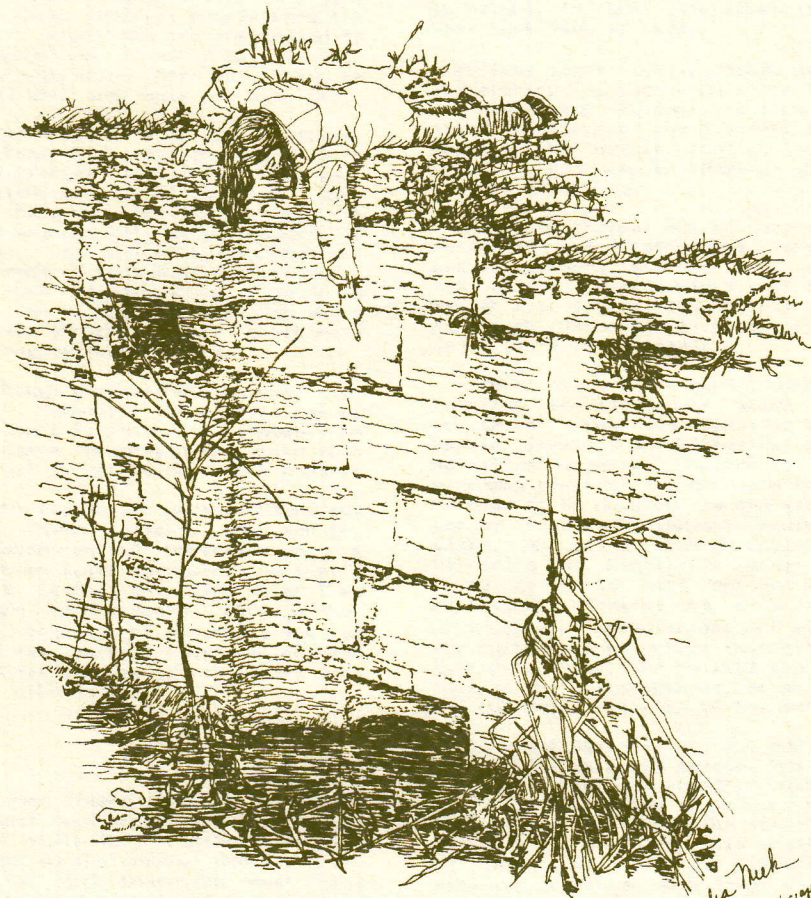


INDIANA WATERWAYS

Volume I, Issue 4, April, 1982



Julia Meek indicates sluice-gate clearance
 recess at bottom of gate recess. Lock No. 14
 at Lagro, Indiana ("Kerr Lock")

*Julia Meek
 from an '82 photograph
 by Thomas Meek*

The CANAL SOCIETY of INDIANA

At 6:30 P.M. on May 22, 1982, in the Frank Freimann Room at the Allen County-Fort Wayne Historical Society at 302 East Berry Street in Fort Wayne, a meeting will begin whose purpose will be to organize the Canal Society of Indiana. Because nobody yet knows who and how many people will come, there is no way of knowing its exact nature, but a Canal Society is expected to emerge from that meeting.

We are sure that it will be a very nice Canal Society; considering the sort of people who are interested in its formation, it would have to be. But the question here is: "What do you do with one, once you have it?"

There are lots of possibilities, and, hopefully, everyone has a slightly different idea of the form and functions of a Canal Society. The activities in which the Society actually engages will be determined, of course, entirely by its members and the types of work they wish to do. For that reason, we are going to pose some of the possibilities which we have thought of, or which have been suggested by others.

Although perhaps not the most important function, the first use of the Canal Society will probably be as a means for people who share this interest to get to know each other.

The two most important functions for a Canal Society, as I see it, are Education and Preservation. A desire to learn more about Indiana's canals is the one thing which I am certain we all share. Through the Canal Society, we can share what we learn and perhaps learn the answers to questions we never would have asked otherwise.

Since preservation is impossible for such vast artifacts as the canal ruins while they remain virtually unknown to the general public, Preservation and Education must walk hand in hand. Compilation and publication of maps showing the canals would be a very good project, since an accurate and detailed map of Indiana's canals has not, to our knowledge, been published in this century.

Here are some other ideas:

A program to get canal sites on the Indiana Register of Historic Places and the National Register would be very helpful and would certainly aid both in Education and Preservation.

The Society could serve to support and encourage the establishment of canal parks, such as the new Peters-Revington Wabash & Erie Canal Park in Delphi, or the long-established Kerr Lock Park in Lagro.

Society members could engage in an exploration of the canals as they are today and attempt to plot the exact locations of the discreet features of the canals, such as locks, culverts, etc. and to document their present condition.

Tours, of course, can be very educational, and a lot of fun, which are the reasons why the first activity of the Canal Society will be a Wabash & Erie Canal Tour on May 23rd. If enough interest is shown, other tours could be arranged.

There are a great many documents relating to the canals which are scattered about the State in both Public Libraries and historical Associations' archives. Since it is a common practice for obsolete County records to be donated to and accepted by County historical associations, who often lack a full-time Librarian or Registrar, many of these documents have not yet been catalogued. Because the priorities of historical associations are strongly influenced by public interest in specific areas, the Society can encourage the cataloguing of papers and documents relating to the canals.

An ambitious project, but one entirely feasible if anyone has the necessary time and energy, would be to compile a listing of primary documentary material and the locations where it can be found. This would be of tremendous help to historical scholars, since no such index exists at present.

A similar index of photographs showing Indiana's canals would also be useful, but far better would be

DEADLINE FOR TOUR REGISTRATION IS

MAY 11!!

the publication of a book of photographs. Publication of old photographs, besides providing a lot of enjoyment, is an excellent means of preserving the images, partly because it increases the odds of survival to have many copies in existence, but also because, if good quality paper is used, the printed picture is physically and chemically more stable than the original photograph itself.

Because of limited purchasing budgets and simple lack of awareness by librarians, some of our public libraries are deficient in books about canals in general, especially the publications of recent years. Librarians could be made aware of what is available. Often, an expression of interest in a subject is all that is needed for a library to add pertinent volumes. The Society could, if resources are available, make donations of books to libraries, or individual members could be encouraged to do the same.

Historical Site Markers are another very effective educational tool. These can either be suggested to local history organizations or erected by the Canal Society.

The establishment and maintenance of hiking and bicycle trails along the towpaths of canals is another good long-range project, but one which would require a certain commitment of time by our members, especially the maintenance part!

Well, those are a few ideas which we and others have had. Let's hear yours. We hope that you will attend the organizational meeting on May 22, share your ideas with the rest of us, and hopefully volunteer to help carry them out. But if you cannot come to the meeting, we ask that you write to us and let us know what you think the Canal Society of Indiana should be doing. This is your Society, so it is up to YOU!

CANAL SOCIETY



of INDIANA

STEAM ON THE CANAL

"If any doubts have been entertained as to the practicability of navigating the Wabash & Erie Canal in this State with steam canal boats, they could have been easily removed by seeing the ease and speed with which Capt. Sabin, of the canal boat "Union," with 1713 bushels of corn on board, towing the "Waterman," with 1911 bushels of wheat, and the "Matilda," with 1805 bushels of corn, passed through the canal. These boats were all loaded at Perrysville in this State 182 miles from the State line, and bound for Toledo.

Last winter, Captain Sabin placed in the "Union" one of the Welch, Ireland & Corb (of Chillicothe, Ohio) canal boat engines and propellers, and with this boat loaded as above stated and towing the other boats, has made as good time as can be made with a single boat with the same load by a team of mules or horses. He loses some little time passing

locks with his three boats, but makes it up by an increased speed on long levels. In the wider and deeper canal from here to Toledo, he can make better time and carry much larger loads. He would have taken from here this morning 200 barrels of flour in addition if he could have obtained it. Captain Sabin has made several trips and has given assurance in saving time and making money, that steam on the canal is no longer a theory but a perfect success. The Union was an old canal boat and of course not constructed with a proper regard to use for an engine and propeller, but with all the disadvantages she has convinced the doubting that the Indiana canal is large enough and deep enough for profitable steam navigation. Important changes and results in canal navigation must ensue from the use of these engines and propellers.

FORT WAYNE WEEKLY SENTINEL
July 5, 1862

LAUGHERY CREEK

by Ann W. Gibbs Holton, Ind.

Laughery Creek empties into the Ohio River just to the West of Aurora, Indiana. The creek, known for its miles of twists and turns, was navigable at certain times of the year. Obviously, it lacked the advantages of a canal which was usually built in the straightest line between two places. As a waterway for the early pioneer, Laughery Creek did provide one means of transportation, and timber was plentiful and readily available for the building of boats and barges to be used upon the creek.

If the pioneer was industrious and hard-working, and had a bit of luck, he might have some extra things to sell; and in order to get to market, he had to go by either land or water. An interesting Circuit Court case in Ripley County, Indiana reveals one of the problems of early transportation by water.

Jesse Blue, in December 1825, bought land in Brown Twp. lying along the banks of Laughery Creek, just above the area that, today, is known as Friendship. The Ripley County 1830 census shows him to have been between 40-50, having an adult female and five children in the household. In October, 1829, he sold his land. In this same month, he was represented in Ripley County Court by attorneys Wallace and Test, in a suit brought against Michael Fall of Ripley County. Mrs. Craig and Stevens represented Fall.

It was brought out in Court that Jesse Blue, in April 1829, was the owner of a flatbottom boat in Laughery Creek, Ripley County, twenty miles from the mouth of the creek. The boat was loaded with corn and lumber, valued at \$500, designed for the New Orleans market. The boat was ready to start down the creek, the creek being high enough from the spring rains to enable the boat to pass down it with ease and safety under the care of a skillful pilot, Blue himself having procured a sufficient number of able-bodied hands to go with him.

Jesse Blue was unacquainted with the navigation of the creek. Michael Fall was a dependable and able pilot and was acquainted with the creek from its mouth up to where Blue had his boat tied up. It also happened that Michael Fall had a boat of his own that was loaded and ready to go. Blue's lawyers stated that Fall agreed and promised to take Blue's boat down to the mouth of the creek provided that Blue's hands would assist Fall in taking Fall's boat down, and that they would immediately return and take Blue's boat down to the mouth of the creek.

Fall, it was argued, did not keep his promise. Blue was left waiting at the place where his own boat was tied up, and then it became too late to get another pilot because the water had gone down so low. The boat sunk. Blue lost the entire load. It was further argued that if Fall had returned, as promised, there would still have been enough water.

This case was entered in the clerk's office in September 1829, and heard in October 1829. The judge, after hearing all the statements, ruled that there was insufficient data to maintain action, and that Jesse Blue was to pay the costs. However, the case did not end there, because a further entry shows that

in May 1830, the State Supreme Court ruled that the judgement of the Ripley County Circuit Court be reversed at the cost of the defendant, and the cause was remanded to the Circuit Court. Before an October 1830 jury, Michael Fall said that he had made no such promise as was stated by Blue. The jury decided in favor of the defendant, and Blue was ordered to pay costs. We are left to wonder about just when Jesse Blue left Ripley County, but his name does not appear in further records.

from: Record Book B Circuit Court, Ripley Co. Ind. pp 51-57

"Flatboat Building on Little Raccoon Creek, Parke County, Indiana" Indiana Magazine of History Volume LX (December, 1964, pp. 305-322)

Contains an account of commercial flatboat building as it was done in the 1830's and 1840's written by John Calvin Gilkeson-Edited by Donald F. Carmony, illustrated with several fine technical drawings by Sam K. Swope.

"Flatboating on the Wabash - A Diary of 1847" Indiana Magazine of History Vol. IX, Dec. 1913

Contains diary of Theodore Armitage, describing a trip on a flatboat from Pittsburg, Carroll County, Ind. to New Orleans March 13th-April 24th. 1847

"Flatboats" by T.W. Records Ind. Mag. of Hist. Vol. 42, Dec. 1946

Discusses construction, operation of flatboats, as well as their function in pioneer transportation system and some information on social and cultural effects of backwoods Indiana to New Orleans traffic.

"Pioneer History of Indiana" by Col. Wm. M. Cockrum, pub. 1907, Oakland City, Indiana

Chapter 20, pp. 508-510 contains a brief but packed account of construction and use of flatboats.

UPDATE

As of April 1st, our subscription circulation has hit 141. We are very pleased with this response.

Information on the Canal Weekend of May 22nd. & 23rd. which is being co-sponsored by the Canal Society of Indiana and the Allen County-Fort Wayne Historical Society has been sent to those on our mailing list and we are hoping for a good turnout.

If you are interested in the tour and have not received an application, please call (219) 426-5556 or (219) 447-9972 for copies. Early registration is desirable, as it assures you of getting a seat and makes our planning considerably easier. Deadline for tour registration is May 11.

On the evening of May 22nd, the Canal Society of Indiana will be inaugurated and all subscribers to Indiana Waterways will become charter members in the Society.

In our first issue, of October, 1981, we mentioned our hopes that Indiana Waterways would help to increase the awareness of and interest in the history of water transportation in Indiana. It has been, and will continue to be our goal to act as an organ of communication between persons who are interested in Indiana's history.

We shall continue to cover as wide a variety of subjects as possible. We ask for reader input: suggestions ideas, questions and requests. We have been very pleased with the arti-

cles we've received from our readers and hope to get many more. Indiana Waterways will function best as an organ of communication by sharing knowledge of waterway history from the entire state. Geographically this is a large area to cover, and

there are many interesting and little-known facts throughout Indiana that are indeed of interest to canal enthusiasts.

Articles of local history are often of more than local interest. An accompanying source-list or bibliography is valuable as a guide for further reading, and provides documentation of your research.

Old canal-related news items are enjoyable and very informative. If you like libraries, interesting items can often be unearthed from old newspaper files. Please be sure to include the name of the newspaper, town and date.

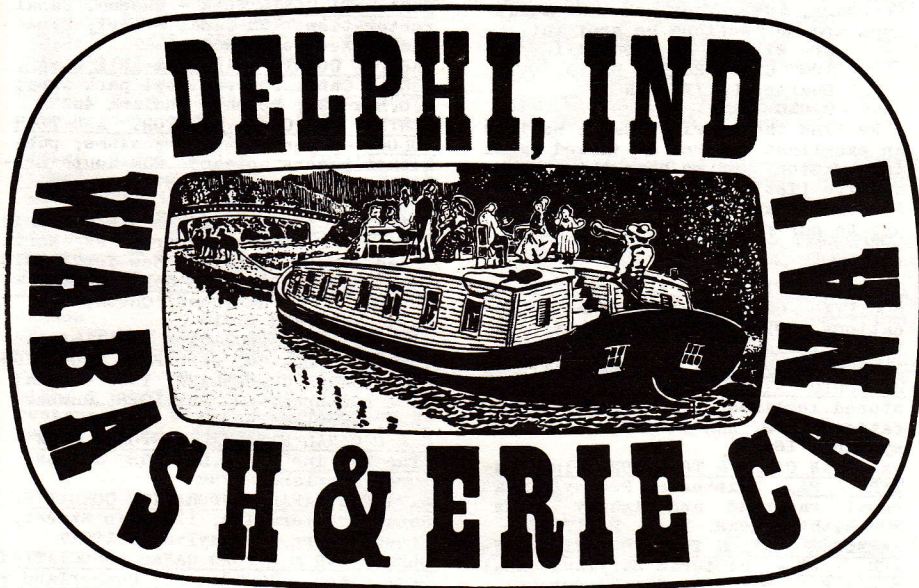
Old drawings and old photographs are also prizes to unearth and can be very useful to research.

If you have a particular interest, we hope that you will write an article and share it with us. If you have explored the ruins of the canals and have made some interesting finds, we hope that you will share these, also. If you come across some interesting bits of old news, we hope that you will copy them and send them in. This is your newsletter. Please feel free to use it.

I. W. staff

The design shown below is the logo of the Carroll County Wabash & Erie Canal, Inc., and has served as the design for belt buckles being sold in order to raise funds for the development of the Wabash & Erie Canal

park in Delphi, Indiana. The buckles, handsomely cast in pewter, can be obtained by sending \$5.00 each to: Carroll Co. Wabash & Erie Canal, Inc. P. O. Box 255 Delphi, Indiana 46923



AN AWAKENING

"The Wabash and Erie Canal died in 1881, when the dam at Pittsburg was destroyed. What once moved people and supplies into an area full of unspoiled land has since become a crawling channel for rusting cars, rotting timbers, and garbage. What we propose is not just another park, but rather an awakening of the past. With attention given to the canal and several other sites, Delphi and all of Carroll County has the potential of becoming one of Indiana's most historically significant areas". (excerpt from an appeal by the Carroll Co. W&E Canal Assoc.)

Progress on the Peters-Revington Wabash & Erie Canal Park in Delphi, Indiana continues, thanks to the efforts of its many supporters. Just before this issue went to press, we recieved a call from Dennis McCouch, the current head of the organization, who had some very good news:

A log cabin, which was donated by the family of the late Chester Cuns, who lived near Flora, Ind. has been successfully moved to the park site, thanks to the skill of Helvey Movers of Flora. Moving costs are being paid by the Deer Creek Twp. Advisory Board, and additional donations of time, money and labor have been made toward grading the site, concrete blocks for the foundations, and repairs to the roof and interior of the structure. Much work remains to be done, however, and further donations of time, materials, and money are being solicited.

What we are watching is the process of fruition of a project which has been a long time in the making, whose most important ingredient has been the attitude of "sticking to it until the job is done". This attitude has served the people of Delphi well, and it is an inspiration to the rest of us. Readers are encouraged to contribute time, materials or money to this very worthwhile project.

-I.W. staff

CANAL-RELATED ORGANIZATIONS

The following list was prepared jointly by Bill Trout and Bill Shank of the American Canal Society, in February, 1982. They ask that additions and corrections be sent to:

Dr. William E. Trout, III
1932 Cinco Robles Drive
Duarte, California
91010

We find the American Canal Society an excellent source of varied canal information, and we hope this comprehensive list of organizations & their functions are of interest & future use to our readers.

ALLEN COUNTY-FORT WAYNE HISTORICAL SOCIETY - Canal museum, Canal publications, 302 East Berry Street, Fort Wayne, Indiana 46802

ALLEGHENY PORTAGE RAILROAD NATIONAL HISTORIC SITE - Canal museum, restored inclined plane, canal publications, P.O. Box 247, Cresson, Pennsylvania 16630

AMERICAN CANAL & TRANSPORTATION CENTER - PA. Historic Pennsylvania canal, railroad and highway books 809 Rathton Road, York, PA 17403

AMERICAN CANAL & TRANSPORTATION CENTER - WV - Historic Maryland canal books P.O. Box 310, Shepherdstown, West Virginia 25443

AMERICAN CANAL SOCIETY, INC. - "American Canals", American Canal Guides Canal Boat Construction Index, Best From American Canals field trips 117 Main Street, Freemansburg, Pennsylvania 18017

CAMILLUS ERIE CANAL PROJECT - Canal restoration work, 108 East Way, Camillus, New York 13031

CANADIAN CANALS SOCIETY - (now forming) P.O. Box 745, St. Catharines, Ontario L2R 6Y3, Canada

CANAL FULTON HERITAGE SOCIETY - "The Canawler", Canal boat rides, 623 Cherry Street East, Canal Fulton, Ohio 44614

C.A.N.A.L., INC. - 36 Lakeview Drive, Lincoln, Rhode Island 02866

CANAL MUSEUM ASSOCIATES - Canal museum, "The Canal Packet", Canal library, Weighlock Building, Erie Boulevard East, Syracuse, New York 13202

CANAL SOCIETY OF INDIANA - (now forming) "Indiana Waterways", field trips, 302 East Berry Street, Fort Wayne, Indiana 46802

CANAL SOCIETY OF NEW JERSEY - "Towpath Post", "On The Level", Canal museum, field trips, MacCulloch Hall Box 737, Morristown, N.J. 07960

CANAL SOCIETY OF NEW YORK STATE - Mailings and field trips, 311 Montgomery Street, Syracuse, NY 13202

CANAL SOCIETY OF OHIO - "Towpaths", field trips, 6363 Grand Vista Avenue Cincinnati, Ohio 45213

CANASTOTA CANAL TOWN - Museum, Canal restoration, 122 Canal Street, Canastota, New York 13032

CARROLL COUNTY WABASH & ERIE CANAL, INC. - Canal recreational park area, P.O. Box 255, Delphi, Indiana 46923

CENTER FOR CANAL HISTORY AND TECHNOLOGY - Conducts Symposiums, publishes papers on same 200 South Delaware Drive, P.O. Box 377, Easton, Pennsylvania 18042

CHENANGO CANAL SOCIETY - c/o Chenango County Planning Board, 99 North Broad Street, Norwich, New York 13815

CHESAPEAKE & DELAWARE CANAL MUSEUM - The Old Lock Pumphouse, Chesapeake City, Maryland 21915

C & O CANAL ASSOCIATION - "Along the Towpath", Box 66, Glen Echo, MD 20768

C & O CANAL CUMBERLAND, INC. - Canal boat construction, Box 1378, Cumberland, Maryland 21502

C & O CANAL NATIONAL HISTORIC PARK - "The Towline", P.O. Box 158, Sharpsburg, Maryland 21782

CITIZENS CANAL RESTORATION COMMITTEE Canal restoration, 117 Main Street, Freemansburg, Pennsylvania 18017

CUMBERLAND & OXFORD CANAL ASSOCIATION Newsletter, "Guide to Cumberland & Oxford Canal", Raymond, Maine 14071

DELAWARE & HUDSON CANAL HISTORICAL SOCIETY - Newsletter, Canal museum, 300 Ohioville Road, New Paltz, New York 12561

HISTORIC SALTSBURG, INC. - "Main Line" canal park, Saltsburg, Pennsylvania 15681

FARMINGTON CANAL CORRIDOR ASSOCIATION P.O. Box 24, Plainville, Conn. 06062

FORT HUNTER CANAL SOCIETY - Fort Hunter, New York 12069

GEORGES RIVER CANAL ASSOCIATION RFD #1, Warren, Maine 04864

HUGH MOORE PARK - Canal museum, canal library, canal boat rides, canal books, 200 South Delaware Drive, Box 877, Easton, Pennsylvania 18042

ILLINOIS & MICHIGAN CANAL MUSEUM Newsletter, 803 South State Street, Lockport, Illinois 60441

ILLINOIS & MICHIGAN CANAL FOUNDATION 302 Liberty Street, Morris, IL 60450

ILLINOIS CANAL SOCIETY - 1109 Garfield Street, Lockport, IL 60441

LEBANON COUNTY HISTORICAL SOCIETY Maintains Union Canal Tunnel, Lebanon, Pennsylvania 17042

LEHIGH CANAL RECREATION COMMISSION Jim Thorpe, Pennsylvania 18229

MANAYUNK CANAL COMMITTEE - Canal restoration (work completed), P.O. Box 4644 Philadelphia, PA 19127

MIDDLESEX CANAL ASSOCIATION - "Tow-path Topics", field trips, P.O. Box 333, Billerica, Massachusetts 01821
NEVERSINK VALLEY AREA MUSEUM-D & H. Canal site, Box 263, Guddebackville New York 12729
PENNSYLVANIA CANAL SOCIETY - "Canal Currents", field trips, Co-sponsor of Hugh Moore Park Museum, 3107 Farmersville Road, Bethlehem, PA 18017
PORTAGE CANAL SOCIETY - 529 West Cook Street, Portage, Wis. 53901
ROSCOE VILLAGE FOUNDATION - "Roscoe Village News", restored canal town, canal boat rides, 381 Hill Street, Coshocton, Ohio 43812
RIDEAU CANAL OFFICE - "Of Steam & Stone", 12 Maple Avenue N., Smith Falls, Ontario K7A 1Z5, Canada
SAINTE CATHARINES HISTORICAL MUSEUM 343 Merritt Street, St. Catharines, Ontario L2T 1K7, Canada
ST. LAWRENCE SEAWAY AUTHORITY - Place de Ville, Ottawa, Ontario K1R 5A3 Canada
ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION - P.O. Box 520, Seaway Circle, Massena, New York 13662
SANDY & BEAVER CANAL INC. - Canal restoration, 496 Carrollton Street, Magnolia, Ohio 44643

SCIOTO VALLEY CANAL SOCIETY, INC. 1051 Galena Pike, West Portsmouth, Ohio 45662
SUSQUEHANNA MUSEUM OF HAVRE DE GRACE INC. - Lockhouse museum, canal basis and tidal lock restoration, P.O. Box 253, Havre de Grace, Maryland 21078
VIRGINIA CANALS & NAVIGATIONS SOCIETY, INC. - "The Tiller", 625 Pomander Walk, Alexandria, VA 22314
WABASH & ERIE CANAL AMATEUR RADIO CLUB -1313 Seventh Street, Covington, Indiana 47932
WELLAND CANALS FOUNDATION, INC. P.O. Box 745, St. Catharines, Ontario, L2R 6Y3
WELLAND CANALS PRESERVATION ASSOCIATION - 52 Lakeport Road, P.O. Box 1234, St. Catharines, Ontario L2R 7A7 Canada
WESTERN RESERVE CANAL & TRANSPORTATION SOCIETY - Cleveland, Ohio (exact address unknown)
WHITEWATER CANAL STATE MEMORIAL - Restored canal area, canal boat rides, canal museum Metamora, IN 47030
WILLIAMSPORT C & O CANAL CLUB, INC. One Fenton Avenue, Williamsport, Maryland 21795

* * *

A REVIEW

by Ben W. Meek Fort Wayne, Ind.

INTERNAL IMPROVEMENTS IN NATIONAL POLITICS, 1816-1830

by Douglas E. Clanin
and

THE TRANSPORTATION REVOLUTION AND AMERICAN LAW: CONSTITUTIONALISM AND AMERICAN POLICY by Harry N. Scheiber

Papers presented at an American Revolution Bicentennial Symposium at Fort Wayne Indiana, April 24-26, 1981 and published by the Indiana Historical Society as a part of "Transportation and the Early Nation" (Indiana Historical Society) 315 West Ohio Street, Indianapolis, Indiana 46202 paperback, 156 pages, includes four other papers on Early Transportation in the Old Northwest, \$3.50 per copy.

I have reviewed these two papers together since they cover basically the same ground: the ambiguous attitude of Congress and the Presidents toward public improvements and the Federal Government's part in them.

Presidents Jefferson, Madison, Monroe, Jackson and Van Buren, as "strict" constructionists of the Constitution, vetoed some, but by no means all internal improvements bills. The "loose" or "Broad" constructionists, Henry Clay, President John Quincy Adams, Albert Gallatin,

Daniel Webster, and John C. Calhoun (down to 1824, when he abruptly changed his views) supported the idea of Internal Improvements, financed and managed by the Federal government.

Incidentally, neither writer adequately defines "strict" or "loose" Constitutional construction. Paraphrasing "The American Pageant", a text book by Thomas Baily, "Strict" constructionists believed that all powers not granted specifically to the central government were reserved to the States, or "States' Rights". Whereas the "loose" constructionists felt that the National government could use whatever methods might be necessary and proper to carry out the powers vested in the various Federal agencies.

The early Presidents and part of the Congress felt that a Constitutional Amendment was needed to clear up the question of federalism and Internal Improvements. For some reason, a clear-cut decision was never made by the Supreme Court, which played an indirect, subsidiary role.

Members of Congress from the West were almost all loose constructionists, and were able to obtain Federal

assistance in more than 40 appropriations between 1815 and 1829 for canals, roads and navigational improvements on the Ohio and Mississippi rivers.

In 1817, President Madison vetoed a bill which would have set aside the bonus and the net annual proceeds of the National Bank as a permanent fund for internal improvements. However, Madison did sign bills allotting \$568,000 for road improvements. This vote had little effect on New York and Pennsylvania's plans for the Erie and other canals in these states. They went ahead with their canal and road projects and in later years opposed giving aid to Ohio, Indiana and other western states on the grounds that they (NY&PA) had not been aided by the Federal Government.

Congress committed itself to a policy of patronizing canal projects by subscribing \$300,000 to the stock of the Chesapeake and Delaware Canal Co. Later subscriptions were made to the stock of the Louisville and Portland Canal Co., Dismal Swamp and Chesapeake & Ohio Canal Cos. and others.

John Quincy Adams was elected in 1824. He had progressive thoughts toward internal improvements: "The first duty of a nation is that of bettering its own condition by internal improvements." Over \$2,000,000 was appropriated for this purpose during the Adams administration.

Henry Clay, the statesman and perennial candidate for president from Lexington, Kentucky had evolved, by 1824, what he called "The American System": a group of ideas including a protective tariff to aid American industries, internal improvements at national expense, the use of public lands for these improvements and maintaining the Bank of the United States.

In 1828 Andrew Jackson defeated John Quincy Adams who was supported by Henry Clay. In the next Congress, Clay continued to advocate internal improvements. One in particular was the Maysville Road Bill. In this bill Congress was to subscribe \$150,000 for stock in the Maysville Turnpike Co. to improve a path from the National Road at Zanesville, Ohio to Florence, Alabama going through Lexington and Paris, Kentucky. President Jackson vetoed this bill, ostensibly for constitutional reasons, but really as a slap at his political rival, Clay.

This veto, according to Thomas Hart Benton, was "a killing blow to the overall system of internal improvements". Mr. Clamen says "Jackson, as other presidents after him, used the issue of National Development to work his political will, under the gloss of confused 'principles'. In the end, National Development was sacrificed on the altar of political expediency".

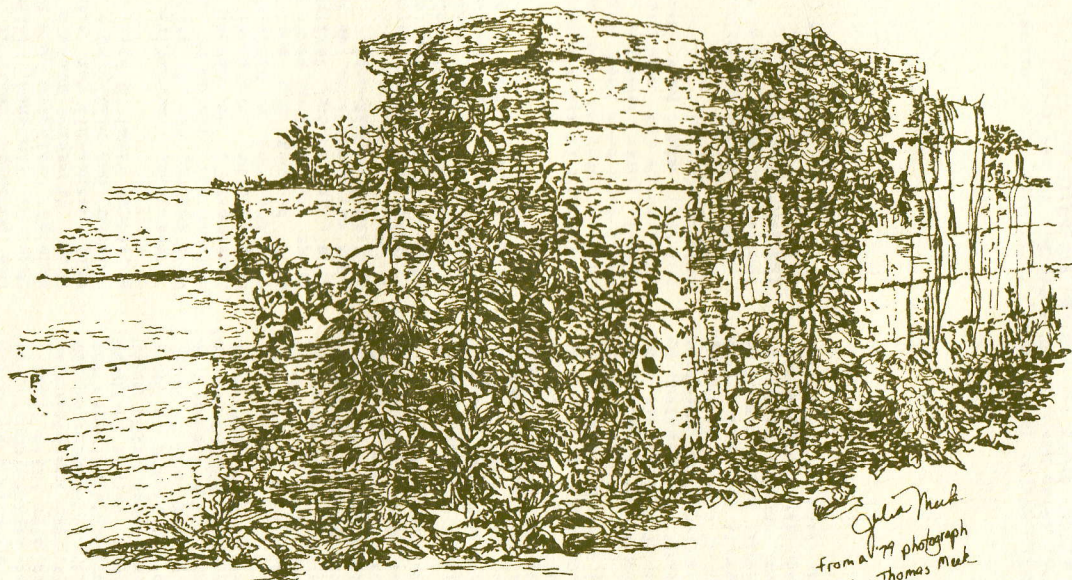
Together these papers give a clearer understanding of the sometimes confused national thinking toward canals and other internal improvements and the reasons they were not undertaken by the National Government.

Perhaps if the Federal government had constructed the canals there would have been less duplication of effort, fewer ventures to satisfy local pride and sectional rivalry, and they might have been more successful overall.

Both papers are well written and contain a large number of notes and bibliography.

*** ** ***

EDITORIAL STAFF: Thomas Meek, Julia Meek, Nate Tagmeyer
ARTWORK: Julia Meek; LAYUP & TYPING: Thomas Meek
CIRCULATION: Write to: INDIANA WATERWAYS c/o Allen
County-Fort Wayne Historical Society, 302 East Berry
Street, Fort Wayne, Indiana 46802 Rates: \$5.00 yearly
(six issues) Single issues \$1.25 each. INDIANA WATERWAYS
is published bi-monthly by DANDELION, 1414 Broadway,
Fort Wayne, Indiana, 46802. Unless otherwise credited,
all materials herein are copyrighted by INDIANA
WATERWAYS and may not be reproduced without written
permission of the Editors.



John Meek
from a 1899 photograph
by Thomas Meek

Kerr Lock (No.14) at Lagro, Indiana Overgrown in late Summer