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WABASH AND ERIE Canal Lands. PROCLAMATION. By the Governor of Ohio.

In pursuance of the provisions of the Act of the General Assembly of the State of Ohio, passed March 3d, A. D. 1834, entitled "An Act to authorize the locating and establishing so much of the line of the Wabash and Erie Canal as lies within the State of Ohio; and to authorize the selection, location, sale and application of the proceeds of the sales of its lands"; and the Resolution passed March 9th, A. D. 1835, "directing the public sale of Canal lands to be held at certain places"—

I, **Robert Lucas**, Governor of the State of Ohio, do hereby declare and make known that the lands lying within the State of Ohio, that were granted by an act of Congress, approved March 2d, A. D. 1827, to the State of Indiana, to aid said State in opening a Canal to unite at navigable points the waters of the Wabash river with those of Lake Erie, and which were, by the State of Indiana, transferred to the State of Ohio, by a Joint Resolution of the General Assembly of said State of Indiana, approved February 1st, 1834, will be offered at public sale at the times and places as follows, to wit:

The sale for the disposal of such part of said lands as lies within the Lima Land District, will commence at the town of **DEFIANCE**, in Williams county,

On Monday, the 24th day of October, 1836,

and will be held and kept open, by the Register and Receiver of the Ohio Canal Lands, at **LIMA**, for one week, and no longer;

And the sales for the disposal of such part of said lands as lies within the Bucyrus Land District, will commence at the town of **PERRYSBURGH**, in Wood county,

On Monday, the 14th day of November, 1836,

and will be held and kept open, by the Register and Receiver of the Ohio Canal Lands, at **Tiffin**, for one week and no longer.

The several Registers and Receivers of the Ohio Canal Lands at **Lima** and **Tiffin** are required to attend to the respective sales at the times and places above mentioned, and to govern themselves in all respects relating thereto in pursuance of the provisions of the several Acts and Resolutions of the General Assembly relating to the sales of lands granted by Congress for canal purposes within the State of Ohio.

Given under my hand and the Great Seal of the State of Ohio, at Columbus, this 24th day of September, A. D. 1836.

By the Governor,

ROBERT LUCAS.

CARTER B. HARLAN, Secretary of State.

N. B. The lands subject to sale at Defiance will include all sections of odd numbers that have not been previously sold by the United States within five miles of the canal on each side, from the Indiana State Line to the east line of Henry county, reserving such lots as may be designated by the Board of Public Works.

The lands subject to sale at Perrysburgh will include all the sections of odd numbers that have not been previously sold or otherwise disposed of by the United States within five miles on each side of the canal from the east line of Henry county to the termination of the canal; also, the Indian Reserve near the mouth of the Maumee River, excepting such part as may be north of the State Line as established by the Act of Congress of the 23d of June, 1834, and such other lots as may be designated by the Board of Public Works.

The lands selected in the Indian Reserves at the head of the Rapids will not be offered. These Reservations according to the Treaty of Cession, will have to be sold by the United States.

Bank bills or notes of five dollars and upwards on solvent Banks will be receivable at par in payment for these lands.

⚠ Please post this up in a conspicuous place.

CHAPULTAPEEC
by Dave Busch

When we had our fall meeting in Delphi last year we toured what was referred to as the "boatman cabin". This really got my interest so I did some research and found this interesting story.

Perhaps no farm in Cass County is as beautifully situated, has more extensive improvements or more distinguished proprietors than this farm, now owned by the Casperis Stone Company.

This is fractional section 28, containing 375 acres. Hugh B. McKeen, one of the first settlers in Logansport, entered this land in 1836 and built a sawmill at the mouth of Fitches Glen.

Peter Barron then occupied the farm, which was a part of the Barron reserve. About 1846 Col. William L. Brown of Logansport bought the farm and proceeded to improve grandly than any farm in the township. It occupies an elevated plateau about 150 feet above the Wabash River, with a magnificent view across the valley of the Wabash, a precipitous hillside down the river, and Fitches Glen, the most romantic canyon in northern Indiana, cutting its way through the limestone rock, through which flows a crystal stream over rocky ledges forming beautiful waterfalls.

The house built by Mr. Brown stood on the verge of the bluff. A stone wall 500 or 600 feet long and from 5 to 25 feet high extended along the hillside. The rest of the hill was terraced presenting a castellated appearance.

At the west end of this terraced area were stone steps leading from the foot of the hill to the top landing near the veranda of the spacious dwelling which was surrounded by a beautiful level lawn. A short distance west of the house was the famed Fitches Glen, from the brink of which you could sit in the summer shade and view the clear waters falling precipitously over the craggy rocks.

To the east of the house were rows of shade trees, through which the road was constructed that wound on as an even gradient to the foot of the hill 150 feet below. Large native sugar trees extended for $\frac{1}{4}$ mile along the crest of the bluff were topped and

and trimmed and many other improvements and changes made to beautify the place. Mr. Brown installed a hydraulic ram which forced the water from a spring in the glen to his house on the hill. This was the most beautiful, as well as the most lavishly improved farm in the county, and Mr. Brown christened it "Chapultepec", the Gibraltar of Mexico.

Willam L. Brown, banker, merchant, farmer, soldier and son of William and Eleanor (Lyon) Brown was born in Ohio in 1817 and came with his parents to Logansport in 1840. His father was a merchant and died in 1859. William L. Brown was married to Elizabeth Purveyance in 1849. Their children were William I., Eleanor H., Frederick S., Daisy (Rizer), James A. and Charles H.. Mr. Brown was affiliated with the Presbyterian Church and had 3 brothers who were Presbyterian ministers. He served as a lieutenant during the Mexican War, was colonel of the 20th Indiana Regiment during the Civil War, and was killed at the battle of Bull Run, August 29, 1862.

The "Boatman Cabin" was probably used for grain storage after the canal.

Executive Office, Ohio
Columbus, 27th Feb. 1834

Sir,-In compliance with the request of the General Assembly of the state of Ohio, I have the honor to transmit to you an exemplified copy of the preamble and resolutions, passed by the General Assembly of this state, on the 24th of February, 1834, "accepting from the state of Indiana a relinquishment and conveyance"-also a preamble and resolution, passed the same day authorizing the Canal Commissioners of the State of Indiana, their engineer, & c. to locate such part of the route of a canal from Lawrenceburg up the valley of White water river to the mouth of Nettle creek as may lie within the county of Hamilton in the state of Ohio.

It will be perceived by the resolution first above referred to, that Ohio has by her official act accepted the terms and conditions of the transfer and conveyance of the Wabash and Erie

Canal lands as expressed in the resolutions of the state of Indiana, approved the first of February, 1834. (The terms referred to called for Ohio to construct and maintain a canal of certain specifications from the intersection of the Wabash & Erie Canal at the state line to Lake Erie and that tolls for Indiana citizens would be no higher than those charged the citizens of Ohio or those charged on other Ohio canals.-ed. note.) An exemplified copy of such official act of acceptance I now communicate to you. Your receipt and official acknowledgment of the same, within the time specified in the aforesaid resolution of Indiana, will, as I conceive, close the contract between the states of Indiana and Ohio, relative to these lands, and the construction of such part of the canal as lies within the state of Ohio.

Our interests in this important work (as you justly observed in your communication) are not conflicting but mutual, and I trust these two states whose interests are so closely identified, will ever be found united in support of such measures as may tend to the prosperity of the western states, the stability of liberal principles, and the perpetuity of the union.

With great respect, I am your obedient servant

Robert Lucas

His Ex. N. Noble, Gov. of Indiana.

The above letter is from the Messages and Papers Noah Noble Governor of Indiana 1831-1837 published by the Indiana Historical Bureau in 1958.

With the receipt of this letter Governor Noble of Indiana finally knew that the Wabash and Erie Canal was to be more than an isolated ditch in the area of Fort Wayne and would at some future date serve as an important link to Lake Erie and the east.

This letter along with several others relating to the Wabash & Erie Canal lands in Ohio, was sent to your editor by the newly elected Indiana Canal Society President, Robert F. Schmidt, as additional information for the following article.

FEDERAL LAND GRANTS - WABASH & ERIE CANAL
by Robert F. Schmidt

On March 2, 1827 the federal government made a generous land grant of 527,271 acres to the State of Indiana on the provision that a canal must commence within five years. The grant consisted of alternate sections of land five miles on either side of the canal route from the Auglaize River at Defiance, Ohio to the Tippecanoe River near the town of Americus in Indiana. The canal was to connect the navigable waters of the Maumee and the Wabash through the 8 mile portage at Fort Wayne.

The terms of the grant were an immediate problem since the land was given to Indiana for a canal extending through portions of northwestern Ohio. On January 5, 1828 the Indiana General Assembly accepted the grant and proceeded to select three canal commissioners to be responsible for the administration of the construction of the Wabash & Erie Canal. Those selected were Samuel Hanna; Fort Wayne, Robert John; Franklin Co., and David Burr; Jackson Co.

To resolve the issue of two-state involvement with the land grant, Indiana sent Jeremiah Sullivan to Cincinnati, where he and Wyllys Sillman of Ohio concluded an agreement in October of 1829. Indiana would relinquish its land grant for the Ohio lands, if Ohio agreed to construct the connective canal link from the Indiana state line to Toledo within 15 years. The Ohio legislature delayed ratification of the agreement until March 3, 1834.

Mr. Earl Heydinger of Reading, Pennsylvania has supplied a copy of a broadside, (see cover) advertising the sale of Ohio lands which were associated with the Wabash & Erie land grant. Governor Robert Lucas set the dates of sale for October & November in 1836. The Wabash & Erie Canal was not completed in this area until 1843 and didn't connect with the Miami & Erie Canal until 1845. Note the last line in the fine print: "Bank bills or notes of five dollars and upward on solvent Banks will be receivable at par in payment for these lands."

WHAT IF ?

by Joe Mayberry

The Erie Canal was finished in 1825, and each of the trips described below involved this popular waterway. The years 1832, 1843 and 1837 were too early for travel on Indiana canals, so I choose to ask of these stories: What if the Indiana canals had been in operation then?

In 1832 Ebenezer Chamberlain began a trip from Maine to Indiana. He was a lawyer-to-be. In Maine he faced three years of reading law before he could be admitted to the bar: but in Indiana he could become a lawyer in one or two years. Besides, he wanted to travel.

How did he go? From the coast of Maine by sailing vessel to New York City. By steamship he went upstream on the Hudson River to Albany, then by railroad to Schenectady. (It must have been very new.) This sixteen mile journey was accomplished in forty minutes. From there he used the Erie Canal all the way to Buffalo. A lake steamer took him to Cleveland, and he started south on the Ohio & Erie Canal, destined for the Ohio River. At Chillicothe he ran out of canal and rented a hack to get to Portsmouth. The next leg was on the Ohio River by steamer to Cincinnati. On the boat he remarked that he traveled with people from eight nations: English, Scotch, Irish, Welsh, Dutch, Swiss, Germans...and seven Austrian Catholic priests. From Cincinnati he took off on foot, north to Hamilton then northeast to Connersville, Indiana.

What if the Whitewater Canal had been completed (and the Ohio canals in operation all the way)? On Lake Erie he had the choice of the two north-south Ohio canals to reach the Ohio River, and at Cincinnati he could go by canal right into the heart of Connersville. Waterway all the way!

In 1834 Sarah Brown was ten years old. In September she began a trip, under the care of her mother and along with three sisters, from Penn Yan, New York, to Elkhart County, Indiana. One sister was older than she, and one was but a baby. Her father was already in Indiana, just outside the

town of Goshen, and in the process of building a house. (Penn Yan is at the top of a small finger lake, Keuka, and almost directly east of Buffalo.) They had sent household goods beyond the capacity of the wagon north to the Erie Canal for transport to Buffalo. Here they embarked on the Steamship United States: one adult, four children, two horses, wagon and extra goods. After a very rough crossing to the west on Lake Erie they disembarked at Detroit. Sarah's father met them there with another team and wagon. Overland they went through southern Michigan and northern Indiana to their destination.

What if the Wabash & Erie Canal had been in operation? They could have used Toledo as the lake port, traveled by canal to Fort Wayne, and used a fairly established road to Goshen. About one third the distance of the Detroit route. (If all the canals originally proposed had come to fruition, a branch line (the Erie & Michigan Canal) would have taken them directly to Goshen.)

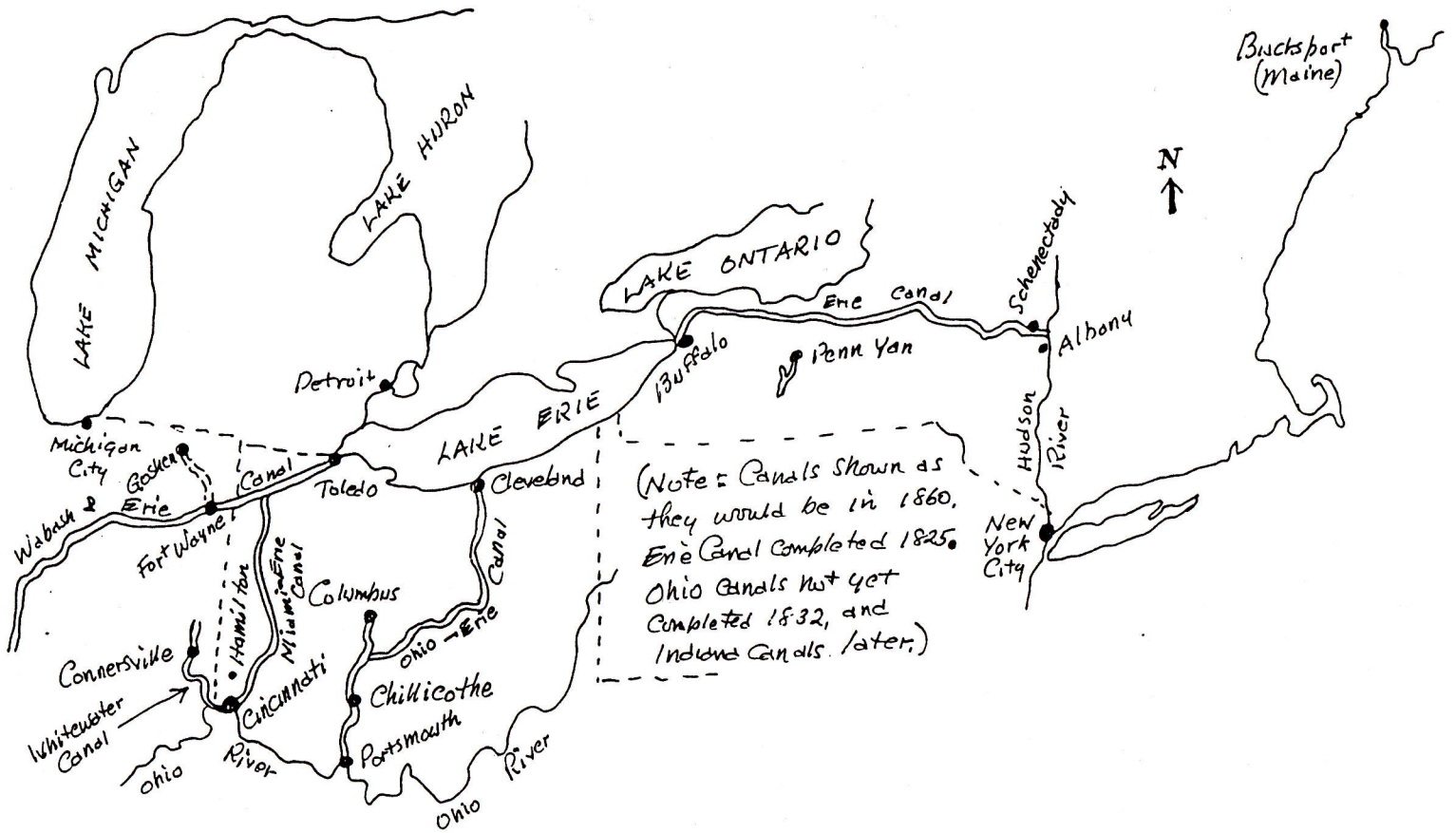
In 1837 Sarah's father wanted to start a newspaper. He needed a printing press, and found one in Penn Yan, New York, their former home. How to get it to Goshen...that was the question. Using the Erie Canal it was sent to Buffalo. There it was loaded on a Great Lake steamer. Across Lake Erie it went; but it did not stop at Detroit. (The trip three years earlier from Detroit to Goshen must have been so rigorous that Sarah's father did not want to risk it.) Accordingly the press traveled north through Lake Huron, through the straits and all the way down the length of Lake Michigan to Michigan City, Indiana. From there it was taken overland to Goshen.

Again, what if the Wabash & Erie had been in use? The obvious route was to use Toledo as a port then via canal to Fort Wayne. A fraction of the total miles!

Is it any wonder that Hoosiers looked to the canal network as a panacea to travel problems? Until railroads there really was no better way through the interiors.

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Epilogue: Ebenezer Chamberlain made his home in



Note: Canals shown as they would be in 1860. Erie Canal Completed 1825. Ohio Canals not yet Completed 1832, and Indiana Canals. (later.)

Goshen. He did become a lawyer, a member of the United States House of Representatives and a judge.

Sarah's sister, Emma, married a prominent Goshen pioneer, Chauncy Hascall, and Hascall's sister, Phoebe Ann became Mrs. Chamberlain. The newspaper was named Goshen Democrat and through merger is extant as the Goshen News. The house built by Sarah's father still stands as a residence, one of the oldest in the county. Sarah is the great-grandmother of the writer. Note: In 1919 Chamberlain's journal of his trip was edited by a grand-daughter, Louise T. Fogle, and published in the Indiana Magazine of History.

GREAT TIMES among the FISHERMEN. Last week the water was drawn off the canal at this place, and immediately thereafter every seine and dip-net was brought into requisition and crowds of men and boys were seen scattered along the course of 'the raging Canawl,' busily engaged in taking out the unfortunate fish who chose to remain in their muddy homes instead of rushing out with the water into the river. They were dipped up, picked up, seined up, (and ate up we presume,) in vast quantities. Every square foot of mud seemed to be alive with the finny tribes who were taken out with little or no trouble. We observed one party with a seine catch over a barrel of fish at one draw, and what is more wonderful still, they (the fish) were already dressed, salted and barreled up. They were genuine Lake Fish.

from the Wabash Weekly Gazette - March 15, 1854.

NORTHERN CANAL.- The Engineers on the line of this Canal, after permanently locating the route as far as Michigan City, have returned to the summit level (half-way between Goshen and Fort Wayne) for the purpose of laying off sections, preparatory to their being let out to contractors. Maj. Lewis, the Canal Commissioner, we learn, says they will immediately let out without fail, unless ordered otherwise by the Board of Public Works.
from the Goshen Express - September 16, 1837.