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INDIANA WATERWAYS

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Julie Meek 1982
From a 74 photograph
by Thomas Meek

Culvert #45 A few miles SW of Huntington
along U.S.Hwy. 24. Built ca. 1835 of tim-
ber, rebuilt of stone in 1862.

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Restore America's Canals!!

by Bev. Wm. Morant

The idea of Industrial archaeology is only about 15 years old and started in England. Briefly, Industrial Archaeology is concerned with the finding, recording and studying of industrial revolution remains of the 18th. and 19th. centuries to the present date and restoration of these artifacts for all to see. Industrial archaeology could also be considered the study of organized industry from any historical period and its restoration.

By 1790, in the newly created United States, no fewer than 30 canal companies had been formed. George Washington, Thomas Jefferson and many prominent Americans were on the boards of Directors and as advisors to these canal companies. Due to the success of the French Canal Du Midi and the profitable Bridgewater Canal in England, Young America had canal fever.

The canal trend took a firm hold on the United States after the War of 1812. Our roads were terrible so why not engineer some canals and locks like the Europeans had done 50 to 100 years ago? By making this artificial river there would be no current to impede the forward motion of the boat on the return trip. In 1681 the Canal du Midi had been completed in Southern France during the reign of the Sun King Louis XIV. This canal proved to be a commercial success and is a great bridge in the history of French Industrial Archaeology. In 1781 the Duke of Bridgewater in England completed his canal that let him float his 30-ton capacity cargo barges directly into his coal mines to receive the shipment of coal. Away the shipment went, directly to the main coal market in the industrial city of Manchester and much cheaper than the pack horse or the dray wagon that could carry only a few hundred pounds each. In both cases, French and English, the horse was used to pull the cargo boat along the canal to market by means of a long rope from the boat to the horse at a full speed of three miles per hour. This area trod by the horse and driver and maintenance men became known as the towpath.

The French canal has been in use all these years so we have a good historical picture of this canal. We know how the stone work and lock gates were put together, and we have a clear picture of industrial archeology--items in production by people of industry. The English Bridgewater Canal was very successful. In the mid-1940's, an English group got together and accomplished many canal restorations. Today, now because of

these inspired amateur industrial archeologists, we can see most of the old canals in operation as pleasure boating waterways.

The most successful canal in the US was the Erie Canal in New York State. This canal, 363 miles long with 83 locks, was completed in 1825 due to the "I won't give up" attitude of the New York Governor, De Witt Clinton. So well did the Erie do its job that all tolls were reduced by 50 percent after 1832, and by 1883 they were abolished.

If you are interested, you can start by finding a canal in your state and working to have it restored. Don't wait for the US government or local government to give you a hand-out. The English canals decayed many years, but the sheer grit of the English brought them back for the most pleasant archeological boat ride in the world.

This is how they did it: After World War II a few English boaters started to look at their canals in their decayed states. Among them, they kept saying: "Our canals would be beautiful as pleasure boating canals." but it took more than dreams; it took extremely hard work by individuals who believed that wonderful dream. The English first set up little groups called canal societies and then convinced many people that the canals could be brought back to life from that decayed canal cadaver. Keep in mind these English talked about restoration, not just preservation. Permission was obtained to start pulling weeds, clearing brush, digging out obstructive trees and removing old junk such as old tyres, car bodies, bed springs, old wood and any other trash that impeded the forward motion of a boat. They had flea market sales, lotteries, dinners, collections of trading stamps, gifts of tools, shovels, rakes or anything else that might help with the restoration of that canal. Small amounts of private money came in followed by larger amounts, and success started to show. In time, groups of people were getting together to sponsor the cost of one lock, then a number of companies would get together to sponsor a canal section; in a number of cases, when a company gave money for a lock, the lock was named accordingly.

Later, as successful restoration was shown, government grants came to the help of the many canal societies. From a beginning when only a few

hundred miles of restoration showed the way, the English now have nearly 2,000 miles of beautifully restored canals for their and your boating pleasure. Preserving is not enough. Restoring for complete boating is the answer so our future generations can see the ancient canals.

Everyone was not digging or pulling weeds, of course. Some people had to be planners, find the old canal, find the feeder, the old towpaths, the bollards, canal ditches, rights of way, original charts, old masonry of the lock and, along the canal site, devices for operating the wood lock gates and water valves. They also had to restore all this so the many parts would work properly.

We need your interest now so we can restore what is left of America's canal heritage. Without your support we will lose more of these historical wonders for good.

There are numerous canalized waterways that need your help. Possibly you know of more; I hope so. The best example for full restoration and assistance as a living museum for cruising is the Muskingum River. This canalized tributary of the Ohio River has 11 old, hand-operated locks and the waterway is about 70 miles long. The waterway runs southward to Marietta, Ohio. Many of the oldest locks have cut stone that is well laid in place and a beauty to behold. In the center of many of the stone blocks one can see a deep dimple where the crane tong tightened as the block was swung into place. In order to open and close the gates, the locking crew must walk around a Y-shaped capstan just like the old sailors did to raise their anchor on an old brigantine or clipper-ship hundreds of years ago. This 140-year old waterway, worth saving for future generations of beautiful museum pleasure boating, is the oldest one with hand-operated locks in the Ohio Valley. If you know of any others, please speak up!

The next canal worth restoring is the Chesapeake and Ohio Canal that starts in Georgetown (Washington, DC) and runs westerly for over 100 miles. Industrial archaeologists should take a very close look at this wonderful canal, for it is salvageable right now. At this moment, some restoration is being done but the quality needs to be upgraded in order to make this National Monument a navigable and useful living museum.

Most of the Chesapeake and Ohio is in the hands of the U.S. Department of the Interior. There are no plans for public boating or full restoration unless you as individuals write letters to the Department of

the Interior and your congressmen insisting that this canal be restored in the correct manner.

Other canals that could be restored include the Lehigh Valley Canal in Pennsylvania and many parts of the Ohio and Erie Canal, particularly in Ohio. My 1980 Summer inspection pictures show the weeds and trees tearing the beautiful stone work apart. In Illinois the Hennipen Canal that connects the Illinois River to the Mississippi River is also a candidate for restoration. In Wisconsin the Portage Canal at the town of Portage is in need of help. Too many people do not appreciate this low continental divide between the Fox and Wisconsin Rivers that the Indians and French explorers used as a portage from one river to the other. Later locks were placed in this area and are now in need of restoration. The Berlin Boat Club, to the North, did a wonderful job restoring their Eureka Lock on their portion of the Fox River.

Even though Industrial Archaeology is a wonderful hobby for seniors, all ages are needed to carry this on. A good old memory has a jump on youth but we must work together with youth so that they will have the same wonderful historical experience you do. How about saving that old boat picture, that family album picture and of course those old canal pictures showing the horse pulling the old barge? Check for those old pictures right now. We are losing thousands of old pictures because they are stored between pieces of chemically active paper which ruins them. Check your pictures for fading and self-destruction.

If you find some old artifacts research them thoroughly. Mount them properly so they can be looked at, touched and made workable if possible. Display that piece of history so all can see it, and not in a dark corner.

Whenever you find artifacts, begin immediately to save them. Don't let vandalism, rust and natural decay remove them from the public. One good artifact in hand is better than two in the past tense.

* * * * *

Passenger Traffic on the Central Canal 1839

Begun in 1836, the Central Canal was intended to run from a point near Peru; South to Evansville. In 1839, when work was stopped, only the eight-mile section between Indianapolis and Broad Ripple had been completed and filled with water. Before finding the following article, it was our belief that the Central had never carried any boat traffic. The excursion which was so thoroughly enjoyed by "A Member of the Company" would be equally enjoyable today. The canal is there, the water is there. Why not? TM

from:
INDIANA JOURNAL
August 3, 1839

EXCURSION ON THE CANAL

Messrs. Editors—

As one of a company which recently sailed up the canal to Broad Ripple, permit me to give you a short account of the voyage and its incidents, scenery, &c.

We left the lock at 8 A.M., being about thirty in number and soon passed Cottonville, the seat of the enterprising Mr. West. Here is one of the most delightful residences near the city, and highly improved; also one of the best mills (grist) and also a cotton spinning establishment in full and beautiful condition. Near this you also pass the beautiful and inviting residence of Mr. Blake—one of the most beautiful situations in the county. The country is flat on each side of the canal and but little improved, but susceptible of cultivation, and we soon passed over the aqueduct over Fall Creek. This I am told is in very perfect condition, and is really an object of curiosity. Here there is a beautiful pool containing water twelve or fifteen feet in depth, and gives one a faint idea of a lake; the width and depth would admit of a steam-boat.

Having passed the aqueduct the country is more elevated and the soil of a better quality, and I am told there is some of the finest tillable land on either side of the canal. The bluffs here on the right of the canal are high and remarkable, and furnish some of the most delightful sites for country residences to be imagined. The breeze on the canal is very comfortable and refreshing.

Three miles from town we passed McIlvain's Bridge. Here the ground is a little rolling and beautiful. Shortly after this we passed near White River; and the prospect here is delightful; there is a view of the river for half a mile, and the banks are beautifully adorned with shrubbery and flowers. At 10 we passed the Michigan Bridge near Pittsburgh, and had a remote but pretty view of Mount Pleasant, distant about one mile, and on the top of a beautiful ascent. The country is delightful and productive. The bluffs continued and very remarkable. Six miles from town the bottoms on each side of the canal are extensive and productive, and the bluffs here terminate. Eight miles from town we passed Smith's Bridge near the Rocky Ripple of solid limestone, which would furnish a quantity of good building stone, and for other purposes. We soon reached Broad Ripple, which is caused by a dam thrown across White River a little below the mouth of the canal to turn the water into it. The view here is beautiful. Here there is a most comfortable public house, kept by Mr. Earl, the enterprising and attentive owner of the boat. Here a number of the company spent the day delightfully, and partook of a good dinner and some fresh fish; others of the company amused themselves rambling on the banks of the river. In the evening we returned pleasantly and safely.

When we permit our minds to revert back to the first settlement of this country only about twenty years, when the country was one dense and wild forest, roamed by savages and frequented by wild beasts and serpents, and then reflect on the changes which have taken place within so short a period, we almost fancy ourselves amidst a fairy land. It furnishes a strong argument for and striking illustration of the advantages of internal improvements, arts and arms, and sufficiently demonstrates the superiority of mind and of an intelligent people over barbarism and ignorance. I would here most warmly urge others to make a similar expedition this hot weather. They will find themselves amply rewarded for their time and money, and I will promise they will be politely and comfortably entertained by Mr. Earl, the enterprising and indefatigable proprietor.

One of the Company

Searching for the Erie-Michigan Canal

by: Ben Meek

(The Erie-Michigan Canal was one of several canal routes proposed under the Internal Improvements Act of 1836. It was intended for the Erie-Michigan to run from a point near Fort Wayne to Michigan City. Money was spent, some work was done. The Reservoir was built at the place now known as Rome City; a feeder was begun which would connect the Reservoir with the canal line. Work was begun at the Summit level in Green Township, Noble County. With the failure of the Internal Improvements System in 1839, the Michigan-Erie project was abandoned. This much may be learned by studying the historical records.)-T.M.

We had heard rumors of parts of the proposed canal between the Wabash & Erie Canal and Lake Michigan having been excavated before work was stopped because of lack of funds.

A history of Noble County published in 1892 gave the proposed route through Noble County as beginning in Swan Township in the South-East corner of the County and proceeding through Green Township to York and Perry Townships, and into the Elkhart River in Elkhart Township. The river was to be stabilized with a six foot dam at Rochester, (near what is now Ligonier) and used as a water way. A dam was to be built at Northport on the Middle Fork of the Elkhart and a feeder was to take this water to the main canal. Some of this work, especially the Reservoir which is now known as Sylvan Lake, was well known, but there was also mention of work done in Green Township in places unknown.

I wrote to Mr. Holcomb, the County Historian for Noble County appointed by the Indiana Historical Society and received a very swift and gracious reply.

I quote Mr. Holcomb: "I have never gone to the diggings in Green Township, but a group of Irishmen were working there before the project collapsed. If you will go one mile North of Green Center, then about one mile East, people living in the area could probably show you where they dug. However, that's a long time ago, old settlers died and new people moved in and may not know or care about the canal project."

With this information (and a map of Allen County!) son Thomas and I started one sunny morning on an expedition of discovery.

The store keeper at Green Center in Green Township, (population about 10) had never heard of the canal, so we proceeded according to Mr. Holcomb's directions. The map showed a Summit Lake, and that seemed a good place to start asking since canals and summits seem to be inseparable. We talked to a fisherman who wasn't having any luck and a freindly couple who were planting their garden near the lake. No, they didn't know about the canal, although they had heard of a "Canal Road" in the vicinity. However, a Mrs. Bonar who lived two roads South might be able to help us. She could, and did! We were directed West on County Road 400 S. about a mile to where we found the canal work.

Over the years it had been deepened for use as a drainage ditch and formed the head waters of Blue River. Frankly, it isn't much to look at. We talked to several of the Troyer family who own the land along the canal ditch to make certain we had the right place. It begins in Section 14 of Green Township, Noble County, and extends through Section 23 on a North and South direction. The work seems to have been begun on the property on Road 400 E. owned by Jack McConnel and there are indications found by McConnel that there was a work camp there. He had found the remains of a well and a latrine as well as broken dishes, pipes, etc.

Everyone we talked to was helpful and interesting. Continuing our journey into Albion, we obtained some information and copies of old maps from the Librarians in the efficient Public Library on the Court House Square. Robert Gagen, Editor of the weekly NOBLE COUNTY AMERICAN was especially helpful and was so interested that he became a member of the Canal Society of Indiana on the spot.

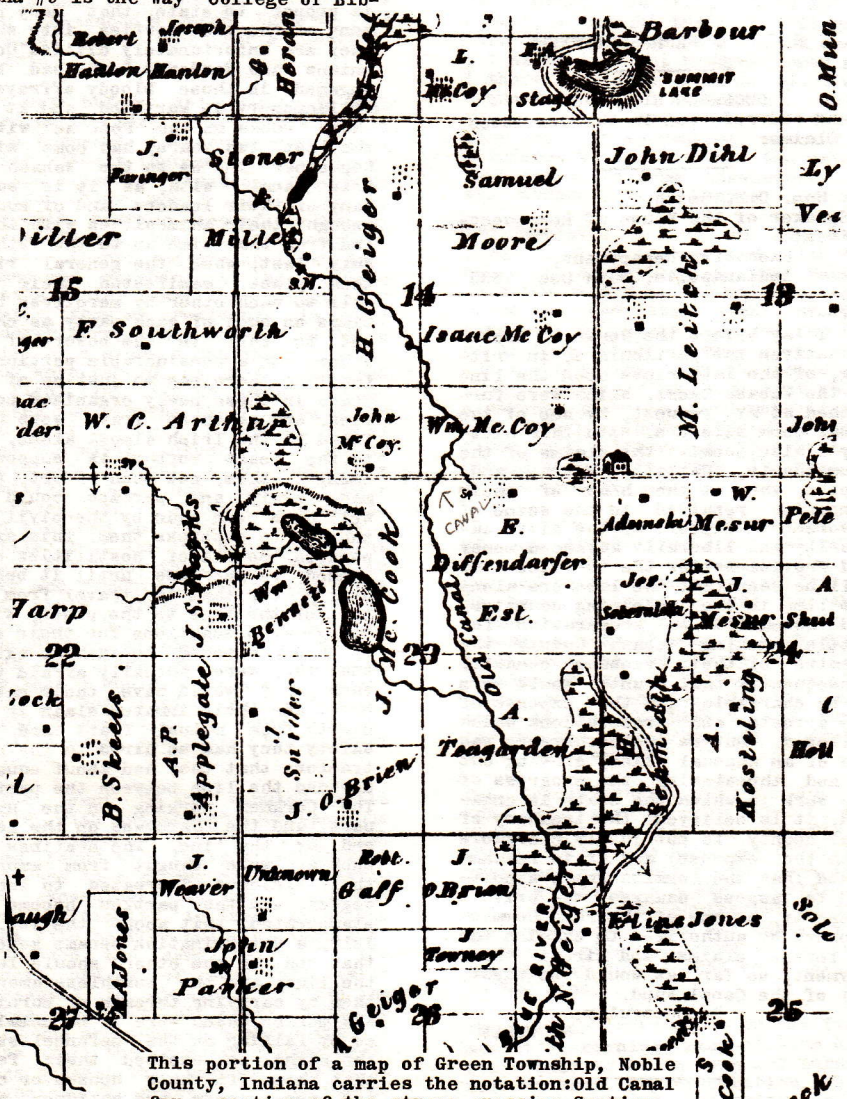
From Albion, we proceeded to Rome City and Northport. Again I quote Mr. Holcomb: "Take Indiana #9 North through Albion to US#6, turn East on 6, a mile or so to Brimfield, turn North in Brimfield at a machine shop on North East corner, North a short distance, then East to T-road, turn North and go until you cross a bridge (over Clock Creek) where the road forks to the East and West. Take the East fork, and you are passing over the bed of the Feeder canal. Follow it into Rome City and onto Indiana #9, which parallels the dam built for the reservoir and feeder. The dirt from the feeder was used to construct the dam."

The story is told that there were many Frenchmen employed in the construction of the dam, as well as Irish. The two groups did not get along too well. The foreman, Francis Aveline, who later built the famous Aveline Hotel in Fort Wayne, divided the crews up according to nationality and put the Irish who were Roman Catholics on the South end of the dam. The French stayed on the Northport end. Mr. Aveline said that anyone working on the South end would have to do "as the Romans do", so that is how Rome City received its name. Just North of Rome City on Indiana #9 is the Way College of Bib-

lical Research. We turned here onto the overpass and went one block East. On the corner is the Old Northport Tavern, all that is left of the early village of Northport.

All in all, we had a very interesting day of exploration and discovery.

Our next project is to discover the route that the Erie-Michigan Canal was to traverse through the hills and lakes of Noble County. At least three surveys were made for this canal. We will try to discuss them in another article.



This portion of a map of Green Township, Noble County, Indiana carries the notation: Old Canal for a section of the stream crossing Section #23 (This map is from the reprint of the 1880's Atlas of Noble County, and was furnished thanks to the courtesy of the Noble County Public Library at Albion.)

"Canal Wars" 1835

(Readers will recall the two reprints from the NEW YORK DAILY TRIBUNE of 1855, titled: PROCEEDINGS OF THE MOBOCRACY ON THE WABASH CANAL and OUTRAGE ON THE WABASH & ERIE CANAL which appeared in Issue No.1 of this journal. The following is a first-hand account of another incident in which a potentially great tragedy was averted by the cool heroism of Canal Commissioner David Burr.) TM

Indianapolis, 30th Dec. 1835

His Excellency Noah Noble,
Governor of Indiana

Dear Sir—

In conformity with your request in relation to the disturbance amongst the Irish laborers on the canal, it is proper to state, that many persons of the two parties into which they are unfortunately divided "Cork-onians and Fardowns," who had been engaged in those bloody affrays at Williamsport in Maryland, and at the "high rocks on the Potomac" within the last two years, had come since September in '34 to the Wabash and Erie Canal, with, as it is said, many of their leaders, and of course brought their animosities with them. And from that time up to the 12th of July last, when the general riot took place, manifested their ill will to each other by merciless beatings on such of each party as chanced to fall in the power of the other. On a considerable portion of the line there was no justice of the peace in these newly organized counties, and as these frays were confined to the Irish almost alone, and to the least worthy, as supposed, amongst them, not much effort was made truly, and perhaps could not well have been made by the civil authority to suppress them. This exasperated course of hostilities continued to increase until it became unsafe for them to travel from one part of the line to the other, without great precautions for their safety, and proceeded to such an extent that they were mutually afraid that each party would have their cabins burnt and their inmates slain in the night; from mutual fears and for safety they had so hired to the contractors that they had about equally divided the line between the parties. The Corkmen working on the upper part, and the Fardowns on the lower end of the line. The beatings of such as were caught from amongst their friends increased to such a degree, and the parties become so exasperated, that about the 1st. of July, a determination became general that one or the other should leave the line, and the worthless amongst them by carrying threats of burnings and murder which were to be committed by falling on the defenceless in the night, so excited their fears that they left their houses or cabins, men, women, and children, and hid out in the woods without light or fire to betray the places where they were, and the whole line armed

HOUSE OF REPRESENTATIVES

DECEMBER 31, 1835

Read and referred to the Committee on Claims.

The Hon. C.B. Smith,
Speaker of the House of Representatives:

Executive Department,
Indianapolis, 30th Dec. 1835

Sir—

I lay before the House of Representatives the particulars, in writing, of the late riots upon the line of the Wabash Canal, which were furnished at my request, by one of the Canal Commissioners. With this history I also submit the claims of the commandants, Captains Murray and Tipton, who at the head of their companies repaired to the scene of disorder in support of the civil authority and liberally advanced money and provisions for the service. It will be seen that the laborers along the line in the adjoining counties, had assembled in preparation for battle, making Wabash County the theatre of their riotous conduct, consequently that county would seem to be chargeable with the expense of the arrests and prosecutions which followed. But as the occurrence was one of an unusual kind, growing out of and threatening the progress of the work in which the state is engaged, it is believed the treasury of that county is not justly chargeable with the expense; and it is recommended that the commissioners appointed to assess damages to private property, or one of the Fund Commissioners be authorized to examine the different claims and direct their payment, so far as would be right, out of the Canal Fund.

Respectfully,

N. NOBLE

in military array, working generally in the day time until some idle report would get in circulation, that the other party was marching to fight them, at which times they would leave their work and hasten with great rapidity to the supposed point of danger.

From the 4th to the 10th of July these alarms were constant and aggravated by the threats and outrages of the worthless. The length of line occupied by these belligerent parties was nearly fifty miles; and on the 10th of July the parties hastily collected, or rather left their work and commenced a march towards the centre of the line for a general battle.

Two days before this I reached that part of the line, heard there was to be a turn-out, but supposed it only rumor without foundation; saw several and tried to dissuade them that no such thing would take place. On the 10th, however, one of the Engineers informed that all the workmen on the lower end of the line were armed and marching to the reputed battle field. I met them about half a mile from my residence in very orderly array, well armed, and not a noisy or a drunken man amongst them. They were forced, as they considered, to fight in order to protect themselves and prevent their being slain and their property burned at night; that the civil authority did not or could not protect them; that their families could not stay in their shanties, had to sleep in the woods, and they had no recourse left but a battle; that the weaker party might leave the line; that they wished to work and remain peaceable, could not, but would rather fight fairly in open day than be subject to these depredations at night. On the assurance that order should be restored and that I would negotiate a suspension of hostilities with the other party, I prevailed on them to wait until I could see their belligerent friends.

I then went to the reputed battle field with three or four persons whom I supposed had influence with them, found them fully prepared, well disposed in a strong military position, exceedingly exasperated and had some difficulty to save those who went with me from being killed. They expressed the same fears of the others, and after some persuasion consented to appoint persons to agree on terms of peace with the Fardowns and suspend hostile operations until the result of the meetings between the persons deputed to negotiate the peace could be known. In the mean time the citizens at Huntington had become exceedingly alarmed at seeing this hostile array of so many men in arms with the av-

owed intention of meeting in battle with three or four hundred on a side — the civil authority completely controlled, and fearing their persons and property would not be safe, sent to Fort Wayne for aid of the militia. A Company immediately was collected and in a few hours sent to their relief; they came to Huntington, the citizens had collected and organized a company also. By this time, the citizens of Lagros became alarmed; they sent to Huntington for the troops to come there and protect them and aid the civil authority. So soon as I learned that the militia had turned out from 60 to 100 in number, I thought the force altogether too small to do any good amongst seven or eight hundred armed men; I therefore sent to Logansport and requested their assistance, which was promptly rendered. The militia at Lagros, at my request, marched to Miamiasport and met the two volunteer companies from Logansport and all marched back to Lagros.

Two magistrates and an associate judge were collected, and with the sheriffs of Huntington and Wabash Counties, aided by the militia, arrested and committed eight of the ringleaders. Having no jail on the canal line which was considered safe, and for removing also the cause of contention, these men were sent under a strong guard to Indianapolis for safe keeping, where they were confined until liberated by a writ of habeas corpus for some informality in the proceedings.

There were more than 600 armed men of the Irish, and I am satisfied that no other course than the one pursued would have been sufficient to have restored order: by this prompt movement, and bringing in so strong a body of men, in such short time arresting the ringleaders. The commissioning of justices of the peace and organizing militia companies at Wabash, Lagros, and Huntington has restored, and I trust, will preserve order.

The Commissioners, Messrs. Johnson and Lewis, were at Fort Wayne at the time, and I had not the benefit of their advice. So soon as order was restored the Canal Board took more decided steps in their regulations and require each contractor to dismiss any laborer who may engage in a broil and give his name to the engineers that he may not be employed on the line.

The militia turned out on the first moment's warning; many of them happened only to be in town and marched off without any preparation, whatever, and had of necessity to be supplied with money and provisions for their subsistence. These were furnished by many of the contractors

and people on the line. Amongst those who were at the greatest expense, were Captain E. Murray, of Huntington, who took command of the temporary garrison at Lagros, assisted the civil authority in making the arrests, and with his company marched the prisoners to Indianapolis, and was engaged some three weeks in the service.

Col. John Spencer, of Fort Wayne, who headed the militia from Fort Wayne, and Gen. John Tipton, who was active in forwarding the volunteer companies from Logansport, and paid a large portion of the expenses. One of the prisoners who had been sent to Indianapolis, was arrested on his return to the canal line, convicted and sent to the penitentiary; on his way there he escaped from Mr. Johnson, the sheriff, who offered a reward of \$100, and paid it, as I have understood, for his apprehension.

The county of Wabash was also at great expense in sending the prisoners to Indianapolis. Other persons on the line were at much expense, also, in money and provisions, as of course must have occurred in a sudden emergency where the men were called from their homes without the least preparation whatever.

As this expenditure was so absolutely necessary for the preservation of

order, and was the means of saving so many human lives, preventing at least 700 armed and highly exasperated men, from fighting a pre-determined battle, and the means of preventing a total suspension of work on the canal which must have ensued for the greater part if not all of the season since July. It would be very desirable indeed if some provision, by law, could be made to remunerate those persons who have been at so great expense.

A part of the bills of the money expended are in the possession of the Board of Canal Commissioners, and will be furnished you by 12 o'clock this day. But as they have only a small part, the appointment of some person to hear and examine those claims, and authorize their payment, is respectfully suggested, and the propriety of selecting one of the Board of Fund Commissioners, who from having had no part in these transactions would constitute an impartial tribunal: and as the matter in question grew out of the operations on the canal, and they having the funds in their possession would seem to point out the fitness of such appointments and render it appropriate.

With great respect,

D. Burr

Historical Publications

The following list is a small excerpt of the publications available from the Allen County Public Library. These are mostly reprints of portions of other publications, although some were commissioned by the Library. The books are generally informative, and often entertaining. They contain many reprints of interesting documents which are not generally available. There are many more titles available, but we have included only those dealing with canals and early transportation. These items may be purchased directly from the Allen County Public Library at 900 Webster Street in Fort Wayne.

Because the Library does not offer these items by mail, we are offering them to the many readers of INDIANA WATERWAYS who are unable to come to Fort Wayne.

Please list the books desired, total price, and add 25¢ per item for postage and envelope.

Send requests to:

PAMPHLETS
c/o DANDELION
1414 Broadway
Fort Wayne, Indiana
46802

- AMERICA'S PIONEER RAILROAD 20¢
5"x7 1/4" 49pgs, 9 illust
Describes building of B&O RR. ca1827
Reprint of Chapt. 11 of 'When Railroads Were New'
by Charles F. Carter
Simmons-Boardman Pub. Co. 1926
- BOATMEN ON THE WABASH 1830 10¢
5"x8" 6pgs 2 illust.
First appeared in INDIANAPOLIS NEWS
Dec. 27, 1883
- CANAL BARGES & RAILROAD CARS 20¢
5"x8" 21 pgs. 7 illust.
Reprinted from Chapt. 11 of YOUNG
AMERICA 1830-1840
by Robert E. Riegel
Pub. Univ. of Oklahoma Press 1949

- CANAL CELEBRATIONS IN OLD FORT WAYNE
5"x8" 118 pgs. 14 illust 1 map 35¢
Contemporary accounts of celebrations of beginning, opening of first section, completion of Wabash & Erie Canal 1835-1843
- CANAWLERS 20¢
5"x7" 39 pgs. 4 illust.
Reprint of Chapter 10 of BODY, BOOTS & BRITCHES
by Harold W. Thompson
J.B.Lippencott Co. 1940
- COMMERCIAL WANDERERS OF WATERWAYS 10¢
5"x7" 17 pgs. 5 illust.
Repr. of Chapt. 17 of
HAWKERS & WALKERS IN EARLY AMERICA
by Richardson Wright
J.B.Lippencott & Co. 1927
- DOWN THE OHIO AND MISSISSIPPI 20¢
5"x8" 44pgs. 7 illust.
Repr. of Cahpt. 3 of
ON THE TRAIL OF THE PIONEERS
by John T. Faris
G.H.Doran Co. 1920
- EARLY WATERWAYS AND PORTAGES 10¢
5"x8" 6 pgs
Repr. of Chapt. 5 of
THE FUR TRADE AND EARLY WESTERN
EXPLORATION
by Clarence A. Vandiveer
Arthur H. Clark Co. 1929
- FORT WAYNE IN 1838 10¢
5"x8" 22 pgs.
originally published in DAWSON'S
DAILY TIMES
April 18-21, 1860
- FORT WAYNE, THE SUMMIT CITY 10¢
5"x8" 5pgs. 1 map
Letter from Jesse L. Williams to
Ft. Wayne Gazette Dec.5, 1873
- HOOSIERS START A RAILROAD 10¢
5"x8" 11 pgs. 1 illust 1 map
Story of the New Albany & Salem RR
(later MONON)
Repr. of Chapt.9 of THE STORY OF
AMERICAN RAILROADS
by Stewart H. Holbrook
Crown Pubs. Inc. 1947
- INDIANA'S CANAL HERITAGE 20¢
5"x8" 56 pgs. 5 illust. 2 maps
Repr. of Chapt. 12, 13, 14 & 26
from OLD TOWPATHS
by Alvin F. Harlow
D. Appleton & Co 1926
- THE IRISH WAR 10¢
5"x8" 11 pgs. 3 illust.
Letter from Canal Commissioner David
Eurr describing violent uprising of
Irish laborers on Wabash & Erie Canal,
1835
- OHIO CANALS 10¢
5"x8" 16 pgs. 1 map
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