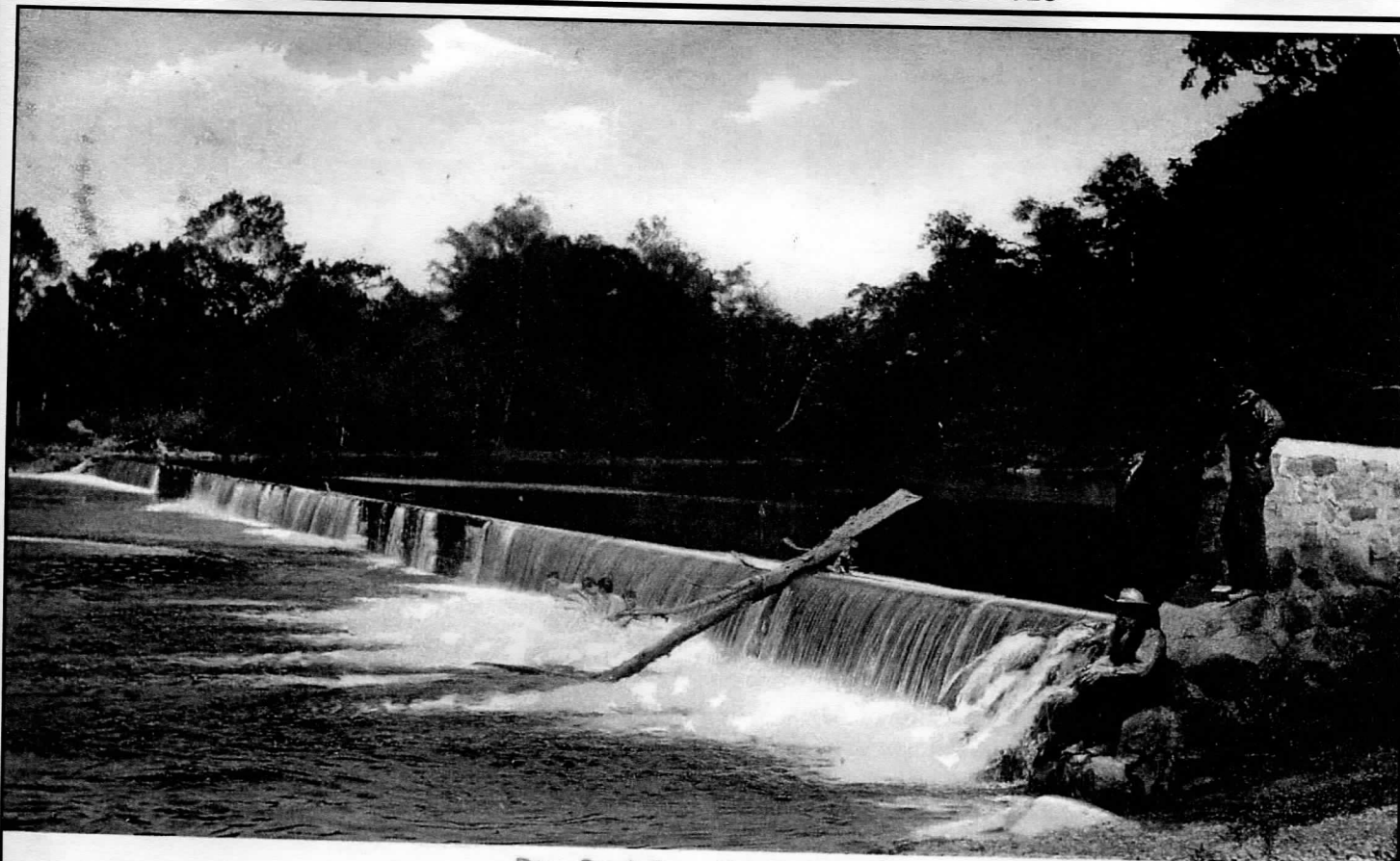
Some other guys met us at New Hamburg by the covered bridge. On our second walk on the Shenango Trail we had a total of 7. We met up with two couples that had gone earlier on their own and were finishing up when we were starting.

We returned home using sort of the tour route taken on Saturday. We followed 18 south to Beaver and the Ohio River and then went west to East Liverpool, Ohio and took Route 30 back to Indiana.

We investigated what some people thought on Saturday was a nest of eagles and others thought was trash. The "eagles" were definitely trash. When we stopped to look there were two antennas on a small garage and some type of light weight, light tan tarp was hanging over these.

At New Brighton we stopped to look at the Big Rock Park. We were surprised how nice it was. There is a dam and park benches. We could see where the rock had been.

Sue Simerman



Deer Creek Dam, Delphi, Indiana.

This old undated postcard (after 1874) shows the Deer Creek Dam at Delphi, Indiana. It was sent to CSI headquarters by Sue Simerman, CSI secretary from Ossian, Indiana. When enlarged it shows three men watching four boys skinny dipping beneath the dam. There is a rowboat upstream. It also appears that two horses on the left side are coming down to drink. This was a slackwater crossing for the Wabash & Erie Canal. The boats entered the creek and were pulled across by mules/horses walking across a bridge, which no longer exists in this picture, over the dam. In 1874 the tow-path bridge collapsed killing the mule driver and mules.

NEWS FROM DELPHI

FREEDOM PLAZA DEDICATION

The plaza at the end of Freedom Bridge, a unique 4-lane, 300-foot-long trail span across the Heartland Highway, was dedicated a day after it was scheduled in April due to heavy rain. Many people came out on a sunshiny Sunday to take part in the ceremony. The flag was raised along with a 21-gun-salute as the plaza was dedicated in honor of Carroll county's numerous veterans. Speeches were given on the east end, the ribbon was cut by Mayor Randy Strasser, and participants hiked across the bridge to enjoy refreshments at its other end. This section becomes part of the Monon High Bridge Trail. The High Bridge itself is an old rail trestle a mile east of the plaza that will be decked as part of Bicentennial Park.

2015 TRANSPORTATION FESTIVAL

On Saturday May 16, 2015 the Carroll County Wabash & Erie Canal Association kicked off their 2015 outdoor season with a Transportation Festival from 10 a.m. to 4 p.m. All kinds of transportation both old and new were on display. Participants rode the replica canal boat "The Delphi" and toured the national award winning canal museum and the Case house, home of canal contractor Reed Case. There were narrated walking tours of the Red Bridge Settlement at 11:30 a.m. & 2 p.m. Craft demonstrations in Pioneer Village included blacksmithing, broom making, loom weaving, leather crafts, coopering, etc. Handmade crafts and food were sold throughout the Village. Don Roberson & the Cutler Band played from noon to 4 p.m.



BROOKVILLE TRAIL

On Saturday May 16, 2015, sixteen volunteers from the Whitewater Canal Trail group met in Brookville, Indiana. They donned old clothes and work gloves to work on the Brookville Trail under the leadership of Mick Wilz. They accumulated a huge pile of rocks that they removed from the trail bed. They also trimmed trees along the trail route. The trail is really taking shape thanks to these volunteers and use of the donated equipment.



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