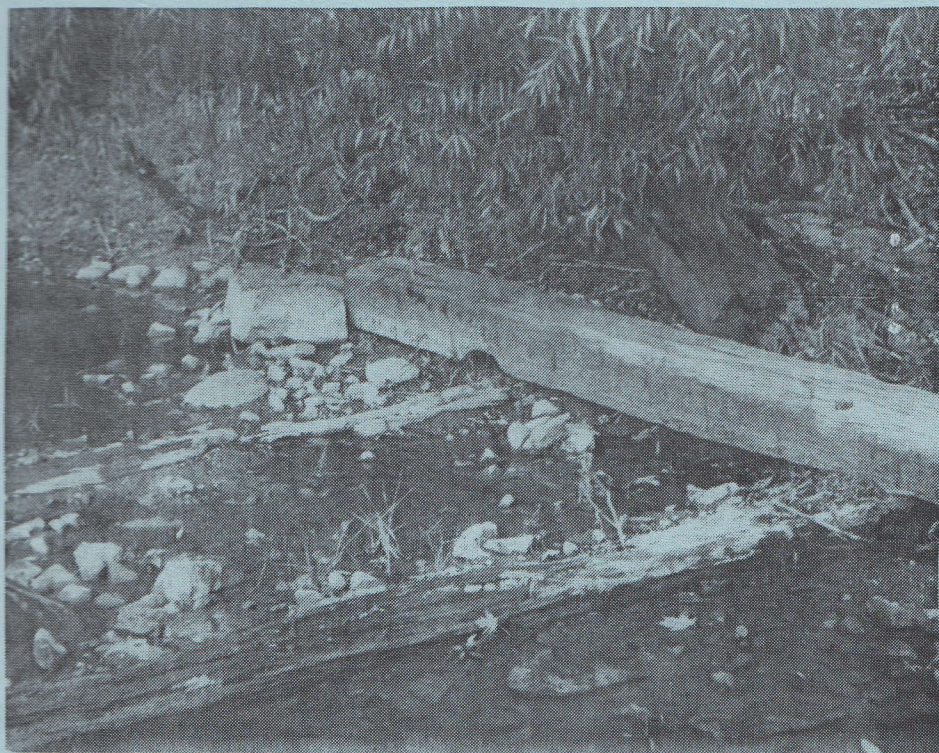


INDIANA CANALS

JOURNAL OF THE CANAL SOCIETY OF INDIANA

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Remains of Wabash Dam No. 4 at Delphi.

In the last issue of INDIANA CANALS we published the first part of Mike McCormick's article on Colonel Thomas Holdsworth Blake and Senator William Crawford Linton. In this issue we complete his article on these two men who were very instrumental in the construction of Indiana's canals. As mentioned in the previous article, and the most recent news letter, the Canal Society and Vigo County Historical Society are in the process of raising money to mark the graves of these two men during the 1994 spring tour.

COLONEL THOMAS HOLDSWORTH BLAKE

and

SENATOR WILLIAM CRAWFORD LINTON

by Mike McCormick

The Internal Improvements Act provided for the appointment of six persons who, together with the three existing Canal Commissioners, were to constitute the "Board of Internal Improvements." Blake's history of active involvement in internal improvements made him a logical choice to serve on the board.

Blake was the leading Whig candidate for Congress in 1838 even though Governor Noble chose to run. Neither won the seat; it went to Alfred S. White, a compromise candidate, after 36 ballots, in the most contested Senatorial election in the state's history. Blake's popularity was hardly daunted; he was named chairman of the Whig State Convention.

In 1840 Blake was instrumental in the founding of St. Stephens Episcopal Church in his home town and helped organize the original Terre Haute Fire Guard.

In May, 1842, after a short business venture in Terre Haute with a relative, Thomas Bourne, Blake accepted President John Tyler's appointment as Commissioner of the United States General Land Office in Washington, D.C. and served in that prestigious position until June, 1845. As usual, he performed the job almost faultlessly. But he was needed back in Indiana.

The state legislature spent much of its 1845-46 session debating how to convince bondholders, many of whom were in Europe, to waive their right to payments so that the state could complete the Wabash & Erie Canal to the Ohio River. Blake's former legislative colleagues and Governor James Whitcomb, a former Terre Haute lawyer, thought that the aristocratic Maryland native was the man best suited for the task.

As a result, Blake became Indiana's first Financial Agent to Europe and, accompanied by Charles Butler, went to England to seek more funds. The two were not successful in accomplishing their goal. Bondholders were reluctant to loan more money--even if it was secured by canal lands--without first receiving some of their money back. But Blake impressed the London financial community with his appearance and knowledge of fiscal matters.

When Blake returned to the United States, he was selected by the creditors as a member of the three-person (Blake, Butler and Indianapolis resident Nathan B. Palmer) board of trustees of the Wabash & Erie Canal. On July 31, 1847, he became resident trustee and moved the Wabash & Erie Canal headquarters to Terre Haute. The canal was administered from Blake's office thereafter.

Blake's performance as resident trustee was admirable. He worked tirelessly to promote the canal. Each year during his administration, revenues increased. In his book INDIANA CANALS, Paul Fatout said:

"Blake, as hard a worker and as vigilant as a man could be, exhorted subordinates to be more careful, but he was unable to reform all human weaknesses or to eradicate human stupidity."

After dedicating his adult life to secure the finest internal improvements within the state's budget, the Wabash & Erie Canal defeated Blake. He died of cholera on November 28, 1849 in a Cincinnati hotel. He had contracted the disease during the 1848-49 canal epidemic. He was returning from the east on canal business when the final stages of the illness conquered him. He did not live to see his dream fulfilled: the canal had not been completed. However, he was aware that the first boats-- E.A.

Hannegan and G.R. Walker -- had reached Terre Haute on the canal a month earlier: October 25, 1849.

One of the last people to talk to Blake before his death was Colonel Drake, later founder of the Drake Hotel in Chicago. Drake was a Cincinnati bellboy and, at the sick man's request, read "The Lord's Prayer" to Blake twice. Blake listened quietly, clasped his hands and said: "Lord, to thy hands I commend my spirit."

Coincidentally, Terre Haute businessman Chauncy Warren also was in Cincinnati for an eye treatment on Blake's final day and summoned Blake's brother by telegraph about his critical condition. The notice was much too late for Dr. James Blake to be at his brother's bedside. A steamboat was hired to bring the Colonel's body to Terre Haute, down the Ohio River and up the Wabash.

The respect with which Blake was held is apparent in virtually every writing referring to him. Fatout said:

"By his death the canal lost a good man, earnest, honorable, tireless in his efforts to make the Wabash & Erie discharge its obligation."

Governor Joseph A. Wright said

"Thomas H. Blake died in the midst of his usefulness, having filled a prominent place in the history of his country. He was a man of honor and integrity; he held the confidence of all who knew him and his loss is a public one."

Linton, fidgety and nervous, was a stark contrast to Blake's aristocratic air. Earle recalled:

"Of William C. Linton I can remember very little in the long ago. I know that he kept a store on the east side of the public square. He was a small, spare yellow complexioned man. He would walk back and forth behind his counter, when not busy, very rapidly with his arms swinging or gesticulating as if in fierce debate with some unseen person. He was a very nervous man but not without courage. I saw him exhibit that quality once in a remarkable manner. ... No one

did more for Terre Haute than William C.

Linton in his day."

Linton, though frail, was not afraid to stand nose-to-nose with some of the roughest characters on the midwestern frontier. An early case in the Vigo Circuit Court found Linton guilty of assault and battery and fined him "Three Dollars."

William Linton and his brother, David, came to Terre Haute in about 1818 from Lancaster, Pennsylvania. Born in 1794, William Linton married Ann Aspinwell, in 1820. They had four children.

David Linton, born in 1800, joined his older brother in Terre Haute at an early age. In the 1820s, the Linton brothers operated a store together with substantial success. The Lintons were called "prosperous" by several sources. David Linton also died in 1835, a few months after his older brother, at age 35.

Senator Linton's dedication to his home community was best manifested by his civic commitments. He was selected a member of the Vigo County board of county commissioners in August, 1821. Together with brother David, he obtained one of the villages first merchandise licenses in 1824.

He was the first president of the Terre Haute Library (1824) and served in that capacity until his death. He also was named the sole Commissioner of Construction of the Vigo County Court House the same year. In 1827, after the death of Ann Linton, Senator Linton married Eliza Perkins.

Though the state's need for a canal was Linton's first priority, Linton had other interests. He was elected to the Indiana Senate from Clay, Sullivan and Vigo Counties for three consecutive terms: 1828-29, 1829-1830 and 1830-31. On December 11, 1830, Linton was named a member of the seven-man committee to draft the Indiana Historical Society's constitution.

In 1831 Linton was a member of the five-man legislative committee selected to draft the original Indiana Civil Code. He lost some political favor as chairman of the Civil Code Committee when he publicly criticized Governor Ray for keeping the Louisiana Civil Code at home instead of placing it in the Indiana State Library.

The incident has been referred to by Indiana

historians as "The Case of the Overdue Book." It may have cost Linton re-election in 1831.

Ironically, it was not Linton's idea to issue the criticism; it was Linton, however, who publicly advised the Governor of the committee's position. Linton had the intestinal fortitude to do unpleasant tasks.

Linton's commitment was too well-recognized to keep him away from public service. He promptly was appointed a Wabash & Erie Canal Fund Commissioner, serving in that fiduciary capacity from 1832 until his death. During his tenure as Fund Commissioner, the State requested Linton to make several trips to and from east coast banks entrusted with many thousand dollars in specie. He made the trips by foot, horseback, stage, wagon, steamboat, canalboat and rail, frequently not sleeping during the entire trip in order to protect the money. Letter books describing the trips remain in the Indiana State Library.

On January 31, 1835, William C. Linton suffered a violent heart attack and died in Philadelphia while on Wabash & Erie Canal business.

Linton was defeated in his only bid for Congress in 1833. In 1834, while still serving as a Fund Commissioner for the canal, he was given the exclusive responsibility of obtaining funding for the Terre Haute branch of the State Bank of Indiana. On March 1, 1834 he departed again for the east, keeping his usual detailed accounting.

The Town of Linton and Linton Township in Vigo County, thankful for efforts in championing the canal, were named after him posthumously in 1841. Yet one Greene County history merely mentions that the town was named "after an Indiana senator."

William Linton was active in the establishment of the First Presbyterian Church here. In 1827, David Linton built Terre Haute's first mansion on the southwest corner of Second and Wabash. It was later moved to a location between 5th and 6th on the south side of Ohio Street. Later it was moved again to be closer to Ohio Street. It was finally torn down in the 1950s. In 1830, Senator Linton acquired what became Spring Hill Farm (the home of Col. Richard W. Thompson for many years) and built the first improvements on it. The Linton brothers acquired substantial property during their

residencies in Terre Haute.

It is a historical travesty that the gravestones on the Linton-Blake lot at Woodlawn Cemetery have disappeared with the passage of time.

At one time -- according to an 1897 newspaper report -- a tall shaft rose above Blake's grave recording a list of his impressive achievements. On the back of the shaft, there was this inscription:

"By his side reposes his young and lovely wife, Sarah Linton, died August, 1831, in the 22nd year of hear age."

CANAL OFFICE. The Trustees of the Wabash & Erie Canal have erected a substantial two story building for an office on Ohio street, near the dwelling of Mr. Rice. The rooms are large and well finished. There is also attached a small fire proof room on the south side. The whole building is of superior finish, containing four large rooms besides the basement. The house is so constructed that at any future day it may be converted into a dwelling. The officers will soon remove from the old office to the new.

DRY DOCK. A Dry Dock has been constructed along side the Canal a short distance above the first lock above the basin. It is calculated to hold nine or ten boats, taken in for repairs. Four are now in, blocked up high and dry to be repaired at leisure. Besides those in the Dock, some dozen boats are now lying in the Canal along side, moored up for the winter.

WABASH COURIER (Terre Haute)-December 17, 1853.

BOAT PUMPS

SUPERIOR to any before offered to the public. Also BOAT LANTERNS and all kinds of BOAT WARE of the best quality kept on hand or made to order. Boatmen and others wanting anything in our line are invited to call...

WOOD & Co

Fort Wayne Sentinel - April 6, 1844.

WABASH & ERIE CANAL MECHANICAL STRUCTURES

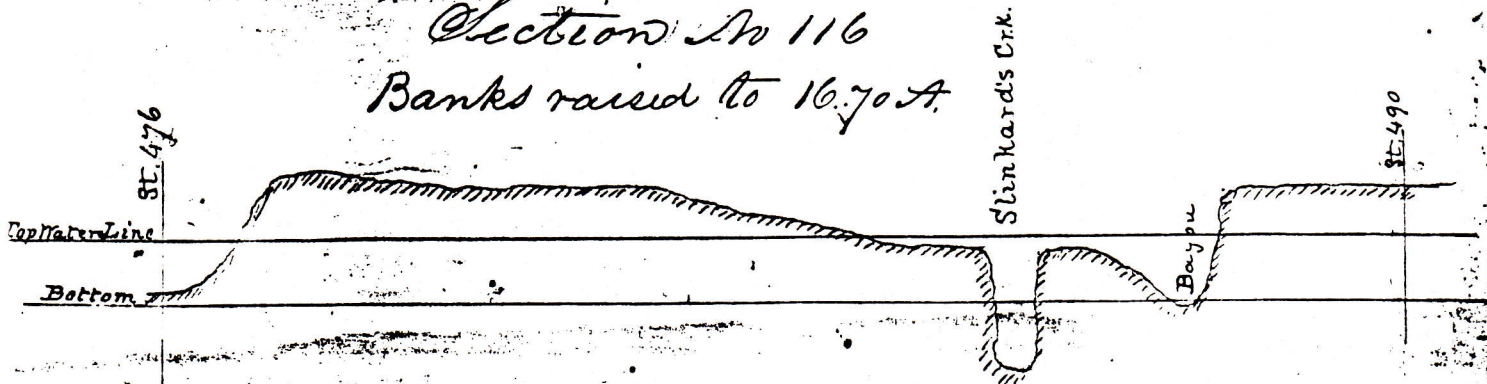
Tow path bridge over Doan's Creek 120 feet long; two spans of 60 feet each, with one bent in the middle. Bridge above high water of White River.

Tow path bridge, 50 feet long, half a mile above Newberry dam.

Newberry dam. This structure is $444\frac{1}{2}$ feet long, and 12 feet high above low water of the river. About 290 feet of the dam is on rock, the remainder is on sand and gravel. The foundation is formed by, first, a course of brush about two feet thick with men standing upon it. Then six courses of ties, the first being 60 feet long and stepping off- the last 43 feet long. Upon this, there is built a crib $4\frac{1}{2}$ feet high at the lower, and 6 feet high at the upper sides,- $29\frac{1}{2}$ feet wide measured in the direction of the stream. The upper and lower sides of the crib, to the height above noted, are plumb. Between the first and second and third courses of timbers in the lower sides of the crib, a space of 6 inches is left to admit the free escape of any water that may get into the crib through the dam or apron timbers.

Upon the lower end of the crib are apron timbers $14\frac{1}{2}$ feet long, securely spiked to the timbers below and closely jointed together. The crib has five courses of lineal timbers in it, held together by round ties, dovetailed at the ends, and securely pinned at the points of bearing. From the apron, leaving a projection of 13 feet, the dam is raised the remainder of its height by 4 sticks of timber laid close together and forming a slope on the lower side of 1 in 4.- These timbers are secured in their position by round ties dovetailed into each other and into the upper stick of the square crib, and also by the covering timber and plank. The covering timber is 16 feet long, having their support in the middle. The first course of timber at the upper and lower side of the square crib is 18 inches square. The apron and timbers connected therewith, are held together by 700 spikes 22 inches long and one inch square, and 350, 18 inches long and $\frac{3}{4}$ inch square. The whole crib is well filled with stone-care being taken to put the largest under the apron and the body of the dam, and the fine material near the upper side. At the upper side there is a course of

Section No 116
Banks raised to 16.70 A.



Quantities.

	42 3/4	Chains grubbing & clearing
	20.594	Cub: yds: Excavation
	2.650	" " Do Guard Lock pit
	2.120	" " Do Dam & Abut: pits above low water
	940	" " Do do do below do
22.154	2.204	" " Single Embankment inc: 1/2 Bank
	1.880	" " Lock do
	450	" " Puddle in Lock & Dam
	1.600	" " Earth filling in Lock culis & Dam Abuts
	1820	" " Stone filling & protection, Lock & Dam
	360	" " Gravel filling at Dam.
4.304	3.704	Cubic feet Round timber, Dam Abuts: & Guard Lock
18.158	18.158	" " Square do in Dam & Guard Lock
	1.290	" " Framed do " Tow Path Bridge
	1.182	" " Do do about Lock
	1.082	Square feet 4 in. covering plank.
	16.552	" " 2 " Oak plank in Bridge, 1/2 Lock & Dam
	8.910	Lineal feet of Round ties in Dam & Lock
	130	Cords brush & tree foundation of Dam
	1.413	Pounds wrought spikes in Lock & Dam
	600	do bin cut do " do
		Lock Gates & Mitre Sills complete

Contractors Profile showing estimated work required. in this issues Mechanical Structures. --- See Slinkards Creek dam, guard lock and tow-path description Drawing from Indiana State Archives.

sheet piling extending about 4 feet below the foundation, or down to the rock. The upper end of this piling is spiked to the upper toe-stick of the square crib. From this point up to the covering timber, the square crib is planked, making a joint with the covering timber.

Above the dam, raised to the height of the square crib, there is a bank of gravel and fine stone, topped off with larger stone. Below the foundation of the north-west side of the river, extending out from the abutment where there is no rock, there has been put a large quantity of brush rock, to protect the abutment and dam from undermining. The comb of the dam was raised five feet A on the upper level from the guard lock down. The north-west abutment of the dam is a crib of timber 60 feet long, 20 feet wide from out to out, and 31 feet high. The upper four courses of the abutment are stepped off at the lower end. The abutment crib is held together with round ties dovetailed at the ends. The abutment is built on a foundation of hewn timbers laid close together, placed 3 feet below low water of the river.

Below the abutment there is a protection wall of timbers 40 feet long, raised 27 feet high, receding from the river at the lower ends as they rise, secured by round ties extending into the natural bank of the river. In front of this wall there is stone and brush protection.

On the south side of the river there is a river lock, admitting of the passage of flat boats, 105 feet long and 21 feet wide. The lock is built on the crib plan, and is of the same height of the north-west abutment. The crib next the river is filled with stone, and the other also to the height of ten feet. The foundation timber of this lock is placed on solid rock 3 feet below low water of the river.

Near the river lock and a little below the range of the dam is located the guard lock, through which the water is admitted to feed the Canal south from this point. The guard lock consists of buttresses to receive and support the gates and cribs on each side between the same raised 5 feet high. Upon these cribs there are posts and cap raised to the desired height. The cribs of the guard lock are raised to the same height as the river lock-say to 22 feet

CRK.

Section No 116

above bottom of Canal, being 4 feet above extreme high water of White River.

In the upper gates of the guard lock there are eight paddle gates 2 by 3 feet, for the passage of water into the Canal. Just at the upper end of the guard lock there is a culvert for hydraulic purposes, with 4 sliding gates in it 2 by 4 feet.

Road bridge No.129. At Newberry, a short distance below the guard lock.

Slinkard's Creek Dam. $1\frac{1}{2}$ miles below Newberry. The bed of the structure is fine sand of the most treacherous kind. The foundation of the dam consists, first, of a course of brush about two feet thick, and then three courses of round trees—the first two 35 feet long and the upper course 25 feet. The dam is 100 feet long between the abutments, and is curved up stream, having a versed sine of $12\frac{1}{2}$ feet. Upon the foundation there are five courses of range timbers, each course consisting of five lengths of timber 21 feet long. To these timbers the apron timbers 13 feet long and 9 inches thick are secured by suitable spikes. The space between the lineal timbers and the foundation under the apron is filled with stone. The top of the apron is three feet above low water of the creek. From the center of the apron the breast of the dam is raised, consisting of seven courses of timbers 21 feet long and 12 by 18 inches, by which the arch is raised 7 feet high. In every alternate course the range is commenced with a short stick so as to break the joints. The whole is well secured with wrought spikes. The brush and trees are cut off smooth at the upper end and two courses of sheet piling 7 feet long driven, the upper ends being spiked to the upper range of timbers under the apron. The piling extends out to the ends of the wings of the dam 22 feet. Above the dam there has been put in a large quantity of small stone, fine brush, and other material. The foundation of the dam was put in 4 feet below low water, and the comb is raised 5 feet above bottom of Canal, making the dam 10 feet high above low water.

The abutments of the dam are 50 feet long and 14 feet wide from out to out. The wings at the upper end are 22 feet long. The abutments rest upon a foundation of hewn timbers laid close together, and they are raised 18 feet high above the same. The lower ends of the abutments are stepped off-top

course 34 feet long; wings, and part of face of abutments, planked.

The boats cross the pool a short distance above Slinkard's Creek dam by means of a tow-path bridge. This structure consists of one middle span of 60 feet, and two end spans of 40 feet each. The bridge is supported by two high bents resting on mud sill in the bed of the creek. On the caps of the bents there are sub-chords 30 feet long, upon which the chords are placed and securely bolted. The chords of the bridge consist of three sticks to each span 10 by 14 inches, and require no other braces except those extending from the posts of the bents to the ends of the sub-chords. The bridge is 7 feet wide, from out to out. Lateral bracing is introduced in the middle span.

The Slinkard's Creek guard lock is located just below the dam. It is built upon the plan of the Newberry guard lock, having 8 paddle gates in the upper gates of the lock to admit the passage of water down the Canal. The buttresses of the lock are raised 23 courses high, making the top 22 feet above the bottom of Canal.

At the Newberry guard lock the level of the bottom of the Canal is depressed one foot, giving five feet water in the Canal from Newberry to the first lock above Maysville.

Road bridge No.130. One mile below Slinkard's Creek.

Culvert No.168. Length of culvert 105 feet. Top of same 2 feet B. Top and portion of sides planked over.

Road bridge No.131. Road leading to White River.

Culvert No.169. One space 10 by 2 feet. Top of culvert 2 feet B. Length of culvert 101 feet.

Road bridge No.132, Owl Prairie.

Lock No.60, of 5 feet lift, walls 12 feet high, built on the crib plan, of timber.

Culvert No.170. One space, 10 by 2 feet clear. Length 99 feet. Top of culvert 2 feet B.

To be continued.

The Southern Division of the Central Canal

The recent Canal Society tour in Indianapolis illustrated ample evidence of the completion of a portion of the Central Canal. The Indianapolis Division, however, was not the only section of the Central Canal to be completed. At the southern end of the Central Canal roughly 20 miles had also been completed out of Evansville. During the course of its construction this section had come to be known as the Southern Division of the Central Canal.

For the people of Evansville the first mention of a canal came during the 1834 debate of a bill to further extend the Wabash & Erie Canal. Under this act, approved February 6, 1835, a number of canal surveys, including one from Evansville to Indianapolis, were authorized. Ohio engineer, Francis Cleaveland was given the assignment of heading the locating party and estimating costs for the route. The primary problem in locating this canal was the ridge between the Patoka and Ohio Rivers. In July 1835, Anderson Davis was sent to survey the entire summit from Princeton (Gibson County) to Vienna (Scott County) to find the lowest points. By the end of the year the practicality of a Evansville to Indianapolis canal had been determined. The resulting route was 194 miles long and estimated to cost \$2,400,947.

With the January 27, 1836 approval of the Internal Improvements Act the intention of building the Evansville to Indianapolis canal became a reality. Under Section 4, Part 2 of the act, part of the Central Canal was to run from Indianapolis "...thence down the valley of the west fork of White River to its junction with the east fork of said river, and thence by the most practicable route to Evansville on the Ohio river".... In Evansville the citizens were overjoyed and arrangements were made for a May 4th celebration. At noon a 40 foot pennant with the motto "Internal Improvements" was hoisted to the firing of a national salute. Two hours later all the guests assembled at Warner's hotel for a procession to a prepared meal. During the celebration which followed numerous speeches and 30 toasts were

given.

At about the same time steps were being taken to implement the act with John A. Graham being appointed commissioner and C.G. Voorhies appointed resident engineer. One of Voorhies' first acts was to order the resurvey of parts of the summit and the final route into Evansville. On July 9th the first advertisements were placed in Indiana, Pennsylvania, Ohio, New York and Washington, D.C. newspapers. Contractors were notified that sealed bids would be received in Evansville on November 1st for 25 to 30 miles of the Central Canal. At that time bids were made on sections 1-38 and sections 1-3 of the Lamasco branch or mill race. Contracts for the sections embracing $19\frac{1}{2}$ miles were awarded by May 1837 and work begun. On May 1st posters were issued in Evansville calling for 2,000 laborers on the entire Central Canal. Workers at Evansville were promised \$20 per month with fare and lodging of the most comfortable character furnished. By the end of the year four sections were completed and accepted and several others only needing their banks trimmed. An early shortage of workers meant that the average force on the section was only 180 men. Surprisingly, two-thirds of the work force were Hoosiers. The principal structures on this portion of the canal were the Pigeon Creek dam at the head of the line and the stone arch culvert over Squaw Creek. Since almost all the water for this part of the canal was to come from the White River dam in Greene County, it was decided that the intervening heavy sections should be let at the next bidding. In addition it was decided to increase the depth and width for part of the canal south of White River to increase the flow of water. This was more important with the donation of nearly 7 acres to the state for mill purposes by the town of Lamasco, adjoining Evansville. At this location there was a 56 foot drop to Pigeon Creek which could be used to power industry. Construction of this 67 chain long extension necessitated the construction of another stone culvert adjoining the basin in Evansville.

In 1838 additional contracts were let for the heavy work north of the original lettings. These included sections 69-70 at the Pigeon summit, sections 90-91 at the Patoka embankment, sections

100-101 at the Patoka summit and sections 120-125 at the White River embankment. All of these works required extensive excavations and were expected to take 12 to 18 months to complete. Plans were also considered for constructing one or two reservoirs in Pike County. During 1838 most of the work in the area of Evansville had been completed and it became known as the Southern Division of the Central Canal.

In 1839 this division was completed and ready for water. Four sections immediately above the Pigeon Creek dam were abandoned by their contractors. It was believed that the dam would be able to supply the canal with water from Pigeon Creek for 7 or 8 months of the year. As a result of this belief it was proposed that water power be leased at Lamasco in spring 1840 after the canal was filled. As work progressed rapidly on the four detached works the entire Indiana improvement program was on the verge of collapse. The national depression and fiscal irregularities had put the state in severe financial difficulties. As a result plans were made to close down all but the most essential projects.

1840 was both the zenith and nadir of the Southern Division of the Central Canal. In the spring the canal was filled from the feeder dam on Pigeon Creek. Boat builder Robert Webber, completed one or more canal boats for use on the canal. At this time there were at least two boats, one each passenger and freight, on the canal at Evansville. It is not known if the water power was ever leased. At the same time all work on the canal was stopped. From January through March, John Graham settled contractors claims for relinquishing their contracts. In this process the state paid the canal contractors to break the contracts.

In 1841 the canal was considered navigable. Amos Clark was appointed superintendent but little business occurred due to a want of water. On June 6, 1841 a meeting was held at Princeton to arbitrate the final claims for work at the Pigeon summit and White River embankment. Three appraisers were brought from Kentucky to fix the final value for the work. Later in the year the

board transferred care of the division to a different superintendent.

In 1842 two changes came to the Southern Division. On January 28th the General Assembly approved a law which allowed private concerns to continue the state's work. Under this act, which abolished the Board of Internal Improvements, Fund Commissioner and Chief Engineer, the Cross Cut Canal and southern division of the Central Canal were to be considered one continuous line to be known as the Wabash & Ohio Canal. On the following day the General Assembly approved "An Act to provide for the preservation of the southern end of the southern division of the Central Canal. Under this act the Vanderburgh County Commissioners were to take charge of the canal from Evansville to the feeder dam. They were to keep it in repair, adopt rules and collect tolls until the canal was reclaimed by the state. All costs would be refunded by the state with 6% interest. Since a portion of the canal was located in adjoining Warrick County, their Commissioners were permitted to take equal interest if they chose.

1843 brought canal meetings in Evansville area calling for land grants to be used for extending the Wabash & Ohio (sometimes Ohio and Erie) to Evansville. An 1844 article mentioned that the canal had boats navigating on it. On July 26, 1845 the Evansville Town Board ordered that the owner of a wood boat in the canal near Main Street be ordered to move it within six hours of being notified by the marshal. During the next few year the canal fell into disrepair. Evansville continued to lobby for its completion and rebuilt road bridges over its remains in town. The approval of the Butler Bill in 1847 called for the completion of the Wabash & Erie Canal to Evansville by way of the former Cross Cut and Southern Canal routes. In 1848 the Pigeon feeder dam was repaired and over the next two years the original southern division was returned to order. In November 1850, Robert Webber arrived again with the first canal boat at Evansville. For the next two years he navigated the original southern division until the Pennsylvania arrived from Toledo on September 22, 1853, giving Evansville a completed canal 17 years after it was begun.

240

Election No 116

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THOMAS H. BLAKE

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- o W & E CANAL PROFILE MAP - THOMAS MEEK
- o ALONG THE PENNSYLVANIA MAIN LINE CANAL - W. SHANK
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ALLOW 2-3 WEEKS FOR DELIVERY

above bottom of Canal, being 4 feet above extreme high water of White River.

In the upper gates of the guard lock there are eight paddle gates 2 by 3 feet, for the passage of water into the Canal. Just at the upper end of the guard lock there is a culvert for hydraulic purposes, with 4 sliding gates in it 2 by 4 feet.

Road bridge No.129. At Newberry, a short distance below the guard lock.

Slinkard's Creek Dam. $1\frac{1}{2}$ miles below Newberry. The bed of the structure is fine sand of the most treacherous kind. The foundation of the dam consists, first, of a course of brush about two feet thick, and then three courses of round trees—the first two 35 feet long and the upper course 25 feet. The dam is 100 feet long between the abutments, and is curved up stream, having a versed sine of $12\frac{1}{2}$ feet. Upon the foundation there are five courses of range timbers, each course consisting of five lengths of timber 21 feet long. To these timbers the apron timbers 13 feet long and 9 inches thick are secured by suitable spikes. The space between the lineal timbers and the foundation under the apron is filled with stone. The top of the apron is three feet above low water of the creek. From the center of the apron the breast of the dam is raised, consisting of seven courses of timbers 21 feet long and 12 by 18 inches, by which the arch is raised 7 feet high. In every alternate course the range is commenced with a short stick so as to break the joints. The whole is well secured with wrought spikes. The brush and trees are cut off smooth at the upper end and two courses of sheet piling 7 feet long driven, the upper ends being spiked to the upper range of timbers under the apron. The piling extends out to the ends of the wings of the dam 22 feet. Above the dam there has been put in a large quantity of small stone, fine brush, and other material. The foundation of the dam was put in 4 feet below low water, and the comb is raised 5 feet above bottom of Canal, making the dam 10 feet high above low water.

The abutments of the dam are 50 feet long and 14 feet wide from out to out. The wings at the upper end are 22 feet long. The abutments rest upon a foundation of hewn timbers laid close together, and they are raised 18 feet high above the same. The lower ends of the abutments are stepped off-top