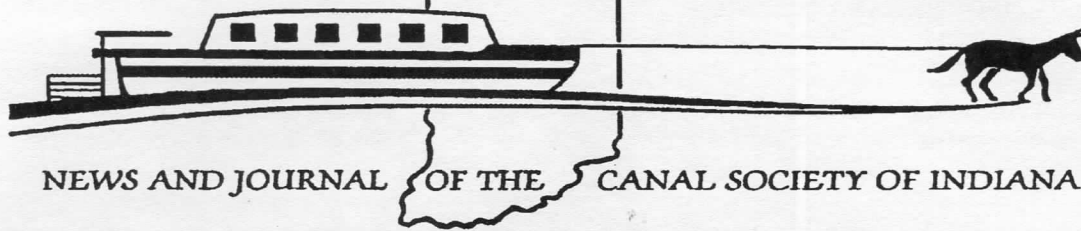


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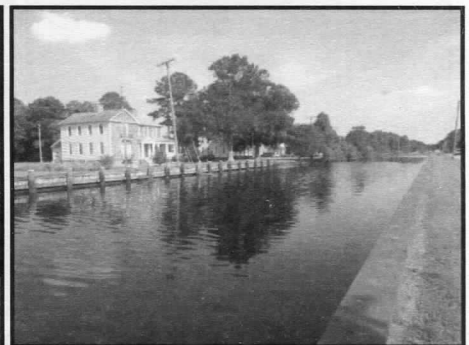


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AUGUST 2015

DISMAL SWAMP CANAL



Today the 22-mile-long Dismal Swamp Canal, which was dug from 1793-1805 by slaves on the east side of the Dismal Swamp from Albemarle Sound in North Carolina to Norfolk, Virginia, is part of the Intracoastal Waterway and is used by recreational boaters.

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DISMAL SWAMP CANAL

By Robert & Carolyn Schmidt

In the early 18th Century a million acre swamp extended from southeastern Virginia into North Carolina. Largely unexplored because of its watery peat bottom and dense undergrowth, it truly was a dismal place. The first recorded mention of this swamp was made by William Byrd II, who in 1728 was involved in surveying the border between Virginia and North Carolina. Working south of the 3,100 acre interior lake he made no mention of the lake but said "The Dismal is a very large swamp or bog ... a very large horrible desert [desert]." It took him 10

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Lake Drummond

Lake Drummond, which averages 3-feet-deep with its deepest water at 6-7 feet covers 3,100 acres, has a 9-mile-long shoreline and is 2-3 miles across. It was discovered in 1655 by William Drummond, the first colonial governor of North Carolina, while on a fishing expedition. Lake Drummond is the largest of two natural lakes found in Virginia and looks exactly the same today as when it was first discovered. The dark water is the result of ground water seeping through organic soils surrounding the lake. Text from signage at the lake. Photos by Bob Schmidt

days to cross and survey the 15 miles of swamp but observed and commented on the fine stands of timber in this wilderness. His name for the swamp stuck - Dismal.

For Midwest readers it should be noted that the Black Swamp in Northeast Ohio was approximately the same size as this original Dismal Swamp and was also densely tree covered and wet. Underlying the Dismal Swamp is a unique peat bottom whereas the Black Swamp is more of a clay muck. The 125,000 acre swamp that remains in Virginia and North Carolina is about 1/8th of its original size, whereas in Ohio/Indiana virtually zero swampland remains.

The first known white person to reach the interior lake of the Dismal Swamp was William Drummond, who in 1655 while on a hunting/fishing trip reached its shores. In 1763 he was appointed by Governor Berkley of the Virginia Colony as Colonial Governor of what was to become North Carolina. However, when Drummond supported Nathaniel Bacon's Rebellion against Governor Berkley and the Jamestown Colony, he was convicted of treason and hung in 1767. The 3-6 foot deep Lake Drummond in the swamp was named for him.

A more familiar name also became associated with the Dismal Swamp — George Washington. George was born near Mt. Vernon, Virginia in February 1732. In 1754, at age 22, he led a small military party of 160 men and confronted the French at Fort Duquesne with a demand from Governor Dinwiddie that the French vacate British territory. Rebuffed Washington went on to attack a small French attachment and killed Monsieur Jumonville, the brother of a French commander, who returned and defeated Washington at Fort Necessity/Great Meadows. This event was the beginning of the French & Indian War 1754-1763. In 1755, Washington participated in the Battle of the Monongahela where General Edward Braddock was killed. Denied a commission in the regular British Army, Washington resigned his colonial commission in 1758. On January 6, 1759 he married Martha Dandridge Custis at her White House, Virginia home. They resided at Mt Vernon and George took on the life of a planter.

In 1763, Washington and five associates formed the Dismal Swamp Land Company to drain portions of the swamp following his first visit to the area that May. The plan was to develop land for harvesting timber and then create farmland. Washington's active role in the company and its plans are debatable. He did not survey there or manage any of the various drainage ditches. The assignment of

his name to various aspects of the works was due more to his later fame as Commander during the Revolution and President of the United States. The so called "Washington Ditch" was part of the original work of the joint company, but Washington only furnished his name as it was surveyed and constructed by Gershom Nimmo.

From 1763-1768 Washington made six trips to the Dismal Swamp. Some have stated that he suggested that a ship canal be built through the swamp, but that is really not correct either. In a letter dated March 31, 1774 he stated "to attempt such a (ship) canal would in my opinion be tedious and attended with an expense which might prove discouraging." He became disappointed in the company's results in the Dismal Swamp and divested of his holdings in 1795.

The work on the 22-mile-long canal that is visible today began at both ends in 1793 and continued until 1805. The canal was dug with slave labor using hand tools. When funds ran low a road was built to connect the two ends of the canal in 1802. The canal was completed in 1805. However, it was too shallow and only flat boats and log rafts used the waterway for carrying wood products such as shingles. It had two locks, one at each end of the canal. They were 75 feet long, 9 feet wide and 6 feet above the sills. In contrast, the Wabash & Erie Canal locks were 90 feet long, 15 feet wide and 6 feet deep.

Following the War of 1812, internal improvements were being developed throughout the nation. In the 1820s the Dismal Swamp Canal was improved with more depth in the channel and more and larger locks then totaling 5. Traffic increased and tourism began with trips to Drummond Lake via the feeder canal that had been completed in 1812.

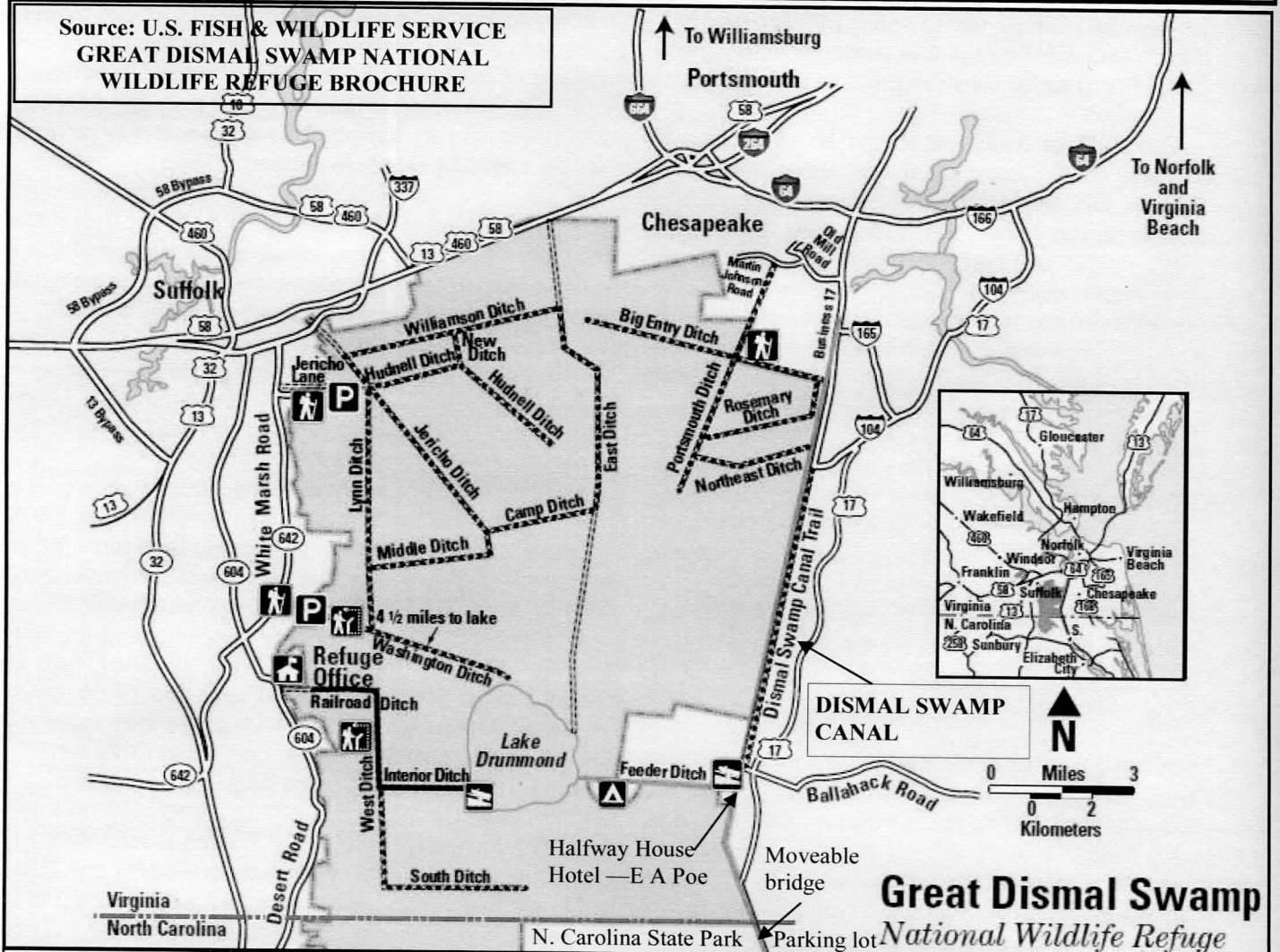
Drummond Lake is a summit lake and feeder for the canal being about 20 feet above the surrounding countryside. Its origin is unknown but may be the result of a fire burnout of the underlying peat bed. This interior lake is the same size as Ohio's Buckeye Lake, a manmade reservoir for the Ohio & Erie Canal. The Halfway House Hotel was located just across from the place where the feeder meets the canal. At this strategic spot Edgar Allen Poe wrote "The Raven" which was published in January 1854:

The Raven

Once upon a midnight dreary, while I pondered, weak and weary,
Over many a quaint and curious volume of forgotten lore—
While I nodded, nearly napping, suddenly there came a tapping,
As of some one gently rapping, rapping at my chamber door.
"Tis some visitor," I muttered, "tapping at my chamber door—
Only this and nothing more."

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Source: U.S. FISH & WILDLIFE SERVICE
GREAT DISMAL SWAMP NATIONAL
WILDLIFE REFUGE BROCHURE



The Story of the Dismal Swamp Canal

This canal plays an important role in the historic and current human activities in the Dismal Swamp. Slaves dug the canal between 1793 and 1805. The 22-mile-long canal provided a route from the Albemarle Sound to the Norfolk harbor. The waterway enabled businesses a way to ship goods and crops to market without having to travel through the treacherous Ocracoke Inlet.

Although the Dismal Swamp Canal Company is credited with constructing the canal, the bulk of the grueling labor fell to free and enslaved African-Americans. Some slave holders rented out slaves for labor as a way of earning additional income. Digging the Dismal Swamp Canal was treacherous brutal work. Workers had to cut through dense tangles of vines, cane and trees and pull stumps out of the peat and standing water. They combated heat, humidity and biting insects. They were often beaten

and abused in the work camps as well.

The canal saw the heaviest traffic in the mid-1800s. It opened the way for more ditches in the swamp, damaged the pocosin and swamp habitat, and increased lumber extraction from the swamp. The arrival of steam railroads and the development of shipping options led to the decline of the Dismal Swamp Canal's workload. Today the canal is part of the Intracoastal Waterway and is used mainly for recreation.

Moses Grandy worked on the Dismal Swamp Canal in the early 1800s running shingle flats through the swamp. These low, flat-bottomed boats were used to transport shingles out of the swamp. Slaves and free African-Americans guided the boats through the canal by walking on a towpath and pulling the boats with a rope. Grandy eventually earned his freedom.

From signage in the Dismal Swamp park.

Others such as Henry Wadsworth Longfellow, Harriet Beecher Stowe, Sir Thomas Moore, and Edna Ferber in "Show Boat" used the Dismal Swamp as material for their works.

During the Pre-Civil War period the swamp was a hideaway for runaway slaves. Some used it as a stopover on their way north along the Underground Railroad, but thousands of others lived there in communities. These communities were called Maroons and were located on small sandy islands in the swamp. There fugitives lived and farmed safely from slave hunters. There existed a trade between the slaves on the plantations and those hiding in the swamps. At one time the Dismal Swamp housed one of the largest fugitive slave populations in the United States. One 20-acre-site was recently excavated by archeologists. They found cabin and garden remains.

Following the battle between the Monitor and the "Virginia" ("Merrimack") on March 9, 1862, the Union Generals were concerned that the "Virginia" might try to slip away down the Dismal Swamp Canal. Brigadier General J.L. Reno with 3,000 troops came north from the Elizabeth City, North Carolina, and attacked about 3 miles south of South Mills' locks on April 19, 1862. The Confederates ran out of ammunition and retreated. The Union troops exhausted by the battle, the heat, and concern that Confederate reinforcements were nearby, left the canal intact and retreated back to Elizabeth City without destroying the locks.

A few days later on April 23 Union troops returned to sink an old schooner filled with sand across the south entrance to the canal. On May 10, 1862, Norfolk was captured by Union troops. They found that the Confederates had destroyed the "Virginia" just before they abandoned Norfolk. This largely eliminated the usefulness for the Confederacy of the Dismal Swamp Canal.

In 1899 the five locks in the canal were reduced to just two larger locks. A competing canal system, the Albemarle and Chesapeake Canal, was completed in 1859 and was purchased by the U.S. Government in 1913. The Dismal Swamp Canal went into decline.

Eventually, in 1929, the canal was purchased by the Federal Government for \$500,000. During the Depression in 1933 the waterway was dredged to 50 feet wide and 9 feet deep. Today commercial traffic uses the Albemarle and Chesapeake Canal and the Dismal Swamp Canal is for recreational traffic on the Intracoastal Waterway.



PATHWAY TO FREEDOM The Underground Railroad And the Great Dismal Swamp

Slavery was a widespread practice in the region from the time the colonists first settled here. The Great Dismal Swamp provided a number of these freedom seekers a place of rest and refuge. Some made homes deep in the swamp where they lived in communities known as "maroon colonies." Others used the swamp as a temporary hiding place on their journey to freedom.

Slaves did most of the work in the building of the Dismal Swamp Canal. They also did a great deal of work in shingle-making and timbering in the swamp. Working in the swamp helped them become familiar with it and provided them with a chance to escape into it. During the 1800s so many slaves fled into the Great Dismal that slave owners in the area became angry. They asked the North Carolina General Assembly to draft a bill specifically to help them catch slaves that had escaped into the swamp.

Some time around the 1830s, the term "Underground Railroad" came into use. It referred to the loose network of people and places helping fugitive slaves escape to freedom. The slaves seeking freedom were at a constant risk of recapture and those helping them were breaking the law.

The National Park Service recognizes the Great Dismal Swamp and the Dismal Swamp Canal as sites in its National Underground Railroad Network to Freedom program.

From Dismal Swamp park signage

Photo by Bob Schmidt

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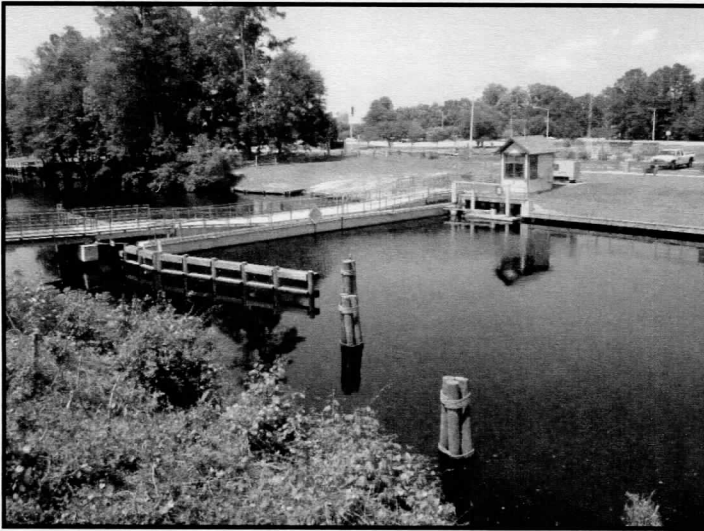
Today's Dismal Swamp Canal

Top: There is a movable bridge across the canal from the parking lot to the North Carolina State Park visitors' center.

Middle: This canal lock is about three miles downstream from the visitors' center.

Bottom: The juniper lining gives the canal bank stability.

Photos by Bob Schmidt



In 1973 the Nature Conservancy brokered a deal with Union Camp Corporation, who had been farming the timber, to donate 50,000 acres for a valuable tax break of 12 million dollars. The Conservancy subsequently sold 14,000 acres to the state of North Carolina and the balance to the National Wildlife Refuge.

Top: Bob Schmidt and Frank Timmers walked one of the board walks through a portion of the Great Dismal Swamp.

Bottom: They saw pawpaws growing on trees along the board walk near the visitors' center.

Photos by Carolyn Schmidt



Today North Carolina operates 14,000 acres as the Dismal Swamp State Park with a Visitor & Welcome Center along U.S. 17 just north of South Mills. Visitors can walk the board walks and nature trails to see birds and wildlife. There are still bobcats, 43 species of butterflies, and over 300 black bears that call the Dismal Swamp home. Among nature lovers, it is perhaps best known for harbor-

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ing some 200 species of birds.

The National Wildlife Refuge with other land acquisitions now manages 111,000 acres of the swamp. Although in earlier times concerted efforts were made to drain the swamp and harvest timber, now the task is to keep the land properly watered and increase the timber and wildlife areas. Fires in a dried forest have been a serious problem as peat fires are very hard to put out once they get going. Management of the Refuge requires building dams to retain just the right amount of water so as not to destroy the hardwoods that replaced the Cyprus and Junipers, which were largely harvested in earlier times.

The Corps of Engineers manages the Dismal Swamp Canal. A balance must be achieved for water usage between the Canal and Refuge interests.

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U.S. Army Corps of Engineers
Dismal Swamp State Park brochure
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Great Dismal Swamp National Wildlife Refuge brochure, U.S. Fish & Wildlife Service, May 2003.

"The Great Dismal Swamp," *Nature Conservancy* magazine. March 2015. Article sent in by Frank Timmers.

Wikipedia:

Great Dismal Swamp
Great Dismal Canal National Wildlife Refuge

These animals, which are found in the Dismal Swamp, were displayed in the Visitors' Center in the State Park. Photo - Bob Schmidt

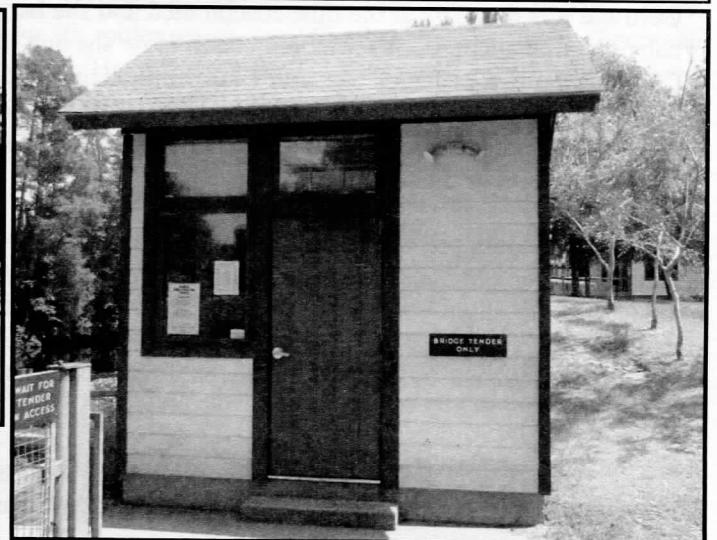


This boardwalk had a short and a long loop through the swamp with signage along it about the flora and fauna. Photo-Bob Schmidt



Above: North Carolina built a moveable bridge across the Dismal Swamp Canal for access to the State Park.

Right: The bridge tenders' cabin Photos by Bob Schmidt



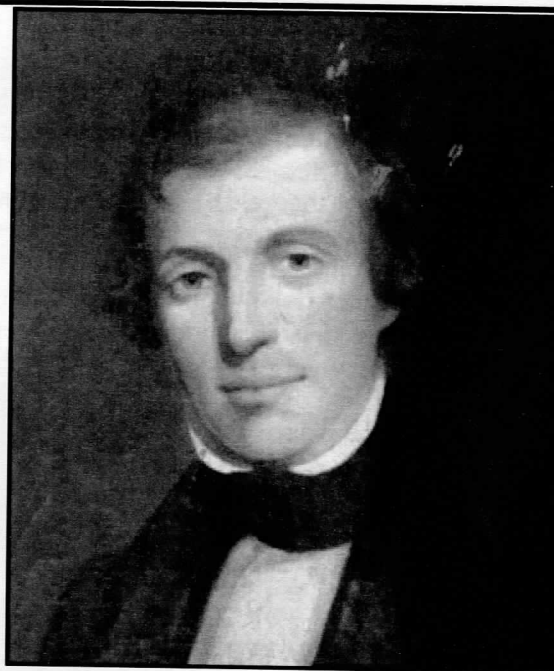
CANAWLERS AT REST

BENJAMIN CONKLIN

Find-A-Grave #96313132

b. May 29, 1811
d. August 16, 1883

By Robert F. Schmidt



Benjamin Conklin, the youngest son of Joseph and Rebecca (Ross) Conkling, was born on May 29, 1811 in Cincinnati, Ohio. His parents moved to Ohio from Westfield, New Jersey, with 9 children ages 2-19 in April 1806. Their infant daughter and 10th child, Mary, had just died in New Jersey in January. Perhaps this move was their way of starting anew.

Benjamin's father was a farmer. He and his family settled on land in Mill Creek township, Hamilton county, Ohio. Three more boys were born in Hamilton county, with Benjamin being the last in 1811. Rebecca, his mother, died in 1813 at age 43 when Benjamin was just under 2 years of age. His father remarried a woman named Gertrude. Then in 1814, less than a year later, Joseph, age 49, died as well. Gertrude was pregnant at the time Joseph died and she had a baby girl, Elizabeth, born six months later. How she and the Conkling family managed we don't know. Benjamin now had 9 brothers and 3 living sisters. The oldest son, Pierson and oldest daughter, Keziah had married and moved out before the death of their parents.

In September 1822, Rebecca Conkling, who was then 19 years old, married Isaac Conwell age 28. They, along with the three youngest Conkling boys, Aaron, Felix and Benjamin, moved to Liberty in Union county near Richmond, Indiana. In 1823 the Conwell's had a daughter of their own.

Isaac Conwell had moved from Delaware with his three brothers: James, who founded Laurel Indiana; William

who settled in Vandalia, Indiana; and Abraham, who settled in Connersville, Indiana. Isaac initially had lived in Cincinnati where he met Rebecca Conkling. (see *The Hoosier Packet* Feb. 2011)

Benjamin Conkling, at age 15, wanted to set out on his own so he went to Vandalia, Wayne county, Indiana around 1826 to work in William Conwell's store. He clerked in the store for the next 10 years.

The National Road reached just south of Vandalia in 1827. It brought more and more trade to the store. Somewhere along the way both Benjamin and brother Felix dropped the "g" in their surname to just Conklin.

Benjamin's future wife, Alice Elizabeth Harris, was born April 14, 1815 to George and Elizabeth Harris of Dayton, Ohio. The circumstances of their meeting are unknown but apparently she was then living in Fayette county, Indiana. Benjamin and Alice were married by James Conwell of Laurel in Fayette county on Benjamin's birthday May 29, 1833. She was 18 and he was 22. They had one son James Harris Conklin born April 21, 1836, who lived to adulthood. Unfortunately Alice died a few days after his birth on May 9, 1836, probably as a result of labor complications. She was buried at Riverside Cemetery in Cambridge City. Again we don't know who helped Benjamin take care of young James, but somehow he managed to do that and also take over ownership of Conwell's general store about the same time.

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In the early 1830s traffic really began picking up along the National Road. Indiana's Mammoth Improvement Bill was passed in 1836. That year the town of Cambridge City was platted where the National Road and the Whitewater Canal would meet.

1838 was an important year for Benjamin Conklin since he decided to move his store from Vandalia to a location just ¼ mile south of the quickly developing town of Cambridge City. Vandalia soon disappeared as a town being absorbed by Cambridge City.

Not uncommon in those days a man would marry a woman in the same family when his first wife died. The Harris family was from Dayton and it appears that Alice's parents had also died. She had a younger sister named Harriet, who was born September 25, 1825 and was only 11 years old when Alice died. Harriet had a guardian, a Mr. Bruien. How Benjamin and Harriet became a couple or how the marriage was arranged we don't know, but on May 15, 1839, they were married in Dayton. Consent was given for Harriet by her guardian. The bride was almost 14 and the groom 28. This might raise some eyebrows today, but it turned out to be a happy marriage. They had 5 children, the first was Henry Franklin born in 1845 when Harriet was 20.



Home on east side. Business Entrance on west side near river.
The Conklin-Montgomery House in Cambridge City, Indiana

For his new bride and his business, Benjamin built a Greek Revival two story combination home and business on the East bank of the Whitewater River in Cambridge City. Why did he choose this location? Perhaps it was based on the fact that travelers heading west would come to his store in East Cambridge before reaching the main part of the town. He operated his mercantile business on the first floor next to the river and the family lived on the east side. Later on his single adult children continued to live in the home until 1936.

In the fall of 1839 some bad news was received that impacted the economy of Cambridge City and the whole Whitewater Valley. The canal that had promised such opportunity was halted in November as the State ran out of funds to continue the project. The situation looked pretty dire for the next few years, but in 1842 a new corporation was created to complete the works. William Conwell and Benjamin Conklin both became members of the Board of Directors of the White Water Valley Canal Company. James Conwell of Laurel became its president and Abraham Conwell of Connersville was also on the board.

It was decided to have the great groundbreaking at Cambridge City on July 28, 1842 for restarting work on the canal. A barbeque was held just east of town on Capitol Hill for an estimated 10,000 people. There were 3 brass bands playing and many speeches made by the local politicians. Finally ground was broken and dirt moved in a wheelbarrow provided for the occasion. The only thing that went wrong that day was a great storm developed that forced the crowd to disperse.

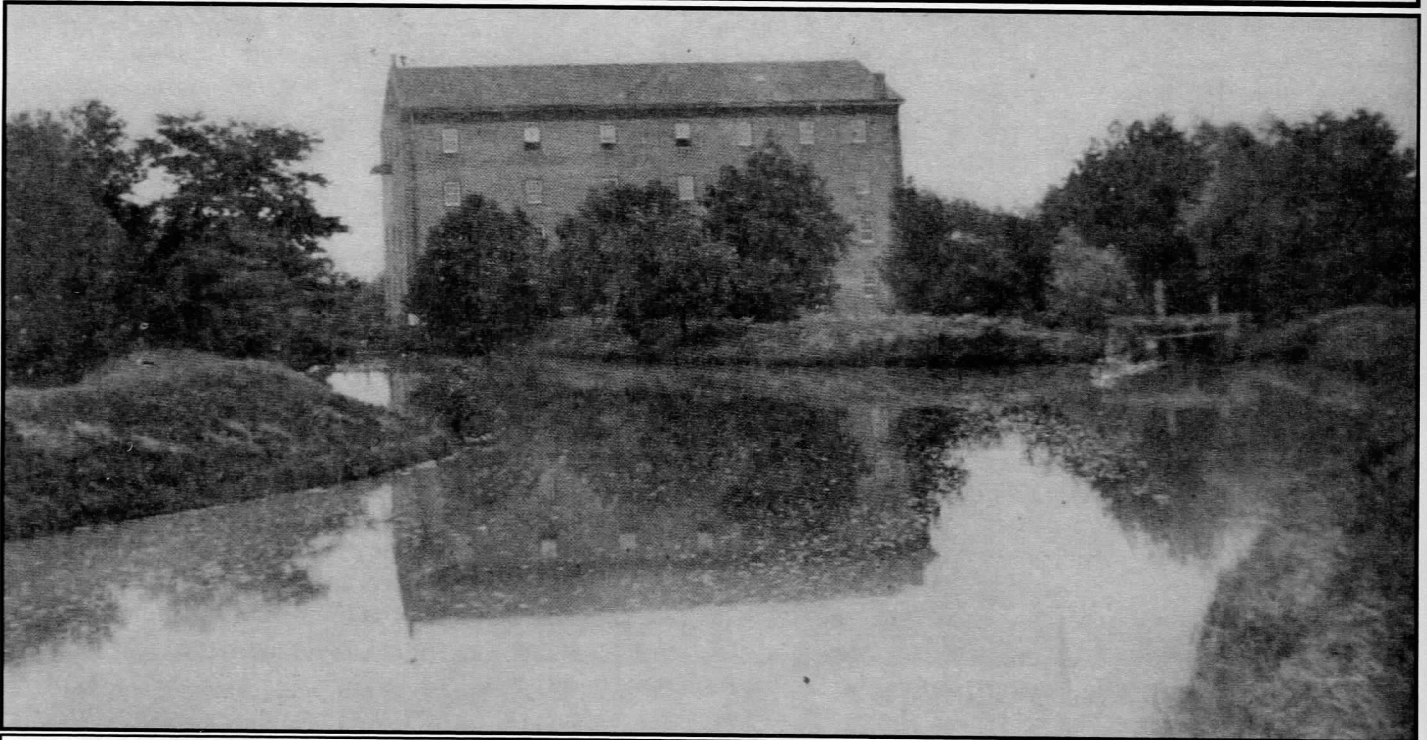
During 1845 as the Whitewater Canal was nearing completion from the south at Connersville to Cambridge City, the Hagerstown merchants were considering their own canal to join the Whitewater Canal at Cambridge City. Benjamin now saw a great business opportunity. He speculated in land north of town where he knew that the Hagerstown merchants were planning to build their canal. He planned on building a large grist mill in the center of town where the canal could provide the water power needed for operating his mill. It would be located on the North side of the National Road near where the canals would meet. He may have even purchased stock in this private canal company.

On October 8, 1845, the "Belle of Indiana" pulled by its mules came into Cambridge City from Cincinnati, Ohio. The privately funded Cincinnati & Whitewater Canal had just been opened from Cincinnati to Harrison, Ohio and joined the Whitewater Canal at West Harrison, Indiana.

By June 1846 digging on the Hagerstown Canal was underway. At that time Conklin had nearly completed his work on his new mill, but he needed the waterpower of the canal. When the Hagerstown Canal Company ran into a financial problem in late 1846 he had little choice but to agree to complete the last two locks and several miles of prism to attain rights to use canal water to power his mill.

Conklin, having invested heavily in Cambridge City, was eager to enhance the value of his property so he

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This mill built for Conklin was known by different names at different times: Conklin's Mill, Eagle Mill and Imperial Mills. It was later sold to W. A. Creitz in 1889 and became known as Creitz Mill. The Cambridge City, *Indiana Traveler* of August 3, 1945:

"An Early Landmark Now Gone! Originally Conklin Mill Later Imperial Mills"

"The canal was responsible for the erection of Cambridge City's historic Flour Mill. Built by Jacob Waltz for Benjamin Conklin in 1846, it was considered a colossal structure in its day. The stone used was quarried on the Henby farm southwest of town. Its big beams and joists could not be duplicated today. The walls of brick tapered from the foundation at the rate of 4 inches for each story until they reached the roof. Large quantities of wheat had been floured here, at one time 90,000 bushels of wheat being stored within its walls for milling. Modern machinery had replaced the old water wheels and burrs. W. A. Creitz, who bought in the mill in 1889, continued its operation for almost 40 years when he retired from active business and sold to Mr. Clark, and the mill burned to the ground a year ago. (1944)"

This picture was taken in 1908.

advertised for workers on June 12, 1847 in the *Cambridge City Reveille*. By year end 1847 the canal work had been accomplished. Due to the fine engineering by John Minesinger, this canal was less flood prone and provided Conklin with reliable power while other mills down the White-water Canal were often waiting for repairs to dams and the canal due to flooding.

Benjamin Conklin continued to be identified with many of the early improvements of Cambridge City, having built several residences, business houses, and manufacturing establishments. His Conklin Mill was at times called Eagle Mill or Imperial Mill.

Benjamin was strictly a businessman and never really got into the political arena. One obituary of this enterprising citizen stated:

"BENJAMIN CONKLIN, one of the early pioneers of our town, died on Thursday, August 16th, 1883, at 12

o'clock noon. He had been confined to his home for several months past, and was failing from the beginning of his illness. He was 72 years old."

The *Cambridge City Tribune* of August 23, 1883 said:

"Mr. Conklin was born in Butler county, Ohio, May 29th, 1811, and was therefore 72 years, 2 months and 18 days old at the time of his death. He was the first merchant in the village of Vandalia, having located there in 1826 - ten years before Cambridge City was laid out. He was identified with many of the early improvements of this place, having built several residences, business houses, and manufacturing establishments that are still in existence prominent among which is the Eagle Mill, built in 1847-8. When engaged in active life he conducted a large business, and was an enterprising citizen, but during his later years he became embarrassed, and his financial troubles had much to

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do with his late illness and death. He was a kind and indulgent husband and father, and will be sadly missed by his sorrowing family and friends.

“The funeral services were held at the family residence on Saturday afternoon, and were conducted by Rev. J. W. Bailey in that gentleman’s usual impressive manner. His remains were interred in Riverside Cemetery.”

Benjamin’s second wife, Harriet Harris Conklin, died 16 years later on December 5, 1899 at age 74. Both she, Benjamin, and her sister, Benjamin’s first wife Alice, are buried at Riverside Cemetery in Cambridge City.

The Conklin family lived in their home on the corner of E. Main Street and Lincoln Drive in Cambridge City for almost 100 years. The Conklin door knocker still remained on the door of the home in the mid-1990s. The fam-

Conkling (Conklin) Genealogy

	<u>Birth</u>	<u>Death</u>	<u>Burial Location</u>	<u>Married</u>
Conkling, Joseph	03-06-1764	02-19-1814	Pleasant Ridge Hamilton Co OH	07- 15-1787 NJ
m. Ross, Rebecca	11-04-1769	03-19-1813	" " " " " "	" " "
Conkling, Pierson	11-21-1787	03-09-1870	Reilly Cemetery Butler Co OH	03-06-1811
m. Marsh, Hannah	04-19-1793	06-25-1860	" " " " " "	" " "
Conkling, Keziah	10-20-1789	06-03-1850	Baptist Cemetery Harrison OH	1807
m. Wooley, Isaac	05-24-1784	02-15-1840	" " " " " "	" " "
Conkling, Isaac	09-12-1791	06-29-1849	Pleasant Ridge Hamilton Co OH	06-11-1814
m. Marsh, Rebecca	08-18-1794	12-17-1879	" " " " " "	" " "
Conkling, David	06-08-1793	03-15-1841	Spring Grove Cemetery Hamilton OH	06-08-1815
m. Martin, Freelove	12-13-1798	05-04-1841	" " " " " "	" " "
Conkling, Joseph C	12-21-1794	09-06-1872	Rochester Cemetery Topeka, KS	04-24-1817
m. Marsh, Mary	03-02-1801	01-29-1851	Bethel Cemetery Reilly OH	" " "
Conkling, Daniel	07-21-1797	07-09-1866	Spring Grove Cemetery Hamilton OH	01-06-1820
m. --- Priscilla C.	1801	05-14-1883	" " " " " "	" " "
Conkling, Elijah	03-08-1799	06-07-1842	Pleasant Ridge Hamilton Co OH	NA - single
Conkling, Phoebe	11-29-1800	01-13-1859	Pleasant Ridge Hamilton Co OH	11-29-1824
m. Talbot, John L	10-20-1800	10-16-1881	" " " " " "	" " "
Conkling, Rebecca	09-16-1803	09-03-1864	Maplewood Cemetery Anderson IN	09-19-1822
m. Conwell, Isaac	04-21-1794	03-08-1867	" " " " " "	" " "
Conkling, Mary	12 1805	01-06-1806	Essex New Jersey	NA - infant
Conkling, Aaron	12-19-1806	05-04-1857	Riverside Cemetery Cambridge City IN	01-01-1829
m. Johnson, Mary	08-23-1813	05-23-1905	Odd Fellows Cemetery Seaford DE	" " "
Conklin, Felix	12-14-1808	02-01-1894	Riverside Cemetery Cambridge City IN	08-09-1831
m. Frazee, Mary	1813	05 1878	" " " " " "	" " "
Conklin, Benjamin	05-29-1811	08-16-1883	" " " " " "	05-29-1833
m1. Harris, Alice E	04-14-1815	05-09-1836	" " " " " "	" " "
<u>Conklin, James Harris</u>	04-21-1836	02-11-1880	Spring Hill Cemetery Whiting KS	02-20-1856
m. Ritchey, Aurelia C	10-29-1836	04-07-1907	" " " " " "	" " "
m2. Harris, Harriet E	09-25-1825	12-05-1899	Riverside Cemetery Cambridge City IN	05-15-1839
<u>Conklin, Henry F</u>	08 1845	11-14-1926	" " " " " "	NA - single
<u>Conklin, Alice S</u>	1850	04 1934	" " " " " "	09-14-1870
m. Medsger, William F	1847	02-03-1921	" " " " " "	" " "
<u>Conklin, Elizabeth E</u>	07 1854	11-06-1936	" " " " " "	NA - single
<u>Conklin, Harriet G</u>	10 1856	07-28-1936	" " " " " "	NA - single

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ily members lived there until 1936 when Harriet and Elizabeth "Lillie" died. The home was later purchased by two school teachers and local historians, Robert and Pauline Montgomery. Pauline was instrumental in having the structure placed on the National Register of Historic Places.



Benjamin Conklin's gravestone
in Riverside Cemetery,

Pauline Woodward **Robert Montgomery**
1903 - 1982 1907 - 1978

Pauline Montgomery, a native of Wayne county, Indiana, was the daughter of William Woodward and Anne (Huddleston) Woodward. The original owners of the Huddleston House on the National Road just west of Cambridge City in Mt. Auburn were John & Susanna Huddleston. John Huddleston was distantly related to Anne. The earlier Huddleston family were Quakers and participated in the underground railway in Indiana. The Huddleston ancestral home still stands and information about it can be found on the internet.

Pauline Woodward was a graduate of Indiana University and was deeply dedicated to education. She spent most of her professional life as a Latin and English teacher. She married Robert Montgomery in 1948. She

wrote *Indiana Weavers and Their Coverlets*.

Robert Montgomery was a native of Posey county, a history teacher and, at one time, a director of the Indiana Junior Historical Society. His first wife, Catherine Gushwa, died in Posey county in 1932.

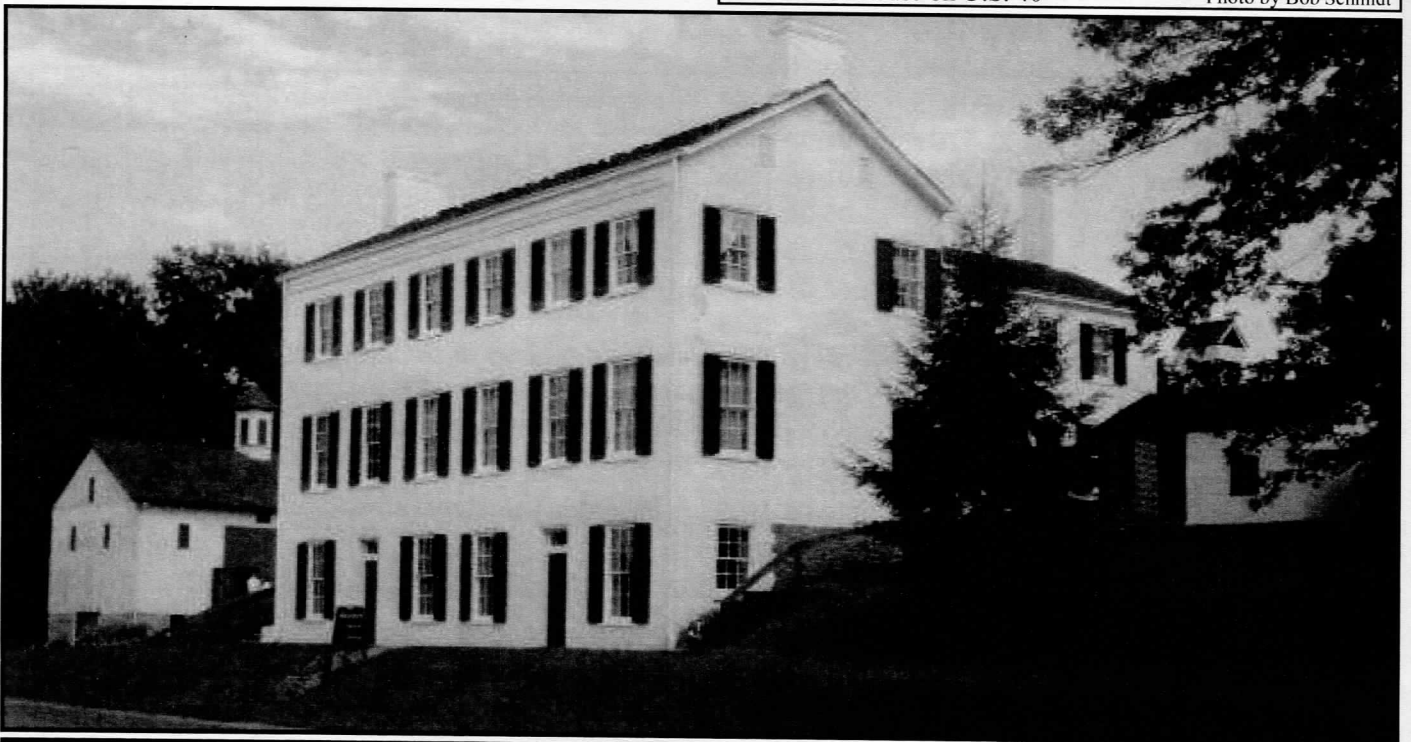
Robert probably met Pauline through teaching and their love of history. They both subscribed to the theory that "history is fun" during their teaching years and even after they retired from the classroom. Pauline and Robert also founded the Upper Whitewater Historical Association in 1962, which was committed to the history of the eastern counties in Indiana.

Their home was the Conklin-Montgomery House in Cambridge City, a 22-room home built in 1839-40 and listed on the National Registry of Historic Places. In 1976 for all their efforts on behalf of their local community, they were named as "Citizens of the Year" in Cambridge City.

Robert Montgomery died June 17, 1978 and Pauline four years later on July 25, 1982. Both are buried at Riverside Cemetery in Cambridge City. At the time of her death, Pauline had been a 50-year member of the Daughters of the American Revolution. She took photographs of grave stones that are in the Indiana University Archives: <https://blogs.libraries.iub.edu/iubarchives/2013/10/28/montgomery/>

Huddleston House on U.S. 40

Photo by Bob Schmidt



HAGERSTOWN PLANS CANAL

By Robert F. Schmidt

"Hagerstown Plans Canal" could have been the headline of the *Cambridge City Reveille* in June 1846 when the citizens of Hagerstown gathered at the store of Wesley Williamson. The Whitewater Canal that was originally planned in 1836 and had surveys conducted to Nettle Creek at Hagerstown stopped abruptly at Brookville in November 1839 when the national financial panic dried up funding. The state of Indiana was in dire straits.

Work stopped on all of Indiana's canals except the Wabash & Erie, which was able to continue as it was funded by land sales. However, even this project was turned over to the bondholders in July 1847.

In 1842 Indiana had turned over all of its interests and completed works on the Whitewater Canal to the White Water Canal Company. By the terms of its state charter, this private company was committed to complete the canal but only to the National Road by March 1, 1847. A gala barbecue was held in Cambridge City on July 28, 1842 to celebrate the resumption of digging by the private company. Attendance was said to have been around 10,000 people. This event left the citizens of Hagerstown wondering if or when the canal would be completed the eight miles to their town.

Work on the Whitewater Canal was resumed. It reached Cambridge City in October of 1845 ahead of schedule.

Meanwhile Hagerstown had some manufacturing establishments that were rivaling those of Richmond, and as it was surrounded by rich farming country, it was necessary that they should have the advantage of the new method of trade and communication in order to compete with other towns of the county. The state legislature provided an opportunity for a Hagerstown Canal Company with enabling legislation in February 1841 and then authorized a stock company on February 11, 1843.

Although there was probably some activity to sell stock in this company as early as June 1844 based on a documented receipt to George Gillespie, the real organizational meeting was held in Wesley Williamson's store in Hagerstown two years later in June 1846. This delayed action was probably wise to be sure that the Whitewater Canal actually was completed to Cambridge City. At Williamson's store they elected officers and agreed to support a

plan for more stock subscription.

The men at this meeting were business men and property owners. George Gillespie and Jacob Ulrich were some of the original proprietors of Hagerstown. They created the town based on the assumption that a canal would be built as surveyed earlier to nearby Nettle Creek. Now, to protect their investment in the young community, they were elected to the key leadership positions of the Hagerstown Canal Company. Jacob Ulrich, who was instrumental in platting the town in 1839, was elected president. George Gillespie was named general manager, Archibald .B. Knode financial secretary and Wesley Williamson recording secretary.

Stock subscriptions were offered to the community at \$5 and \$50 increments. Investors signed notes promising to pay for their share commitments in incremental payments of cash. The *Cambridge City Reveille* in its weekly paper regularly carried notices for up to 15 installment payments due the company financial official, A.B. Knode. Some others offered their labor in exchange for shares of the company.

John Minesinger, an experienced canal engineer from Pennsylvania, was hired to be the engineer for the Hagerstown Canal. (See next month's *Canawler's at Rest* in *The Hoosier Packet*.) He had worked with Jesse Williams and William Gooding back in 1834 on surveying the Whitewater valley for the canal route. Minesinger apparently liked this area of Indiana. By 1850 he had moved his family to New Castle and established a farm there.

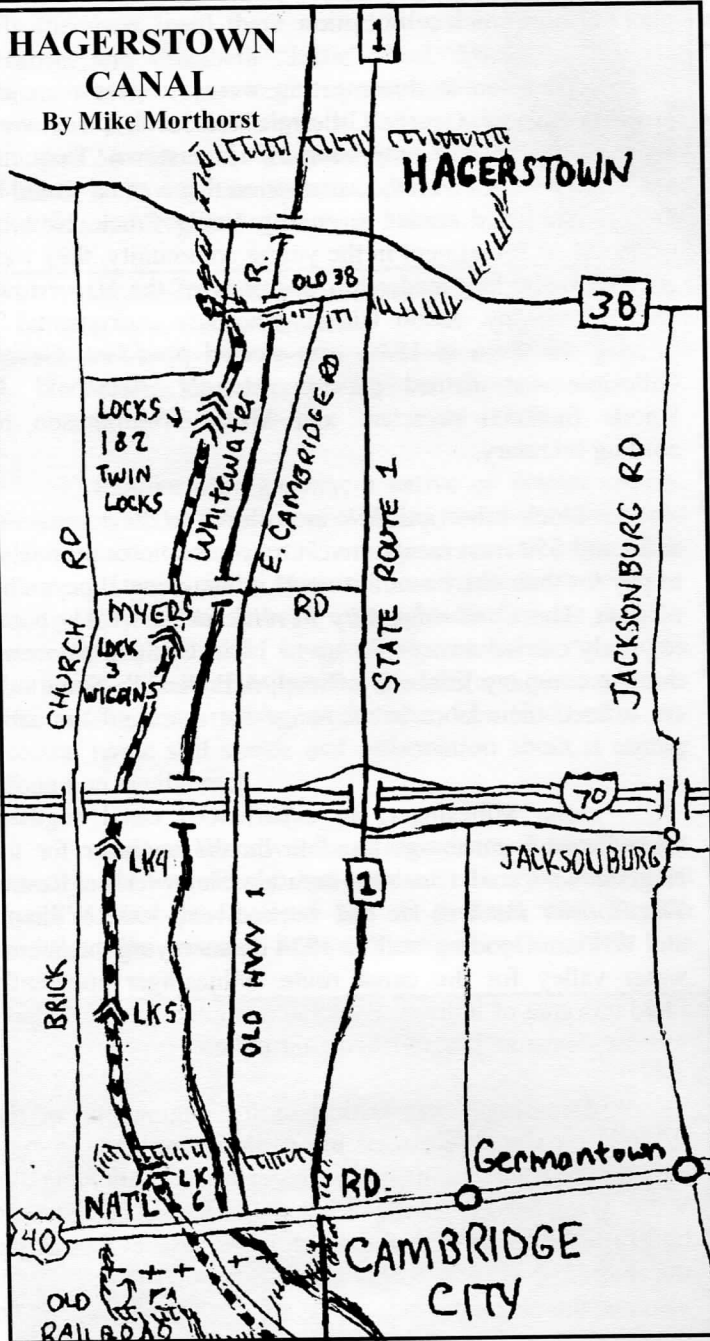
Minesinger was critical of the engineering of the Whitewater Canal. He used his earlier experience in constructing the last segment to Hagerstown. Following the West River branch of the Whitewater River, he chose to build the prism on higher ground, often several feet above the river. The wisdom of his plans became evident over the years as the Hagerstown Canal received little damage from the floods that plagued the lower canal.

The next step was to hire contractors to build the eight miles of prism and the six locks and other structures that were required. The first section was let to Hiram Mendenhall of Randolph county. The next section south went to James Putney and extended to Heiney Road. A much longer segment from Heiney Road to Symond's Creek was let to Barney Linderman. These local contractors illustrate why canal proponents always argued that more locals were hired to build canals than to build railroads.

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HAGERSTOWN CANAL

By Mike Morthorst



They dispensed with a formal groundbreaking celebration and immediately began digging in the summer of 1846. Minesinger planned to use the standard Erie dimensions of 40-foot-wide and 4-foot-deep for the prism and build 6 locks to deal with elevation change. The Whitewater Canal including the Hagerstown extension has Nettle Creek as its summit and drops 491 feet down a narrow valley to the Ohio River in only 76 miles.

Like any canal, there was a lot of manual labor re-

quired to cut down trees, grub out their roots, remove the timber and other brush, move tons of earth, form banks for the prism, build a tow path and puddle the canal to reduce absorption. All this work was done with the tools of the period – shovels, scoops, wheelbarrows, ropes, pulleys and wagons. The only horsepower used was farm mules and horses. Most of the manual labor was done by Irish workers who received \$18 per month. Dunkards, a local religious sect, worked along with the Irish workers either as contributed labor or with little pay. An Irish work camp was located just south of the Jerry Myers road and a small graveyard nearby has some Irish burials.

Contractors Putney and Linderman soon ran into financial difficulties and their contracts were re-let to Andress Wiggins, a local industrialist, and Joseph Madden, who completed sections just south of Hagerstown.

The first two of the six 15' by 90' locks were to be twin timber locks to handle an 18-foot-drop at the location just south of today's Girl Scout camp. They were let to Matthew Luce. They were described by A.C. Ginther in 1902 as: "The locks that were planned by Mr. Minesinger were said to be models of perfection. They were almost 100 feet long, each made of walnut and oak timbers and hewed and fitted with gates of the latest pattern... These two locks were the most picturesque, as well as the most massive, on the entire canal."



Remains of double locks #1 and #2 located south of Scout Lake. Photo from Jane Lacy's article published in the *Hagerstown Exponent* in 1981.

Lock 3 was located in the contract area taken over by Andress Wiggins. Based on a conversation with Wiggins later in life, he said the location of this lock was poorly selected as they ran into quicksand making its construction very difficult. Water had to be pumped out into a 4 mile

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ditch to carry it from their diggings to the river. This lock was located just north of the Jerry Myers road. After the canal was finished Wiggins became the toll collector in Hagerstown.

The contractor for Lock 4 is unknown but it appears to have been located on a farm purchased by industrialist Benjamin Conklin. One source says Matthew Luce built locks 1-4. The contract for this area was originally assigned to Joseph Madden.

At Symond's Creek an aqueduct was built to carry the canal water over the waterway. This was probably an open trunk aqueduct vs. a covered aqueduct to save costs. Details of this structure or the contractor are unknown. It appears to have been built sometime in 1846 as mention of it is made in the records of the flood that occurred on January 1, 1847 saying it sustained considerable damage .

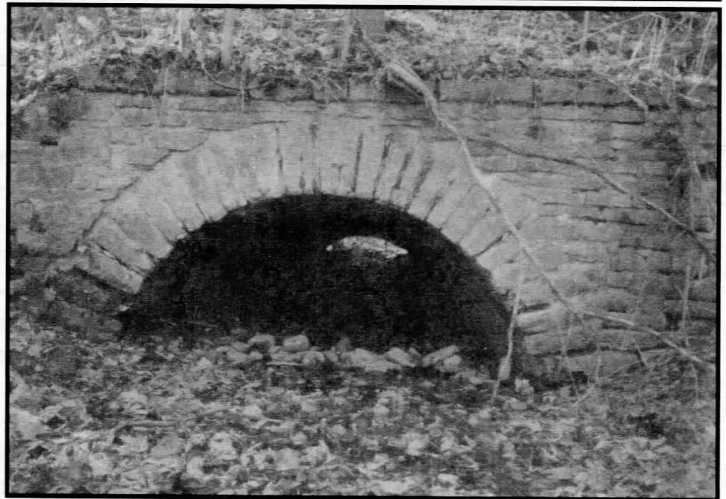
As the canal work proceeded into 1847, the Hagerstown Canal Company ran into financial difficulties. To get the canal completed they turned to Cambridge City businessman, Benjamin Conklin. They reached an agreement with him that they would give him perpetual water rights for the operation of the Conklin Mill, which he had built there in 1846, if he would complete the sections of canal down to the National Road. Madden may have built the aqueduct at Symond's creek before Conklin finished the works, but Locks 5 & 6 were definitely built by Conklin.

Some of the other structures required for this canal have not been too well documented. At the head of the ca-

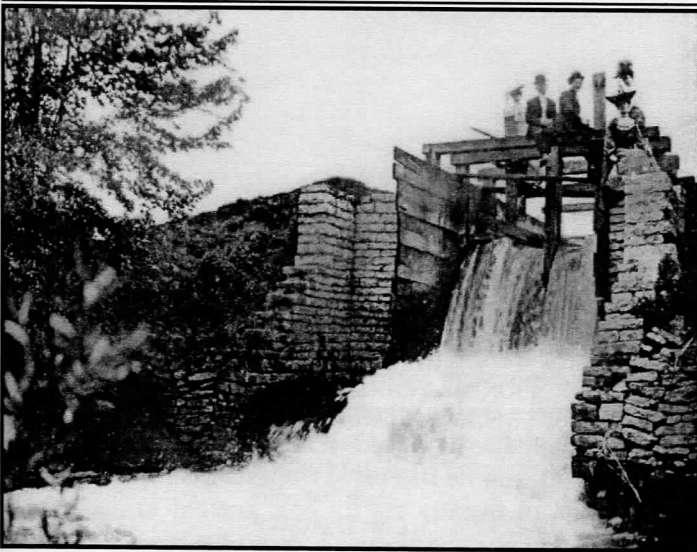
nal there was a dam and a control gate on the West branch of the Whitewater River just east of Hagerstown. These structures allowed a regulated amount of water to be fed into the canal. We have no description or contractor for either of these structures, but Mendenhall or Luce may have done the work. There were also waste weirs to let excess water out of the canal.

Every stream crossing the canal— Nettle Creek, Bear Creek, Pronghorn Run and Symond's Creek etc.— required either a culvert or aqueduct. An aqueduct appears to have been used at Symond's Creek and a very nice stone arch culvert remains on Nettle Creek today. At Bear Creek there are some remaining stones of some sort of structure.

The Hagerstown Canal passed over this culvert and Nettle Creek passed through the arch. Photo by Bob Schmidt



This waste weir released water from the canal to maintain the appropriate level of water in the canal. Post card image



The use of culverts or aqueducts on canals requires some explanation as the terms are sometimes confused. Both structures were used to carry the canal over an intersecting waterway. The purpose was to prevent the waters of this intersecting creek or river from entering the canal. A culvert was used if the waterway was narrow like a ditch or small creek. A culvert could be box shaped or an arch and could be made of either timber or stone. In either case the prism width of the earthen canal was maintained and built continuously over the culvert. In contrast, an aqueduct was used where the waterway required a wider span. In this case the aqueduct trough built on piers carried the canal water. The aqueduct was usually only wide enough for one boat to cross whereas a culvert maintained the width of the canal prism. A comparison can be seen today with our highways. The roadway and its berm are usually much wider over a culvert than the lanes at a bridge crossing.

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By the fall of 1847 the Hagerstown Canal was completed. Without much fanfare, Benjamin Conklin made the connection with the Whitewater Canal. The 1874 Birdseye map of Cambridge City shows a covered bridge over the National Road at that intersection.

No matter how fine the locks or how far the canal was raised above the river, the Hagerstown Canal was always 100% at the mercy of the Whitewater Canal. If the lower canal flooded and washed out there was nowhere else to go with the produce or manufactured products except the National Road. Flooding, not the railroad, was the ultimate cause for failure and the demise of the Whitewater Canal.

By 1863 the Whitewater Canal Company was unable to fund the required repairs. The canal was sold to Henry C. Lord of Cincinnati.

In 1902 C.M. Ginther wrote a summary of these events that is quite quotable:

“The great washouts practically ruined the lower canal. Hagerstown languished. There was little business between there and Cambridge City.... The decline was sudden and the loss severe. The thriving town at the northern terminus of the canal succumbed to circumstances. Her opportunity had come and she had made the most of it, but she could scarcely be expected to survive the blow dealt when the canal as a public carrier ceased to exist.”

“The self-reliance manifested by the people of Hagerstown in this enterprise called for the unqualified praise of the press of the day. In contrast with the action of other promoters of public works, no subsidy was asked from anybody and the State was not called on to assist with so much as a single dollar... There was never a more remarkable public work undertaken than this, and it is a pity the example set could not have been followed in other places...”

The last boat to arrive in Hagerstown was in 1861. It was owned by Mr. Stevenson of Milton. Although the canal era lasted here only 14 years, during that time in brought economic development to the little village of Hagerstown. There were woolen and flour mills, a shingle factory, a barrel factory, carriage shops, a foundry, slaughter houses and many more businesses.

From Hagerstown to Cambridge City the canal continued to function as a hydraulic canal providing water power to Conklin's (Eagle or Imperial)

Photo by Bob Schmidt

mill and later, in 1889, to W.A. Crietz's mill. The mill was finally destroyed by fire in 1944. (See picture on page 5)

The Whitewater Valley Railroad was built on the towpath, reaching Connersville in 1867 and Hagerstown in 1868. The railroad helped to boost the continuing industrial development of Hagerstown just as the canal was abandoned. In this instance the railroad was not the competitor but rather the saving grace for Hagerstown.

With the passage of time and changing economics, rail service was abandoned to Hagerstown in March 1931 and then, in 1972, was abandoned between Brookville and Connersville. That same year the Whitewater Valley Railroad was established as a not-for-profit organization to preserve rail heritage.

In 1946, one hundred years after the canal's construction began, the Hagerstown Business Men's Club erected a stone monument at the southwest corner of the Main Street bridge in Hagerstown, which recognizes this historic canal. Note that the marker includes this 8 mile Hagerstown extension as part of the Whitewater Canal.



HAGERSTOWN, INDIANA
THIS MONUMENT MARKS
THE NORTHERN TERMINUS
OF THE
WHITEWATER CANAL
PIONEER TRANSPORTATION SYSTEM
BETWEEN CINCINNATI AND HAGERSTOWN
Construction 1836-1847
Operated Until 1861
Length 101 miles
Cost \$2,000,000

FROM TIMES PAST

Fort Wayne Weekly Times
May 22, 1856

MURDER. — An affray took place at Toledo, on the 12th inst. at a house of ill fame, between John McLaughlin, Ellen Kief, and John B. Reeder, resulting in the death of Reeder, by a pistol shot from Ellen Kief. Many boatmen were called, and all sustain the guilt of the defendants who were held to bail for manslaughter, in the sum of \$5,000 for their appearance before the next Term of the Com. Pleas Court. The defendants are Irish of course.

Fort Wayne Weekly Times
May 29, 1856

The Canal Bridges in this city of Barr, Harrison, and Clay streets demand immediate repairs, and the Canal Trustees being legally bound to make such, the Council of this city should act in the matter, as business men. If they don't know their legal rights, they had better buy their information as agents having the purse of the people, and should the Trustees refuse to make such repair, on request, it is an easy and certain thing to complete it. Is this suggestion enough, or will the Board allow the public to be longer outraged by their inefficiency? We appeal to only three of their number for action, of the others we expect nothing, and the people in vain hope.

Fort Wayne Weekly Times
June 19, 1856

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

For nearly three years we have, week after week, depicted the official delinquencies of public officers, from Township Constable and road supervisor, down to a Common Pleas Judge, whom pity elected, and who soiled the ermine by drawing the blood of a dwarfish and unoffending man, while he (the Judge) was, with open Court, pretending to administer justice, and to which blow but a little added force would have caused immediate death. We have also marked what has become a grievance talked of every hour — the morbidity which has seized the public mind and heart, until vice is the rule and virtue the exception; till perjury is the natural state, and veracity only the innovation; till bigotry is the standard, and Christian enlightenment only tolerated as a harmless privilege, and all this, till the city is a reproach to Indiana, and till her citizens in numbers are

threatening to leave, if they can get away and till good people refuse to supply their places, while their own protection and peace is secured elsewhere, and only for the fear of the humiliation of a the results to a hopeless minority, forced on them in every phase of life by the majority, which bigotry and ignorance swallows up, and then, to make disaster doubly sure, digests and consumes as the serpent his charmed and seduced prey. But this by way of prelude, and we proceed to the sequel.

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

In March last a citizen of Lucas County, Ohio, loitering about Ulrick Saylor's, a benighted old liner and whiskey seller living in Maumee Township near the State line, purchased of Saylor a jug of whiskey in the morning and having consumed that, returned about noon with another man, got another jug full of Saylor, stayed till four o'clock, and when getting about a quarter of a mile away he (Gardner) fell from drunkenness and broke his leg, whereupon he was taken to Saylor's put in the bar-room, his leg dressed and himself regarded a public charge for Allen County. Just, as everyone conceded it to be, that Saylor should take care of him at his own expense for being the immediate author of his misfortune, yet we heard that he (S.) was about to charge up to the County the keeping, and we consequently advised the public and the Commissioners thereof some months ago in order that they might not allow the public to be fleeced by so base a man as one who sells liquor to kill and then charges the public to bury his victims; but our advice did no further good, than to put the Commissioners in possession of facts that they might mould them to testimony to apparently justify an order for allowance. So at the present (June) term of the Board, Mr. S. presented his

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account for \$35, for attending Mr. Gardner, and then to mix up the matter so that to disallow a claim would evince a nigardly uncharity, he (S.) presented a bill for his daughter, Mrs. Philips, who lives under his roof, for \$20 for personal attendance on Gardner. The claim not being presented by the endorsement of the Township Trustees of Maumee, Mr. Saylor was dispatched to get that evidence and here it is, as it may be seen in the Auditor's office by any man:

MAUMEE Township, June 7, 1856.

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

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

G. H. ASHLEY
JOHN HOOVER Trustees.

This unique certificate of face, gave great indignation both to Saylor and the Com'rs. Lasselle and Dickerson, who asked Saylor why the devil he didn't get somebody else to certify &c. but Ashley had given the facts, and refused to give a certificate of what the law would require in a justifiable case, because in this he could not so give a conclusion of law; still regardless of the facts as admitted by Saylor, the Com'rs allowed the two claims without authority of law, and ordered Gardner to be carried yesterday to the County Asylum, under the care of John B. Rennish who contracted to keep all the paupers of the county for three years from 1st March '55, for \$2,547 and the use of the farm. This done the Trustees procured a carriage last night and placed Mr. Gardner therein in a bed, and sent him by a careful driver to the Asylum, but what shall we say when he reached there at 10 o'clock and awoke Rennish, he would not either assist the sufferer, nor receive him in doors. The

driver after much trouble procured a dirty cup, found the well, relieved Mr. G.'s thirst, and then having made his bed as comfortable as he could in the wagon, left him there (because he was helpless,) took his horses and rode home to tell the news to a people who profess to be Christians, we mean — that party.

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

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

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

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

Fort Wayne Weekly Times
June 26, 1856

Navigation on the Wabash & Erie Canal, though good, is scarcely used, by boats, so little freighting is there to do this season. The extreme low prices for corn has forbid any shipments from the west and south of Indiana along the Canal.

SPEAKERS BUREAU

Cambridge City, IN - May 13, 2015

CSI directors Jerry and Phyllis Mattheis entertained third graders from the Cambridge City grade school at their home on Church Street. Jerry talked about the history of the Whitewater Canal and how the canal was important to the development of their town. The canal boats unloaded their wares in the basin beside the Vinton House, a Whitewater Canal and National Road inn. He said the canal was fi-

nanced and continued from Cambridge City to Hagerstown by Hagerstown businessmen.

Phyllis took the students to the side yard of their home to tell them about the Overbeck sisters, who had once lived in the house, and about their artwork. She said the sisters painted beautiful pictures, designed both beautiful pottery vases and crude sculptures of people and animals, and taught piano lessons. She showed them the building where the sisters fired their pottery.

GETTING OHIO TO COMPLETE WABASH & ERIE CANAL

In 1840 Jesse Lynch Williams wrote the following report concerning the completion of the Wabash & Erie Canal from the Indiana State line to Maumee Bay through Ohio and addressed it to Governor Wilson Shannon of Ohio:

Columbus, January 30, 1840

To his Excellency, WILSON SHANNON:

Sir: The legislature of Indiana by a joint resolution, approved on the 22d inst., directed the undersigned to visit the seat of Government of Ohio, for the purpose of urging upon the consideration of the Legislature, now in session, the importance and necessity of a speedy completion of the Wabash and Erie Canal, from the Indiana State line to the Maumee bay.

This duty, it is presumed, can be most appropriately and acceptably discharged, by submitting in this form, for the consideration of the executive and of the General Assembly, a statement, representing truly the progress made by Indiana in the construction of her division of the canal; the probable time of its completion; the extent to which the interests of her citizens are involved in the opening of this communication to Lake Erie; and the importance and probable amount of her commerce which will pass through this channel to a northern market.

Availing himself of the opportunity which has been afforded, through the courtesy of the Executive, the undersigned has the honor of addressing this communication to your Excellency, as the authorized organ of correspondence with the legislature.

It is deemed unnecessary to refer to the circumstances connected with the early history of this improvement, or to its great importance to the county at large, as a general thoroughfare; these considerations being now so fully understood and appreciated. Suffice it to remark that from its peculiar route and direction with respect to the boundary line of Ohio and Indiana, this canal could be constructed only through the mutual effort and co-operation of both States. From this peculiar circumstance has arisen the necessity of a frequent interchange of views and wishes between the legislative authorities of the two States, of which the resolution under which I have the honor to act, is one instance.

By the acceptance of the grant of land from the United States, the States placed themselves under obligation to construct the canal—the obligation being first to their own citizens, mutually, and secondly, to the nation at large, from whose common property, the public lands, so large a

share of the expense was contributed.

In fulfillment of her part of this obligation, Indiana, as she was required to do by the terms of the grant, commenced the canal on the first of March, 1832; and as early as the fourth of July, 1835, nearly five years since, the navigation of thirty-two miles are commenced, and has since that period been regularly maintained during the season of navigation. By the close of the year 1837, the work had so far progressed as to add fifty miles to the length of this navigation, and during the past year a further portion of eight miles was opened, making at the present time, a total navigation of ninety miles, extending from Fort Wayne on the Maumee to Georgetown on the Wabash. The performance of labor to the value of \$134,000, consisting chiefly of the closing up of nearly finished contracts which will unquestionably be accomplished by October next, will complete the canal from the State line to Lafayette, opening at once a navigation one hundred and forty four miles in length, connecting with the steamboat navigation of the Wabash, and extending into a well improved and very productive portion of the State. It should be observed, however, that the unfinished work east of Fort Wayne can readily be finished by first June next, which will open a navigation, at that earlier date, or one hundred and ten miles, extending west from the Ohio State line.

The expenditures made by Indiana, including the work done up to the present date, amounts to \$2,138,000: to which add the cost of finishing the canal, to wit: \$134,000, and it will give \$2,272,000, as the total investment, which must remain wholly unproductive as to revenue, and measurably useless to the community, until an outlet to Lake Erie shall have been opened through the State of Ohio.

In addition to the interest on the capital invested in the canal, which at six per cent, would amount to \$136,320 annually, the citizens of Indiana sustain further inconvenience and loss, in the want of a communication to a northern market, to which I beg to refer, in general terms. During the year 1833, the Wabash river, which now forms the only channel of conveyance for the surplus products of this valley, did not rise sufficiently to render it navigable. The crop of that year, after having been loaded into flat boats, was to a great extent, necessarily removed therefrom at a late period in the season, and taken by land carriage to such markets as could be found, at a great sacrifice of its value. Although an entire failure of the Wabash navigation, such as is here noticed, is not a frequent occurrence, yet the passage of boats is often delayed to a period in the season so late as to lessen materially the value of the exports in the New Orleans market. The amount of the loss thus sustained, for the want of a certain navigation, would, from its nature, be difficult to estimate, with any degree of certainty. Some idea

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of it may however be formed by considering the large amount of property that is annually subjected to the hazard. It has been stated by those most competent to form an estimate, that during one season, 130,000 hogs have been packed at the several points on the Wabash between Logansport and Vincennes. The item of pork alone would, therefore, exceed in value a million dollars annually, to say nothing of the various articles of surplus production besides, which are now forced to seek a market through this river, but the value of which the undersigned has no means of estimating with certainty. A further inconvenience and expense is sustained by this section of country in procuring the necessary supplies of merchandize, salt, &c. During the summer and fall seasons, when the Wabash and Ohio rivers are low, merchandize is necessarily brought by wagons from the south end of Lake Michigan to the towns on the Wabash; as far down as Terre Haute, a distance of one hundred to one hundred and fifty miles.

The undersigned would have beg leave to submit to the General Assembly an approximate estimate of the trade which will pass through the Ohio division of the canal, soon after its completion, from the country lying west of the State line.

That the capability of the Wabash Valley, for furnishing transportation, by means of its production and consumption, is equal to that of any other agricultural district of the west, with the same population, will probably not be questioned. For this trade the Wabash and Erie canal will form the natural, and in fact the only channel, so far as a northern market may be sought. From the first settlement of this valley, its citizens have anticipated the opening of this canal at no remote period, for which expectation they, perhaps, had sufficient grounds in the donation, with all its requirements, by the State. They have neither sought nor desired any other connection with Lake Erie, but on the contrary have located and constructed their common roads, to say nothing of their lateral canals and rail roads, some of which have been commenced, so as to concentrate their trade on this canal, as the main trunk. From this circumstance as well as from the directness of the route, the Wabash and Erie canal will not be subjected to a competition with other established channels of trade, as is often the case on the opening of a new work, but from the first will command the undivided commerce and intercourse between the Wabash country and the northern markets.

The district for which this canal will form the main channel of trade, may be described, as extending from the State line as far down the Wabash as the Grand Rapids (near Vincennes), a distance of three hundred miles. The boundaries of the district on the south and south-east may be defined by a line pursuing generally the valley of the

West fork of White river to the east line of the State, embracing nearly one-third of the surface between the Wabash and the Ohio rivers; and on the north and west by a line diverging from the Grand Rapids and extending about one-third the distance to the Illinois river on the west, and Lake Michigan on the south. The limits of this district, it will be perceived, are marked out with due reference in the influence of the Ohio navigation on the south, and the Illinois river and Lake Michigan on the west and north, as rival channels of commerce. The district thus described contains a surface equal to thirty-eight counties in Indiana, and nearly nine counties in Illinois, including an aggregate area of 22,000 square miles. The population of this district in 1839, as nearly as can be estimated from official reports of the State officers, was about 270,000, averaging 12¼ persons per square mile. Allowing for the increase of population at the usual rates in similar districts, the average by 1841, (the time when it is supposed the navigation might be opened to the Lake,) will be increased to about 15 per square mile.

The tonnage which the trade of this district will furnish for transportation can be more accurately computed by comparison with another agricultural district of a given extent, where the tonnage has been carefully ascertained. Fortunately for this investigation, observations of this nature have been made on the trade of a portion of the Miami valley, with a degree of care which entitles the result to confidence as a standard of comparison.

The total trade of the Miami canal, in both directions, for the year 1838, as shown by the collector's books, amounted to 54,000 tons. The superintending engineer of the Miami canal in 1838 (know to be a competent and accurate officer) ascertained by investigation and inquiry, that this tonnage was furnished from a total extent of country of about 1,612 square miles. By reference to official documents, it has been ascertained that the population of this district, in 1838, averaged about 60 persons per square mile.

That the whole trade of this district will pass through the Wabash and Erie canal, is not to be supposed. The pork, and perhaps other agricultural produce of the lower part of the district, where the White river as well as the Wabash, furnishes a comparatively good flat boat navigation in the spring, will, during favorable seasons, take this mode of conveyance by the Mississippi route, to a southern market. Heavy groceries likewise, will still be brought into this district from the south by the steam boat navigation of the Wabash during some seasons of the year. But as an offset, in part, to this diversion of the trade, it may safely be assumed, that not only the whole of the area, included in this estimate, but a considerable extent of country beyond its limits, will be wholly supplied with New York salt,

through the canal and the down stream navigation of the Wabash river. The extent to which this article has displaced the Kenhawa [or Kanawha] salt in the Scioto, by the opening of the Ohio canal, warrants this expectation. From a careful consideration of the whole subject, comparing the position of the Wabash valley with that of the Scioto valley, and having some reference to the actual division of the trade of the latter, between the northern and southern markets, the undersigned feels warranted in the conclusion, that as much as two-thirds of the whole tonnage of the Wabash district, will pass through the Wabash and Erie canal. This will give 100,000 tons annually, as the probable amount of trade which will pass through the whole length of the Ohio division of the canal, from the states lying west of Ohio, as soon as the work can be put in full operation; which trade will increase annually with the improvement of the country.

By the terms of that compact between the states, the State of Ohio is authorized to levy upon the commerce of Indiana, the same toll that is charged on her other principal canals. The existing rates of toll on the Miami canal, taking the various articles of transportation paying different rates, in the proportion reported for 1839, amount, to an average for the whole transportation, of two cents per ton per mile. Each ton of Indiana trade passing through the Ohio division of the Wabash and Erie canal, 87.27 miles in length, would therefore pay to the state of Ohio one dollar and seventy-five cents, which on the trade of 100,000 tons, would yield a total revenue of \$175,000. Deducting \$35,000 for repairs, collection of tolls, &c., equal to \$400 per miles, will leave a net revenue of \$140,000 from the trade of Indiana, and Illinois alone, which is equal, independent of the value of the lands, to seven per cent, on the whole cost of the Ohio division, taking it at \$2,000,000, as estimated by the Ohio Board of public works, in their annual report of December 30, 1839.

To the foregoing estimates should be added the tolls to be derived from the trade, to be collected by the canal from the territory of Ohio through which it passes, and particularly from the increased business which will ultimately be thrown upon it by the completion of the Miami canal, the amount of which is a course better known to the members of the legislature, than it can be to an individual residing without the limits of the state. The undersigned has purposely refrained from presenting estimates of business to be derived from any other district than that which has come under his notice in the discharge of his duties, in the service of Indiana.

In the preceding computations, the undersigned has considered the canal as extending no further down the Wabash than Lafayette. It should be observed, however, the State of Indiana, under the act of Congress of March 2,

1827, has completed the selection of lands for the extension of the canal to Terre Haute, an additional distance of ninety miles; that the Attorney General of the United States has decided the state to be entitled to those lands, and the confirmation of the selections by Congress, which is expected during the present session, will bind the State of Indiana to complete the extension of the canal by the year 1847, which will have the effect to divert a greater proportion of the Indiana trade from the southern to the northern route.

Nor has any reference been had to the estimates presented, to the lateral canals, connecting with the Wabash and Erie canal, and standing as branches to the main trunk, into other portions of the state, which have been commenced by Indiana, and which, at a future day, will still further enlarge the commerce of the main line.

From the particular position of the eastern section of the Wabash and Erie canal, as the out-let for other improvements, and the great extent of country for whom commerce it must be the channel, a higher rank in public estimation has generally been assigned it, in respect to the revenue, than to most other canals of the country. A more practical investigation of the subject, the results of which have here been presented, sustain this common sentiment, formed merely from general observation.

Although the undersigned has considered it his duty to ascertain as nearly as practicable, the future revenue of the canal, yet he would here take occasion to remark, that this consideration is not presented as being necessary to secure for the object in view, the favorable action of the authorities of Ohio. Under the peculiar relations existing between the two states, in reference to this work, he would feel safe in resting the case upon other grounds. Even in the canal promised to be far less productive than has been supposed, still from the character of the people of Ohio, the undersigned cannot doubt that considerations of a different nature, growing out of the mutual obligation of the states; of their identity of interest and policy; of public spirit, justice and comity, would yet secure a favorable response from that state. It is, however, a source of gratification to the legislature and people of Indiana, to feel assured of the fact, rendered obvious by the foregoing estimate, that, while the state thus solicits, at the hands of the General Assembly of Ohio, the speedy completion of the work, as essential to her own prosperity, she is only urging a measure that must be mutually beneficial; that she is asking of Ohio nothing which can result in an unprofitable investment of her funds—nothing but will, it is presumed, be deemed reasonable and just.

With the highest regard,

Your Excellency's obed't servant.

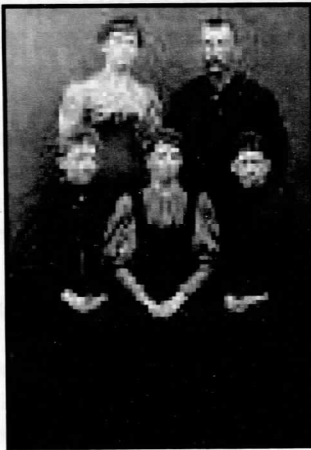
J. L. WILLIAMS

FRANCIS "FRANK" REDFORD

And His Wabash & Erie Canal Connections

By Charles Davis

Frank Redford was born in Terre Haute, Vigo county, Indiana on May 1, 1830 to Henry and Elizabeth Redford. Henry's father John, his mother Sarah, along with Henry and siblings joined a New York Colony and left that state for Indiana. They boarded Daniel Stringham's boat on the Wabash River. (Daniel was a soldier in the Revolutionary War, who settled in Parke county along Coxville Road and is buried there.) Henry's father died en route and was buried. Their boat landed at Fort Harrison north of Terre Haute in 1815.



Henry D. A. Redford
in back row.

A town company formed by articles on September 19, 1816 called for land to be purchased and the town of Terre Haute platted. Henry Daniel Attwood Redford was a real pioneer and one of the first settlers of Terre Haute in 1816. At that time his and Charles B. Modesitts' properties and one of two other cabins stood there. In 1817 Henry erected a building on the southeast corner of First and Wabash streets. It became famous as the "Eagle and Lion" tavern since its hanging sign consisted of an eagle perched on

the back of a lion. It is described as "having a front porch extending the entire length of the building. It was a two-story hewn log house; afterward a frame addition was made, when the old part was weather-boarded. This tavern was an imposing affair and a place of great resort." The first 4th of July celebrated in Terre Haute was held in this building in 1817. The first court convened in Vigo county, Harrison township, was held in the bar-room. It was before a full bench court on July 14, 1818. Hon Thomas H. Blake, who later was a Wabash & Erie Canal trustee, was the presiding judge. All kinds of political, social and religious gatherings were held there. The tavern stood as late as 1860.

Frank Redford, the subject of this sketch, purchased land in Annapolis, Parke county, Indiana on August 1, 1864. He bought and sold several properties in Annapolis and some farm land west of it near Foundry Hollow making it difficult to pinpoint the location of his permanent home. His occupation was a hack driver and then a mail carrier of

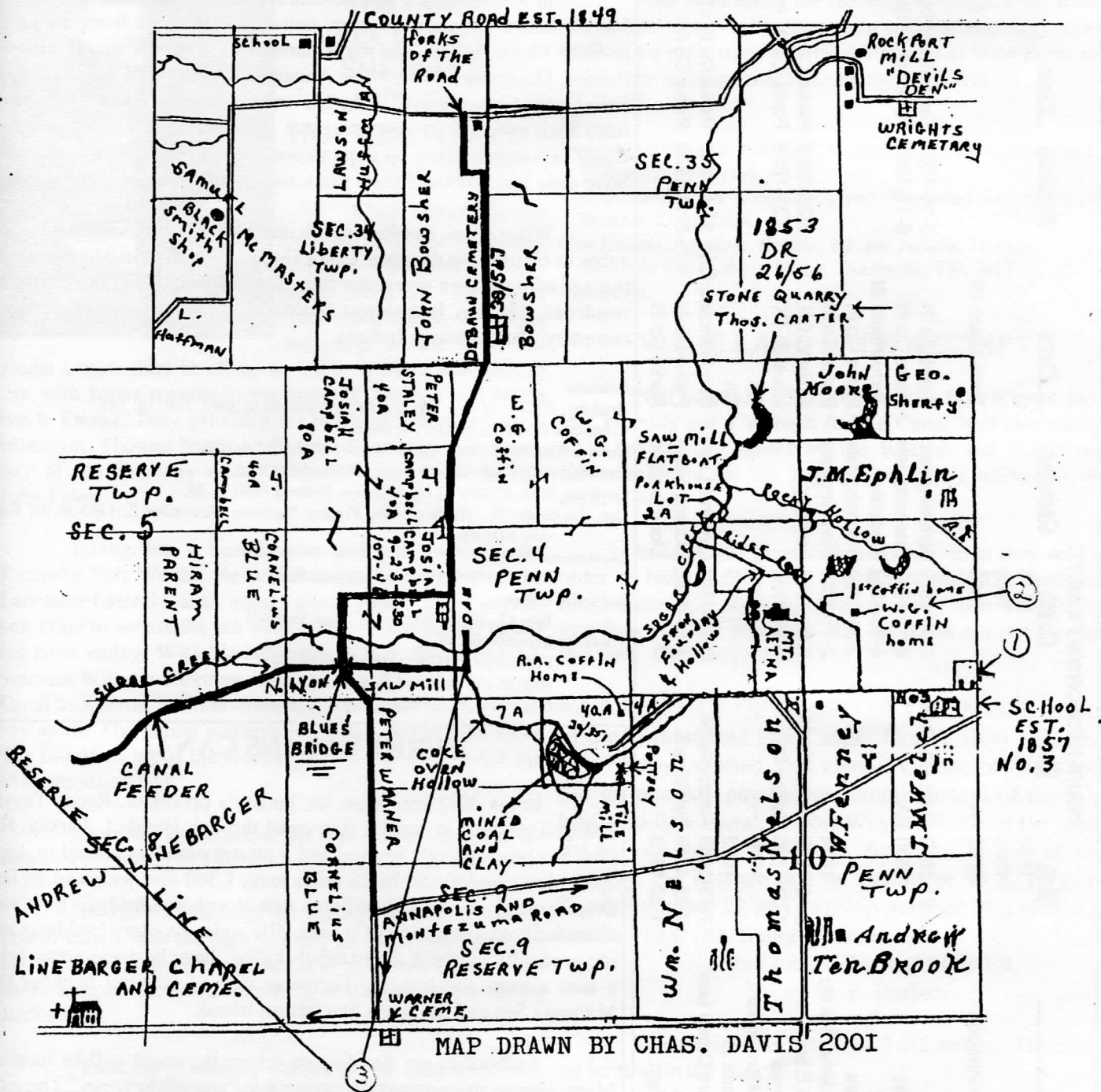
that area.

There was murder in section nine in the southeast quarter of Howard township, Parke county that in an indirect way would affect Frank Redford. On February 18, 1865 Milton Wineland killed his father, Fred Wineland, and his cousin, Benjamin Vanclave. He shot them with a double barreled shotgun while they were engaged in gathering corn in a field. The reason for the killings was thought to be that Milton Wineland, who should have been the only heir to his father's estate worth about \$20,000, had been under the impression for three or four years that his father had willed his estate to his cousin Benjamin Vanclave. It seemed that Milton had acted on the assumption that this was true and had at three or four different occasions attempted violence on his father.

After the murders, Milton's mother offered a \$1,000 reward for his capture, dead or alive. Milton was 33 years of age, stood six feet two inches tall and weighed 200 pounds. It had been known for some days that Milton was skulking in the neighborhood of Montezuma and on August 29, 1865, a skiff was found during the day that was used by him in crossing the Wabash River. A party of men secreted themselves nearby to await his return. During the night he returned to his craft, boarded it and started on his voyage across the river. At this juncture he was ordered by "Col." Jonathan P. Curtis, one of the party, to halt. When he refused to obey the command, Curtis shot him. Milton Wineland lived about an hour during which time he admitted his guilt. Later it was said that "Curtis," who had Wineland "covered with a double barrel shotgun fired and killed Wineland as he was rowing to the bank to surrender."

On November 13, 1869, Jonathan P. Curtis, who had a blacksmith shop in Mecca and was feared as a "Bad Man," was shot and killed by Frank Redford. Curtis had come out of his shop to kill Redford with a hammer. Frank Redford, who drove the Annapolis Hack, was never prosecuted for the "Justifiable Homicide."

Samuel Jordan bought the Wm. G. Coffin home property on January 9, 1865 after Mr. Coffin moved to Kansas. Deed Record 22/315 Jordan started a pottery in the southeast corner of the southeast quarter of section 3. Later Frank Redford, Alexander H. Lee, and Ransom Gilmore Atcheson bought out Jordan's interest and operated the pottery shop under the name of Stumptown Shop. This area was known as "Stumptown" due to the fact that numerous stumps were left behind after the trees were felled.



A PARTIAL MAP OF PARKE COUNTY, INDIANA

1. Stumptown Pottery Shop
2. Coffin Mansion 1830s sold to Samuel Jordan 1865
3. Feeder Dam on Sugar Creek point of entry to ship pottery on the Wabash & Erie Canal

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FRANK REDFORD'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>
Redford, John Sr.	1750		1816				
m. Goodwin, Sarah	1765		1805				
Redford, Henry Daniel Attwood m.	1782 PA		1850		Terre Haute IN		
Redford, Frank	5-01-1830	Terre Haute IN	7-04-1899	Bloomington	Parke Co IN	6-11-1861	Terre Haute IN
m. Snyder, Cornelia	1840 PA		8-17-1882	Bloomington	Parke Co IN	6-11-1861	Terre Haute IN
Redford, infant			4-30-1862	Woodlawn	Terre Haute IN		
Redford, Charles			2-23-1864	Bloomington	Parke Co IN		
Redford, Mary Jane "Mamie"	1864		2-??-1886	Bloomington	Parke Co IN		
Redford, Laura E. twin	12-13-1868	Annapolis IN	6-04-1934	Bethany	El Reno OK	5-25-1898	Parke Co IN
m. Dunlap, James H	7-07-1860	Marion IA	1-26-1942		Houston TX	5-25-1898	Parke Co IN
Dunlap, Sheldon Edward	1900		1985		CA		
Dunlap, Roland	1903		1979		CA		
Redford, Edward Doxey twin	12-13-1868	Annapolis IN	3-28-1952	Cypress Lawn	San Francisco CA	6-11-1893	Parke Co IN
m. Huff, Leona	12-23-1869	Palestine IL	1-14-1901	Bloomington	Parke Co IN	6-11-1893	Parke Co IN
Redford, infant	1-30-1873			Bloomington	Parke Co IN		

In a short time Frank Redford sold his interest in the shop to Mr. Atcheson. There were many potteries in the area from Annapolis to Coke Oven Hollow, see my, Charles Davis, article in *The Hoosier Packet*, December, 2014, "The Annapolis Pottery and Its Wabash & Erie Canal Connections." Like the other potteries, Stumptown wag- oned their wares from town to town and used the Wabash and Erie Canal to transport them up to its closure here in 1875. The Stumptown Shop only lasted about fifteen years and closed around 1880.

When Frank Redford's wife died in 1882, he moved to Montezuma to be near his daughter Laura Dunlap. He died in Montezuma at the age of sixty-nine years. His funeral service was held at the Dunlap residence. He was laid to rest beside his wife in the Bloomington cemetery, Parke county, Indiana.

Sources:

- Bradsby, *History of Vigo County, Indiana and Biography*, 1891. p. 141.
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- Condit, *History of Terre Haute 1816-1840*, pp. 57 & 104.
- Deed Records Rockville courthouse Records Office
- Gookins, S. B. *History of Vigo County, Indiana*, 1880, p. 36.
- Lee, Alexander B. *History of the Pottery Business*. November 2, 1893 in the Rockville Library.
- Montezuma News*
July 12, 1899, Obituary of Frank Redford
- Rockville Tribune*
July 12, 1899, Obituary of Frank Redford
- Rockville Republican*
February 15, 1865, "Atrocious Murder"
August 30, 1865, "Milton Wineland Killed"
- U.S. Federal Census, Parke county, 1870 — Frank Redford

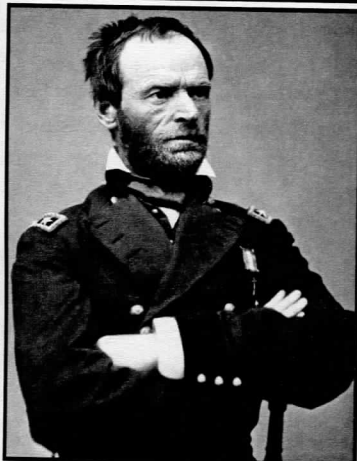
TURKEY PLANS CANAL

In his 2011 campaign for Turkey's president, Recep Tayyip Erdogan pledged to build a ship canal through Istanbul, Turkey. His plan has been recently revived and a master plan announced in April 2015. The canal would be 26 miles long, 1,300 feet wide and 80 feet deep, have six bridges including a new Bosphorus bridge, have two cities built on either side of it with villa style, six-story buildings rising gradually to match the Istanbul skyline, have business areas, have a new airport and turn the European side of Istanbul between the Marmara Sea and the Black Sea into an island.

Authorities are deciding on where the canal will be located. Many oppose its construction saying it is "wasteful excess." The estimated cost already exceeds the budget of \$10 billion. However, it would create housing for 500,000 people.

The canal is needed as the Bosphorus, which is the world's fourth busiest waterway along with the Dardenelles Strait that connects the Mediterranean to the Black Sea, passes 45,000 vessels a year. Also passing through are 15,000 ferries, 4 million tons of liquefied gas, 1.5 million people on ferries, and 140 million tons of oil.

Rick Brown



**WILLIAM
TECUMSEH
SHERMAN
AND THE
HOCKING CANAL**

By Robert F. Schmidt

Civil War Major General William Tecumseh Sherman was born in Lancaster, Ohio, on February 8, 1820. His father, a lawyer and judge on the Ohio Su-

preme Court, died in office in 1829. William was sent to live with foster parents in the home of Thomas and Marie Boyle Ewing. They provided for him and guided his early education. Thomas became a Senator from Ohio and Secretary of the Treasury under William Henry Harrison and John Tyler.

Ewing was a businessman and part owner in the Kanawha Salt Works. He was interested in expanding the Lancaster Lateral Canal, which opened July 4, 1834, to Athens, Ohio to access the salt works there and along the Hocking river valley. With his influence he was able to get 14-year-old William Sherman a job as rodman for this Hocking Canal to Athens. William Sherman was involved in the survey work. The actual construction didn't begin until 1837. The full 56 miles of the Hocking Canal was not opened until September 1843.

Sherman wrote about his role on the canal in his memoirs published in 1913:

"In 1834 I was large for my age, and the construction of canals was the rage in Ohio. A canal was projected to connect with the great Ohio Canal at Carroll (eight miles above Lancaster), down the valley of the Hocking River by slackwater.

"Preacher [Samuel] Carpenter, of Lancaster, was appointed to make the preliminary surveys, and selected the necessary working party out of boys in the town. From our school were chosen - Wilson, Emanuel Geisy, William King, and myself. Geisy and I were the rod-men. We worked during that fall and next spring, marking two experimental lines, and for our work we each received a silver half-dollar for each day's actual work, the first money any of us had ever earned."

This work along the Hocking River gave the young man a task of surveying the terrain and learning engineering skills. This early training served him well at West Point and in his later military career during the Civil War.

Sources:

Memoirs of General William T. Sherman Vol I D. Appleton and Company/ New York, 1913.

The Hocking Canal: Logan to Carroll. The Canal Society of Ohio October 17-19, 2014.

Von Hassell, Agostino; Breslin, Ed; and Nelson, Thomas.

Sherman The Ruthless Victor. Nashville, TN, 2011.

Wikipedia

W & E LAND SALE RECEIPT

Neil Sowards, CSI member from Fort Wayne, Indiana, recently put a Wabash & Erie Canal land sale receipt on E-bay. It was issued by the Wabash and Erie Canal Commissioners for the payment of \$5.40 interest on 80 acres of land.

Indiana was given federal land, which they sold in order to build the Wabash and Erie Canal. The land was divided into mile squares and each square mile was divided into four parts or 80 acres. The canal did not run through this land. The receipt read:

"OFFICE OF BOARD OF COMMISSIONERS of the Wabash and Erie Canal. Oct 12 1836 No 2394, It is hereby certified, that Dennis Calnan of Allen Ind. did on this day pay to the commissioners of the Wabash and Erie Canal, at Fort Wayne \$5.40 for the interest for one year, in advance, from the 29 day of Oct 1836 on the balance due on the lot or W S. E. gs of Section number 22 in Township number 30 8 of Range number 13 E containing 80 acres.

Sam Lewis COMMISSIONER.

by M. F. Barber.

The receipt was 3 3/16 by 7 1/2 inches. There was no writing on the back.

Neil says, "This is the only receipt I've seen on the Wabash and Erie and I have collected in Fort Wayne for fifty years so I think they are scarce. Some W & E paper has come out of the state archives. But this receipt was held by the family to whom it was issued. The state issued them but did not hold them."

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ROBERT FULTON'S LETTER TO GEORGE WASHINGTON

The last issue of The Hoosier Packet carried an article about Robert Fulton proposing the use to smaller canals and canal boats to remote areas. He sent a copy of his treatise to George Washington. When he learned that Washington had received it, he wrote the following letter. In it he suggests canal navigation between Philadelphia and Lake Erie. This letter is quoted in its entirety including spelling errors.

His EXCELLENCY GEORGE WASHINGTON.

LONDON, February 5th, 1797

SIR, - Last evening Mr. King presented me with your Letter acquainting me of the Receipt of my publication on Small Canals, which I hope you will soon have time to Peruse in a tranquil retirement from the Buisy operations of a Public Life. Therefore looking forward to that period when the whole force of your Mind will Act upon the Internal improvement of our Country, by Promoting Agriculture and Manufactures : I have little doubt but easy Conveyance, the Great agent to other improvements will have its due weight And meet your patronage.

For the mode of giving easy Communication to every part of the American States, I beg leave to draw your Particular attention to the Last Chapter on Creative Canals; and the expanded mind will trace down the time when they will penetrate into every district Carrying with them the means of facilitating Manual Labour and rendering it productive. But how to Raise a Sum in the different States has been my greatest difficulty. I first Considered them as National Works. But perhaps an Incorporated Company of Subscribers, who should be bound to apply half or a part of their profits to extension would be the best mode. As it would then be their interest to Promote the work: *And guard their emoluments.*

That such a Work would answer to Subscribers appears from such Informations as I have Collected, Reletive to the Carriage from the neighbourhood of Lancaster, to Philadelphia. To me it appears that a Canal on the Small Scale might have been made to Lancaster for 120 thousand £ and that the carriage at 20 shillings per ton would pay 14 thousand per annum of which 7000 to Subscribers and 7000 to extension. By this means in about 10 years they would touch the Susquehanna, and the trade would then so much

increase as to produce 30,000 per annum, of which 15,000 to Subscribers, the Remainder to extension; Continuing this till in about 20 years the Canal would run into Lake Erie, Yielding a produce of 100,000 per annum or 50 thousand £ to Subscribers which is 40 per cent.; hence the Inducement to subscribe to such undertakings.

Proceeding in this manner I find that In about 60 or 70 years Pensilvania would have 9360 miles of Canal equal to Bringing Water Carriage within the easy Reach of every house, nor would any house be more than 10 or 14 miles from a Canal. By this time the whole Carriage of the country would Come on Water even to Passengers -and following the present Rate of Carriage on the Lancaster Road, it appears that the tolls would amount to 4,000,000 per year. Yet no one would pay more than 21 shillings and 8d per ton whatever might be the distance Conveyed; the whole would also *be Pond Canal* on which there is an equal facility of conveyance each way. Having made this Calculation to Show that the Creative System, would be productive of Great emolument, to Subscribers, it is only further to be observed that if each State was to Commence a Creative System It would fill the whole Country, and in Less than a Century bring Water Carriage within the easy Cartage of every Acre of the American States, -conveying the Surplus Labours of one hundred Millions of Men.

Hence Seeing that by System this must be the Result, I feel anxious that the Public mind may be awakened to their true Interest: And Instead of directing Turnpike Roads towards the Interior Country or expending Large Sums in River Navigations - Which must ever be precarious and lead [no where] I could wish to See the Labour, and funds applied to Such a System As would penetrate the Interior Country And bind the Whole In the bonds of Social Inter-course.

The Importance of this Subject I hope will plead my excuse for troubeling you with So long a Letter, And in expectation of being Favoured with your thoughts on the System and mode of Carrying it into effect, I remain with the utmost

Esteem and Sincere Respect,
Your most obedient Servant
ROBT. FULTON.

SAVE THE DATE
CANAL SOCIETIES OF OHIO & INDIANA
Fall tour: Ohio & Erie Canal from Newark to Buckeye Lake
October 16-18, 2018

NEWS FROM DELPHI

EARTH DAY WORKDAY

Article and pictures from Dan McCain



The workday held on Earth Day in Delphi brought 64 volunteers of all ages to Canal Park and trails. These gardeners weeded the ground cover that was planted last year next to the canal boat dock. Many tasks were accomplished that day. The local Psi Iota Xi Sorority provided a “free lunch” for all volunteers.



Meanwhile Rollin Graybill ran his WoodMizer Sawmill. With this ingenious portable bandsaw he cut two large donated logs into lumber. The WoodMizer Company donated new blades for the cutting.

These stacks of lumber were cut from a donated Ash log. They will provide building materials for a “post

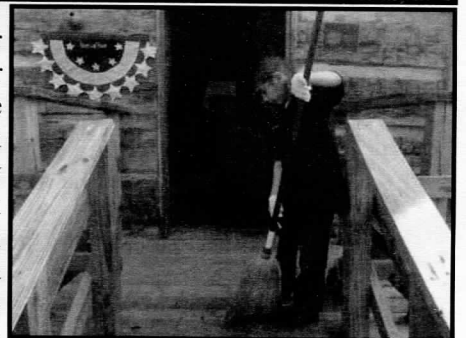


and beam” building that will house our resident volunteer cooper later this year.

Delphi’s Football and FFA boys also worked that day. One team scrounged through a dirty pile of rubble to retrieve several hundred paver bricks that will be used later to make the floor of the planned cooper shop.



Another young volunteer helped sweep out the Fouts house and cleaned the walkway so many visitors can enjoy the old fashion log home. The area youth made a commitment to help in



Canal Park in return for their use of our meeting facilities.



More young volunteers worked in the lawn area of Pioneer Village in Canal Park. Many truckloads of debris were removed that day. It always makes the volunteers feel like they are accomplishing something when at the end of the session things look cleaner and neater.



CHOOSING COLORS

After moving and rehabilitating the old depot from Leiter's Ford for display in Canal Park, it would seem that painting it would be a snap. However, selecting the right paint colors and their placement proved to be somewhat of a challenge. In the picture below you can see the various placements of four shades of green. Guess which one they picked.



Out on the Monon Trail the extension pictured above follows the old Monon Line to the west beyond Freedom Bridge and is on donated rail land that came to our younger companion organization Heartland Heritage Inc. Here Delphi high school students have cleared trees, brush and vines from the rail bed to make this section of trail.

At the end of the workday these twelve young, strong volunteers helped place a pole across the new trail section to prevent vehicle access. Two others watch their work.



Volunteers in Canal Park spent many hours replacing siding and getting the depot ready to paint.

