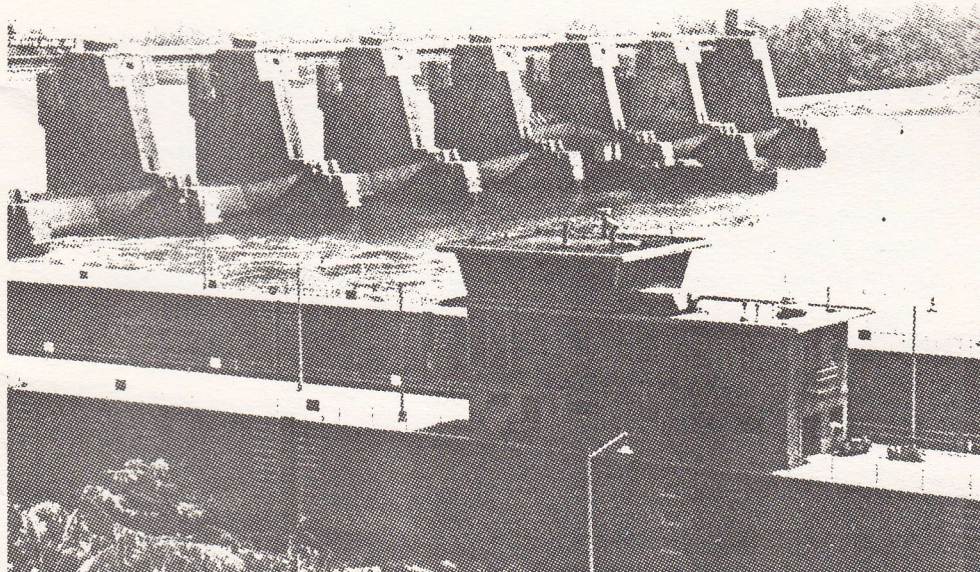


INDIANA CANALS

Journal of the Canal Society of Indiana

Volume 1, Number 4. Summer 1990

Volume 2, Number 1. Fall 1990



River Control Gates and Lockmaster's Building

With this combined issue we end the first year and begin the second year of INDIANA CANALS. During the first year of publication a number of new things have been tried. Some have worked and will be continued, while others will be changed. Among the items to be continued will be the Wabash & Erie Canal mechanical structures list. We have now passed Peru and will be continuing on towards Evansville. After completing the list an appendix will be published showing the changes made before and after these original lists were printed. In the future we will be printing more contemporary newspaper accounts of Indiana's canals. Articles from Northern Indiana and the Whitewater valley would be greatly appreciated. As editor I wish to thank those who have submitted information and articles. There are a number still to be used. As in all publications of this type I encourage the readership to continue to submit information. INDIANA CANALS is your publication and needs your continued support to continue. Your editor also hopes you'll let him know what you like and dislike about the publication.

In the past few months several things, including major surgery in the immediate family and a fall from a ladder, have delayed the mailing of the summer issue. To save time and postage your editor decided to combine it with that of the fall. Our next regular issue will be in February and will contain some additional information on the Wabash River dam, canal mechanical structures and canal markers. Until then Happy Holidays and best wishes for 1991.

Stan Schmitt

I also would like to thank those who attended the fall tour at Evansville in October. I enjoyed showing the group we had around the various canal sites in this part of the state. For those who were unable to attend I have a limited number of handouts left over from the tour. A self-addressed stamped legal envelope with 45¢ postage will get you a copy.

The Trustees Win One

During the construction and operation of the Wabash and Erie Canal its Board of Trustees often found themselves as defendants in lawsuits. A large number of these suits resulted from the public impression that the canal was owned by Europeans with money, and that they would be an easy mark for a few dollars in alleged damages in a local court. From the beginning of its construction the White River aqueduct in southwestern Indiana was the subject of such suits. This massive 557 feet long structure, which consisted of six roofed and weather boarded spans resting on masonry piers 42 feet high, was essential for conveying the canal over the East Fork of the White River. While under construction some concern had been expressed over its effect on river navigation and an injunction had been granted. This was lifted when it was shown that the river was scarcely navigable and that the 80 feet between piers was sufficient for flat boats.

The following is a transcript from an 1858 suit against the Trustees located in the Daviess County Clerk's Office.

Davies Circuit Court
August term 1858

John Hawkins Complains of the Board of Trustees of the Wabash and Erie Canal and says, that on the first day of March 1857, he was the owner of a "Flat Boat" which was then lying on the East fork of White River, of the length of Sixty five feet and of the value of two hundred dollars, which Said "Flat Boat" was then loaded or laden with Sawed lumber measuring about Forty thousand feet of the value of Seven hundred dollars; that Said White River is a Navigable Stream and public highway in Said County that on the day and year aforesaid when the Said River was in a navigable State, he proceeded to navigate the Said River with his Said Flat Boat so loaded as aforesaid- which Said Flat Boat was then Controlled and Managed by a good Pilot and with a proper & Suitable number of Oarsmen; that prior to Said time of Navigating Said River with his Said Flat Boat the Said defendant had erected and Caused to be Erected in the proper Channel of Said White River large piers made

of Stone for the purpose of building thereon an Aqueduct for the Wabash & Erie Canal across Said White River and continued and maintained the same which Said piers were and are an obstruction to navigation in Said River that Said plaintiff in navigating Said River with his Said boat loaded as aforesaid and piloted and Conducted by a proper Pilot and Carsmen aforesaid, and despite all the efforts and proper Caution of the said Pilot and Carsmen lost his Said Boat and load by then and there running against one of the Said Piers of Said aqueduct that his Said Boat thereby became an Entire loss; that a large portion of the lumber in Said Boat was lost in all of the value of Five hundred dollars and that the plaintiff was put to a great amount of Expense, labor and delay in Endeavoring to Save his lumber in Said Boat from Entire loss to-wit: Two hundred dollars Therefore plaintiff demands Judgement for Seven hundred dollars-

A Simpson &
R.A. Clements Jr
Attys for plaintiff

John Hawkins
vs
The Board of trustees of
the Wabash & Erie Canal

Daviess Circuit Court
August Term 1858

No 1

The said defendants answer the plaintiffs Complaint & say that they deny each & every alligation & statement in the plaintiffs Complaint Contend.

No 2

The defendants for further answer to the plaintiff's complaint say that for the Support and maintainance of the aqueduct of the Wabash & Erie Canal across the White River which was built & Located by Authority of the Law of this State & necessarily had to & did cross White River at the place where the Same now Stands it was indispenseably necessary to erect & Construct the Stone Piers upon which the same now rests, and against which the plaintiffs said boat was stove, that said Stone Piers were erected & Constructed by the defendants skillfully & with due care to preserve the navigation of White River; that said East fork of White River Lies wholly with the state of Indiana, and is only navigable for flat boats & other inferior water crafts, during high water for a small portion of each year, say three months of Each Year & is not an interstate navigable stream.

No 3

And the said defendant for further answer to the plaintiffs complaint says the plaintiffs boat was stove & sunk by the carelessness & unskillfullness of the plaintiffs pilot & Servants & not by the act or default of the defendants as stated in plaintiffs said Complaint.

No 4

And the defendants for further answer say that Said Stone Piers in said complaint mentioned, and against which plaintiffs said boat was Stove as is in said Complaint stated, were and are necessary for the support and maintainance of the Aqueduct of the Wabash & Erie Canal across the East fork of White river; which stream lies wholly in the state of Indiana and that said Aqueduct & said Canal were located by Authority of Law of this State & built where so located; that said piers were properly and skillfully made & erected for the purpose of; without making any unnecessary obstruction of said River & that the erection & maintenance of said piers is the obstruction complain of in said Complaint and so the said defendants say that they did erect & do maintain said piers as they Lawfully might.

De Bruler & Burk
Attys for Defts

John Hawkins

vs.

The Board of Trustees of the
Wabash and Erie Canal

Complaint for damages

On motion, the defendants are ruled to file their answer herein on or before tomorrow morning at the calling of this cause.

Now come the parties by their attorneys, and a jury being called, appear as follows, to wit; Ignacious Walker, Joseph A McCord, Nathan Harris, Friend Spears, Henry B. Shively, William Coleman, William Fitzgerald, Jesse B Colbert, William L. Wallace, Riley Dillon, Jacob Dillon, and A.C.Hore, twelve good and lawful men, who being duly elected, tried, and sworn, and after hearing a part of the evidence are permitted to seperate under the instruction of the court, till tomorrow morning, at the calling of this cause.

Now comes as well the said parties by their attorneys and the jurors aforesaid and after hearing the evidence and arguments of counsel, said jurors find the following verdict to wit: We the jury find for the defendant. Ignaticus Walker forman.

It is therefor considered by the court that the defendants recover of the plaintiff their cost and charges by them about their defence in this behalf expended.

Mr. Hawkins was not the only one to lose a boat at the White River aqueduct. During the life time of the Wabash & Erie Canal the site was a popular transfer point for cargo between river and canal. The following clipping from the December 15, 1859 Evansville Journal reports the loss of another boat at the site. Perhaps as a result of the above mentioned case, Mr. Scott did not go ahead with his proposed lawsuit.

PETERSBURH, Ind., Dec. 12.

EDITORS JOURNAL:—A flatboat, loaded with staves, belonging to Geo. W. Scott, of this place, in attempting to pass under the W. & E. Canal aqueduct, on Saturday evening last, struck one of the piers, and swinging around, she lodged against two of them, where she sank in a few moments. In that condition—across the channel—she laid until this morning, when they commenced unloading her, but had not taken out more than about eight thousand staves when she broke in two, and went down the river a complete wreck. The loss is estimated at about \$2,000. Mr. Scott talks of entering suit against the Canal Company for damages.

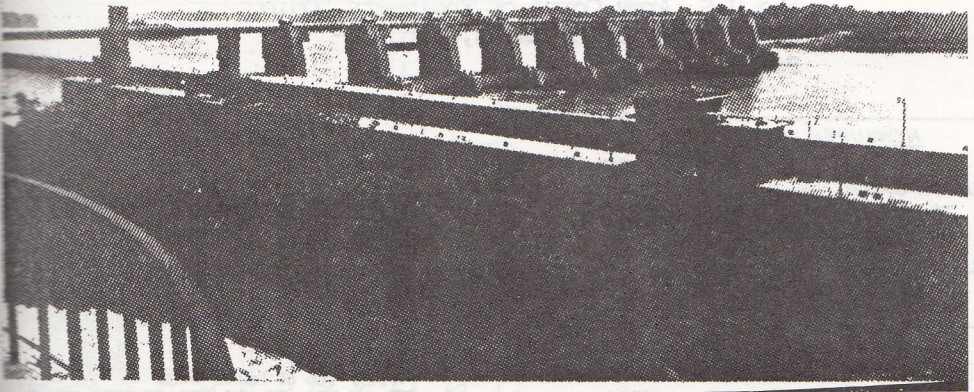
RANDALL.

Newburgh Lock & Dam

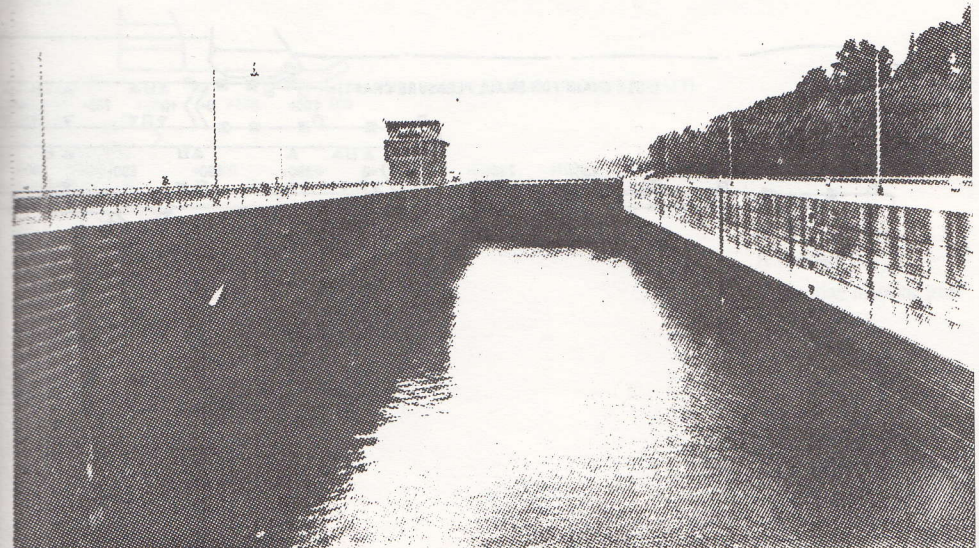
One of the stops on the 1990 Canal Society of Indiana Fall Tour was the modern Ohio River lock and dam at Newburgh, Indiana. At this site it is possible to see in a large scale most of the mechanical structures associated with canals, i.e. locks, dams, waste weirs and flood gates.

The present facilities at Newburgh are the result of federal river improvement projects beginning in 1824. In that year Congress passed the first civil works program by appropriating \$75,000 for channel maintenance on the lower Ohio and Mississippi Rivers. A year later the Louisville and Portland Canal Company was chartered to build a canal and lock around the major Ohio River obstruction at Louisville. In 1874, Congress recognized the importance of navigable rivers to the growth of the country and assigned its management to the U.S. Army Corps of Engineers. This included the purchase of the Portland Canal and the construction of locks and dams on the Ohio River. Between the completion of the first lock near Pittsburgh in 1885 and 1910, Congress provided for 12 more navigation locks and dams on the Ohio. In 1910, the increasing value of the river was recognized and the government authorized 54 locks and dams to provide a navigable depth of 9 feet from the mouth of the Ohio River to Pittsburgh. By the early 1930s this project had been completed.

The present structure was authorized in 1962 to replace two of the existing dams. Construction was begun in 1965 and completed 10 years later at a cost of almost \$105 million. The dam consists of a gated section 1,152.5 feet long and a fixed weir section 1,123 feet long. The gated section has 9 tainter gates 110 feet wide by 32 feet high to control the flow of water. When the locks are closed by high water, navigation passes over the fixed weir section of the dam. On the Indiana side of the river are two parallel locks with chambers of 110x1200 feet and 110x600 feet. These locks can be filled or emptied in 8 minutes and have a lift of 16 feet. With present river traffic reaching near capacity levels, studies are underway for the possible enlargement of the auxiliary lock at Newburgh.



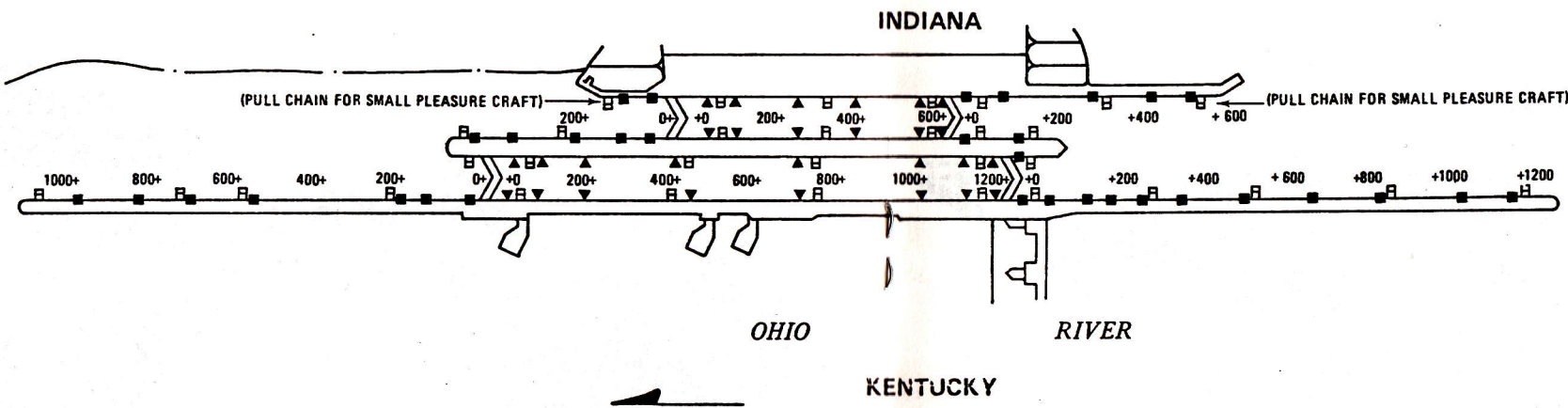
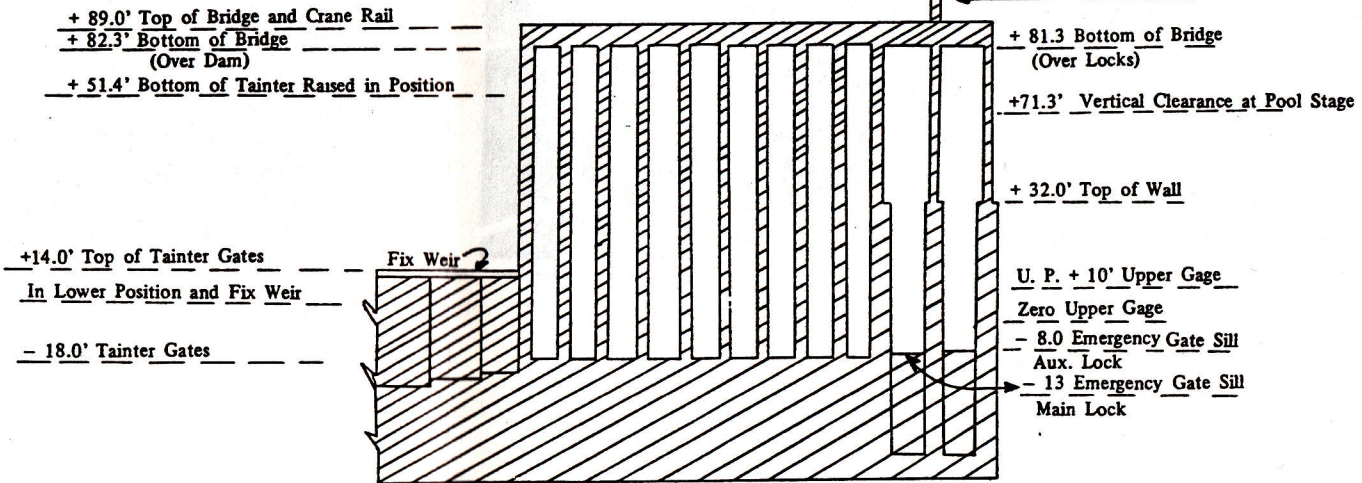
Newburgh Lock & Dam
Auxiliary Lock Chamber



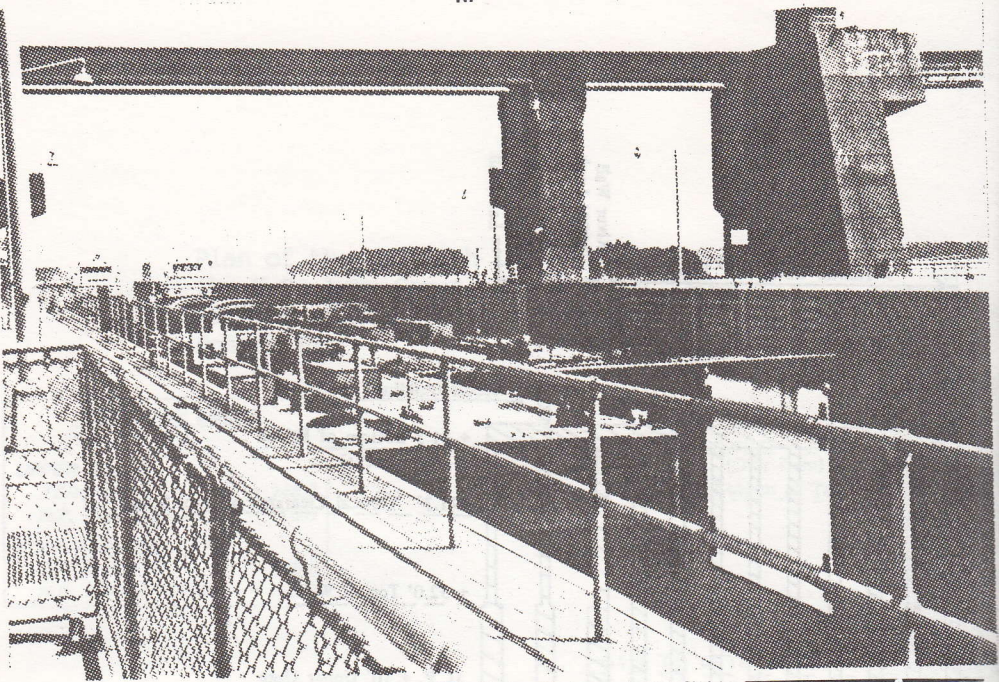
Plan of the Newburgh Lock and Dam from
 the U.S. Army Corps of Engineers "Ohio
 River Navigation Charts, Cairo, IL-
 Foster, KY

NEWBURGH LOCKS

UPPER GAGE:	
ZERO ELEV	= 348.0
N.P. (NEWBURGH)	= +10.0
LOWER GAGE:	
ZERO ELEV	= 330.0
N.P. (UNIONTOWN)	= +12.0

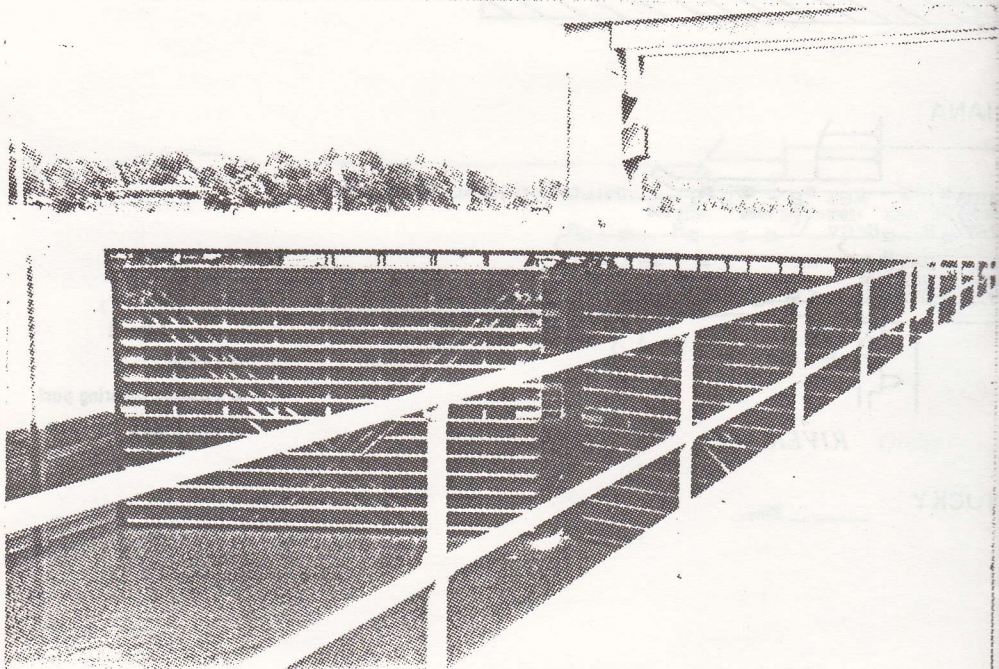


- Legend**
- ▭ Ladder
 - ▲ Floating mooring post
 - Check post



Barge Entering Lock

Lock Gates



Wabash & Erie Canal Mechanical Structures

Culvert No.45, a large for the passage of Woodworth's creek, four miles west of Huntington. This arch is a semi circle of 24 feet chord, built of timber. With some repairs to the head walls, this structure will last three or four years, when it must be rebuilt of cut stone.

Lock No.11, is situated a few rods west of the above described arch. It is upon the wooden crib plan, of six feet lift, though the walls are of an equal height with a eight feet lift, as a guard against the floods of Clear creek. The four upper courses of this lock, with the entire set of gates and the hollow quoin posts, require renewal during the ensuing winter. With this immediate expenditure, the lock will last till, say 1850.

Culvert No.46, 4 feet by 2-can be submerged for \$2,00.

The next structure is a long waste wier to discharge the floods of Clear creek-a breast wall and sides built of timber, will last seven years.

Culvert No.47, of wood, 2 spans, 10 feet by 2 feet-submerged.

Waste wier, 70 feet long-timber breast and side walls, may last six years.

Flood-gates built upon "English's patent," with stone abutments.

Culvert No.48, is a rough stone arch of six feet chord, sprung from abutments $2\frac{1}{2}$ feet high.

Road bridge No.19, will require re-building in 1849.

Culvert No.49, of wood, 2 spans 10 feet by 2 feet-submerged.

Culvert No.50, of wood, 10 feet by 2 feet-submerged.

Culvert No.51, of wood, 10 feet by 2 feet-submerged.

Culvert No.52, of wood, 10 feet by 2 feet-submerged.

Lock No.12, 8 feet lift, built of cut stone from the Salamanca quarry. These stone are not sufficiently durable to answer in a situation so exposed as the face of the lock, and are beginning to fail under the action of the weather. With some repairs occasionally, the lock may be made to last a number of years. The gates will need re-building in 1850.

Culvert No.53, of wood, 10 feet by 18 inches-submerged.

Lock No.13, 7 feet lift, of cut stone. The description of lock No.12, just preceding will apply to this. Gates will need renewal in 1850.

Road-bridge No.20, will last two years.

Culvert No.54, for the passage of Lagro creek, two arches, each 11 feet chord, built of cut stone. The stone are not of a durable quality, yet being less exposed than in a lock, this structure may be considered permanent for a number of years to come.

Locks Nos. 14 and 15, situated in the town of Lagro, each six feet lift, built of cut stone. The stone procured from Salaramia quarry. In certain portions of the wall, the stone are beginning to decay. The locks being of small lift, will doubtless answer the purpose for many years. The gates of both locks need renewal in 1850.

Just below lock No.15, the feeder is introduced from the Wabash River, by a set of wooden culverts and head gates, placed under the towing path, the culverts being under water. The head gates are in good order.

Wabash dam No.2, erected for the purpose of this feeder, is situated immediately at the town of Lagro. It is 280 feet long, and 7 feet high, resting on a rock bottom, and formed of cribs filled with stone. The abutments are of stone, and the whole structure is permanent and in good condition, with the exception of a wing to the south abutment, which is of wood, and will need rebuilding in 1849.

Road bridge No.21, just below the dam, will last five years.

Culvert No.55, of timber, 3 spans, 12 feet by $2\frac{1}{2}$ feet-submerged.

Culvert No.56, of timber, 2 spans, 12 feet by $2\frac{1}{2}$ feet-submerged.

Culvert No.57, of timber, ten feet by 2 feet-submerged.

Culvert No. 58, of timber, 8 feet by 2 feet-submerged.

Culvert No.59, of timber, 10 feet by two feet-submerged.

Flood gates with stone abutments, in good condition.

Road bridge No.23. This will last two years; it is of extra length.

Lock No.16, in the town of Wabash, 9 feet lift, of cut stone. The stone of which this lock is built are very imperfect, and wholly unfit for lock masonry. By frequent repairs, this lock may be made to stand eight or ten years. The wing wall forming the tumble, has fallen down and must be repaired during the ensuing winter. Gates will need rebuilding in 1850.

Culvert No.60, a rough stone arch of 8 feet chord-badly constructed.

Culvert No.61, a rough stone arch, 8 feet chord-imperfectly built. This culvert and the one last described, are insufficient in capacity for the passage of the floods. Injury to the embankments frequently occurs from this cause.

The next structure is flood gates with stone abutments.

Culvert No.62, of wood, 5 spans, 12 feet by $2\frac{1}{2}$ feet-submerged.

Road bridge No.24 will last two years.

Culvert No.63, an arch of 6 feet chord, built of rough stone; both the material and workmanship are imperfect. It may last 10 or 15 years, but is liable to fall at any time.

DROWNED

On Saturday last, the 17th inst., a son of Daniel P. Holcomb, aged seven years was drowned in the canal at the Reservoir at Port Gibson, under peculiar and distressing circumstances, which were these, as detailed to us by a friend who remarks, "that nothing in the whole course of his life, had ever shocked his feeling so much as the death of the little boy referred to." Near the spot where the boy fell into the canal, say 30 or 40 feet, stood one of those "favorite institutions!" called a doggery, around which at the time of the accident were congregated some twenty or thirty persons, more or less under the mesmeric influence of the evil spirit that flows so freely from these sinks of corruption and of demoralization, instituted with man's consent to do him damage and to serve the Devil in. Some of the attendants were drinking, some quarreling; while others were stripped for fight, ready to pitch into one another with a demonic hurrah. About this "interesting" period, the little boy in making an effort to walk across the upper lock gate, missed his footing and fell into the water—about 8 or 10 feet deep and probably not over 16 feet wide. Notwithstanding the alarm was given and the boy rose to the surface as usual—not an individual in the crowd around the Grocery, offered a helping hand to rescue the child from his watery grave until life was already extinct, when the body was recovered by some one more sober than the rest who fished it out with a pole. Some person in relating the circumstance, says that a stone was hurled by a man who had a devil in him at a diver while in the water in search of the body, large enough to have killed if the aim had been true. It has never fell to our lot during our editorial career, to record such a circumstance as this, and we hope it never will again. We hope for the sake of humanity, that our narrative is overwrought but we fear it is not. We know not the men who were dancing attendance at the grocery, and the only inference can be drawn is that the persons standing around and looking at the child drowning, were either brutalized from the effects of liquor, or so hardened to generous impulses as to be indifferent to the boy's fate. We are charitable enough to believe the former and think that the doggery was the cause—adding but another innocent victim as a sacrifice to its ungodly and damnable influence.

May 24, 1856

Princeton Clarion

Editor's Note—Like the Wabash & Erie Canal, the town of Port Gibson no longer exists. When visited during the fall tour the site of the lock, and more appropriately the doggery, were being used as a hog lot.

Wabash & Erie Canal Mechanical Structures

Lock No.17, 6 feet lift, of cut stone. The quality of the stone, and probable durability of the lock, are well represented in the description just given of lock No.16; gates will last two years.

Culvert No.64, of wood, 10 feet by 18 inches-submerged.

Culvert No.65, 12 feet by 2½ feet, built of wood-submerged when there is water in the creek. It is no doubt permanent for 10 or 15 years.

Culvert No.66, of wood, 10 feet by 18 inches-submerged.

Culvert No.67, of wood, 12 feet by 3 feet-submerged.

Culvert No.68, of wood, 2 spans, 10 feet by 2½ feet. The whole of the timber may be submerged by an expenditure of \$5.00.

Lock No.18, six feet lift, built of timber, upon the wooden crib plan. By renewing the two top courses, the lock may last 4 years; gates will need renewal in two years.

Culvert No.69, of wood, 3 spans, 12 feet by 2½-submerged.

Road bridge No.25, will last 2 years.

Culvert No.70, of wood, 3 spans, 12 feet by 2½-submerged.

Lock No.19, 6 feet lift, of cut stone. Stone not durable, beginning to yield to the action of the weather. With some repairs, may last 8 or 10 years; gates need renewal in 1849.

Lock No.20, six feet lift, of cut stone, the stone from the same quarry with those just described. The upper courses of one wall, for 2 or 3 feet in height is much dilapidated, and partly removed. This should be repaired during the ensuing winter. The gates will last two years.

Just below lock No. 20, a feeder is introduced from the Wabash River. This feeder is 15 chains in length, and at its mouth is a guard lock with cut stone abutments, built for the purpose of passing rafts and other floats from the river into the canal, and also to regulate the flow of water. The feeder is partially filled with drift wood which must be removed. The lower gate of the guard lock must be renewed next winter.

Wabash dam No.3, at the town of Peru, erected for the purpose of the feeder just described, is 400 feet long and 11 feet high. A part of this structure is on rock bottom, and part on a coarse gravel. The foundation up to low water is formed of brush and trees, covered with an apron of hewn timber, on which is erected a timber crib filled with stone. This dam may be called a safe and permanent structure, with the exception of the abutments, which are of timber and much decayed. One abutment must be renewed during the present summer, and the other during the next season. A portion of the covering timber, on the lower slope for 20 feet in

length, has been washed off, and must be renewed during the present low water.

In the guard bank which extends from the dam abutment to the guard lock, and which forms the lower bank of the feeder, there is a series of large wooden culverts, with sliding gates, at the upper ends. This structure was erected to pass the surplus water from the pool of the dam to the mills below. It is now found to be in bad condition, the water leaking through and around it. Some expenditure for repairs will doubtless be required during the ensuing year.

Just below the mouth of the feeder is road bridge No.26, will last 4 years.

Road bridge No.27, for the crossing of Broadway, in the town of Peru, requires at once certain repairs, equal to half the cost of a new bridge.

Road bridge No.28, at Col. Reyburns, must be rebuilt in 1848.

Culvert No.71, of wood, 6 feet by 18 inches-submerged.

Culvert No.72, of wood, 3 feet by 1 foot high-submerged.

Culvert No.73, for La Fontaine's creek. This is a cut stone arch, 15 feet chord, recently rebuilt of stone from the Georgetown quarry. The stone are of excellent quality, and the arch is perfect. The head walls are unfinished though the stone are prepared for the purpose. To finish the work will cost \$50.

Culvert No.74, of wood, 12 feet by 2 feet, not entirely submerged, but may be permanently covered with water by an expense of \$15. This should be done at once.

The next structure is lock No.21, 8 feet lift, 4 miles below Peru. This lock is built upon the wooden frame plan, was erected in 1837. The caps and upper timbers are decayed, by renewing which, the lock will answer one or two years longer. Gates will last 4 years.

Culvert No.75, of wood, 10 feet by 18 inches-submerged.

Road bridge No.29 will need rebuilding in 1849.

Road bridge No.30, at Lewisburgh, should be rebuilt in 1848.

Lock No.22, 7 feet lift, built upon the wooden frame plan. The frame work and the crib down to the water of the lower level, must be renewed during the ensuing winter. The gates must be rebuilt immediately.

Culvert No.76, rough stone arch, 8 feet chord.

Road bridge No.31 will last 4 years.

Culvert No.77, of wood, 10 feet by 18 inches-not entirely submerged. To place it permanently under water will cost \$10.

Culvert No.78, 6 feet chord-arch built of rough stone. It is imperfect and probably will have to be rebuilt of better stone in a few years.

Canal Work Continues at Delphi

The Carroll County Wabash & Erie Canal Association honored Lloyd VanScoy Sept. 22 for his gift of land to the Canal Association.

VanScoy, of rural Delphi, has deeded approximately 14 acres of land along the old canal bed to the Canal group. The land stretches from the canal at Deer Creek and the Wabash River to near U.S. 421 North and includes the canal bed and towpath.

This tract of land will play an important part in the development of the newly funded Trailhead Park and Wabash Heritage Trail in Delphi. Realtor Elsie Myers and attorney George Obeir assisted with the transfer of the land.

At the honor lunch in the Stone Barn VanScoy was presented with a miniature canal boat "The Packet VanScoy", which had been hand carved from walnut by Canal Board member Leo Rider. VanScoy also received an honorary life membership in the Canal Association, presented by Annadell Lamb, membership chairman. Jim French, Association president, presided at the event and presented the canal boat to VanScoy.

Arranging for the lunch in the Stone Barn were Jack Wroton who barbecued pork chops; Cleone Gruber, Frances French and Joe Peterson. Others attending contributed to the carry-in lunch.

On December 16th the Association celebrated the restoration of the Bowen log house with a dedication ceremony. Decorated for an 1850s Christmas, the Bowen house is being restored to represent one of the many inns located along the Wabash & Erie Canal.



Delphi Canal Land Presentation-(l to r.)-Jim French, Cathy Smith, Lloyd VanScoy, Elsie Myers and George Obeir.

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INDIANA CANALS is published quarterly (October, January, April and July) by the Canal Society of Indiana. Single copies available for \$1.50 each, post paid. Articles and information should be sent to the editor, Stan Schmitt at 3900 N. Fulton Ave. Apt. 1F, Evansville, IN 47710.