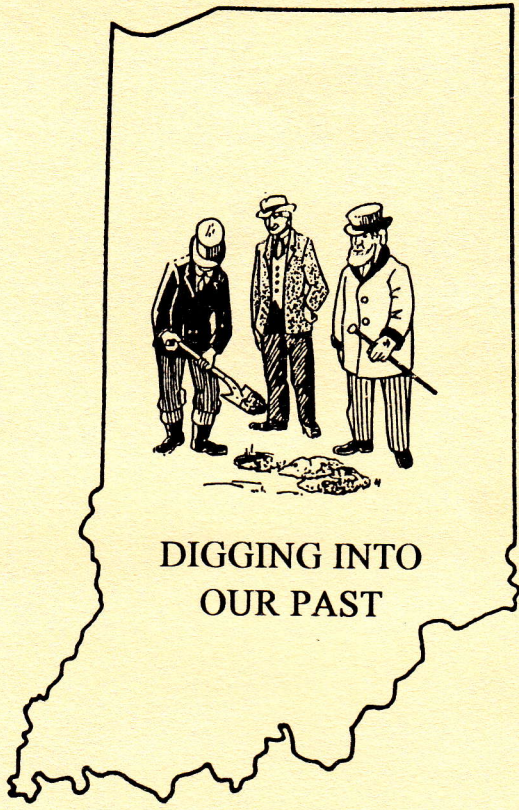


INDIANA CANALS



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Vol. 9 No. 1 Winter 1998

INDIANA CANALS

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INDIANA CANALS

The Journal of the Canal Society of Indiana

Volume 9, Number 1

Winter 1998

Welcome to another issue of Indiana Canals, where it is our goal to educate you and entertain you at the same time! This issue we continue to offer you a variety of information, presented with the idea of helping you understand what is was like to be a part of the Wabash & Erie Canal. First we offer you a detailed overview of where the town, and lock, of Clinton Lock was located, written by Charles Davis. It is complete with lots of sources to satisfy the most discriminating reader. Next is a brief history of the Michael Nolan connection to the canal by Robert O'Rourke. Last but not least is an abbreviated look at the financial condition of the state of Indiana in the 1850's.

Enjoy!

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Locating Clinton Lock

by Charles Davis

The United States of America,

To all to whom these presents shall come, Greeting:

Whereas, John Crabb of Parke County Indiana has deposited in the General Land Office of the United States, a certificate of the Land Office at Vincennes whereby it appears that full payment has been made by the said John Crabb according to the provisions of the Act of Congress of the 24th of April, 1820, entitled "an act making further provision for the sale of Public Lands," for the West Half of the North East quarter of Section fourteen in Township fourteen North of Range 9 West in the District of lands Subject to Sale at Vincennes Indiana Containing 80 acres--according to the official plat of the survey of the said Lands, returned to the General Land Office by the Surveyor General which said tract has been purchased by the said John Crabb. In testimony whereof, I, Andrew Jackson President of the United States of America, have caused these letters to be made Patent, and the Seal of the General Land Office to be hereunto affixed. Given under my hand, at the City of Washington, Dec. 1, 1831.

Signed, April 4, 1833,

Andrew Jackson ¹

The above entry of land purchased by John Crabb was of primary importance in helping me, Charles Davis, to

discover the approximate location of Clinton Lock No. 40 of the Wabash and Erie Canal and the town of Clinton Lock. John Crabb was born May 3, 1776 and died May 5, 1836 at age 60 years 2 days. ²

Entrees of Land shows John Crabb entered this land July 2, 1821. John "W." Crabb, who was one of the pioneers of the Wabash Valley, and who made his home on Walker's Bluff in Parke Co., this state in 1824. ³

I can't prove it, but I believe John came from Pickaway Co., OH. There is a James M. Crabb buried in the Crabb Cemetery that was born May 4, 1822 and I believe him to be John Crabb's brother. James is listed as being from Pickaway County, OH. ⁴

In 1830 John Crabb erected an 18 ft. x 32 ft. double hewed log house near the then dwelling occupied by Josephus W. Lake. ⁵

"... establish a Wabash River Ferry. . . that would later become Clinton Lock."

A few years before this, on August 11, 1818, John Beard was granted a license to establish a Wabash River Ferry at the present site of Clinton, just west of John Crabb's land that would later become Clinton Lock (the town). The license was granted by the Vigo County Commissioners, the year Vigo County was set up. ⁶

Crossing the Wabash River was important to the trade

of Vermillion County. It wasn't until 1852 that construction was started for the covered toll bridge near the site of today's Clinton bridge and the location of the river ferry. Mention is made in early diaries of travelers coming to the Clinton Lock on the Wabash and Erie Canal and then going back across the bridge to Clinton. The gate keeper, whose house was located at the west end of the covered toll bridge, controlled the gates which closed that end of the bridge. ⁷

The ferry mentioned above was operated by John Crabb's son, Walter G. Crabb, from 1850-1861. ⁸

On November 2, 1832, John Crabb sold his 80 acres to his son Walter G. for \$100.00. ⁹

*To them were
born 11 children.
Catherine and 8
of those children
died.*

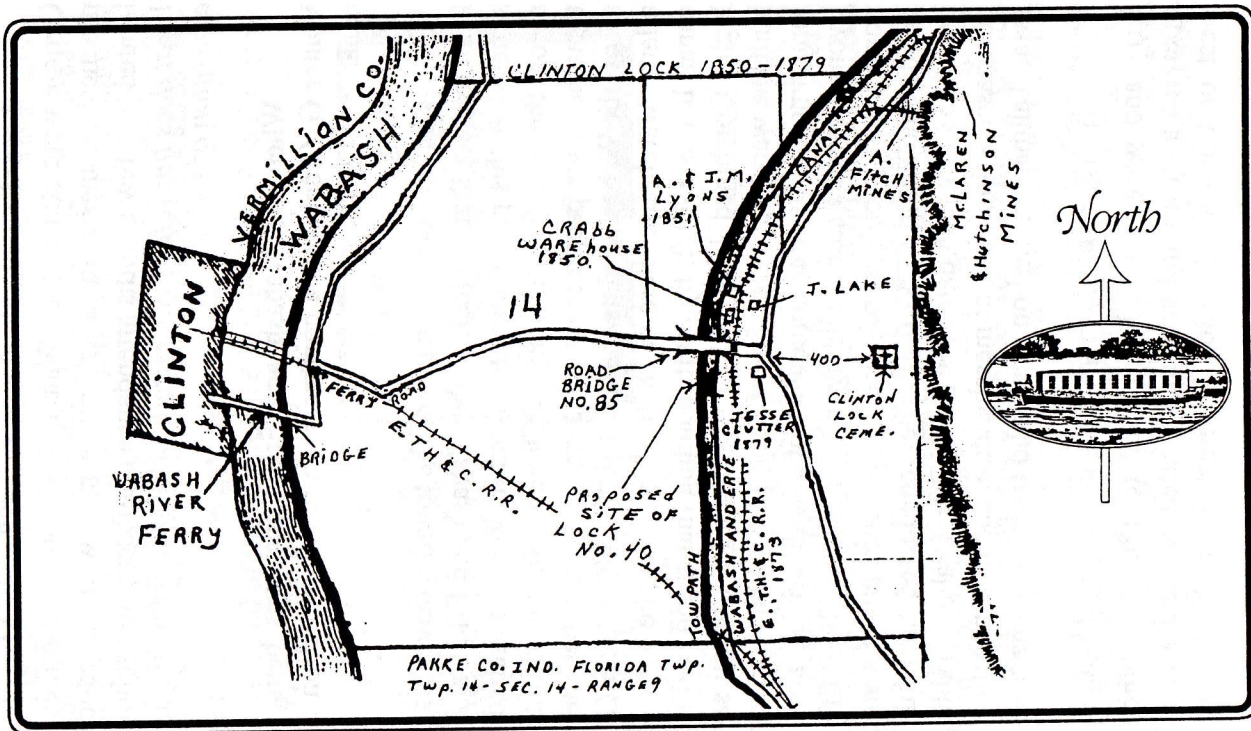
Walter G. Crabb was born in Ohio, August 2, 1816, to John and Hannah Crabb. When John died, Walter had the care of the family thrown upon him, his older brother having been married and left home. Parke County Marriages 1829-1861 shows that Walter G. married Catherine Hanson November 9, 1838, in Florida township. To them were born 11 children. Catherine and 8 of those children died and are buried in Clinton Lock Cemetery. The second wife of Walter G. was a Miss Laney, who died shortly after their marriage., Walter married a third time to Miss Eliza Thayer, a native of New York. To them were born 5 children. Four of the five children's names that I found were George A., Mary E., Marcy A., and Walter G. ¹⁰

According to this sketch in 1888 only Mary E. and George were still living. Walter G. Crabb is described as a practical businessman, a self made man with his education limited to a few months attendance in subscription schools. ¹¹ *What does this tell us compared with our lengthy and costly education of today?*

When the Wabash and Erie Canal was being dug, Walter G. Crabb was a contractor in the construction of the canal. ¹²

Clinton Lock (the name of the town) received its name from the fact that the lock of the Wabash and Erie Canal was situated at this place, and also from its location immediately across the river from the city of Clinton. Now hold onto this thought as we progress into this story. Remember the ferry across the Wabash and its route to the "Lock?" Walter G. built a large warehouse there in 1850. It was on the bank of the canal. It was a 40 ft. by 80 ft. building that stood two stories high. Combined 1874-1916 Atlas of Parke County says he built the warehouse the 15th of May, 1850, which stood for a long time and became somewhat of a landmark. A. and J. M. Lyons finished a store building in 1851 located about fifty feet north from Crabb's warehouse. There they put in a stock of goods amounting to \$7,000. They conducted their business until 1853 at which date they sold to Mr. Crabb. Crabb again purchased a fine stock of merchandise, and in connection with Isaac Tallman, carried on a splendid trade for some time. ¹³

By 1862 Walter G. Crabb's business had ended at the ferry and warehouse. From 1862 to 1865 he owned and operated a steam and grist mill located one and a half miles west of Clinton. In 1865 he erected the brick grist and



Park County, Indiana, Florida Township, Section 14, Range 9 - the location of Clinton Lock.
Map drawn by Charles Davis, 1997.

merchant mill in Clinton, which he operated until his death.¹⁴ This mill was called "Monitor Mills."¹⁵

During the year 1881, Walter was Clinton town treasurer. In the Peoples Guide Vermillion Co., 1874, page 180 states: Crabb, W. G., miller; Clinton. Born in OH 1816; settled in V.C. 1862. In politics he was first a Whig, but affiliated with the Republican party from its organization. He is described as not being a professing Christian, but he gave freely towards the building of churches and purchased books for a Sunday school at Clinton Lock, of which he was superintendent.

George Crabb, Walter's son, was reared from the age of three years in Clinton. (Born at Clinton Lock January 22, 1859.) At the age of fifteen years, he took charge of his father's books, and assisted his father in his mill until establishing himself in the grocery business. Walter G. Crabb died August 22, 1884. His wife died November 12, 1877 age 45 years. By 1888 all of Walter's brothers and sisters were deceased except a Mrs. Mary "Crabb" Welton, who resided in Edgar County, Illinois.¹⁶

Walter G. Crabb and wife Eliza sold the warehouse, 80 acres, except so much of said land is now occupied for a grave yard (Clinton Lock Cemetery) to Jesse R. Youmans and Robert Smith for \$4,000, November 8, 1861. These men couldn't pay the mortgage and lost the 80 acres and warehouse. The First National Bank of Rockville took possession. The property was advertised by the bank. It was sold to John Lowry March 21, 1870.¹⁷

The Crabb Warehouse was profitable while the Wabash

and Erie Canal was in operation. But the canal quit through here in 1865. As soon as the canal ceased, the warehouse as far as the shipping of grain was concerned almost ceased.

The next decade was a defunct time for Clinton Lock. Crabb's land and warehouse changed hands many times including banks and courts. In the fall of 1873, a switch from the Evansville, Terre Haute and Chicago railroad was run up to the warehouse and coal mines owned by Asa Fitch. In 1874 a coal mine was opened half a mile north of town by McLaren and Hutchinson, who built a private switch to their mine.¹⁸

On page 5 of the 1875 Execution Docket on October 19, the warehouse was advertised at the courthouse and on December 31, 1875, Joseph Morey paid \$1,500 for it and the 80 acres, except graveyard.¹⁹

In the year 1875, the railroad company purchased the lock switches to the warehouse and mines and recognized Clinton Lock as a station point on their line. What I thought was the last mention of Clinton Lock Cemetery is in Deed Record Book Vol. 36 p. 465 when Morey purchased the land and warehouse. But a call from Paula Stites, who is a member of the Parke County D.A.R., confirmed the cemetery had had a house built on it! A single stone remains there at the house's back door. The stone has the inscription Kelsinhiemer on it. I found the cemetery recorded in the Plat Office by the 1940 W.P.A. as the "Kelsinhiemer Cemetery." Paula didn't know the cemetery was originally called Clinton Lock Cemetery. She will now record it by that name. I told her that Crabb's first wife and eight children are buried there. That will also be recorded.

July 23, 1877, was the last year the 80 acres was intact. July 1879, Jesse Clutter started to build a stave factory south of the warehouse that was finished by August. The main building was 75 ft. x 80 ft. with a stave shed 26 ft. x 312 ft. and a saw shed 24 ft. x 36 ft., having the capacity to make up to 17,000 staves per day. A cooper shop was added to this business later.²⁰

Looking at an 1872 State Geological Map of Parke County, the town of Clinton Lock is called "Williamson." I can't find anything in recorded history to verify the name. Deed Record Book Vol. 39 p. 542 shows that Joseph Morey sold the warehouse and 2.24 acres of land to Hudnut and Company (Vigo County) for \$1.00 on April 24, 1880. It was at this time, after 32 years, that famed Clinton Lock would change its name. Plat Book Vol. 1, p. 178 states, "Joseph W. Morey, owner, lays out into town lots April 27, 1880. Seal of Joseph Morey." Thus Clinton Lock became Hudnut. The property that Hudnut bought with the warehouse became Lot # 1 (# 2 lot was that of Joseph W. Lake. Also Lake owned a lot # 1, but this was not Hudnut's lot. Lake's lot # 1 was straight south across the road.) and # 2 was that of Joseph W. Lake.

I can't pinpoint the date when the building was built on lot # 2. It apparently was built before Lake bought it, for Lake paid Morey \$1,100 for it. Lake lost the business and building in February 1886. Deed Record Book Vol. 46 p. 223 gives detailed listings of Lake's holdings from groceries to a Smith and Wesson 32 caliber pistol.

This same building on lot # 2 is still in operation today. And it's the oldest building still remaining at the Lyford Y. It

is called "Jack's Place." The owner is Jack G. Wilburn. The Crabb Warehouse has long been torn down, possibly in the 1930s. A survey blueprint of lot # 2 made in 1954 shows a small car repair shop where the warehouse once stood on lot # 1. The use of deed abstracts, land maps and surveys were of a great help. The Wabash and Erie Canal records say that road bridge No. 85 was located at "Crabb's" Warehouse. A map on page 26 of the Parke County Atlas puts the bridge at the tail of the Lyford Y. This bridge crossed the Wabash and Erie Canal. By 1908 the warehouse was used as a grain elevator. Deed Record Book Vol. 36 p. 449 dated April 13, 1876, gives a description of the railroad right-of-way in connection with the canal. A Thomas Dowling is mentioned here as the "Resident Trustee of the Wabash and Erie Canal." Another fact finding reference is a Federal Road Districting Blueprint dated 1928. It is of the Lyford Y and shows the warehouse-elevator in lot # 1. Jack's Place was empty that year. From the center of the highway to the southeast corner of the elevator is 33 feet.

Deed Record Book Vol. 39 p. 542 records boundary lines of lot # 1 as follows: Beginning 210 feet east of the Center of Sec. 14 of 9 W, and running thence East 251.5 feet to the center of the Evansville, Terre Haute and Chicago Lock Switch, thence North 17 degrees 7 ft. East 450 feet, thence North 71 degrees W 79.5 feet to Center of Old Wabash and Erie Canal Towpath, thence South 34 degrees 25 feet W 548.5 feet to place of beginning, Containing 2.24 acres.

I had a conversation with Raymond Brown, Friday the 12th of December, 1997, to verify my findings. Raymond owns the field south of State Road 163. The railroad crossed SR 163 where a metal plate still crosses a ditch to get to his barn. He remembers the canal towpath as a young farmer

farming with horses to his first tractor in 1937. The railroad passed the East side of Crabb's warehouse and the canal passed the West side of it. Both ran parallel to each other, thus giving the location of Crabb's Warehouse. I cannot pinpoint Lock No. 40 there but it has to be located close to the Y as indicated, for history says it was located directly east of Clinton

where Crabb's warehouse was located. My "guess" is just south of road bridge No. 85. It was of 6 feet lift on the framed plan. Its length was 37-47 feet.

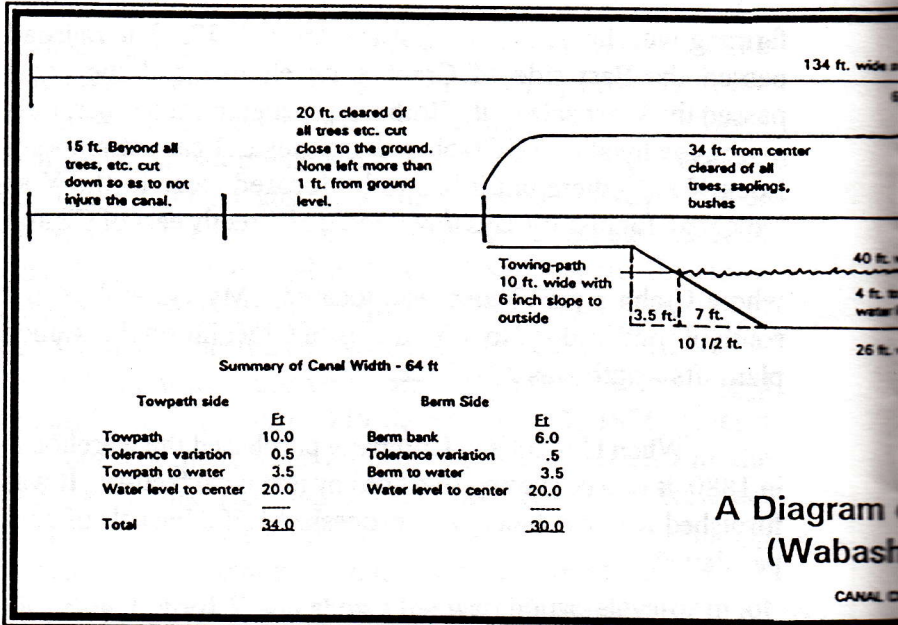
When Hudnut and Company purchased the warehouse in 1880, it was converted to a hominy and meal factory. It was furnished with machinery and processed 1,500 bushels of corn per day. ²¹

Hudnut operated this for 5 years and sold out to Josephus E. Lake 7-1-1895 Deed Record Book Vol. 57 p. 296. Next owners were : James E. Lake, Mary F. Lake, Ray G.

Jencks (Vigo County), Thomas E. Biggs (Vigo County), Wm. H. H. Johnson, Samuel C. Shultz (Vermillion County), Herman White, Dan Worley (Elkhart County), Corine White, and Moris E. and Delores Jenkins. Today's owners are Dale C. and Nina M. Gilbert. They purchased the property from Michael W. and Nancy J. Blackburn, Deed recorded August 5, 1997.

A very interesting find was that there was at one time a house in the center of the Lyford highway Y! The 1928 highway blue print shows a house, well, and cistern owned by a Frank Scuirba His daughter Beatrice Scuirba Davi lives in Noridge, IL. She states that her father Frank Scuirba was born in Palazzo Adriano, Sicily, on April 9, 1880. He immigrated to

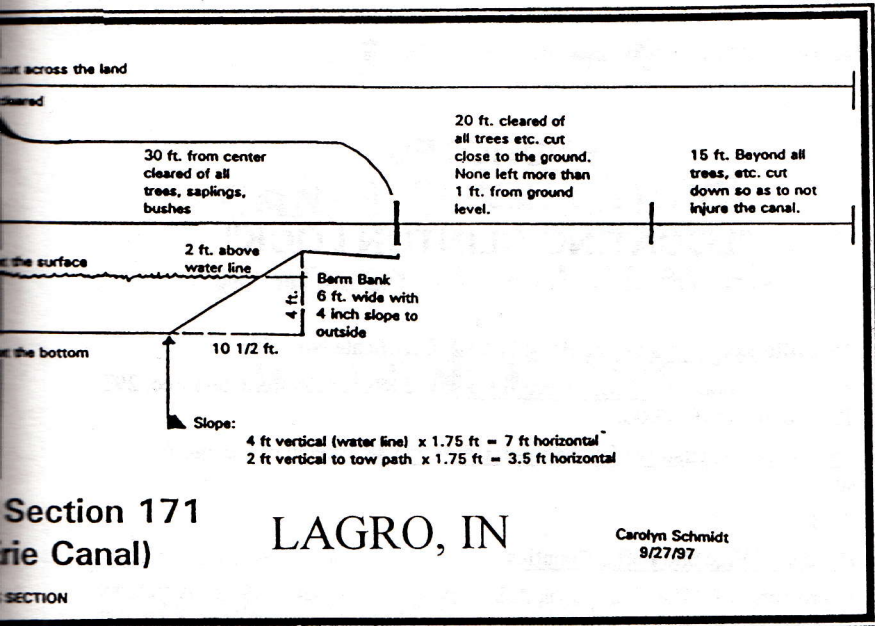
The diagram below illustrates the contract specifications for



America in 1909. July 1912 he married Mrs. Davi's mother, Josephine Salvo, also from Sicily. He was a coal miner. Mrs. Davi remembers the Crabb-Grain Elevator very well. She says, "We as children used to sit out in front of the house and watch the freight trains come by to load up the grain. I have fond memories of that area." She doesn't say, but I think, the state highway had him tear the house down that sat inside the Lyford Y. He built a new house just a few yards south of the highway Y. Mrs. Davi says, "We moved from there in June 1928 to Chicago." She also graduated from Lyford Grade school. Frank died August 22, 1965 in Chicago. She still owns the land where the second house once stood. It was torn down this past summer.

Clinton Lock had a short but colorful past during the canal days. Much of the history has been lost and the canal has

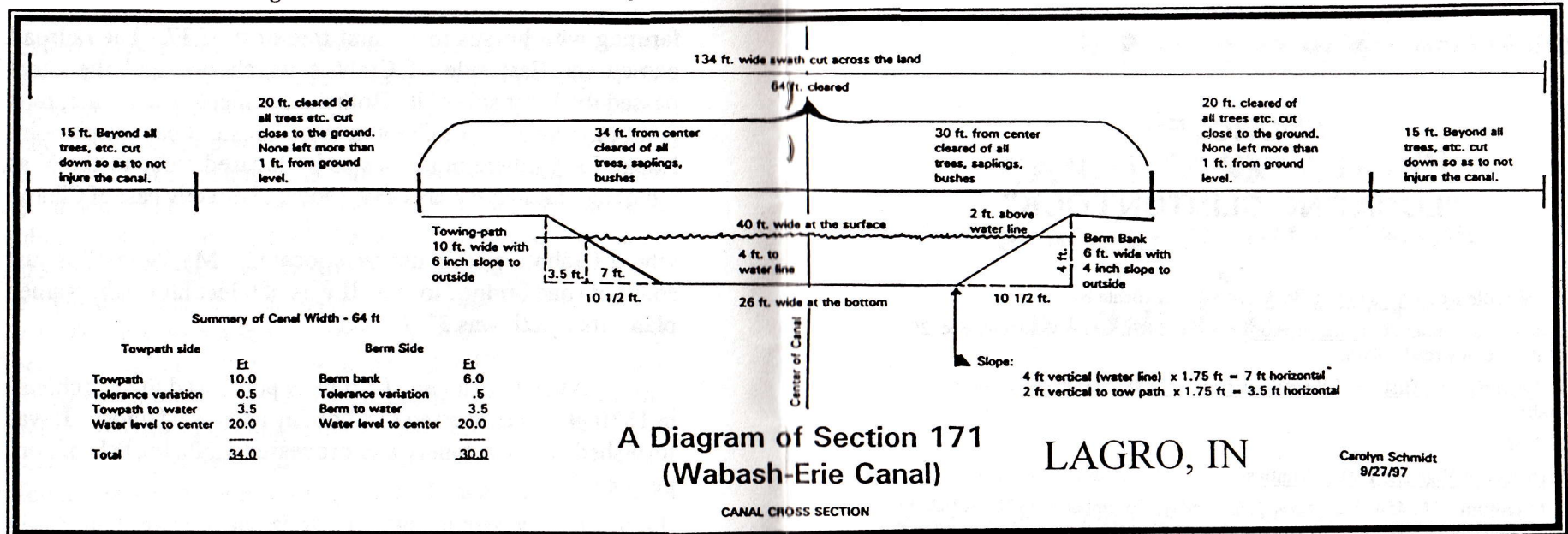
in "Canal Connections" by Robert O' Rourke on pages 16-17.



all been filled in through progress. All that exists from that era is Jack's Place and a crossing over a ditch. But those two spots opened up a lot of the past. Based on what we know about Clinton Lock, it would be fitting to have an historical marker placed there to keep its history alive and not be forgotten.

Many thanks to my friend John Sheppard of Clinton for putting the spark between my ears to write this article. Thanks to Berky and Bill Davis down Numa way for help when I asked for it. Thanks to Jack Wilburn for letting me study his abstract twice and have access to his basement. Lastly many thanks to Karen Lewis of the Rockville Plat Office, for without her professional history knowledge I could not have written this article. Not known by John Crabb was that his entry of land would be of historical significance.

The diagram below illustrates the contract specifications found in "Canal Connections" by Robert O' Rourke on pages 16-17.



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Charles Davis

ENDNOTES
FOR
“LOCATING CLINTON LOCK”

1. Rockville Recorder's Office Book 124-92, Certificate No. 2565.
2. Rockville Library, Cemetery Record Book E 2 RA, Crabb Cemetery Sec. 29T 14 R7, County road 1000S.
3. Biography and History of Vermillion County 1888, Sketch of George A. Crabb
4. Ibid.
5. History of Vigo and Parke Counties
6. Microfilm 977.245w, Scrapbook #38, Sunday, November 6, 1932. Article by A. R. Markle: "When Terre Haute was Young; First Ferry Authorized In 1818," Vigo County Public Library, Terre Haute.
7. Historic Scenes, 1974 by The Vermillion County Historical Society, p. 72.
8. Biography and History of Vermillion County, 1888
9. Deed Record Book Vol. 30, Rockville Court House Records Office
10. 1880 Census Vermillion County, 1 Ref.312 Eig.cc (3) 14 130 Crabb
11. Biography and History of Vermillion County, sketch of George A. Crabb.
12. Ibid.
13. Beckwith, History of Vigo and Parke Counties
14. Biography and History of Vermillion County
15. Beckwith, History of Vigo and Parke Counties
16. Biography and History of Vermillion Co., sketch of George A. Crabb
17. Land Deed Abstract, Jack Wilburn; Deed Record Book Vol. 20, p. 10
18. Beckwith, History of Vigo and Parke Counties
19. Land Deed Abstract, Jack Wilburn
20. Beckwith, History of Vigo and Parke Counties
21. Beckwith, History of Vigo and Parke Counties, p. 314.



CANAL CONNECTIONS

**“IN MEMORY OF MICHAEL NOLAN
&
THE WABASH-ERIE CANAL”**

by Robert O'Rourke

“My father always told me, “Never forget you are shanty Irish. Your ancestors raised a pig in the parlor.”

It was his way of instructing me to never “put on airs” --to remain humble and respectful of my heritage of hard-working folks that came before me. All those who earned their livelihood “by sweat of their brow”---canal builders, farmers, railroad boiler-makers, and brick masons. I have not forgotten; in fact, for a time in my life I worked on an Oklahoma section gang---learned to swing a spike maul, shovel gravel and pull black, asphalt ties. My great, great grandfather, Michael Nolan from County Kerry, hated the railroad that soon replaced the Wabash-Erie Canal. He was superintendent on a section of the canal. His men dug between Huntington & Lagro. Hopefully the old Irishman would have approved of his grandson honoring his tradition of sweat, muscle & toil.

With help from the Canal Society, Carolyn Schmidt, Paul Bever, Ron Woodward, Jack Miller and Francis Tucker* I have

become acquainted with my grandfather Michael Nolan. Michael came "in the exile" from Ireland as early as 1835. (The Irish did not use the word "immigration" when they sailed from Ireland. They considered themselves "exiled," forced to leave their isle of Shamrocks.) Michael and his family settled East of the old Hopewell Meeting House about 3 miles Northeast of Lagro. On the 17th day of July, 1838, Michael and John Moriarity signed an "AGREEMENT" with J. B. Johnson "to construct, in a good, substantial, and workmanlike manner, all of the line of the Wabash & Erie which is included in section one hundred and seventy one (171)."

The contract was specific and, in part, outlined the following:

1.) "All trees, saplings, bushes, stumps and roots shall be grubbed at least 64 foot wide, that is 34 foot on the towing-path side of the centre, and 30 feet wide on the opposite side of the centre of the canal---."

2.) On the space of 20 foot on each side (of the above) all trees, saplings, bushes and stumps, shall be cut down close to the ground." None should be left more than one foot above the "natural surface of the earth." "All logs, brush and wood of every kind be removed entirely from said space."

3.) Beyond the above space (15 ft) the trees, saplings & bushes shall be cut down---on each side so as to not injure the banks of the canal."

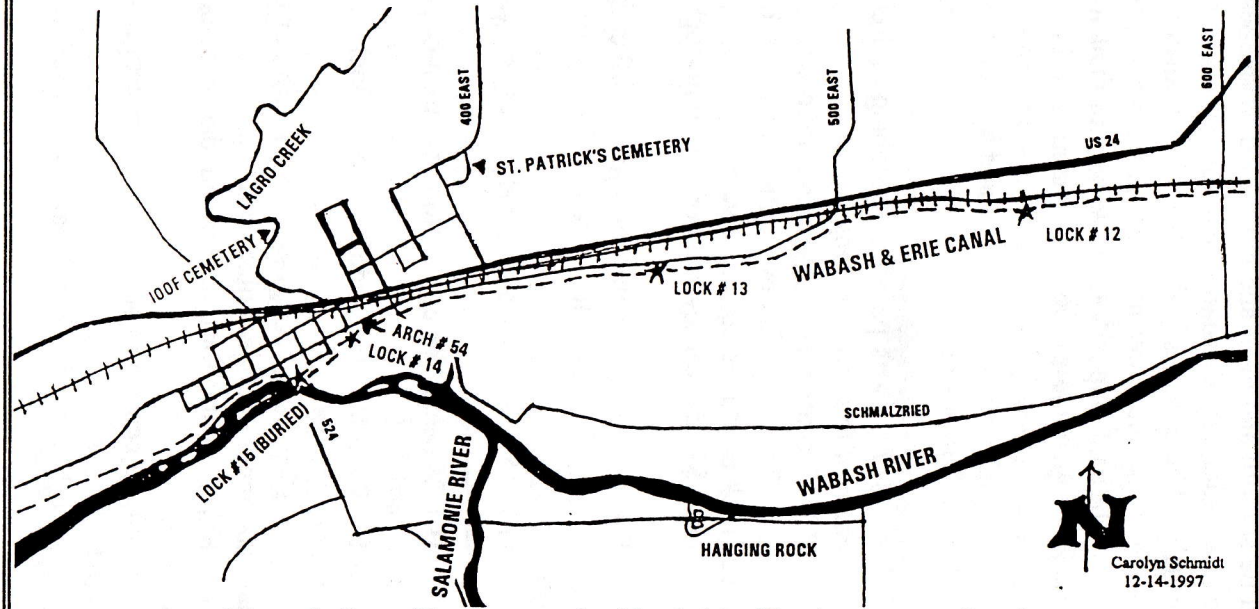
4.) The canal was to be "constructed and formed 40 feet wide at the surface; 26 foot wide at the bottom & four feet deep."

5.) The banks of the canal shall be "at least 2 foot---above the water line."

6.) "The towing-path shall be at least 10 foot wide at its surface and shall be raised to such height above the top water line as may be designated by the Engineer---The towing-path

LAGRO, INDIANA

SECTION 171



Lagro, Indiana. The stone work of Lock 14 still exists in a small park.

shall be smooth and even and composed of the best materials which the adjoining evacuation will furnish---The side next to the canal will be 6 inches higher than the opposite side...with a regular slope so the water may run off from said path.”

7.) “The bank opposite the towing-path shall in no place be less than 6 foot wide at the surface and shall be smooth and even.”

8.) Work “shall be fully completed by October 1839.”

9.) Reimbursements:

A. \$17.00 was paid for “grubbing and clearing, per chain of four poles in length.”

B.) 17 cents for “each evacuation per cubic yard.”

C.) 75 cents “for evacuation of loose or detached pieces of rock or stones per cubic yard.”

D.) \$1.25 “for evacuation of solid rock per cubic yard.”

E.) 16 cents for each cubic yard of full embankment.”

F.) 16 cents for each cubic yard of single embankment.”

G.) 15 cents for “additional, necessary embankment work.”

H.) 25 cents “for evacuation of aqueduct or culvert pit per cubic yard.”

I.) 25 cents “for puddling around lock, aqueduct or culvert per cubic yard.”

J.) 37 ½ cents “for gravel in lock cribs, or in aqueduct or dam abutment (sic) per cubic yard.”

K.) 18 cents “for timber in foundation of lock per cubic foot.”

L.) 16 cents for round ties in abutment (sic) and lock cribs per foot run.”

M.) 14 cents for 2 inch oak planks used in facing lock

walls per square foot.”

In one of the closing paragraphs Michael Nolan and John Moriarity were “to use all reasonable exertions to discourage and prevent the use of spiritous (sic) liquor (sic) by the laborers engaged on this contract.” All work on this contract was “to begin on or before the tenth day of August, 1838.”

“. . .discourage and prevent the use of spiritous liquor by the laborers engaged on this contract.”

The contract was signed “in triplicates” and each man was able to sign his full name--no X’s as symbols of their signatures.

The canal was completed to the town of Lagro. Whether or not Michael and John were able to keep their Irish laborers from “spirituous liquor” is doubtful. Each man was accustomed to his “pint” and Lagro was known for the exportation of whiskey as well as famous as the town where more fights occurred than in any other place in Indiana.

So be it! Tonight I shall “raise a glass” to Michael, John and all those Irish Muckers who labored down in the ditch. God bless ye!

Robert O’Rourke is a 71-year-old folk-artist from Ft. Collins, Colorado. He is a wood carver of “santos” (Spanish for

So be it!
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“saints”). This traditional art of the Southwest (mainly New Mexico-Southern Colorado) was becoming a “lost art” some 15 years ago. The old wooden figures of saints were being replaced by plastic ones. Being fascinated by SW history, places and people, Robert began to “whittle.” He is now in galleries and loves his work. He checked to see if there was a patron saint for canal workers. The closest he came was Thomas, patron of construction workers. The Irish canal laborers no doubt had as their patrons St. Patrick, St. Brigid, and St. Columbo--all patron saints of Ireland. These, of course, are Robert’s favorites. He is also into genealogy and asks if any of you have any knowledge of Michael/Elizabeth Nolan or Patrick/Mary O’Rourke. To contact him: 3809 Crescent Dr., Ft. Collins, Colorado 80526.

* Canal Society of Indiana; Carolyn Schmidt, Editor CSI Newsletter; Paul Bever, member of St. Patrick’s Church, Lagro, historian and lecturer for the church, and guardian of church history; Ron Woodward, genealogist, teacher, writer, and historian in Wabash, IN; Jack Miller, curator of Wabash Historical Museum; and Francis Tucker, retired printer, resident and historian of early Lagro.



TRAVELING IN THE ARCHIVES

In case you didn't know it, your local library is a likely source for extensive information on your favorite topic, the Wabash & Erie Canal (of course!). If you have never embarked on an adventure through the archives of your library before, be

prepared. If you are like most such people you will find it difficult to remain focused on your objective, especially if you are perusing the old newspaper files. For it is there where you will find a plethora of side roads to travel down, taking you ever further from your stated destination. However, as a result of these unplanned excursions, you will undoubtedly have a great deal of fun. Ann Hackett, Columbus, IN, CSI member has taken just such a trip and submitted the article that begins on the next page. No telling what else she learned along the way, but it was likely a fun trip. Ann found this information in the Indiana Herald (Huntington, IN) dated June 4, 1851, Vol. III No. 36 P. 3 Col. 2. The July 5, 1848 through March 28, 1855 editions of Huntington (IN) Indiana Herald, were also consulted, all of which were found at the Huntington Public Library. (Mrs. Joan Keefer is the resident expert there in the "Indiana Room," where the "good stuff" is kept. She is also a very experienced genealogist. In addition to all that, she is a fine lady to work with!)



INDIANA

Messrs, Wilson, Lanier & Co., of New York, have issued a pamphlet relating to the financial condition of the State of Indiana and the present values of the various securities growing out of the compromise act of 1846-47, providing for the liquidation of her internal improvement debt. To understand perfectly the condition of the State finances, these gentlemen have entered into a brief and succinct history of its affairs up to the present time. In 1835-36, the State commenced her system of internal improvements by the passage of a law providing for

its progress on an extensive scale. Bonds were issued to the amount of \$8,000,000 and were expended on various works, and the remainder was lost to the State, either by the improvidence of its agents or by the falier (failure) of the bankers, to whom they were sold on credit. The State, however, at all times recognized every description of bonds, without exception, as part of her debt, although during the period of '41' and succeeding years, the State was unable to meet her engagements. In the meantime, the uncompleted works languished, and the State was powerless, without means and credit. In 1846-47, under a proposition from the bondholders, a law was passed for the internal improvement debt on the basis of issuing new bonds for one half its amount, and surrendering the Wabash and Erie canal to the creditors in full payment for the remainder. Congress aided the work by grants of land, and the State, from the increase of population, and the value of taxable property, is rapidly placing itself in a position where the regular payment of her annual interest will be no source of inconvenience.--*State Journal*



It seems there were two frogs sitting on a lily pad, when all of a sudden, a fly came along. One frog put out his tongue, ate the fly, and started laughing hysterically. Soon the other frog joined in the laughter.

Later in the day, the other frog ate a fly and the two frogs burst out in laughter. As time went on, the frogs enjoyed the flies so much that the sight of a fly would cause them to double up with pleasure (if it's possible for frogs to double up!). But of course, the most pleasure came when the fly was actually eaten. A third frog hopped up to the first two and asked what was so funny.

The first frog answered "Time." "Huh?" asked the third frog. The second frog explained: Time's fun when your having flies."

Indiana Herald Wed. 23 Aug 1848 p. 3, Col. 6 (of Huntington, IN)

Huntington Co., IN Public Library Microfilm Indiana Herald 05 Jul 1848 through 28 Mar 1855

LETTING OF VALUABLE CANAL WATER POWER AT HUNTINGTON, IN.

SEALED PROPOSALS will be received by the undersigned at Fort Wayne until the 15th day of September next, for the use and occupation for the term of thirty years, of all the surplus water necessarily passing around the two upper Locks in Huntington, be the same more or less--the water to be used on an overshot wheel of 15 feet diameter, and the power applied to Flouring. With the water power will also be leased a block of ground equal to about three full lots, favorably situated for its use, and also for the erection of a Warehouse in connexion (connection) therewith, for the storing and shipping of grain. It is supposed the power will be sufficient to propel two run of stones.

The Lessee will be expected to construct and keep in repair

at his own expense, the head and tail race, the plan and estimate of which is left for inspection with Capt. Murray, of Huntington. But in view of the unusual expense of this tail race over and above what is ordinarily incurred in the improvement of canal water power, the Lessee will be allowed a credit therefor to the amount of one thousand dollars, out of the first rents falling due, until said rents amount to this sum. Proposals will state the annual rent to be paid for the whole power upon the conditions of this notice.

The situation of this water power, on the bank of the Canal, in the midst of a growing town, and in a district of country scantily supplied with hydraulic power, it is believed renders it well worthy the attention of Millers.

By order of the Board of Trustees.

J. L. Williams

Chief Engineer W. & E. Canal

August 23, 1848 7-3w

Submitted by Ann Hackett, Columbus, IN, CSI member



Remember, you can submit, for publication in Indiana Canals, any article you find that is (a) canal related, (b) of general interest to us canawlers, and (c) not too long. We welcome any contributions. There is a large amount of material out there somewhere. All you need to do is find it!

CANAL SOCIETY OF INDIANA

Organized on May 22, 1982 as a not-for-profit corporation, the Canal Society of Indiana was established to bring together those who share a common interest in Indiana's historic canals. The Society helps focus attention on these early interstate waterways through a variety of programs. Its aim is to provide interpretation of the era, to preserve canal bed and structural remains, and to support restoration of historic canal related sites.

BENEFITS:

- Canal Society of Indiana Newsletter
- Indiana Canals
- Membership Card
- Spring & Fall Tours of Canal Sites
- Books, Maps, Videos
- New Member Welcome Package

MEMBERSHIP:

- \$15.00 -- Single/Family
- \$30.00 -- Contributor
- \$50.00 -- Patron
- \$100.00 -- Frog Prince



Mail membership to:

CANAL SOCIETY OF INDIANA
P.O. BOX 40087
FORT WAYNE, IN 46804

Include name, address with 9 digit zip code,
and phone number.

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