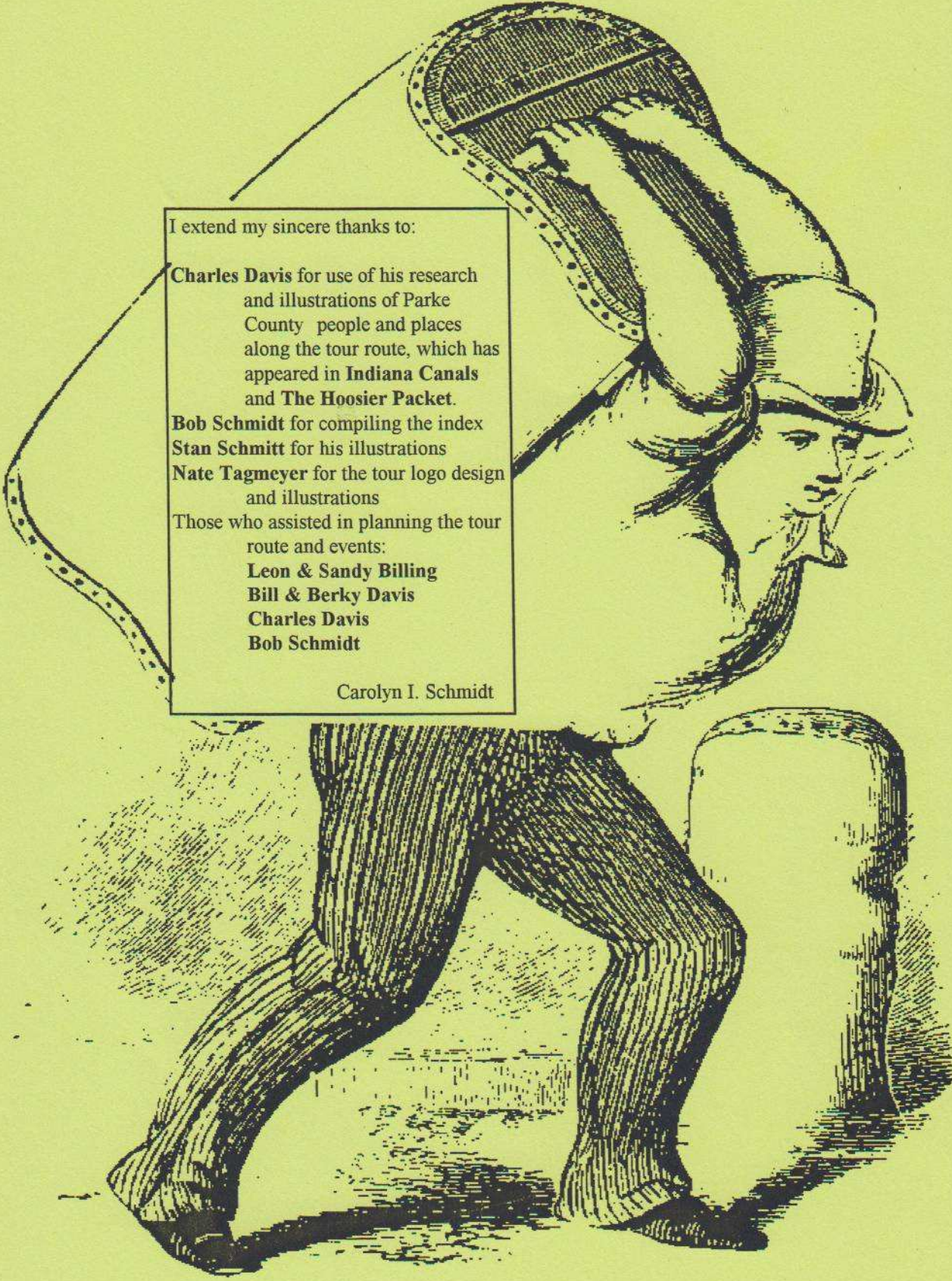


WABASH & ERIE CANAL Parke and Vigo Counties, IN



Canal Society of Indiana P.O. Box 40087 Fort Wayne, IN 46804



I extend my sincere thanks to:

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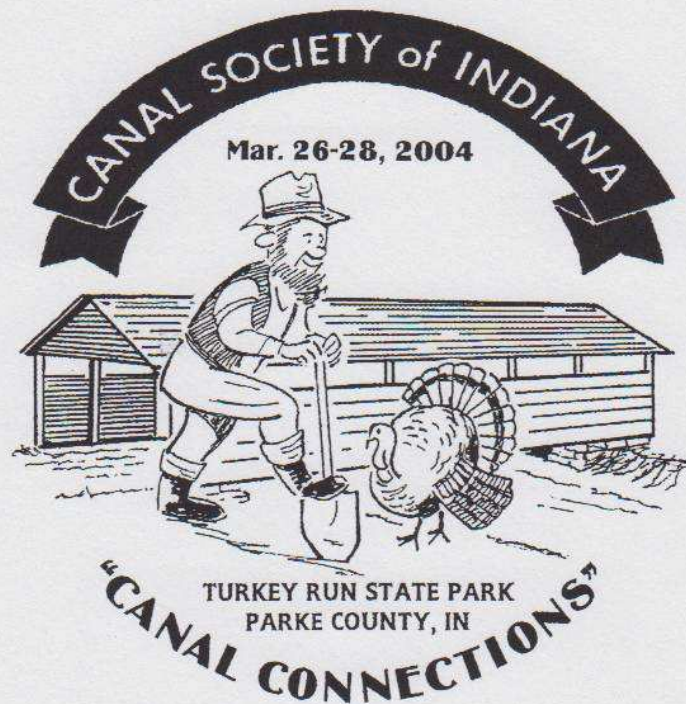
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WABASH & ERIE CANAL Parke and Vigo Counties, Indiana



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FOREWORD

A BRIEF HISTORY OF TURKEY RUN STATE PARK

Salmon Lusk (b. April 17, 1788, d. August 3, 1869) was born near Poultney, Rutland county, Vermont, to Samuel Lusk and his second wife, Naomi Bryant. He was a Captain in I Company Regiment, Vermont Militia in the War of 1812. In 1816 he volunteered as a soldier in the U.S. military under General Harrison and served at Fort Harrison, IN. for two years. Salmon met John Beard's daughter, Mary "Polly," at Fort Harrison. In 1817 Salmon bought 160 acres in Clinton township, Vermillion county, IN. beside Beard's farm. Salmon and John Durkee were granted a license to establish a ferry across the Wabash River on August 11, 1818. He was a juror in the first trial that year. Salmon and Polly were married November 19, 1819, in Vigo county, IN.

Salmon bought land in Reserve township, Parke county on November 28, 1820. John Beard built the first mill on this land for Salmon in 1822. Called Beard's Mill, it was located on Sugar Creek two miles from its mouth east of the Wabash river and about a mile north of the town of West Union (where present West Union covered bridge is located).

On February 2, 1822, Salmon bought the 80 acres that became his future home site. He bought another 80 acres on February 1, 1825, completing his ownership of the "Narrows of Sugar Creek." Arriving by keelboat on April 3, 1826, he built a cabin atop the hill overlooking the "Narrows," cleared ten acres and planted it in corn. The next winter he set up a corn cracker at the "Narrows." In 1827 he built a regular grist mill there, borrowing money at 12½ interest to pay for materials. He soon had three run of burrs in operation. The mill stood atop a bare rock bank, several feet above Sugar Creek. The race was a right-angled tunnel through the rock with the head race parallel to and just below the dam. A round hole was cut from the surface of the rock down to the angle of the race, where the turbine wheel was located. The shaft of the wheel extended upward through this hole into the mill. The race can still be seen today. Robert Wright helped build the mill dam, James Milton Stuart helped build the mill and Nathan Newlin did the "smithing."

From 1822 to 1840 Salmon accumulated three-thousand acres, plus nine-hundred acres from Chief Black Hawk in Iowa. He combined the grist mill with a saw mill in 1827. He had a pork house and another building as large as the two buildings combined. Prior

Wright established the first general store at Lusk mills.

At this time Salmon did not own the land that is today's entrance to Turkey Run State Park, the saddle barn, swimming pool, parking lot, nature center, Ice Box and suspension bridge. These 80 acres were owned by Kinchen Morgan. Ned Garland named Turkey Run for a hunting venture he and his father made. Turkeys that roosted on the limestone ledges were often enticed into covered pens with shelled corn and trapped. Morgan's daughter eventually inherited the land and sold it to Salmon's son John Lusk on July 3, 1899.

During the 1830's Lusk Mills made flour, sawed lumber, packed pork, built up to 20 flatboats a year, and shipped pork to New Orleans. James Nesmith and John Mitchell had a store there. Salmon ran a grocery.

In 1841 Salmon erected a two-story, Federal-style house of hand fired brick. His son John lived in the house until 1915.

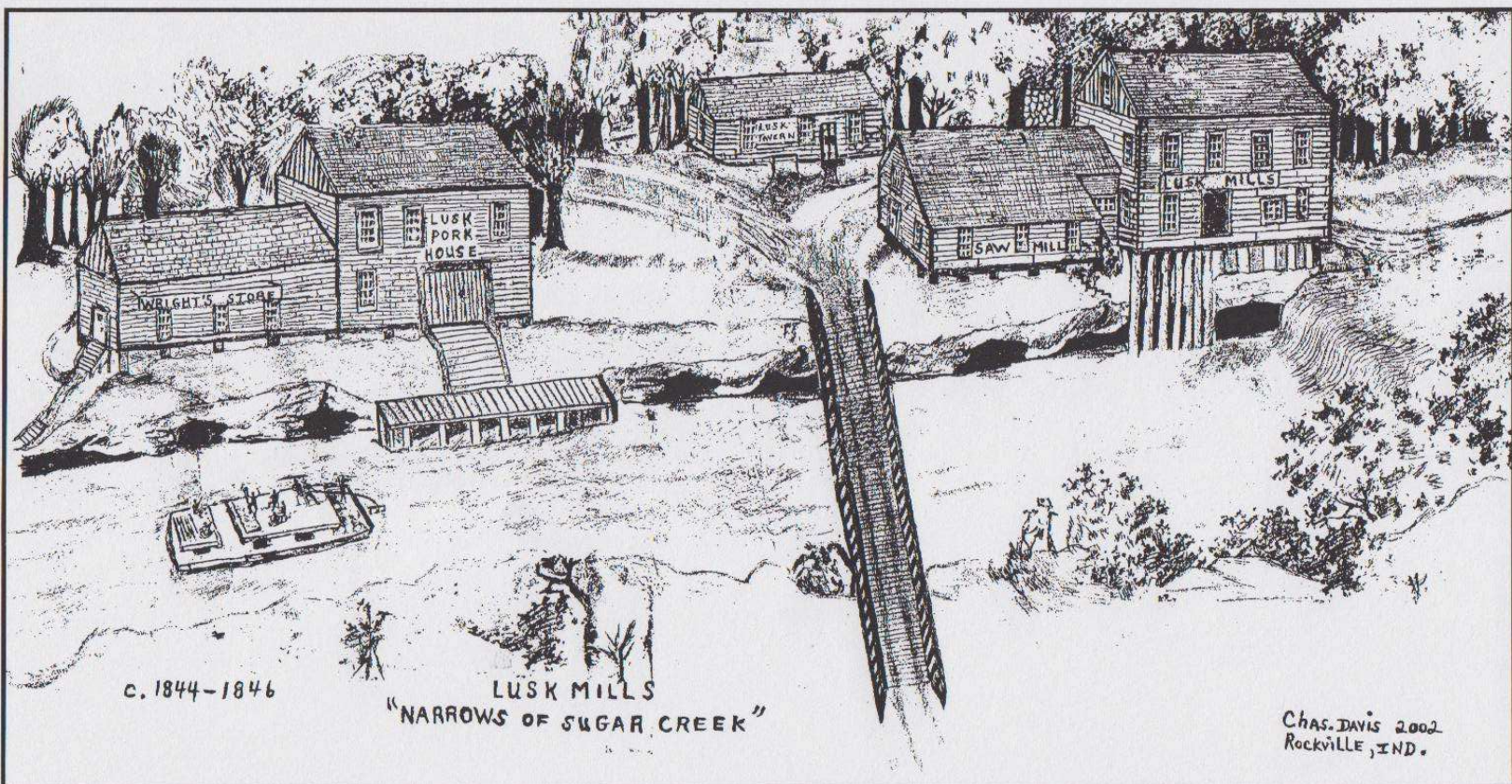
In 1844 the Wabash and Erie Canal construction began in the northwest part of Parke county at Lodi. It extended through the county to Numa. The Sugar Creek Feeder Canal and Feeder Dam were approximately seven miles southwest of the "Narrows."

In 1844 the first bridge was built across the "Narrows." Local citizens gave \$547 to erect it. It was superintended by Prier Wright, Nathan Newlin and William Floyd. William and James Harvey Moore, who worked for Salmon, got out the stringers for the bridge.

On January 1, 1847, the "New Years Freshet" washed away the Lusk grist/saw mill, store, pork house and other buildings. The entire community suffered. Prier Wright, Salmon's brother-in-law, left Turkey Run, purchased land at "Devils Den" and built Rockport (Wright's) Mills. It was at this time that Salmon acquired the original tracts of what would become Turkey Run State Park.

Even though the freshet devastated Salmon and area locals, the opening of the canal and feeder dam in 1848 brought new life to the area. All of Parke county had new markets available to them. That same year Christmas Dagenet, who removed the Indians by canal boat, died.

The first bridge across Turkey Run Creek (approx. 1840) was a foot bridge made of logs. The next



LUSK MILLS "NARROWS OF SUGAR CREEK"

1844-46

Drawn by Charles Davis in 2002

Buildings from left to right: Wright's Store, Lusk Pork House, Lusk Tavern, Saw Mill, Lusk Mills

bridge was an open wagon or buggy bridge. In 1857 a man driving oxen across the bridge had one oxen killed when the two oxen fell into the creek.

In 1855 Salmon and Mary Lusk deeded John Cox, Elze Robbins, and John Shanks 4 acres on which to build the M. E. church. They worshipped in the school until they completed Luck Chapel. It was burned during the Civil War and was rebuilt and reopened on January 5, 1863.

Salmon sold John C. Hirsbrunner land adjoining Lusk Chapel on which he and Stephen Schrantz built a tannery. A new post office called Lusk Springs was opened at Hirsbrunner's. The old post office at Lusk Mills had closed in 1845.

On October 18, 1866 John Lusk was deeded 160 acres that contained the home and mill site and was put in charge of the maintenance of Salmon and Mary Lusk for the remainder of their lives. On December 19, 1866 Salmon deeded John for "Love and Affection" the original tracts and some other sections totaling 1003 acres. On February 9, 1868 Salmon sold John another 40 acres. He gave his daughter Susan Lusk 410 acres on April 29, 1867 and she bought an additional 40 acres from him on May 30, 1867. He gave his daughter Elizabeth Brewer 320 acres on December 29, 1866 and she bought 80 acres from him on May 30, 1867. Salmon died at his on and was buried in Lusk Cemetery in 1869.

John Lusk thought that the county commissioners had agreed to build a road to avoid steep hills, so he spent \$25,000 to construct a fill across a ravine on the Lusk farm. When the road was not built, the fill was left to nature and termed "Lusk's Folly."

In 1882 Joseph A. Britton was awarded a contract for \$3,750. to build a new bridge across Sugar Creek near the residence of John Lusk. It stands today as a monument to his work. A new concrete bridge bypasses it.

In 1881 a party of 20 gentlemen came to the area looking for a picturesque camping ground. They were amazed by what the area offered and ordered J. E. Woodard to lease a lot of ground from John Lusk on which they proposed to erect buildings. In mid-August a hotel and later a dining hall was built. Marshall was the nearest railroad point. The Kintergarten company managed the Turkey Run resort. Also in 1881 on October 4, John Lusk leased William Knowles and William Hooghkirk land to quarry sandstone. Some

Rockville sidewalks came from this quarry.

At the time of Salmon's wife's death (1883) Turkey Run was gaining even more in popularity for picnics. People came by rail to stations over three miles away and then made their way to Turkey Run, which some wanted to call Bloomingdale Glens to identify it with that town and rail station. Some old articles call it Bloomingdale Glens, but it reverted back to Turkey Run.

In 1884 the railroad gave up its lease of Turkey Run. Then William Hooghkirk leased Turkey Run from John Lusk. He whitewashed the hotel and dining hall (shacks) and people camped in tents. In the spring of 1887 a new building was added. In 1889 he installed machinery so water could be raised to the top of the hill and deposited into buckets. In 1891 new wells and pumps, swings, and a number of cottages were added.

In 1894 Capt. James H. Russell gave free use of his land to build a club house for the Rock River Club created by Isaac R. Strauss, Elwood Hunt and Samuel Catlin. It was 1½ miles west of Turkey Run Inn. Isaac was the husband of Juliet V. Strauss, who helped save Turkey Run.

Hooghkirk managed Turkey Run until his retirement in 1910 when Roland Peter Luke took over. Luke offered camping for \$1.00 a day. He made arrangements for a resort vehicle to meet arriving trains at Marshall and transport them to Turkey Run for 25 cents. He improved the hotel, tents and dining hall.

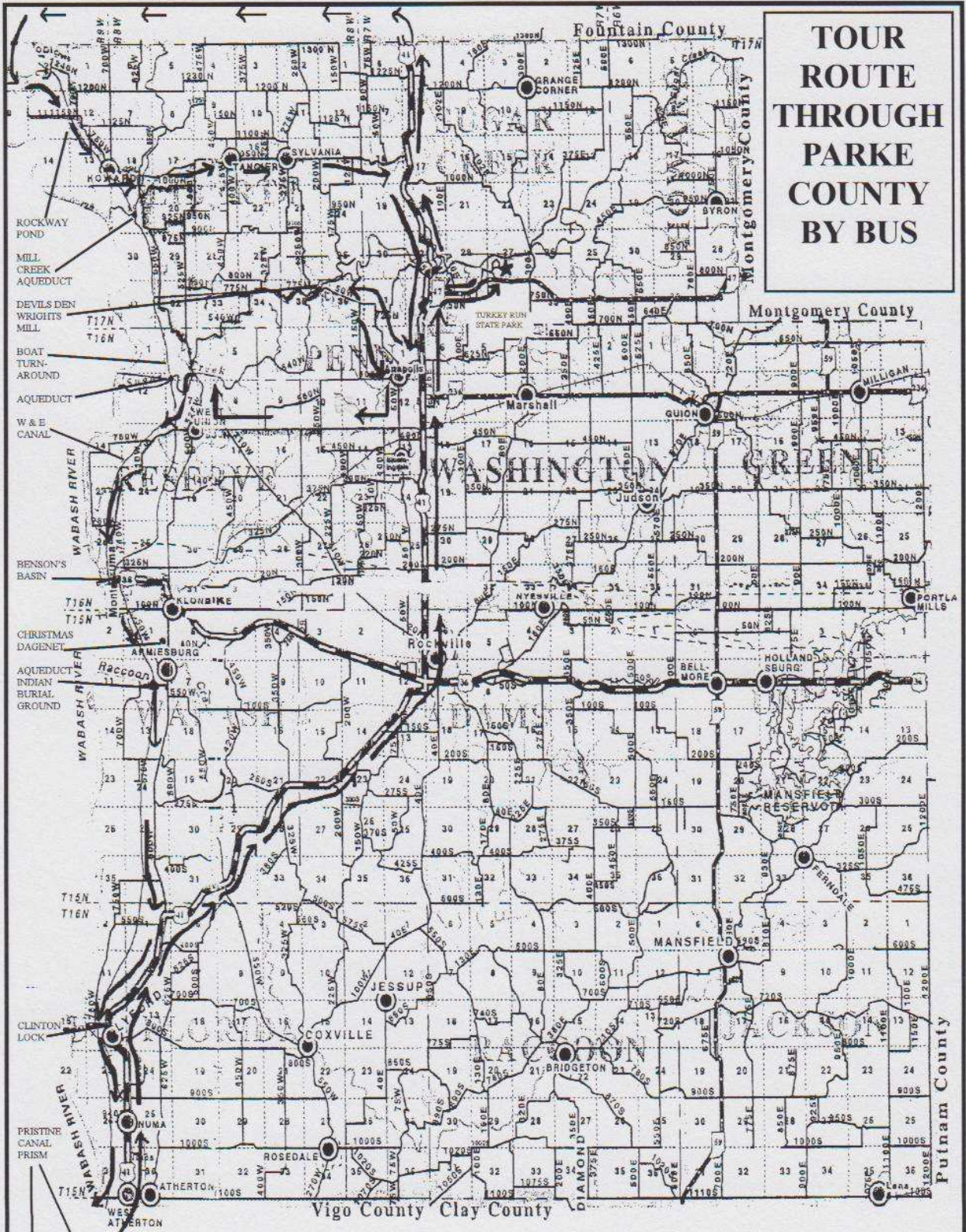
A meeting of the Turkey Run commission (Richard Leiber, Juliet Strauss, and I.A. Cannon) appointed by Governor Ralston with a view to preserve the spot was held in February 1916. Turkey Run State Park was established in 1916 and is the oldest state park in Indiana. Its 2,382 acres contain one of the largest stands of virgin timber in the state. The suspension bridge was built in 1917-18. In June 1919 a new hotel was opened. Additions were added to it in 1922 and 1930. It was remodeled in 1940 and 1972. The convention hall was completed in 1972. There are more than 13 miles of hiking trails. Near the park inn stands a monument to Juliet V. Strauss, who wrote a column "Country Contributor" for the **Rockville Tribune**, published stories in national publications and wrote **Ideals of a Plain Country Woman**. Another monument is there for Richard Lieber, who was the founder and director of the Indiana state park system. Today Gary Warmouth is the park superintendent and Nellie Myers manages the inn.

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**TOUR
ROUTE
THROUGH
PARKE
COUNTY
BY BUS**



PARKE COUNTY

"CANAL CONNECTIONS" PARKE COUNTY

"CANAL CONNECTIONS" TOUR ROUTE

R = Right L = Left Direction to Turn
US = United States Highway
SR = State Road
CR = County Road
N = North, S = South, E = East, W = West
(Restroom on Bus)

From Turkey Run State Park Entrance

R on SR 47

R on US 41

L on SR 234 to Lodi

Cross "swail" and Wabash River

Cross SR 63, turn around in service station

R on SR 234

Cross Wabash River and canal into Lodi (See river bottoms, "swail" part of Wabash river, Whitestown & ferry site)

R first street at Lodi - Market St. not marked

R on CR 1240 N Cross Coal Creek (Canal dam, guard lock site, only covered bridge used in connection with canal, man killed woman and fed her to pigs at Red Round Barn, Miller cem. Joseph Gill locktender at Coal Creek dam & guard lock rests there)

Jog R then L on S curve to CR 1200 N

R on CR 700 W to Howard (Westport, Pearson's Water Melon farm, Sand Lady gourd farm, site of Burton's old store)

L on CR 1025 N to a S curve at Ephlin Cemetery turn R

L on CR 1050 N (Goes across Mill Creek, through Tangier, through Sylvania (Russell's Crossroads) to US 41)

R on US 41

R on CR 625 N Annapolis Rd

R on CR 50W (Devil's Den/Wright's Mills Jackson covered bridge)

STOP 1 Park bus at Curtis home, turn around

R on CR 50 W to Annapolis (Warm house with Wright's Mill race stones, Joe Cannon's home lot and historic marker, Horace Cannon drowned at Jackson bridge on Sugar Creek)

R on CR 500 N Bloomingdale-West Union Rd. (Nelson McClure sawed timbers for Sugar Creek Feeder Dam at Coke Oven Hollow buried in Linebarger Chapel cemetery)

R on CR 21W

R on CR 550W (Drop off canawlers, turn buses at Berrisford's)

STOP 2 West Union Bridge (Over Sugar Creek, Feeder Canal, Lock #38, Aqueduct, Beards Mill, 1875 flood)

L on CR 550 W

R on CR 710 W becomes Jefferson St. (River bottom, Davis Ferry, Feeder Head, Lock #38, Aqueduct site, canal berm used as levee, canal channel right side of 710 W)

R on Chestnut St. (Canal Supt. James Johnston home)

L on Market St. (O'Brist and Davies Woolen Mill bought by Benson, destroyed by fire in 1871)

R on North St.

L on Water St. (Wilson's Phoenix/Brady hotel built 1848, raised 1972, Canal road bridge #79, river ferry rd.) **CROSS SR 36**

L on Plum St. (Park buses N or S of Basin or Washington St.)

STOP 3 Reeder Park (Benson's Basin, Bowsher/McCune Mill SW corner, Stagecoach stop of Madison/Strawberry rd., Canal business men buried in Old Montezuma Cemetery, Canal road bridge and culvert #142.) **RESTROOMS**

R on Washington Street

L on Canal St.

R on McGinty St.

"CANAL CONNECTIONS" PARKE COUNTY

L on Main St. (Pass lumber mill)

R on CR 600 W (Zachary Taylor was with General Hopkins, who surveyed first military road through Parke co. on return from Lafayette, first brick house on right home of Wea Civil Chief Christmas Dagenet, Armiesburg Cemetery with Canal builders graves, and Anna Brady at back of property)

STOP 4 Raccoon Creek Aqueduct (Buses drop off at 700W, park at grain bins down 600W, walk to aqueduct, nearby barn's foundation from Armiesburg Mill, to of barn is old Armiesburg Pork house, S of barn is Wea Indian Village spring water, above spring is Wea village site, house is site of Wea village burial grounds, Indian bones found by Geo. Underwood when digging root cellar in 1897)

Continue S of CR 600 W

R on US 41

R at Lyford Y, Clinton Locks (Jack's place, Crabb's warehouse, Canal road bridge #85, Lock #40.

Follow U. S. 41 south, pass by Numa

Curve R onto new 41 bypass

R on CR 1100 S to Rod & Gun Club turn around (Was old speakeasy during prohibition, See homes built in and along canal bed), go to U.S. 41

R on U. S. 41

STOP 5 & perhaps 6 R into Farm Lane (See pristine canal bed, if time permits go further down U. S. 41 to another spot to see more pristine canal bed.) turn around

L on U.S. 41 (Heading N to go back to inn)

At Rockville straight ahead on Mecca Road at curve (Circle around historic buildings in Rockville)

Jog L turn R on High

L on Jefferson

L on York

R on Market becomes Howard Ave

R on US 41

R on SR 47

L into Turkey Run

Sunday's Car Caravan Route

After slide show of 1841 Lusk Home in Pioneer Room at Inn

L at stop sign in Turkey Run Inn parking lot and immediate R on main park road

Park in Nature Center's parking lot (Short hike to "new" suspension bridge, local history & legends, geological facts presented by naturalist Barbara Cummings. Restrooms)

Exit parking lot and follow main park road to stop sign

L at stop sign the park gate house

L on SR 47

L on Narrows Rd. (sign "Campfire Wood") and cross new bridge over Sugar Creek

L at "Lusk Home" sign and park in lot (Narrated outside tour of Lusk home, walk to Narrows covered bridge, follow rock ledge to see cuts in stone embankment for Lusk mill. Restrooms)

R from parking lot at Lusk home

R onto SR 47, pass park entrance

R at sign "Cox Ford Bridge"

L into gravel parking lot at canoe launch site (Narrated history of 1913 bridge, may walk or drive across bridge and turn around)

R on gravel road to SR 47

R on SR 47

L on U.S. 41

L into Gobblers Knob Country Store lot (Was once located in Turkey Run State Park, commissary building for the C. C.C. boys who built the park, now has food & gifts. Restrooms)

Lunch possibilities (On your own):

Turkey Run Inn "Brunch" 11:30-2:30, \$11.95; **Burger King** crossroads SR 36 & U.S. 41(10 miles); **Weber's Family Restaurant** Rockville courthouse square Buffet until 3, \$8.95 (11 miles); **Bunker Grill** Turkey Run Golf Club SR 47 east of park, open 12-8; **Sunshine Cafe** Crawfordsville

"CANAL CONNECTIONS" PARKE COUNTY

CHIEF ENGINEER'S REPORT



The following 1847 structure report is that of Jesse Lynch Williams, chief engineer of the Wabash & Erie Canal, describing the conditions of the structures. To clarify the report and to make it easier to find each structure, bold headings have been added before each of his structure descriptions. Some headings include current information. Some are repetitive to his report. Structures are listed under the counties in which they occur. This is a continuation of the structure report from the "Celebrating Canal Communities" tour of the Wabash & Erie from below Georgetown in Carroll County to below Attica in Fountain County.

Williams sometimes varies his numbering plan. Note that if a structure is no longer of use or has been washed away, Williams does not assign it a number. Also note that the guard locks at the creeks and the dams across the creeks are not numbered. The dams across the Wabash River and some of the guard locks on the river are numbered.

Road Bridge No. 71 at Lodi was the last described feature at the termination of the finished canal. New Contracts for commencing the canal were signed on August 5, 1847.

Another Report to the Trustees was made in 1853. The structures following the above point are described in this 1853 report.

1847

FOUNTAIN COUNTY

Culvert No. 131

Culvert No. 131 - of wood, 11 feet by 2¼ feet - submerged.

Culvert No. 132

Culvert No. 132 - over Bear Creek, this is a large cut stone arch of 30 feet chord, and being built of very soft sandstone, there may be some doubt of its durability. The stone are not affected by the weather. The workmanship appears to be good and the culvert is at present in good condition.

Road bridge No. 63

Road bridge No. 63 - may last six years.

Culvert No. 133

Culvert No. 133 - of wood, 11 feet by 2¼ feet - submerged.

Road bridge No. 64

Road bridge No. 64 - will last six years.

Culvert No. 134

Culvert No. 134 - one half mile above Covington, of wood, 2 spans, 11 feet by 3 submerged.

Flood gates

Flood gates near the same place, all of wood, will last six years.

Lock No. 36 (In Covington)

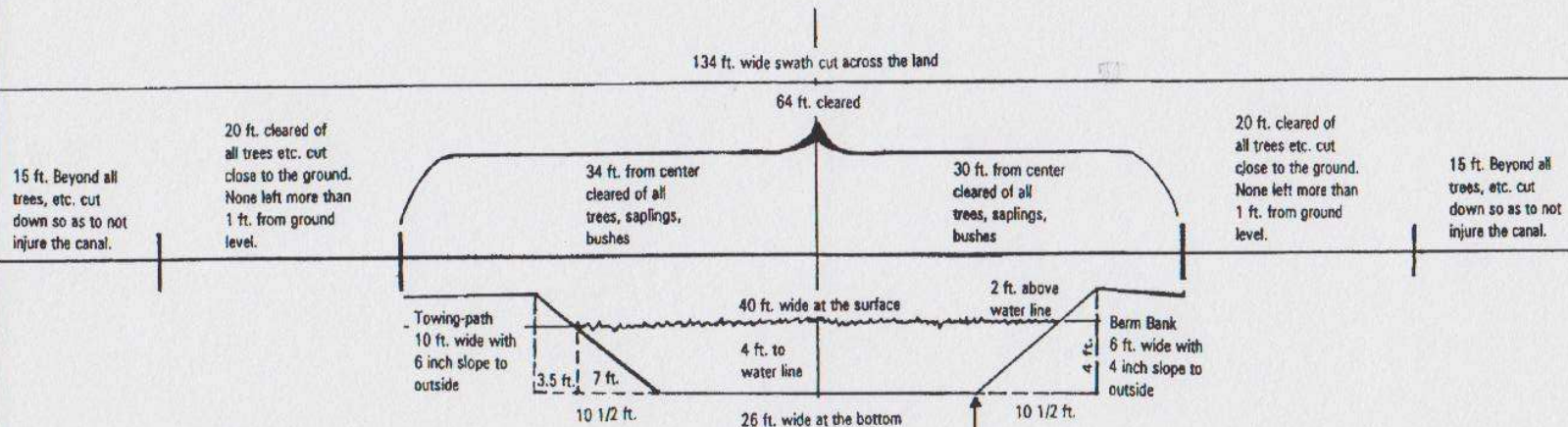
Lock No. 36 - 10 feet life, built of timber upon the frame plan, not well constructed, but with care and some repairs, may last four or five years, gates will last three years. This lock is in Covington.

Road bridges No. 65 and 66

In Covington there are two Road Bridges, Nos. 65 and 66, which may last four or five years.

A Diagram of Section 171 (Wabash-Erie Canal)

CANAL CROSS SECTION



Summary of Canal Width - 64 ft

Towpath side		Berm Side	
	Et		Et
Towpath	10.0	Berm bank	6.0
Tolerance variation	0.5	Tolerance variation	.5
Towpath to water	3.5	Berm to water	3.5
Water level to center	20.0	Water level to center	20.0
Total	<u>34.0</u>		<u>30.0</u>

Slope: 4 ft vertical (water line) x 1.75 ft = 7 ft horizontal
2 ft vertical to tow path x 1.75 ft = 3.5 ft horizontal

Carolyn Schmidt
9/27/87

"CANAL CONNECTIONS" PARKE COUNTY

Culvert No. 135

Culvert No. 135 - 3 spans, 10 feet by 3 feet, built of timber and submerged.

Flood gates

Flood gates, one and a half miles below Covington, of wood, will last six years.

Culvert No. 136

Culvert No. 136 - of wood, 11 feet by 2¼ feet - submerged.

Culvert No. 137

Culvert No. 137 - of wood, 11 feet by 2¼ feet - submerged.

Culvert No. 138

Culvert No. 138 - of wood, 11 feet by 2¼ feet - submerged.

Culvert No. 139

Culvert No. 139 - of wood, 11 feet by 2¼ feet - submerged.

Road bridge No. 67

Road bridge No. 67 - one mile above Perrysville, will last six or seven years.

Road bridge No. 68

Road bridge No. 68. - for Perrysville Road, of wood, will last six or seven years.

Lock No. 37

Lock No. 37 - 9 feet lift, just opposite Perrysville, built of timber upon the frame plan, workmanship exceedingly bad, with occasional repairs may last three or four years, gates will last three years. Towing path bridge across the mouth of Perrysville side cut, not finished but in process of construction.

Road bridge No. 69

Road bridge No. 69 - at head of "swail," now in progress of construction - embankments finished and timber delivered.

Culvert No. 140

Culvert No. 140 - of wood 6 feet by 18 inches - submerged.

Road bridge No. 70

Road bridge No. 70 - This bridge is under contract, but not completed.

PARKE COUNTY

Road bridge No. 71

Road bridge No. 71 - at Lodi, near the crossing of Coal Creek - in good order, and will last 7 or 8 years

This bridge last described is at the termination of the finished canal, and the commencement of the new contracts let on the 5th August, 1847.

1853

Lodi - Coal Creek Dam

Lodi - Coal Creek Dam.

We have first, the Coal Creek Dam, which is 202 feet long and 17½ feet high above low water. On each side of this there is a guard lock, with walls 12 feet high, raising them 11¼ feet above bottom of canal. At this point there is also a road and tow-path bridge 200 feet long; roadway 14 feet wide in the clear, and tow-path 5½ feet wide in the clear. The bridge consists of two spans of 60 feet each, and two spans of 40 feet each. The bents are founded on cribs, suitable for stone piers. The Coal Creek Dam is built on the plan generally adopted north of Lodi, having a foundation of brush and trees.

Culvert No. 141

Culvert No. 141 - situated a short distance below the Coal Creek Dam, consists of one opening of 10 by 2½ feet in the clear, being 113 feet long. Top of culvert 7½ feet B.

Road bridge No. 72

Road bridge No. 72 - at Howard.

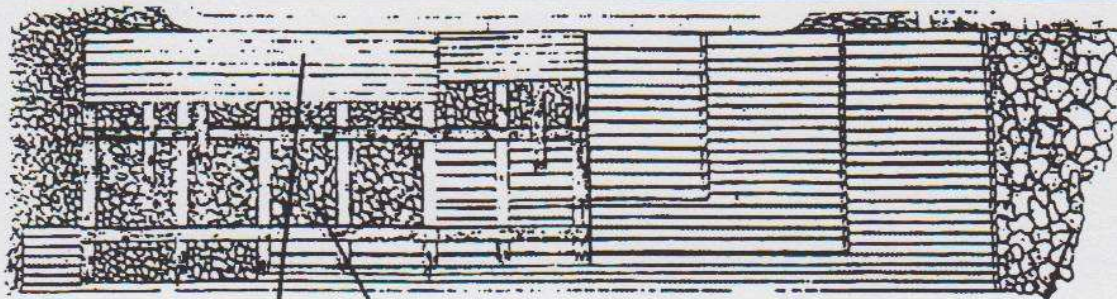
Mill Creek Aqueduct No. 10 (Open trunk)

Mill Creek Aqueduct No. 10 - consists of one span of 40 feet clear, with timber abutments, resting on a foundation of timber, extending entirely across the bed of the stream. Top of foundation 13 feet B.; open trunk, with side braces meeting in the center, from which the middle beam is suspended under the trunk timbers.

Road bridge No. 73

Road bridge No. 73 - at Nugents.

"CANAL CONNECTIONS" PARKE COUNTY



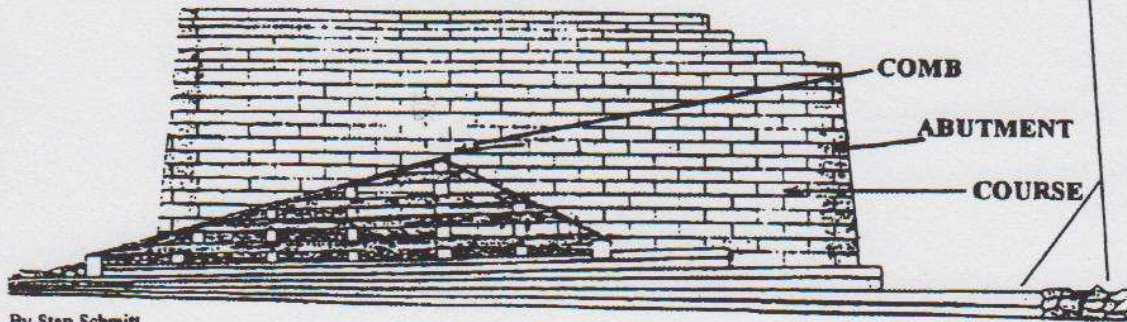
COVERING TIMBER

CRIB

DAM

Above: Looking down on the dam.
Below: Looking through the length of the dam.

APRON



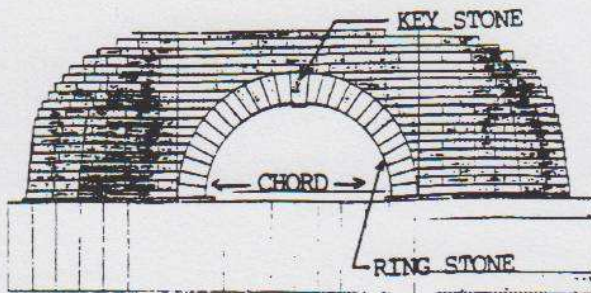
COMB

ABUTMENT

COURSE

By Stan Schmitt

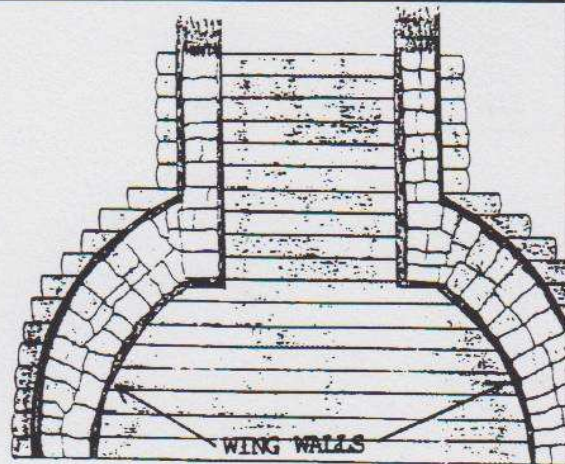
STONE CULVERT



KEY STONE

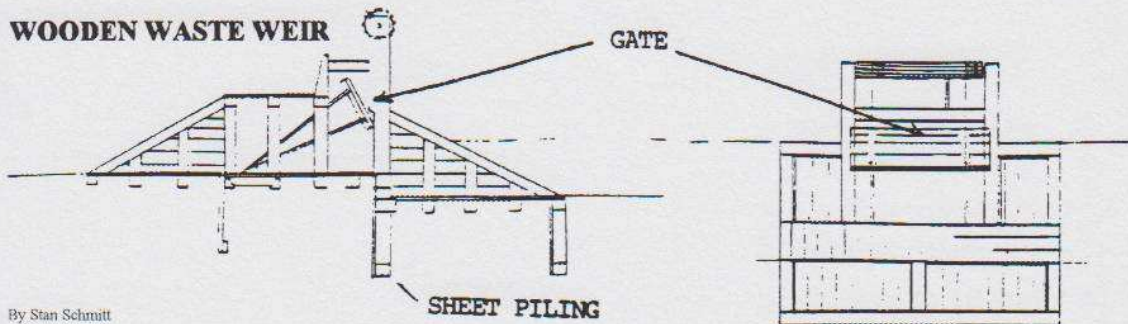
CHORD

RING STONE



WING WALLS

WOODEN WASTE WEIR



GATE

SHEET PILING

By Stan Schmitt

"CANAL CONNECTIONS" PARKE COUNTY

Road bridge No. 74

Road bridge No. 74 - at Campbell's ferry.

Road bridge No. 75

Road bridge No. 75 - West Union to Davis' ferry.

Sugar Creek Aqueduct No. 11 (Covered bridge style aqueduct)

Sugar Creek Aqueduct No. 11 - consists of three spans of 80 feet clear; the chords of the truss frame being 22½ feet above low water. The piers and abutments of this structure are built of cut stone masonry, the foundations of timber being placed about three feet below low water of the creek, and well protected with brush and stone, carefully laid in. The plan of the superstructure is similar to the Shawnee aqueduct, the truss frame being 14½ feet high from the bottom of the lower chord to the under side of the upper chord or plate. The lower chord is 18 inches deep.

Lock No. 38

Lock No. 38 - Just below the Sugar Creek aqueduct, lock No. 38, of 6 feet lift, is introduced. This is built upon the frame plan, consisting of a double set of bents, one resting upon the top of the other, and secured by iron rods 1 1/8 inches diameter, placed immediately back of the front posts, and extending first from the foundation timber to the cap of the lower bent, and then from said cap to the cross tie, connecting the front and back coping timbers of the lock. The foundation consists of timbers from 37 to 47 feet long, 12 inches thick, placed about six inches apart, covered with two courses of 2 inch plank. The posts of the lower bents are framed into the foundation timbers.

Sugar Creek Feeder Dam

Sugar Creek Feeder, Dam & Guard Lock - 227 feet long 9 feet high, 3 miles in length (feeder).

This dam is 227 feet long and 9 feet high above low water. The bed of the creek is gravel and coarse sand. The foundation of the dam consists of brush and trees. The brush extends up and down the stream 70 feet, and was laid in two feet thick with the weight of a man standing upon it. There are four courses of trees, the first two courses being 62 feet long. The last course

is 38 feet long. Upon this foundation the crib of the dam is built, having a base of 30 feet and height of 8 feet, with a slope on the lower side of 1½ to 1, and on the upper side 3 to 1. In the first course on the foundation trees there are 4 ranges of timber, hewn on three sides, except the upper and lower sticks, which are 18 inches square. The lineal timbers are held together by round ties, locked at the points of bearing, and securely pinned with tie nails. The courses of round ties are feet apart. The cribs are filled with stone and covered on the lower side with one course of six-inch timber, and on the upper side with four-inch plank, the joints being broken by a second course of two-inch plank, extending about half way down to the upper tow of the dam. The upper end of the tree and brush foundation is cut off smooth, and a course of sheet piling driven in piers about 8 feet long, the upper ends being spiked to the toe stick. Above the dam there is a heavy bank of gravel, covered with a paving of stone, to prevent its washing over the dam. At the lower end of the tree and brush foundation there has been put in a large amount of brush and stone protection, to prevent undermining. The abutments of the dam are of hewn timber, consisting of cribs 50 feet long and 15 wide, with wings extending 10½ feet beyond the back wall at the upper ends. Below the abutments there are protection walls, and a large amount of stone protection to prevent the banks washing.

Sugar Creek Guard Lock

Guard lock at Sugar creek dam, consisting of buttresses at upper and lower gates, built of hewn timber, with a chamber crib about 5 feet high, from which posts rise to the top of the lock, receiving a cap at that level.

Road bridges on feeder canal

There are two road bridges on the Sugar creek feeder.

Back to Wabash & Erie Canal main line.

Road bridge No. 76

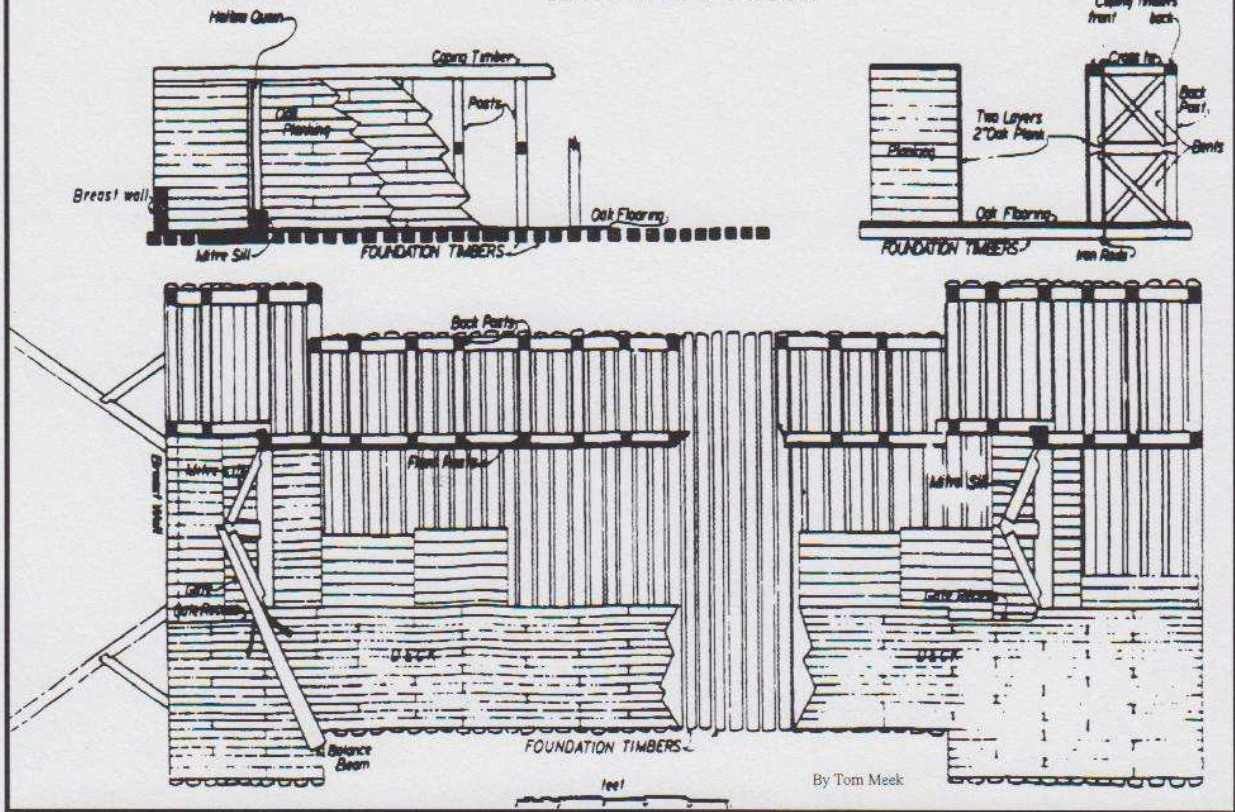
Road bridge No. 76 - Rockville to Davis' ferry.

Road bridge No. 77

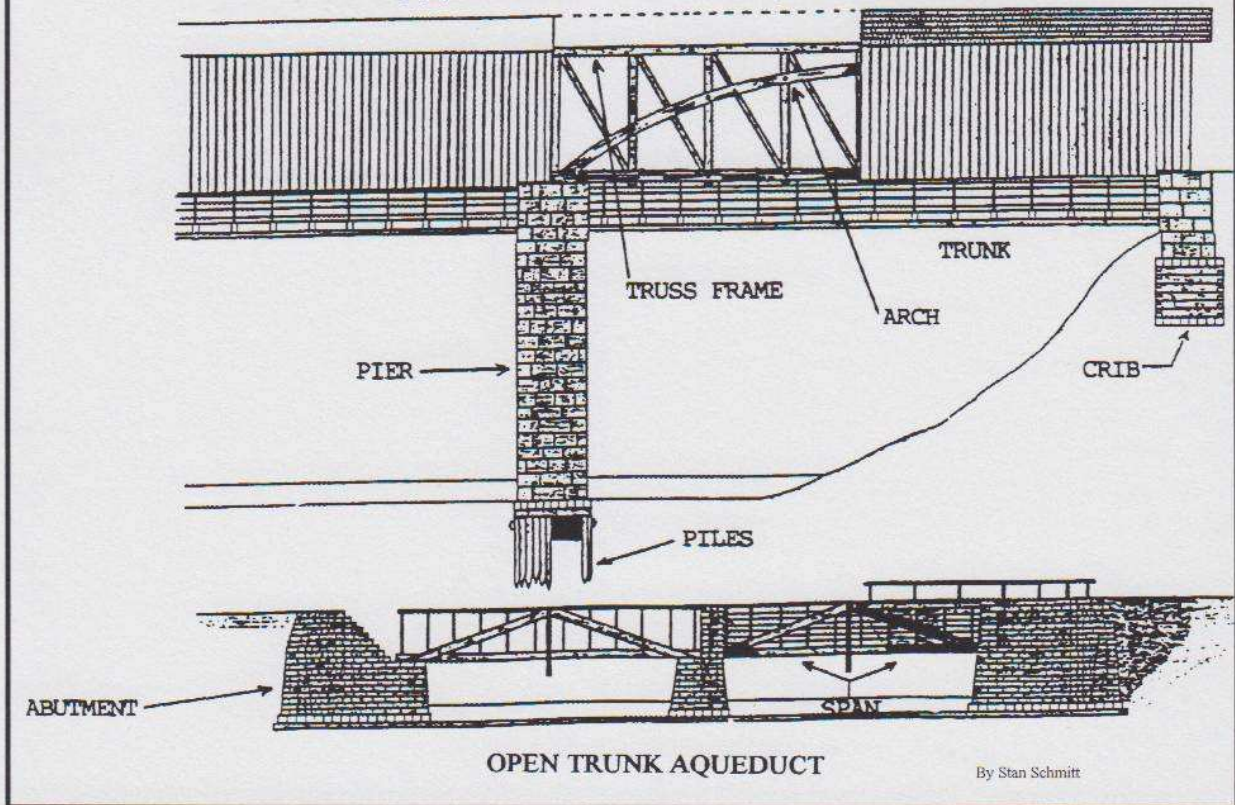
Road bridge No. 77 - at Saxton's ferry.

"CANAL CONNECTIONS" PARKE COUNTY

TIMBER FRAME LOCK



COVERED BRIDGE STYLE AQUEDUCT



"CANAL CONNECTIONS" PARKE COUNTY

Road bridge No. 78

Road bridge No. 78 - one mile above Montezuma.

Road bridge No. 79

Road bridge No. 79 - upper part of Montezuma.

Road bridge No. 80

Road bridge No. 80 - lower part of Montezuma.

Culvert No. 142

Culvert No. 142 - at Montezuma, length 122 feet, 4 by 1½ feet clear. Top of culvert 10 feet B.

Culvert No. 143

Culvert No. 143 - near Armiesburg, same dimensions as No. 142.

Road bridge No. 81

Road bridge No. 81 - at Armiesburg.

Raccoon Creek Aqueduct No. 12 (Covered bridge style aqueduct)

Raccoon Creek Aqueduct No. 12 - consists of two spans of 90 feet clear, the top of the pier and abutment being 26½ feet above low water. The pier foundations of timber, protected with stone and brush. The superstructure is similar to that of the Sugar Creek aqueduct, except that on top of the main chords there is a second chord, consisting of three thicknesses of 2 inch plank, 12 inches wide. The truss frame is 17½ feet high from the bottom of the chords to the top of the plate. All the aqueducts of this plan are roofed, weather-boarded and painted, to protect the main timbers from the weather.

Road bridge No. 82

Road bridge No. 82 - at Puntey's.

Lock No. 39

Lock No. 39 - of 6 feet lift, 2½ miles below Raccoon Creek, is built upon the same plan of that last described.

Road bridge No. 83

Road bridge No. 83 - at Justice's.

Culvert No. 144

Culvert No. 144 - one and a half miles below the lock, consists of one span 10 feet by 2 feet in the clear. Length 94 feet. Top of culvert 2 feet B.

Road bridge No. 84

Road bridge No. 84 - on road leading to Swan's ferry.

Road bridge No. 85

Road bridge No. 85 - at Crabb's warehouse.

Lock No. 40

Lock No. 40 - of 6 feet lift, 12½ miles above Terre Haute, built on the framed plan described above.

Road bridge No. 86

Road bridge No. 86 - at Numa.

VIGO COUNTY

Culvert No. 145

Culvert No. 145 - at Spring Creek, an arch of timber, 24 feet chord. Length from face to face of head walls, 86 feet; ring 18 inches deep. First courses on foundation extend beyond head wall on upper side, four feet holding down that extension of foundation. Top of arch 1.50B., foundation 15 feet B.

Road bridge No. 87

Road bridge No. 87 - just above Otter Creek.

Otter Creek Aqueduct No. 13 (Open trunk aqueduct)

Otter Creek Aqueduct No. 13 - consists of 4 spans of 40 feet in the clear. The piers and abutments are built of timber, resting on a timber foundation, extending entirely across the bed of the creek. The foundation is 14 feet below the bottom of the canal; superstructure on same plan as Mill Creek.

Road bridge No. 88

Road bridge No. 88 - a short distance below Otter Creek.

"CANAL CONNECTIONS" PARKE COUNTY

Culvert No. 146 (Foundation timbers visible near Elks where Hawthorne deadends on west side of U.S. 41)

Culvert No. 146 at Lost Creek, consists of three spans 10 by 1½ feet clear. Length 134 feet, top of culvert — feet B.

Road bridge No. 89

Road bridge No. 89 - at Sasseen's.

Road bridge No. 90

Road bridge No. 90 - a quarter of a mile above Fort Harrison.

Culvert No. 147

Culvert No. 147 at Round Pond, consists of one space 10 by 1½ feet clear; length 132 feet; top of culvert 13 feet B.

Road bridge No. 91

Road bridge No. 91, at upper end of Terre Haute bluff.

Tow-path bridge

Tow-path bridge at foot of basin, in Terre Haute.

Waste Weir

Waste weir in basin at Terre Haute, consisting of a culvert under the tow-path, 40 feet long, 4 by 2 feet in the clear; foundation, 3 inch plank, covering first 2 inch plank, and then 6 inch timbers.

The culvert is joined to a head wall of timbers 18 feet long, planked on the lower side. The wing walls on the upper side are braced apart to keep the slope of the embankment from running into the mouth of the culvert; foundation of the culvert 12 feet B. The water is passed through by one cast iron slide gate, working in a cast frame 2 feet square,; stem of gate an iron rod 2¾ inches round, with screw at top to raise and lower the same. A short distance below the culvert there is a tumble fall about 6 feet which the water runs into the Wabash River. Lower end of culvert and tumble well protected with stone.

Road bridge No. 92

Bridge No.92, double track, on First street in Terre Haute.

Road bridge No. 93

Bridge No. 93, on Second street, at foot of locks.

Locks Nos. 41 and 42

Locks No. 41 and 42 in Terre Haute, together having 19.2 feet lift, are built of timber on the crib plan, being combined so that three sets of gates answer for both locks.

Road bridge No. 94

Bridge No. 94 on Market street Terre Haute.

Road bridge No. 95

Bridge No. 95, pivot, on Lafayette road, Terre Haute.

Road bridge No. 96

Bridge No. 96 on Fourth street, Terre Haute

Road bridge No. 97

Bridge No. 97, pivot, on Fifth street, Terre Haute.

Road bridge No. 98

Bridge No. 98, on Sixth street, Terre Haute.

Road bridge No. 99

Bridge No. 99, on county road north of Prairie House.

Road bridge No. 100

Bridge No. 100, double track, on Chestnut street, Terre Haute.

Road bridge No. 101

Bridge No. 101, double track, on National Road, Terre Haute.

Road bridge No. 102

Bridge No. 102, road and tow-path, on Bloomington road, Terre Haute.

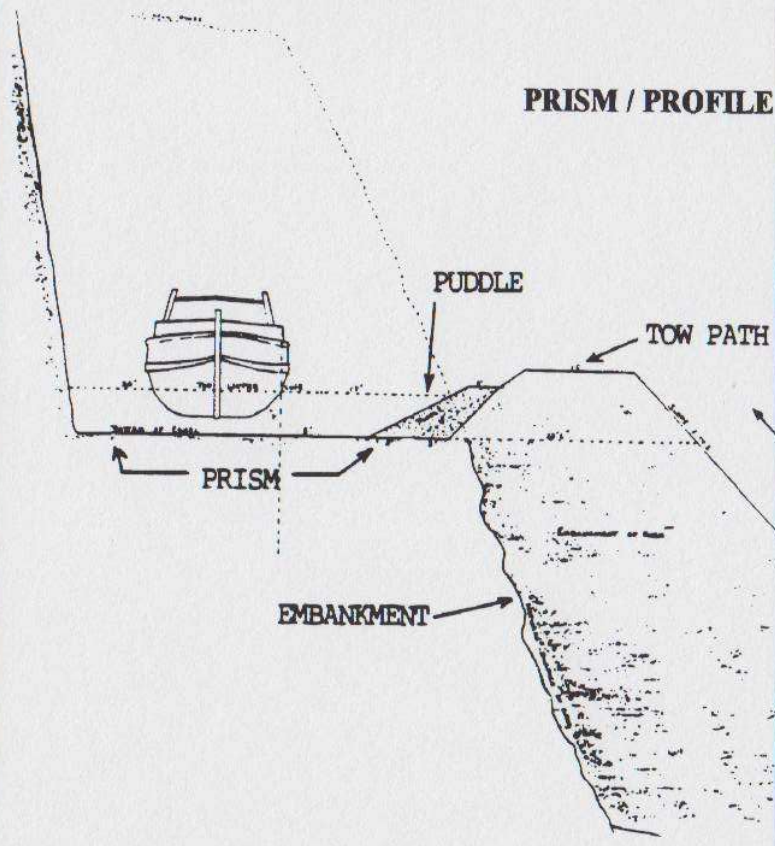
Culvert No. 148

Culvert No. 148, old channel of Lost Creek, length 101 feet, one space 10 by 1½ feet, ends of covering and top planked.

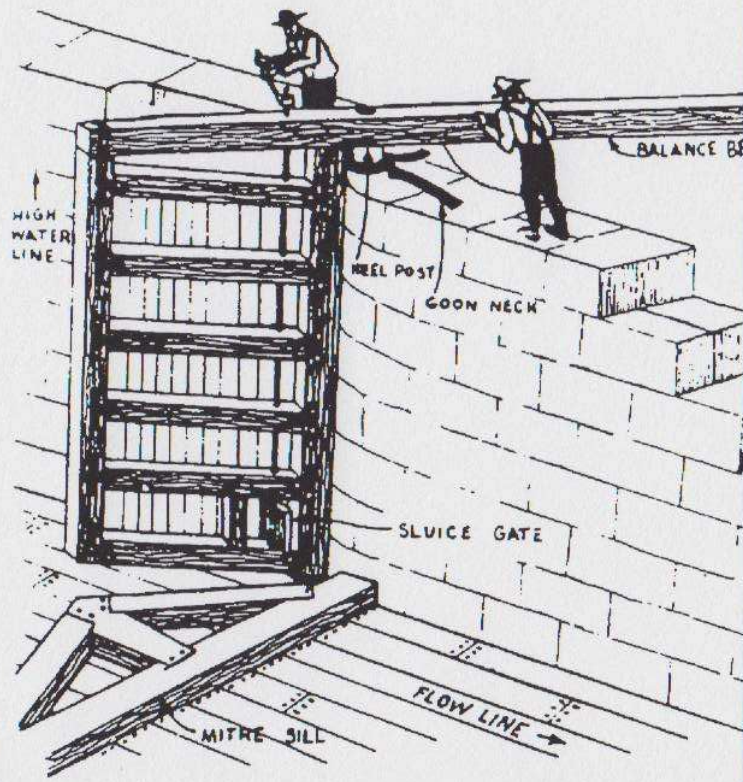
Road bridge No. 103

Road bridge No. 103 at Dean's.

PRISM / PROFILE



By Stan Schmitt



By Paul Baudendistel

"CANAL CONNECTIONS" PARKE COUNTY

Road bridge No. 104

Road bridge No. 104, on Louisville road.

distance from No. 43. Built on the crib plan as above described.

Road bridge No. 105

Road bridge No. 105, half mile south of Louisville road.

Culvert No. 150

Culvert No. 150, length 94 feet, one space, 10 feet by 1½ feet, top 2 feet B.

Road bridge No. 106

Road bridge No. 106, at Ishmael Pugh's.

Culvert No. 151

Culvert No. 151, Little Honey Creek, cut stone arch 15 feet chord, timber foundation extending across the channel of creek and full length of culvert.

Waste weir

Waste weir in berm bank, at Church's Run.

Culvert No. 152

Culvert No. 152, length 102 feet, one space 14 by 2¾ feet clear. Top of culvert 4½ feet B.

Culvert No. 149

Culvert No. 149, Church's Run; length 98 feet, two spaces 10 by 2 feet clear, top of culvert 3 feet B.

Road bridge No. 108

Road bridge No. 108, county road.

Lock No. 43

Lock No. 43, of 8½ feet lift, situated four miles south of Terre Haute, is built of timber on the crib plan. The foundation timbers, 12 inches thick, are laid six inches apart on average. Fifteen and a half feet in length, measuring from the upper end, and 31 feet in length measuring from the lower end, are of timbers 36 feet long. Three sticks in the chamber are of the same height, the remainder being 18 feet long.

Lock No. 45

Lock No. 45 of 9 feet lift, built of timber on the crib plan.

Culvert No. 153

Culvert No. 153, length 98 feet, one space 10 by 1½ feet.

The cribs are 10 feet wide from out to out, the front and back walls being connected by round ties dove-tailed at both ends. On each side there are six posts and braces, placed against the back wall to prevent the cribs settling inwards. The second stick from the bottom of the back wall projects inward two inches, on to which the posts are notched and prevented from rising. Back of the back wall there are two courses of round timber connected with the back wall by round ties, more effectual to prevent settling inwards. Within the chamber and about the upper gates, the foundation is covered with two courses of 2 inch oak plank, the sides with one course. — Foundation planking secured with wrought spikes 3/8 inch square and 10 inches long, sides with 6 inch cut spikes.

Road bridge No. 109

Road bridge No. 109, tow-path attached thereto. Louisville road.

Lock No. 46

Lock No. 46, of 8½ feet lift, cut stone masonry.

Aqueduct No. 14 (Open trunk)

Aqueduct No. 14, Honey Creek, consists of one middle span of 40 feet, and two end spans of 27 feet each. The string timbers of the trunk are supported by two strong bents, and timber abutments at the end; the bents stand on foundation timber extending across the channel of the creek.

Road bridge No. 107

Road bridge No. 107.

Lock No. 47 (Riley, cut stone lock - one wall)

Lock No. 47, of 8½ feet lift, cut stone masonry. This is the best lock in the State of Indiana, it was built by Robert Logan, of Pike county.

Lock No. 44

Lock No. 44, of 8½ feet lift, a short

"CANAL CONNECTIONS" PARKE COUNTY

Culvert No. 154

Culvert No. 154, 94 feet long, one space 10 by 1½ feet, top of culvert 2 feet B.

Lock No. 48

Lock No. 48, of 8 feet lift, timber, on crib plan.

Road bridge No. 110

Road bridge 110, at Lockport.

Lock No. 49

Lock No. 49, of 9 feet lift, at the north end of Eel River summit, built of timber, on crib plan.

Culvert No. 155

Culvert No. 155, a short distance above lock No. 50 (ed. note - should be 49), crosses canal on an angle of about 45 degrees. Length 152 feet, one space 12 by 2 feet clear, top of culvert 6 feet B.

Tow-path bridge

Tow-path bridge, half mile above lock No. 50 (ed. 49).

Road bridge No. 111 (Blue Hole)

Road bridge No. 111, on road across deep cut.

Culvert No. 156

Culvert No. 156, south end Eel river summit, 94 feet long, one space 12½ by 2 feet clear, top of culvert 2 feet B., covering held down by long bolts.

CLAY COUNTY

Culvert No. 157 (Splunge Creek visible remains)

Culvert No. 157. Large branch running into reservoir; length 116 feet; two spaces 11 by 2 feet clear; top of culvert 8.3 feet B.

Culvert No. 158

Culvert No. 158. Length 111½ feet; one space 10 by 1½ feet clear; top of culvert 7 feet B.

Waste weir

Waste weir at mouth of Eel river feeder, to draw water from the canal, and to fill the

Splunge Creek reservoir, as occasion may require. This structure is built of timber. It consists, first of two abutments, 50 feet apart, built in the form of an L—the lower side being stepped off to correspond with the slope of the embankment. The foundation consists, first, of two sticks of timber, 10 inches square, laid in the direction of the tow-paths, 7 feet apart—the lower side of the upper one corresponding with the upper face of the abutments. Along this upper stick there is sheet piling, 4 feet long, extending to end openings of abutments 10½ feet each side.

On these lower sill there are nine cross timbers for sills of bents notched down, leaving the projections above 6 inches. The space between the cross timbers is filled with foundation timbers 6 inches thick. The timbers are 25½ feet long, extending 5 feet above the upper sill, and an additional course of sheet piling is put in all around the upper end of the foundation, connecting with the first course along the wings of the abutment. The joints in the bents are placed at 4 feet A, affording a spill over the waste weir of about 40 feet. There are two gates, 5½ feet long, raised by rollers and chains—gates suspended by iron bars working from centers at upper edge of foundation. Foundation planked, as also abutments. Top of foundation 1 feet B.

Eel River Feeder Dam

Eel River Feeder Dam. This dam is 264 feet long and 16½ feet high, from low water. The bed of Eel river at this point, for most of the distance across, is a loose sand, requiring great care and much expense to build a permanent dam. A dam of 180 feet in length, with abutments and guard lock of cut stone, was built by the State at this point, but by neglect the water was permitted to wear a hole through the embankment back of the western abutment, which soon let the whole volume of the river pass around the dam, resulting in the total destruction of the abutment and guard lock. In making the repairs it was concluded to extend the old dam 82 feet, and to modify its form by the addition of a crib and apron at the foot of the lower slope.

The brush and tree foundation is 100 feet wide. In the old part of the dam there are six courses of foundation trees, and in the new four

"CANAL CONNECTIONS" PARKE COUNTY

courses. The crib at the foot of the lower slope is 6 feet high to the top of the covering timber of the same, giving a level apron of 13 feet. In other respects this dam is built on a similar plan to that at Sugar creek and also at Coal creek.

The west abutment and guard lock are of timber, built upon the ordinary plan.

Birch Creek Aqueduct (Open trunk)

The Birch creek aqueduct, on the Eel river feeder, is a simple structure consisting of three spans of 27 feet, supported by timber bents and crib abutments. The trunk is 24 feet wide in the clear, and calculated for 4 feet water. The slopes of the banks are protected with stone. The abutments extend 4 feet below bottom of canal, and rest on a timber foundation.

Culvert on feeder

The next structure on the feeder is a rectangular submerged timber culvert at Pitt's Branch. Two spaces 10 by 2 feet clear. Top of culvert 8 3/4 feet B. Length of culvert 117 1/2 feet.

Two road bridges on feeder

There are two road bridges on the feeder.

Birch Creek Reservoir

Birch Creek reservoir and feeder from the same to the Eel River feeder.

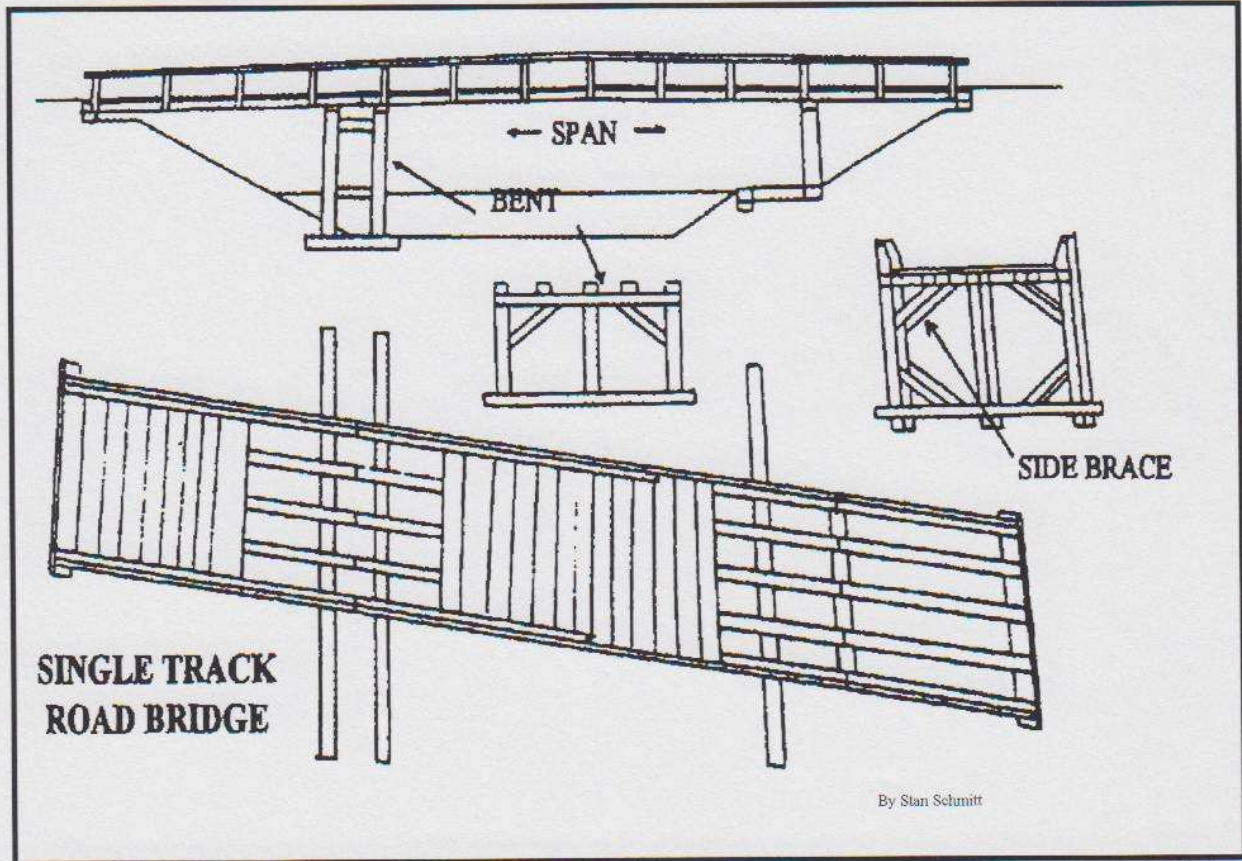
Culvert on feeder

Culvert for drawing out the water. This structure is similar in all respects to those already described, having four sliding gates for the passage of water. At the west end of the reservoir bank there is a waste weir 300 feet long, consisting of a foundation and breast wall with abutment, same plan as the Pigeon Creek waste weir.

Two road bridges on feeder & small culvert

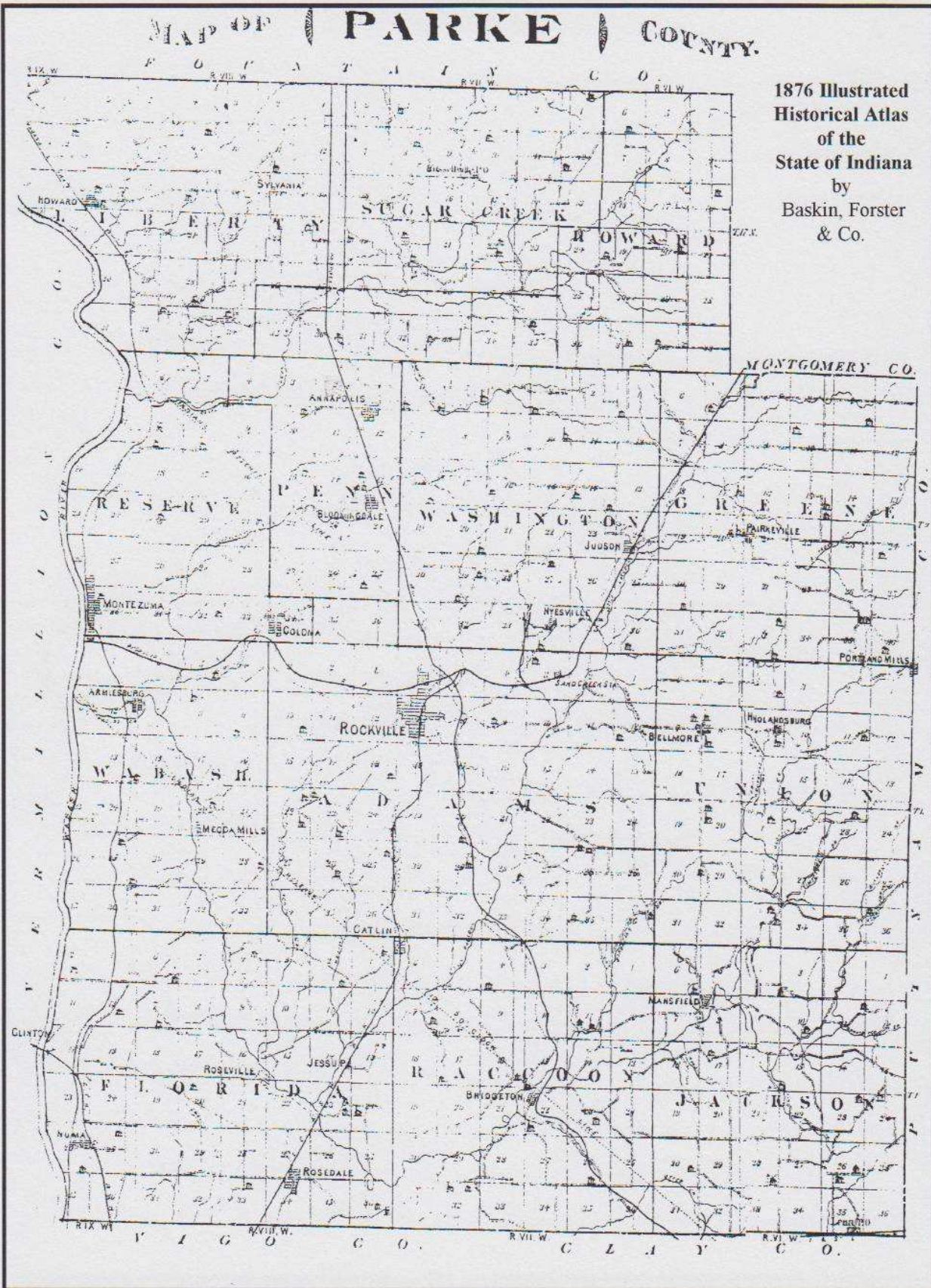
Two road bridges on the feeder and one small culvert built of timber and submerged.

The rest of the 1853 Engineers Report continues in "The Final Link" tour guide, which goes from Lock 50 in Clay County to Vine St. road bridge in Evansville.



By Stan Schmitt

"CANAL CONNECTIONS" PARKE COUNTY



1876 Illustrated
Historical Atlas
of the
State of Indiana
by
Baskin, Forster
& Co.

"CANAL CONNECTIONS" PARKE COUNTY

Parke county was established by an act passed on January 9, 1821 during the last day of the 1820-21 session of the State Legislature at Corydon, IN. five years after Indiana's admission into the Union. At that time the boundary extended to the Illinois line and included most of what is now Vermillion and Parke counties.

It was named for Benjamin Parke, who was born in New Jersey in 1777. He came to Indiana in 1801 at the age of 24, was a member of the first Territorial Legislature, and was the first Representative in Congress for the Territory. In 1808 he was appointed U. S. Territorial Judge by Thomas Jefferson. He was a member of the Indiana Constitutional Convention, which met at Corydon in 1816. James Madison named him U. S. District Judge with Circuit Court powers at a later date. He helped organize the Indiana Historical Society and was its first president.

Geological Formations

The area of what was to become Parke county was rich with sandstone, coal and fire-clay. They attracted early settlers to the area.

All of Parke county lies within the glaciated region in Indiana. A heavy deposit of glacial drift from a few feet to one hundred feet in depth is spread over an uneven base-rock formation. It is composed of sand, gravel, clay and rock. John T. Campbell, an early county surveyor, discovered striated base-rock. The glacier ice and melt water brought granite, quartz, flint, other types of stones and even pieces of copper from Lake Superior and Lake Huron into the county. Globular shaped boulders of granite from the earth's original granite crust are also found throughout the county. A well defined moraine of these boulders can be seen extending from Greene, through Washington, and into Adams townships. Most of the boulders are of the same density, but a few are striated and eroded by water. Their color is usually gray and often flecked with other colors and scales of mica. The largest white boulder in the county is located about two miles west of Rockville. As the early settlers cleared the land for farming, they used these boulders as pillars for their houses and barns.

Limestone crops out at the east boundary line of the county and declines until it reaches a depth of three hundred feet beneath the Wabash River at the western boundary. There is no coal in the limestone region.

Above the limestone is a layer of shale and above the shale is a reddish-brown layer of sandstone that is from one hundred fifty to two hundred feet in thickness. This stone underlies the channel of Big Raccoon Creek, making it an excellent natural place to build mills.

In the northwest quarter of Union Township is a natural sandstone bridge about thirty-five feet long by twenty feet wide. It spans a ravine at the base of a high hill that overlooks the valley of Big Raccoon Creek. It was formed by water flowing from the summit of the hill down a ravine and into a fissure thus forming a channel under the outcropping ledge of rock.

The county's large sandstone deposit was the first natural deposit to be exploited. This Mansfield stone is as well-known as Bedford-limestone. Mansfield was only one of the county's quarries. A quarry on Little Raccoon Creek furnished the foundation stone for the courthouse and one on Billy Creek supplied the stone for the Presbyterian Church's foundation. Other quarries in the area called their stone Mansfield. Union Station in Terre Haute, which has been demolished, was built of the stone.

Clay shale is found above the sandstone. The fire clay and "slip clay" deposits were used locally for pottery and shipped in large quantities to other potteries. Bands of iron ore, soft sandstone and slate lay above the clay in places.

Crinoids and geodes are found along all streams. G. W. Water discovered hundreds of different sizes of geodes, which are globular brown stones with white interior cavities filled with crystals, in the bottom of a narrow ravine four miles south of Rockville. The largest one weighed 65 pounds.

Before the Civil War Professors Cox and Brown surveyed the county and found it lies on the Illinois coal field. It had eight good coal seams. This led to mines being opened in every section of the county.

"CANAL CONNECTIONS" PARKE COUNTY

The county is eight hundred feet above sea level. It is classified as five-sixths upland and one-sixth bottom land. The upland is divided into five natural divisions.

1. The table-lands lie between Sugar Creek and the Wabash River. The hills along Sugar Creek arise abruptly for over one hundred feet to an undulating cultivatable table. They decline west of Mill Creek in a gentle slope toward the Wabash. This table land is crossed by Mill and Rush Creeks that flow into Sugar Creek.

2. A ridge of land is found between Little Raccoon Creek on the east and Sugar Creek and the Wabash River on the west, extending south to Big Raccoon Creek that is the largest of the natural divisions. It has the least amount of wasteland. The hills on this side of Sugar Creek are not as abrupt. The plane is wider in the northern part but narrows as one follows it south between sandstone hills that rise higher above it. Montezuma is in this division.

3. Between Big and Little Raccoon Creeks is another watershed. One long inclined plane slopes toward Big Raccoon Creek and the other toward Little Raccoon Creek. Well drained fertile soil in this area is good for farming.

4. A diversified high table-land is found southeast of Big Raccoon Creek. From Portland Mills to Limestone Branch in the north are gentle slopes. South of Limestone Branch the surface is so level that the drainage of the heavy clay soil is poor. Streams are found deep between high bluffs on both branches of Rocky Fork Creek. In the southern part of the division Otter Creek and Croys Creek are on a higher level with less elevated hills nearby.

5. Between the Wabash River and Big Raccoon Creek on the northeast and lower Otter Creek on the southeast is an elevated triangle for table-land. This plane is about two hundred feet above the Wabash River and is almost level.

Many of these various areas of the county are very scenic. Over time streams have eroded the land forming high cliffs especially along Sugar Creek. Today water tumbles over rocks or sits quietly in pools. Settlers were also attracted by this scenic beauty.

First Inhabitants

Questions as to who were the first human inhabitants in Parke county have been raised. Mound builders probably did not settle here as they did in both northern and southern Indiana since the topography is not at all suited to their habits. The mound remnants found are probably burial sites of later tribes. Along the Wabash River large bone heaps that include snails and mussels have been discovered. The Indians who lived and hunted there did not eat snails and mussels. These heaps were probably from an earlier civilization. A pre-glacial stone ax was found locally but was later lost.

Between 1615-1715 there were no human inhabitants in the area. The Iroquois, who periodically invaded the area, kept out the other Indians, who lived around Lake Michigan. The more peaceful tribes began to settle in the area after the French arrived.

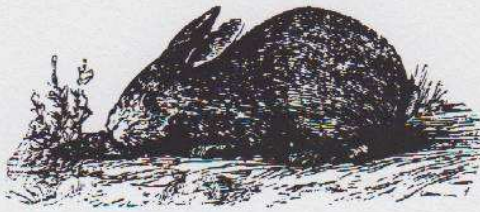
The first white men were rugged fearless hunters, trappers and traders, who were under contract with the French government and known as "coureurs des bois" or "bush runners." They canoed up all the smaller streams in the Northwest Territory, made friends with the Native Americans, married their girls and had children. They only carried dried hominy with them and depended on killing or dickering for food. These strong healthy men took huge loads of furs to Canada on each six month trip. They lived high until the money they made on the furs ran out. A beaver pelt was the accepted medium of currency at that time. When purchasing an item it would cost so many "beavers." They got along better with the Native Americans than the English did at a later date.



The Miami nation was the primary Native American group in Indiana. The Weas, Piankashaws and and Pepikakias were separate tribes of the Miamis.

When Indiana was settled few of the Native Americans remained. They were pushed west following game. They would drive the game by setting huge fires. This turned Illinois and Indiana in plains.

"CANAL CONNECTIONS" PARKE COUNTY



Flora and Fauna

When the first settlers reached Parke county the mastodon, elk, and buffalo were gone. The severe winters in the early 1700s killed off and weakened the buffalo herds forcing them across the Mississippi River. The Indian fires decimated what remained of them.

Settlers found deer, black bear, timber wolves, lynx, raccoon, opossum, mink, red fox, gray fox, chipmunks, black squirrels, flying squirrels, skunks, rabbits, otter, and muskrats. There were also groundhogs that destroyed much of the farmers' crops before harvest and fox that killed or carried away the farmers' poultry, lambs and pigs.

The Norway rat was introduced to the county by its first settler, Jephtha Garrigus, in 1821. It came along with his family and household goods down the Ohio River, up the Wabash River and into Big Raccoon Creek. The rats became numerous and very destructive causing farmers considerable trouble.

Venomous rattlesnakes, copperheads, and vipers were numerous in the county and feared by the women and children. The men hunted and killed them. A rattlesnake hunting party is said to have killed seventy of them in the Rockville vicinity. Harmless black, garter and water snakes were also found in large numbers.

Bald eagles, cranes, snipes, killdeer and fish hawks were found along rivers and larger creeks. Ducks lived in the swampy areas. Wild turkey roamed the area and later Turkey Run State Park was named for them. Chicken hawks and crows carried off the farmers' chicks. The buzzard was a useful scavenger. Settlers trapped of hunted quail for food. As the forests were cleared the whippoorwill, gray owl and other nocturnal birds decreased as did the pheasant, lark, bobolink and oriole. The robin and English sparrow increased.

Parke county was self sufficient from its beginning. Flax and a poor grade of cotton were grown as well as sheep raised for their wool. Coal was abundant. The county had a salt lick, some iron and plenty of fire clay. Lumber was cut from hardwood forests. Other trees produced nuts and fruits. Cereal grains as well as sorghum, sugar cane, broom corn, a little tobacco, a variety of vegetables and fruits including melons were grown. Hides were made into shoes and tallow was made into candles.

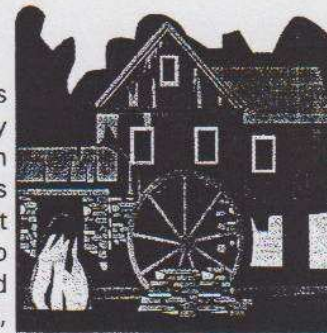
Rush For Land

Shortly after Parke county was organized in 1821 the rush for land began. A land office was located in Terre Haute for some time, but by 1824-25 another was opened in Crawfordsville. The southern end of the county was settled first (Rosedale/Henry's Prairie). Those who settled the land were interested in the cultural and economic life and were careful not to be mistaken for the "sengers" who were only interested in gathering the ginseng, which was abundant in the woods and brought high prices back East for its "medical" value.

Mills

The numerous streams in the county offered water to turn mills. The first mills built there were grist and planing mills. To these were added machines for carding, fulling and weaving.

Besides the water-powered mills there were horse-powered or "muley" mills. They often worked 24 hours a day, 7 days a week. During 1850-1875 there were more than forty-eight mills. Roads were built to access these mills.



Big Raccoon Creek

- Roseville Mill 1819
- Mansfield Mills 1820/1900/1920
- Armiesburg Mill 1820s
- Bridgeton Mill 1823
- Portland Mills 1825
- Noble's Mills 1829
- Mecca Mills 1832/33
- Fairplay Mills 1835

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Little Raccoon Creek

Wades Mill ?
Gilkerson's Mill 1823
Barnes Mill 1830
Parker's Mill 1830
Morlan's Mill 1840

Leatherwood Creek

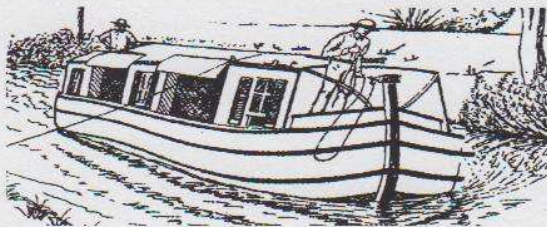
Rubottom Mill 1827

Sugar Creek

Beard's Mill 1822
Lusk's Mill 1826
Russell's Mill 1829
Wilkin's Mill 1835
Delp's Mill 1840
Rockport Mill 1847
Scott's Mill 1853

Other Mills

Hudnut Mill 1848
Moore's Mill 1853
Church and Davis Mill 1854
Rockville Mill 1855
Bloomington Mill 1864
Catlin Mill 1865
Rohm Brothers' Mill 1866
Rosedale Mill 1866
Montezuma Mill 1868
Judson Mill 1872
Lena Mill 1872
Waterman Mill 1880
Marshall Mill 1896



Transportation

Parke county had a tremendous transportation system early on. Since gravel was plentiful, the quality and quantity of rural roads led the nation. The Wabash River and the Wabash & Erie Canal carried large cargos cheaply. Later came the railroads, an electric trolley from Clinton to Atherton, Terre Haute, and the Port of the Woods airport. Today the bus is the only public transportation to the area.

Flatboat building and the shipping of pork down to New Orleans was one of the county's biggest and most remunerative industries. John

R. Kelly reminisced about flatboat building:

The first flatboat was built in the winter of 1833-34 at the Narrows of Sugar Creek, and immediately afterward at Coxy's boat yard, three miles away. The next established was Campbell's and Tenbrook's at what is now known as Rockport Mill, then called Devil's Den. A few years later the business was carried on extensively at Jessup's mill on Mill Creek, at Coffin's boat yard, where the old foundry stood, and at several points above the narrows of Sugar Creek. John Kelly engaged in the business in 1833 at Coxy's boat yard, the usual dimensions of boats being sixty feet long and sixteen feet wide. He was advised by old boat-builders not to exceed that size on account of the danger and difficulty of getting them out of Sugar Creek, it being a crooked and very rapid stream. This advice coming from men older, and of more experience than himself, he accepted as sound doctrine, until his own experience taught him different. Mr. Kelly stated that the most difficult boat to manage he ever handled was fifty feet long and twelve feet in width, while the easiest one was eighty-five feet long by eighteen in width. About the average price of a boat sixty feet long, delivered in the Wabash was one hundred dollars, the size on the gunnels to secure a ready sale being thirty inches at the bow-rake, which was the largest part and ten inches thick. A tree suitable for gunnels used to cost from one to five dollars according to the distance from the yard, the tree being split into the necessary size where felled and the gunnel logs hauled by oxen to the boat-yard. When the boat was framed and ready for the bottom, the planks are fastened in their places with wooden pins, it requiring from ten to twelve hundred of them to complete the job. It requires seven thousand feet of lumber to build a sixty-foot flat boat and this must be all first class, as there is no place for interior lumber, save in the false floor. From twelve to twenty pounds of hemp are required to caulk a boat of this size, after which the vessel was ready for launching. The boats were built from three to four feet above the gunnel and sided up with two-inch planks the same as the bottom, the roof, which had a pitch of sixteen inches, being covered with five-eighths inch boards. The vessels were run out of the creek with two oars, one at the bow and one at the stern, none

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being used on the side while in the creek, except upon going over dams when the water was low, when it was necessary to get up as much headway as possible, that being the safest method. The steering oar is made of the same length as the boat, and so constructed as to balance in the middle. The steersman stands; or rather walks, on a bridge in the center of the vessel, so that by the time he reached New Orleans he would walk a great many miles, from one side of the craft to the other, while steering her on her course. At the date of the first construction of flat boats here, the cargo consisted entirely of corn and pork, but a few years later crates of wheat, flour, lumber, staves, hoop-poles, potatoes, poultry and even live hogs became common. The amount of ear corn which a sixty-foot boat would carry was one thousand eight hundred bushels, but there was a constantly increasing demand for larger boats and before the business went out of existence boats were built which would carry double that amount.

The present bridge and the pork loading platforms along the bank at Rockport and also at Coke Oven Hollow where Salmon Lusk packed pork in barrels below his mill can still be seen. Local coopers made the barrels, they were packed with the pork and loaded onto the flatboats and then they were shipped out of Sugar Creek to the Wabash, to the Ohio and the Mississippi, and to the docks at New Orleans. There the boatmen sold the cargo and the boat for lumber and got home the best way they could. Since they were carrying cash from the sale of the meat and lumber they had to be very responsible. These trips took place during high water and very cold weather. Several young men drowned on these trips, but none were said to have met with violence or theft. Flatboats were also built along the Wabash, Big Raccoon, Sugar Mill Creek and at Gilkeson's Mill.

One thing that brought the biggest impetus of development to the county was the Wabash and Erie Canal. Montezuma was the most important trading town along the canal in the county. Howard, West Union and Numa also prospered during the fifteen or twenty years it operated. It was opened in 1848 in the county. Individuals or firms owned the boats and paid for use of the canal. Easterners and visiting

Europeans took extensive trips into the "wilderness" by canal boat in the 1850s. Some of the boats were fabulous with velvet curtains, crystal chandeliers, and Oriental carpets, but the sleeping arrangements were strange and awkward. Passengers slept on narrow canvas strips hung from pegs in the walls of the boat.



Asiatic Cholera

Many workers died from Asiatic Cholera, which reached epidemic proportions during the digging of the canal. It is said at times more time was spent digging graves than the canal. Often the dead were buried in the towpath. Parke County's section of the Wabash and Erie included a feeder dam three miles above the mouth of Sugar Creek, the Clinton Locks, and two basins large enough for boats to be turned around and docked at Montezuma (Benson's Basin) and West Union. Large numbers of fish not native to the area came down the canal and could be found in these basins. Seining parties took place at the basins catching these fish from the Great Lakes.

Coal

When the coal mines opened, five rail lines were laid out to take the coal to market. Two of them were actually built. The Logansport, Crawfordsville and Southwestern was surveyed to Rockville in 1870 and built in 1872. It was the first in the county. It later leased part of the old Evansville & Chicago above Terre Haute and managed the rails from Logansport to Terre Haute. Rockville was its northern terminus for 12 years. When the line reached Sand Creek four miles east of Rockville, the small private coal operations boomed.

The village of Nyesville resulted from the opening of Sand Creek Coal Company, the

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French Mine Company, etc.. Strikes and other bad decisions between labor and capital hindered its development. Once these problems were worked out, the mines established reputations for the best heating and steam making coal.

Small coal mines on the Wabash bluffs brought an influx of miners and their families to Clinton Locks on the Wabash and Erie Canal. It was much cheaper to ship coal by canal than overland.

By 1910 the county paid miners \$780,260. for the 728,000 tons of coal they mined. By 1912 coal retailed in Rockville at \$3.25 per ton. The mines were:

Brazil No. 9 - seam four-feet three-inches thick
Superior No. 2 - seam four-feet four-inches thick
Superior No. 3 -seam three-feet three-inches thick
Superior No. 5 - seam three-feet six-inches thick
Parke No. 12 - seam six-feet seven-inches thick

Harrison - seam three-feet five-inches thick
No. 1 - seam four-feet two-inches thick

The blacksmith shop was very important in the villages. The smith shod horses and mules, mended equipment, made nails, and put iron tires on wagons. As wagon trains moved west they had iron tires put on by the Rockville blacksmith that lasted the entire trip. Although there was some iron ore in the county and some smelting and casting was done in Coke Oven Hollow, most of the iron was brought overland by road from Cincinnati. Iron was so scarce and expensive that if a horse lost a shoe, his owner would search for it until it was found.

Trees were blazed to mark U.S. Government surveys. They were known as "witness trees." Although a land office record showed approximately 300 trees had been marked, only a few were reported left standing in 1880 by J. H. Beadle.

Parke county lost all of its valuable public records except for record book "D" in a fire in November of 1832. All deed records before those included in "D", which was opened November 12th the year before and was only half filled, were destroyed.

The county's first legal execution was of Noah Beauchamp. Sheriff Jesse Youmans set the execution up in the timber southeast of the Rockville Cemetery on Friday February 8, 1843. On the bitter cold day people came from surrounding counties and Illinois to watch the execution. Woman holding babies in their arms drank whiskey along side the men in order to "drive out the cold."

The second execution was a case from Montgomery county that was tried in Parke county courts. John R. Musser oversaw the execution of Buck Stout on August 8, 1883.

Parke county's candidate for chief villain in the 1820s was not born in the county. He organized a group of shabby followers and established a gangdom form of rule by fear. If someone complained about this man, his barn would be burned. This man was run out of the county twice. The second time he left someone ambushed him after he crossed the Wabash river. Strangely no one could ever figure out who shot him. It could have been an Indian for he was awfully mean to them or it could have been someone hunting squirrels...you know how those things happen.

Covered Bridges

The main reason Parke county has so many covered bridges is because they were so well built. In the country of Switzerland a covered bridge was built in 1333 that was reported still standing in 1954.

Joseph J. Daniels (b. 1826, d. 1916) was born in Marietta, OH and died in Rockville, IN. His father was a carpenter who came from a long line of ship builders. J. J. never went to school. He was self-educated. He was not only a master craftsman but was extensively read in the classics—he had memorized four Shakespearean plays. He arrive in Rockville in 1861 under contract to build Jackson Bridge at Rockport (Wright's) Mills. He remained in Rockville all his life with his last bridge, Neet, being built when he was 78. His bridges were laid out on the grounds of his establishment in Rockville. When all parts were completed they were put on wagons and taken to the site. They were assembled during the summer.

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In Indiana J. J. Daniels became known as the best bridge builder building some sixty covered bridges between 1850 and 1906 as well as several railroad bridges. He is now recognized as one of the best anywhere with engineers and students coming to the county to study his bridges. Twelve of Parke county's remaining bridges were built by Daniels. The West Union bridge outside Montezuma is one visited on this tour.

Joseph A. Britton (b. 1838, d. 1929) was another famous Rockville bridge builder. He too was the son of a carpenter and self-educated. He and his three sons built Jeffries Ford Bridge and Coxford Bridge. His son Eugene, built Bowsher Ford Bridge. His last bridge, Nevins, was built when he was 80.

The county's oldest bridge, Portland Mills, is thought to have been built by Aaron Wolfe. He is thought to be the son of Henry Wolfe, who built Indiana's oldest bridge in 1836. That bridge has been moved from Raccoon, IN, its original site, to Dooley Station where the Dooley Station bridge was destroyed by fire. Henry's bridge at Fincastle was moved to Brown County State Park and is the centerpiece for the park. Some question if Henry didn't build the Portland Mills bridge.

Elections

Early elections in the county were interesting. Liquor flowed freely. Sometimes conflict of opinion arose as to the candidates qualifications. The first election ever held even before the county was officially organized ended with the two opponents becoming so argumentative that one had to be pulled from the stone fireplace after being thrown into it by the other. Fighting on Election Day became the standard practice. It was customary to save up all sorts of grievances throughout the year and then have a great fight over the troubles. "Nobody but the yellowest, most craven coward thought of seeking protection from the sheriff on Election Day."

Joseph A. Wright from Parke county was elected governor of Indiana in 1849. He was born in Pennsylvania but came to Rockville in the early 1830s. He married a Parke county girl and

was elected to the state legislature. Later he served two terms as governor. He was a progressive man. He suffered a lot of ridicule because of his deep interest in farm matters and fine livestock when he never owed a farm himself. His political opponents impersonated him milking cows and calling hogs. Because of this keen interest Indiana enjoyed its first State Fair. Later Pres. Buchanan appointed him Minister to Berlin where he stayed until the outbreak of the Civil War.

Juliet V. Strause of Parke county is credited for Indiana's first state park. Juliet was born and lived in Rockville. She was a nationally known writer and lecturer who used the pen-name The County Contributor. She aroused public interest and secured influential aid when the Hoosier Veneering Company purchased at auction the tract called Turkey Run for lumber.

A joint senator from Parke and Vermillion counties got legislation passed to provide the first public school for the deaf. A small private school was operated in Parke county. At the time many people actually believed that the deaf were without souls.

Before the Civil War there was a brief interest in petroleum. The interest was rekindled in the 1980s when both Montezuma and Rockville drilled for natural gas. At Rockville they finally gave up after reaching 2,600 feet. The natural gas range brought the Marion Brick Works to the county when the supply of natural gas ran out in Marion.

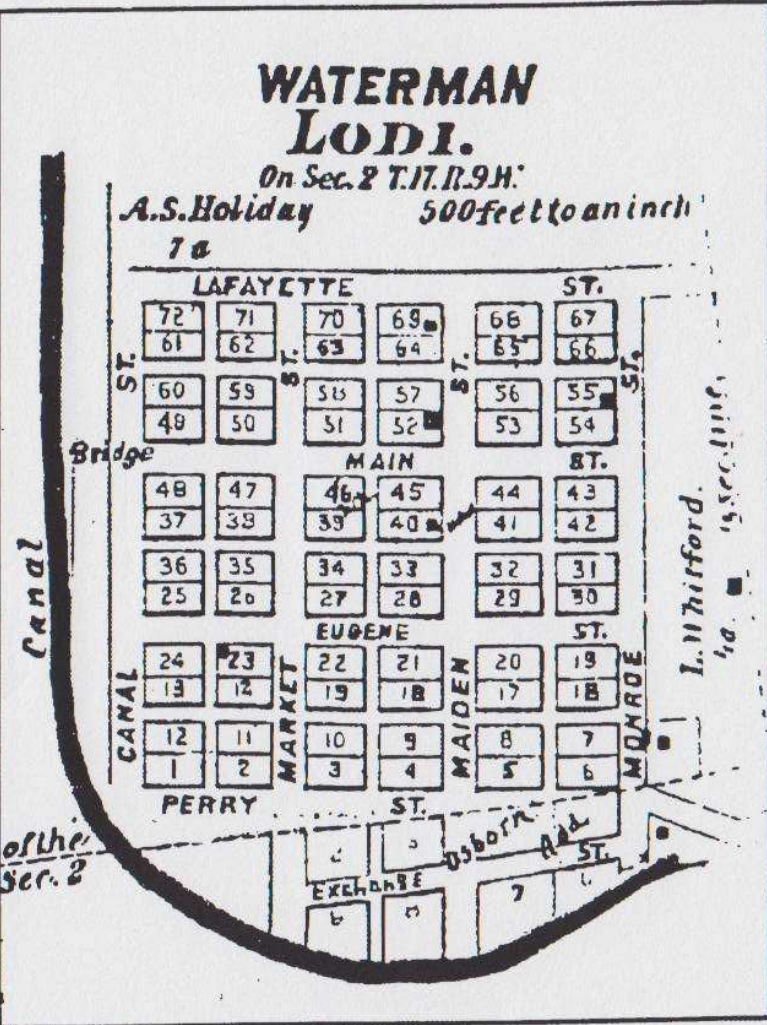
Today hundreds of bushels of tomatoes are shipped out of the county. Strawberries from the Rosedale area are also shipped.

Parke county did not become highly industrialized or urban but kept its unspoiled rural atmosphere. Its remaining covered bridges are a national attraction and are visited by thousands of people during the annual Covered Bridge Festival. They have been placed on the Register of Historic Places and have become the property of the County Park Board, which maintains them as museum pieces when more modern structures replace them.

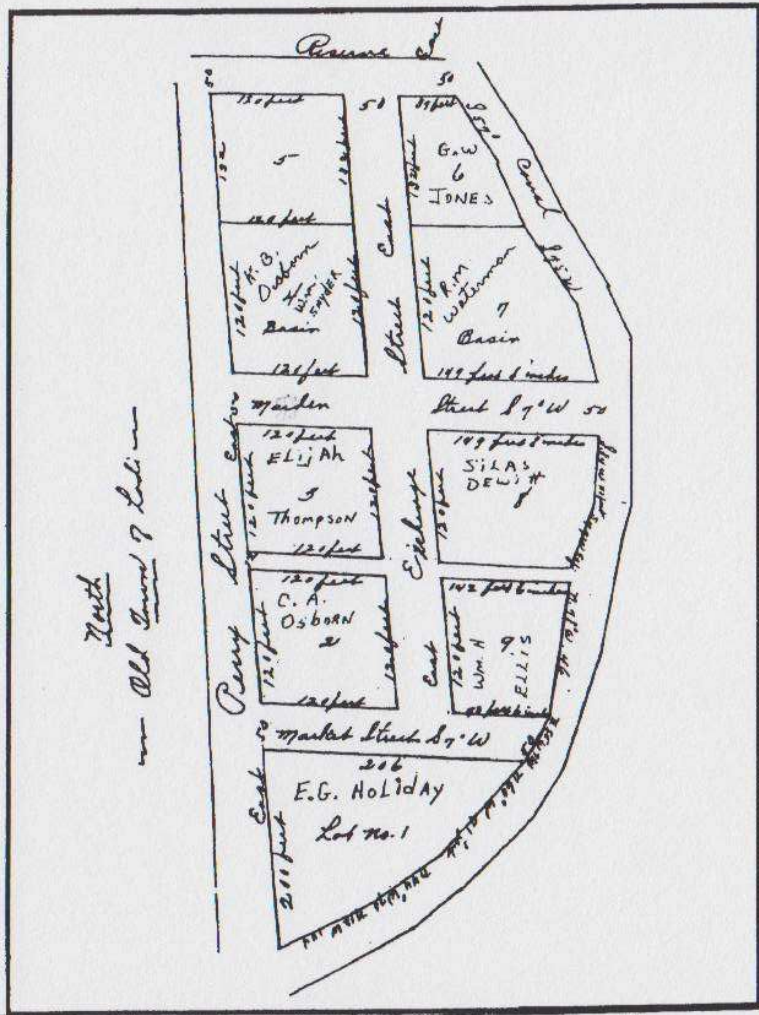
WATERMAN LODI.

On Sec. 2 T.17. R.9 N.

A.S. Holiday 500 feet to an inch
7 a



This map of Lodi can be found in the 1876 Illustrated Historical Atlas of the State of Indiana published by Baskin Forster & Company. Note the Osborn Addition at the bottom of the map.



OSBORN ADDITION TO LODI, INDIANA This old map of the Osborn Plat of Lodi has had the names of the lot owners added by Charles Davis.

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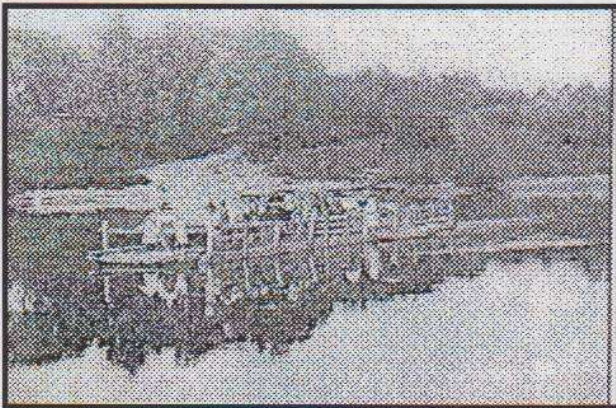
LODI

(Fullerton or Waterman)
Liberty township
Section 2 Range 9 west

Lodi is only mentioned in a couple of paragraphs in the **Parke County History**. The township it is in was named Liberty, a word very dear to the hearts of the pioneers who came to American.

Lodi was originally called “Fullerton” after it was surveyed on April 11, 1836 by Peter Blakebell. It contained seventy two lots 60 feet wide by 120 feet long and three fractional lots. The land between the Wabash and Erie Canal and Canal Street, the streets and the alleys were given as a donation to the town. Two of the original proprietors of the town were Jesse Bowen and Elijah Thompson. The town’s name was changed to Lodi on January 26th 1837. On July 21, 1849 William H. Osborn had his addition added to Lodi.

Norburn Thomas came to Lodi sometime in the mid 1830s. In 1832 he received deeds to 50 acres on the west side and 25 acres on the east side of the Wabash River from Lewis Thomas for a ferry across the Wabash near Lodi. One deed says “with one half interest in the ferry.” He later became sole owner of it.



Historic photo of Milton H. White’s Ferry in Eugene Township, Vermillion County, Indiana.

In 1858 Milton H. White took over the operation of the ferry. The community at the east end of today’s bridge was known as Whitetown

after his family. The ferry house was on the east bank of the river approximately 300 feet north of where the old iron bridge stood. There was a bell on the post nearby to wake up the ferry man at night. Once the canal was built, this ferry became an important crossing for canal freight from Lodi bound for points west of the Wabash. The **Daily Clintonian** of July 19, 1915 carried White’s obituary:

In the death, at Silverwood, of Milton H. White, who was born in Pond Gap, West Virginia, in 1831, one of the best known figures of the north end of Vermillion County has passed. The funeral, which was held Sunday morning, attracted many relatives and friends who had known the aged man and respected him. As a ferryman, for thirty years, across the Wabash river, at a point about two and a half miles east of the present Army Ford bridge, Mr. White’s long service as an across-the-river pilot gave him a wide acquaintance. Among the things he liked to recall, as he reminisced over the Civil War period, was as how he had ferried the Union soldiers across without charge. It is said that General Harrison and his troops, in the War of 1812, took the Army Ford road through the point at which this ferry was located and that a skirmish fought there left bullets in the trees, some of which have been cut in recent years. The ferry, which was in charge of Mr. White for three decades, was a connecting link between eastern Illinois and Lodi, then an important grain shipping point on the old Canal.

Lodi, now only a remnant, a quarter of a mile south of Silverwood, at one time boasted a huge warehouse and an active freighting business. The death of the veteran ferryman recalls the days when Eugene (Eugene is located in Vermillion county northwest of Lodi) was a port packing station that vied with Chicago in the amount of business, for Chicago was a small spot within the memory of some men living, decidedly small when compared to what it has become. Some of the pork packing points along the Wabash and the old Canal were then big compared to their relative importance now. Some old timers who have exchanged reminiscences with Milton H. White have told of recalling the days when Clinton Locks, over the Canal, practically where Lyford now is, was of some importance, but the present Clinton was

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hardly noticed. Stage coaches passing through Terre Haute then found the old Terre Haute House out at Seventh and Wabash Avenue so far east of the main portion of old Terre Haute down along the Wabash that they regarded it as “Out on the Prairie.” Mr. White and his wife, who came to this county about 1855 and who were married soon afterward, are among those who recalled these former conditions. To Mr. and Mrs. White were born eleven children, of whom six are living, as follows: Thomas A. and John H. White of Clinton; Theodore of Silverwood; Mrs. Jennie McGuire of Frankfort; Mrs. Virginia Spencer of Perrysville, Tex. and Mrs. Emma Morton of Danville, Ill. Mrs. White who is ten years younger than her husband and who was born in Parisburg, Virginia, also survives....

landing. The Wabash river bridge was built in 1907. David Shirk Jr. died in 1912. The ferry was displaced by the Indiana State highway around 1930-32 according to the *History of Fountain County* published in 1983. The Shirk settlement was the last of Lodi.

Wabash and Erie Canal at Lodi

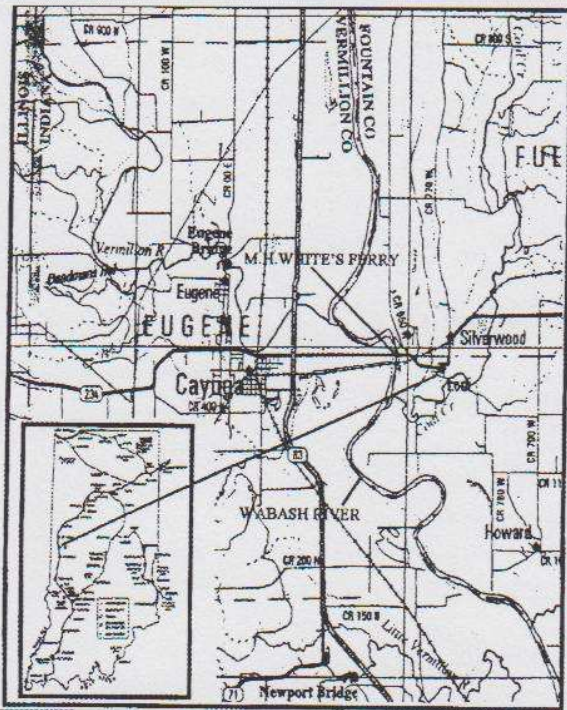
As the canal was completed closer and closer to Lodi expectations grew. When it finally reached the town and a boat arrived there was much rejoicing and was reported in newspapers. The following article was first published in the *Terre Haute Express* and reprinted on Thursday November 11, 1847 by the *Fort Wayne Times and Press* and again on November 20, 1847 by the *Fort Wayne Sentinel*:

Arrival of Planet at Lodi

WABASH AND ERIE CANAL.-We are gratified in stating that navigation on the Wabash and Erie canal, has been opened as far south as Lodi- the mouth of Coal creek, on this great State work. The canal boat, Planet, reached Lodi from Toledo, on the 27th ult. and marks another era in the history of the progress of this Canal. This lower division of the Canal, from Covington to Coal creek, making fourteen miles, has been finished and brought into use since the Canal passed into the hands and under the charge of the Board of Trustees, and brings Canal navigation to a point only thirty-six miles north of this place, and from that point to Terre Haute, the whole line is under contract, and the work in progress. In this connection we may state, that a large number of additional laborers could find work on this line during the ensuing winter, at fair wages and prompt cash payments.

Jesse L. Williams, esq. authorizes us to state, for the information of Produce Shippers, that they may safely rely upon having four feet water throughout the Canal from Lodi to the lakes, on the opening of navigation next spring.

We notice from the *Perrysville Eagle*, that the arrival of the Planet at Lodi, was made the occasion of general rejoicing along the lower part of the line. Citizens from Perrysville—Eugene &c., were on board—a



WHITE'S FERRY NEAR LODI was located on the Wabash & Erie Canal on Coal Creek in Eugene township. Nearby was the Wabash River where M. H. White operated his ferry service. The canal wasn't too far from the state of Illinois which used it to ship goods at this point.

The ferry was taken over in 1904 by the pioneer preacher David Shirk's son, David Jr., who was a veteran of Co. K of the 97th Indiana Volunteers. He had a picnic grove near the ferry, which was in the exact spot as Randolph's boat

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handsome dinner was prepared, which was partaken of by the ladies and gentlemen, and the day passed away in general festivity. We hope the same spirit will be kept up as every section of the Canal is brought into use, until one grand army may meet to celebrate the union of the water of the lake with those of the Ohio.

The winter stocks of merchandise intended for this place, which have been bought in New York, are all arriving by the Canal route, which must considerably increase its tolls, and as every mile is finished, more business will be added to the Canal; and when shipments from this part of the country are made both ways, the State will then feel the immense value of this great western work, and producers will realize a profit from their tolls, to which they are now strangers.

Canal Basins

Lodi was a busy little town during the canal days. A warehouse built by Elias Gideon Holliday stood on Lot 1 on the canal. In 1851 the tax value on the lot was \$1,025. There were two canal basins on Lot 4 and Lot 7 that were developed for business in the late 1850s. Prior to that they were used as dry docks to move freight and boat turnarounds.

Elijah Thompson owned the basin in Lot 7 during the early years of the canal. When Thompson died in 1858, William Biggs became the guardian of his children and since Lot 7 was of "no present profit and suffering unavoidable waste" it was ordered to be sold at public sale by the court.

In 1857 Dr. Richard M. Waterman came to Lodi. He purchased Lot 7 and Lot 13 at the public sale on December 4, 1858 for \$32.00. He established a pork packing industry and a large general store on the two lots. In his honor Lodi changed its name to Waterman, even though most people still call it Lodi today. He also established the first newspaper in Vermillion county at Eugene in 1837. It was called the **News-Letter** and discontinued business after six months.

Basin Lot 4 had a merchandise store

located on it in 1858 that was owned by Kilburn B. Osborn. He purchased the lot for \$650.00.

Other businesses located at Lodi were a merchandise store operated by Ed. W. Taylor; a vendor merchant - Boxiles Marks; a merchant - Wm. Hines; a grocer - George Seiger; and a vendor in spirits and groceries - Charles A. Osborn.



Coal Creek Dam for the Wabash & Erie Canal was located at this site in Lodi, IN. Photo by Charles Davis

Coal Creek Slackwater Dam and Lock

A dam was built across Coal Creek for the Wabash and Erie Canal just east of Lodi. It was 202 feet long and 17½ feet high above low water. It created a pool of water in Coal Creek over which the canal boats passed instead of using an aqueduct.

Samuel Chew Madden, who was born in Ohio in 1828, came to Parke County, IN in 1835, settled on a farm in Liberty township and died on May 23, 1900, wrote six installments about the early history of the township that were carried in the **Rockville Republican**. Two about Coal Creek and the dam follow:

As I have made allusion on two or three occasions to the Wabash and Erie Canal, perhaps it would not be amiss to speak definitely about it. And it is of its construction that I particularly want to speak. My recollection is that it was built by an English syndicate. The chief engineer, I think was Achilles Williams of Cincinnati, Ohio, who was a cousin of Achilles Dix of this township

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whose name has already been mentioned as a brick mason. One of the contractors was a man by the name of Bodly (John Bodley). Another one was Wickliff Mines. Asher Osborn, who lived at or near Lodi, had the contract of building the feeder dam across Coal Creek at Lodi and also the lock. The dam was built of hewed timbers and was 16 feet high. But it is more particularly about the lock I want to speak. There are but few of the young people and not many of the middle aged persons or older ones that know how a lock is constructed or what it is for and I may not be fully able to make it plain what its use is. The Canal is built on levels. From Clinton locks, 12 or 15 miles below Lodi, it is on what is termed a level. Above Coal Creek the level is 5 or 6 feet higher than the level below. There was a lock at the southeast end of the dam across Coal Creek, made sufficiently wide to let a canal boat pass into it with a floodgate at either end. The level of the water in the pond made by the dam is on a level of the canal with the creek. A boat coming from the south could by opening the lower gate run into the lock, then by closing the lower gate and opening the upper gate it would fill the lock with water and raise the boat up to the level of the pond which was on a level with the canal north of the creek which was six feet higher than the level below the creek. The tow path being on the west side of the canal it became necessary for the horses to cross over the canal to the east side. They crossed over by means of a towpath bridge and drove up a levee 100 yards or more. They crossed the pond on another towpath bridge and down the bank of the creek to another bridge and re-cross the canal and you are on a level six feet higher than you were before you entered the lock.

The building of the canal brought a new era to the people of Liberty township. We could sell our hay, oats and corn as well as our eggs, butter and other produce to the contractors of the work. It took a great deal of labor and many hands to build it, as nearly all of the dirt was shoveled into dump carts and pushed onto the towpath. It also made money plenty in the shape of canal scrip.

Joseph Gill, who was born in Virginia in 1801, was the locktender at Lodi. He married

Julia Crothers, a widow of Civil War Veteran William Crothers, on November 13, 1876. They owned Lots 4 and 9 in Lodi. These lots were east of the bed of the canal. Joseph died before December 16, 1880 and was over 80 years old. Julia died March 26, 1906 at the age of 75. She is buried beside Crothers. Perhaps Joseph is buried by the illegible stone next to Julia's.

Canal banks break occasionally and ruin nearby property. This happened in June of 1858 when the dam and guard banks at Coal Creek were swept away. Approximately 7¼ acres of crops were damaged on land owned by Edward S. Jones and the heirs of Morris Thompson. They were awarded \$1.00 for the damages. Jones also received a \$1.00 for damages caused by the break to approximately sixteen acres he owned .

To better understand what caused the Coal Creek Dam to break, an article from the *Evansville Journal* was republished in the *Rockville Republican* on June 10, 1858.

Thomas Dowling canal trustee, says that the injury to the Wabash and Erie Canal, from the late floods, is inconsiderable, and that \$2000 will repair all north of Terre Haute, including the Terre Haute division. The *Evansville Journal* announces that the section in that vicinity is navigable as far as Washington (Indiana), and will soon be open through its whole length. *Ind. Journal*.

The *Rockville Republican* on June 17, 1858 had this description of what damage occurred in Parke county:

Rains, High-Waters. Since the days of Noah, the past two months have been a precedent, probably in regard to the fall of water.— It has rained almost incessantly. The earth has been thoroughly saturated with water, the streams swollen beyond their capacity, and the low-lands completely inundated. Bridges, culverts, mill-dams, fences, and houses, in short, everything within reach of this flood, subordinate only to that in the days of our great ancestor, Noah, have been torn asunder and swept away by its resistless power. On the night of Wednesday of last week, after we had gone to press, the

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most awful rain fell that perhaps ever drenched the earth, continuing through several hours and falling in a perfect sheet. The consequence was the immediate rise of the small streams to almost the magnitude of rivers. Williams (Billy) Creek over flowed its banks, swept off the bridge on the plank road, also fences, water gaps, and every thing of the kind upon the bottoms which could be floated. The family of Mr. Levi Smith, living in the former toll house awoke and found the water some 18 or 20 inches deep on the floor, and made their escape through the water. All along the Plank-road, the culverts have washed out and in many places it is totally impassable for loaded wagons. The bridge across Rock-Run, five miles west, is undermined at the west end, and cannot be crossed.—the embankment in many places is so injured that it is unsafe to drive on the plank. Three miles west the bridge over a small branch is swept away and it is next to an impossibility to get across it with a team. We have not heard from all parts of the county, but as far as we have heard, the work of destruction has gone one. On a little sluggish, wet-weather branch, called Molasses Run, on this side of Little Raccoon, Mr. Archibald Hennis had to take his family out of his house to a place of safety upon a raft. He had several cattle drowned by the sudden rise of the stream. On Monday we visited Montezuma and Armiesburg. The river (Wabash) was then higher than it had been since 1828. Some thought it was nearly as high now as then, others thought it lacked some three feet. Above Stacy and Millikin's warehouse the tow path (Montezuma) was entirely submerged, and the river and Canal were one. The river extended from hill to hill, and the water was up on the floor of the large warehouse on the west side of the river; the small warehouse on the same side had floated off its foundation. At Armiesburg, the water was up in Patterson's warehouse some two feet perhaps; also upon the first floor of the mill. The bridge over Big Raccoon was wholly inaccessible, and will doubtless remain so for some days. The water had fallen some 18 inches, but had been on a level with the top of the Aqueduct. The whole of the bottoms on the Wabash are incorporated into the river and for the present season will be of no mere productive value, except to physicians, who will doubtless reap a rich

harvest from the bountiful crop of malaria, which will most certainly be produced. Similar consequences may be expected to ensue, though in a less degree, along the smaller streams.

Once again on June 18, 1858, the Rockville Republican reports:

From the *Lafayette Courier*: To meet the general inquire as to the extent of injury to this work by the great flood of the 11th of June, I request the publication of this brief statement. East of Lagro, the Canal is unharmed. Thence to Peru the damage is but little and will be repaired by to-morrow night. Between Peru and the lower end of slack-water, there are several breaks, and much sand washed in to the Canal. Boats may reach Delphi and Pittsburg in about two weeks from this time, and Wild Cat by the 10th or 12th of July. Between Delphi and Montezuma the damage is very heavy—much greater than ever before caused by a single flood since the Canal was constructed, twenty years ago. The largest injury is at Wild Cat. Besides several breaks in the guard lock bank and tow path, and the loss of the fine bridge over the creek, a new channel was formed around the north end of the dam, taking out the abutment to its length, making the whole work in that vicinity safer than heretofore. The aqueduct over Wea Creek, 120 ft. in length, was wholly swept out. Its destruction was hastened by the timber of the railroad bridges, with other drift. This structure is of wood, and can be rebuilt in a short time. The superstructure of Shawnee aqueduct, 90 feet long, is also gone, though the stone abutments are believed to be little injured. A new channel is formed around the south end of Shawnee dam, and one abutment taken out, as at Wild Cat. The dam is safe. This is a small structure, and this year, will not be essential to the opening of navigation. At Coal Creek a breach was made thro' the guard bank, and the stream passed around the dam, causing heavy damage to the earth work, though the dam and its abutments, with the two guard locks and bridges, are uninjured. In addition to the damage to the structure names, there are numerous breaks in the banks of the canal. The repairs have already been commenced, and will

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be prosecuted with assiduity and the utmost dispatch, so as to resume navigation throughout, in time for the earliest shipments of the growing wheat crop.

A description of changes made at the Coal Creek dam site nine years after the Canal closed was written on June 22, 1883 in Deed Record 43/585-586:

This indenture witnesseth that Henry C. Randolph of the county of Fountain and the state of Indiana convey and warrant to Lewis Whitford of the county of Parke for the sum of one hundred dollars the following real estate in Parke, County, Indiana all that parcel of land lying and being in Section two township 17 north of range nine west and described as follows to wit: Commencing at the Base opposite the south end of the new guard bank of the Wabash and Erie Canal built in 1858 (washed out in the flood of 1858) thence in a northerly direction along and with said east Base to the waters edge of the north Bank of Coal Creek, thence southerly along the waters edge and north bank of said Creek to the north east corner of the abutment of the County Bridge rebuilt in 1878. Thence West ninety feet thence south sixty feet thence easterly to and along the south Base of the original guard bank of the Wabash and Erie Canal built in 1846, to the west Base of the new guard Bank built in 1858, thence along and with said west Base to the south end of said guard bank thence east to the place of beginning. Recorded November 1, 1883.

Road Bridge #71

Some interesting facts concerning the road bridge is that the Lodi covered bridge was built there in 1869 by Joseph J. Daniels at the cost of \$7,000. The history of the bridge states that its embankment was repaired in 1874 and the bridge was rebuilt in 1898. With this deed we can see its abutment on the northeast corner was rebuilt in 1878. This was the only covered bridge used in conjunction with the Wabash and Erie Canal in Parke county. Road Bridge #71 at Lodi was called the Main Street Bridge in Deed Record 10/391.

Howard Dowdell purchased a part of the

Wabash and Erie Canal in Liberty township after the canal was closed from Joseph J. Daniels and Joseph Collet on April 13, 1876. The property began at the Lock north of Coal Creek and extending westwardly ten rods. The price was \$5.00.

Silver Island Cemetery

There is reported to be a cemetery for the Canal diggers about a quarter of a mile north of the northern end of Silver Island, which is just north of Lodi. This cemetery is called Silver Island or Blue Island Cemetery. In the 1881 *History of Fountain County* is says "the Lodi (water) well, as it is known, is the deepest in the United States. The Wabash and Erie Canal passes through the western part, forming with the Wabash river a small section of country known as Silver Island." This is a very high rise of ground, and the legend is it received its name from the Indians, who buried silver on it. The silver has never been found.

Lodi School and Baptist Church

As the town grew a need arose for a school and church. Land was bought on February 2, 1854 by the Liberty township trustees, E. G. and E. M. Holliday, for the school from Philander and Emily Briggs for \$1.00. Around July 12, 1855, a building for the regular Baptist church with the second story fitted for use by the Masons as a lodge room was under construction. The two story building was 36 by 42 feet and cost \$1,000.

The *Rockville Republican* Wednesday, September 18, 1901 tells about the Lodi or Waterman church as it was organized before, during, and after the canal period.

PARKE COUNTY SUNDAY SCHOOLS WATERMAN LIBERTY TOWNSHIP

"Paint me as I am," said Cromwell to the young artist. There are lights and shades, sunshine and shadows, in the history of the Sunday school work in Waterman and we will endeavor to paint it as it is. We are indebted to Mrs. Edomoia Waterman for the information we have concerning early history of the school.

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In 1843 Bro. E. (Elias) G. Holliday organized a Union S. S. (Sunday School) with himself as superintendent. At that time there was no church house nor any other available room near, so Bro. Holliday had his school to meet at his residence, where it continued to meet regularly for about three years.

School was then discontinued for a year or so and re-organized about 1845 at the "old Thompson cooper shop." This was also a union school, Methodists, Baptists, Presbyterians and Christians, all working together. The principal families represented in this school were: Mr. and Mrs. Norborn Thomas, Dr. Isaac Carman and family, Daniel Wann and family, Aaron F. Randolph's family, Robt. Kelley and family, Dr. Wm. Jones, Elijah Thompson and James Thompson. School continued here for about four years.

After it was discontinued there was no Sunday school until 1854, when it was again taken up by the same E. G. Holliday in what was known as "the old Colonade,," This was the name of a prominent saloon of this time (we now call them slake stores) on the bank on the (W & E) canal, then in process of construction, to catch the hard earned dollar of the laborer who wielded the pick and shovel. After serving its mission it was abandoned, and the Lord took it and used it for a more noble and glorious purpose.

The school continued here with but few intermissions for six years, then it was removed to the Masonic building, which is still standing and still serving that ancient fraternity. At this time Thornton D. Thompson was superintendent and James Scott assistant.

The school was continued there until about 1862, when David J. Miller rented the room for a store and other quarters had to be sought. A lodging place was found in a vacant store room owned by Cale Waterman, when David Miller was elected super-intendent and served in that capacity for several years. During all these years no varnished nor cushioned chair adorned these temporary tabernacles - just boxes and boards for seats, no organ nor piano, no pictures, maps, nor charts graced their walls. What music they had was from the old church

hymn book. No literature but just Bible lessons that were selected and assigned by the superintendent one week ahead.

At this time the school introduced what we would now call a teacher's meeting. They called it a Bible class. In order to be better prepared on the lesson for Sunday they met on Thursday night preceding to read and discuss it. The meetings grew so in interest that nearly the entire school attended and the Bible class almost absorbed the interest of the Sunday school. Old Bro. C. B. Allen, who now lives at Roachdale, was an earnest, devoted, untiring worker in this school.

In 1868 the Baptists built the church house which they are still using. The school was taken to that church the same year, when it soon caught the progressive spirit and accordingly a set of new Sunday school song books was procured and the following year aided the church in getting an organ, paying \$250. We are using the same organ today. While flushed with these successes the Sunday school attended many picnics and celebrations and sang with many schools, usually with much credit to itself.

In 1871 David Miller went away and the school was superintended by Emily Waterman for several years. It was while she was superintendent that the lesson quarterly was introduced, perhaps not until 1874. After Miss Waterman went away, which was in 1881, there seemed to be no one for her mantle to fall upon, so the school lost interest and for some time was at a very low ebb. About this time Bro. Holmes and Thornton Thompson took over for about five years and when they went away it was for a season abandoned.

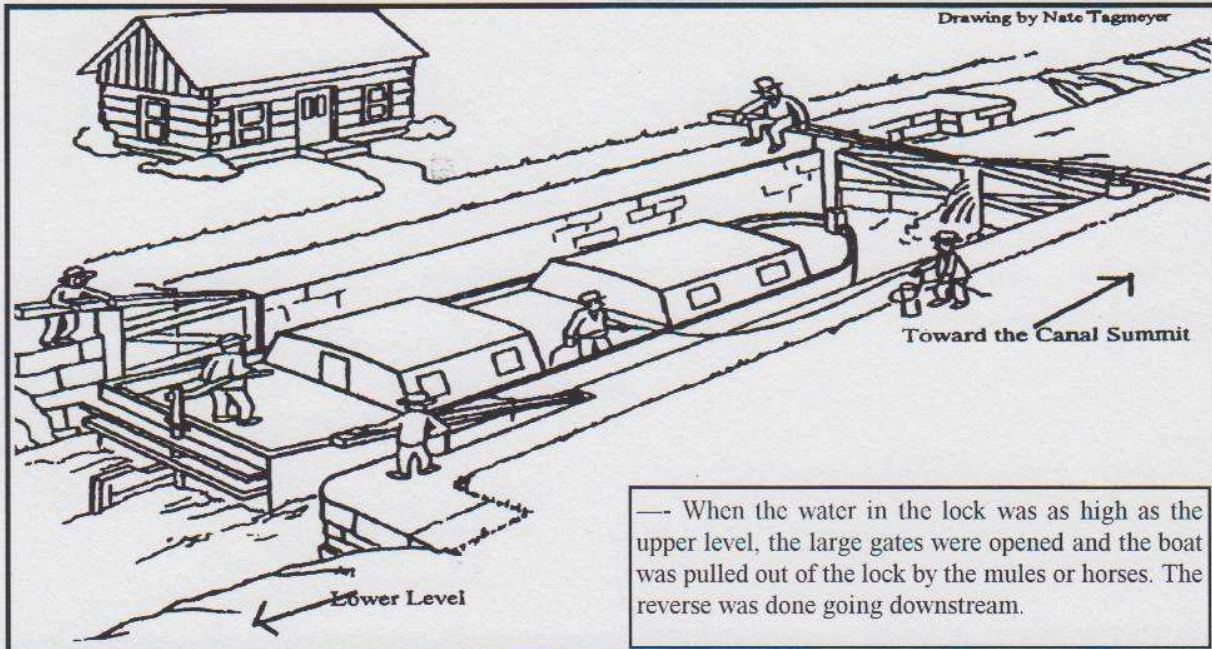
In 1891 Miss Mary McEwen reorganized the school in the M. E. Church and it has been running continuously ever since. Mrs. Emma Whitford is now our superintendent and we appreciate her efficient work. Our average attendance at present is about 55. For lack of space we have failed to make mention of some very efficient workers all along the line. Committee

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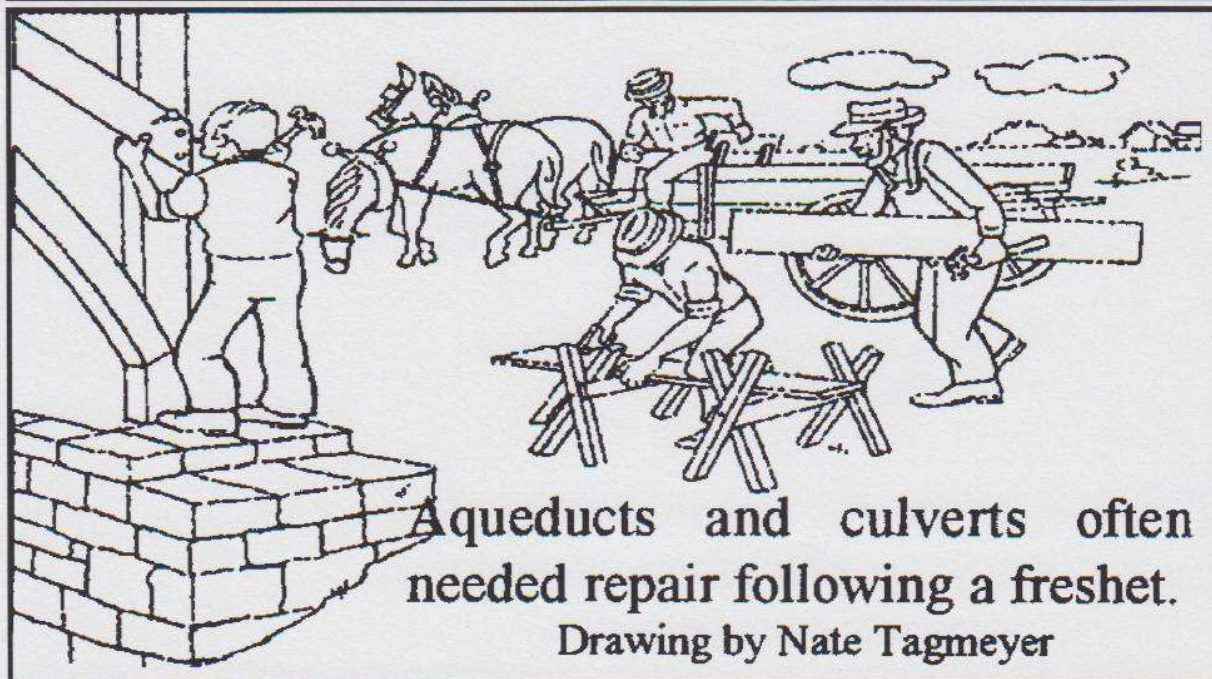
Norborn Thomas and Mance M. Thomas, 1945. From 1843 to 2003, the Baptists are still his wife, of Fountain county sold lots 46 and 39 there.

in Lodi to Cyrus B. Allen, James Scott, John Warner and S. N. Thomas, trustees of Zion Church of United Baptist, on Dec. 9, 1867. The school lot of Lodi was bought by the school trustees from Philander Briggs May 4, 1855. The brick school house, which still stands today (2003) became the Waterman Baptist church when the trustees sold it to the Baptist June 11,

Many of Indiana's locks were built of timber unlike the cut stone one shown here. There were huge gates at either end of the chamber. Boats would come into the lock at the lower level and the gates would be closed behind them. The wickets in the upstream gate would be opened to let water from the higher level come into the lock by gravity flow. —



— When the water in the lock was as high as the upper level, the large gates were opened and the boat was pulled out of the lock by the mules or horses. The reverse was done going downstream.



WESTPORT

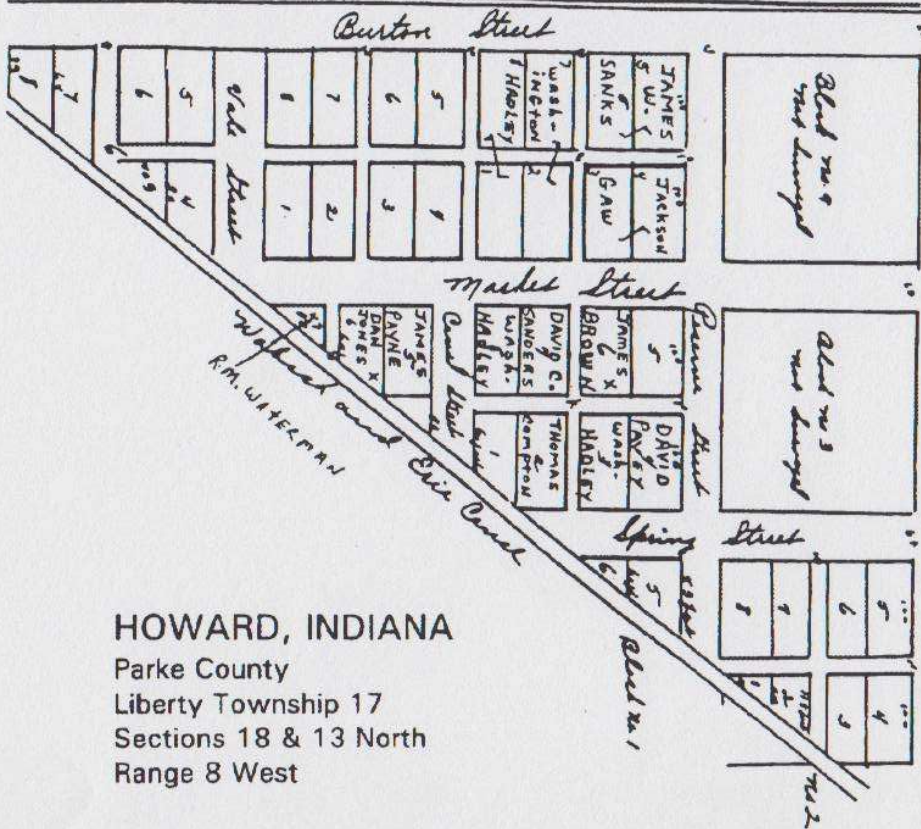
Platted by James A Burton
 February 20, 1835
 Surveyor: James McKinney
 64 lots

Plot of Westport

64 J. BURTON	63 SYLVESTER WRIGHT	62 J. BURTON	61 S. COOK
67 PETER BENAISEL	58 CLEMENT BURTON	69 J. BURTON	68 S. COOK
56 P. BENAISEL	55 J. BURTON	54 JAMES WATTS	53 SAM SMITH
49 P. BENAISEL	50 PETER BENAISEL	51 SAM T. ENSEY	52 HIRAM S. PARENT
48 SAM COOK	47 MICHAEL LEUWMAN	46 GRIMES & MARIS	45 EVANS & TRUBROOK
44 DAVID SHIRK	43 FRANCIS CUNNINGHAM	42 JAMES W. DOTSON	41 JOHN X. BRIGHT
40 WILEY C. BURTON	39 PHILIP WOLF	38 JAMES DOTSON	37 MARK GRIMES
33 CHAS. DAGGET	34 WOLF	35 ELI HEPNER	36 HARRIET AMOS
32 RUEL ENTLESY	31 THOMAS BURTON	30 SAM A. SMITH	29 ROBT X. GILKESON
21 T. BURTON	22 J. BURTON	23 C. BURTON	24 DAVID BRYANT
17 ALLEN	18 GRAHAM	19 WASH. HADLEY	20 JOHN HALSTEAD
16 ISAIAS SWAIN	15 EZRA N. MARVIN	14 E. MARVIN	13 J. GABLE
9 GRIMES & MARIS	10 W. F. MARTHA	11 ALLEN GRAHAM	12 J. GABLE
THOMAS WRIGHT	HILL	JAMES & CO. G. X.	TOM GOBLE
		MAHALA KEENE	JACKSON & EW

HOWARD

Platted by John Gaw
 February 1848
 Surveyor: Alfred Hadley
 9 blocks, 56 lots



HOWARD, INDIANA

Parke County
 Liberty Township 17
 Sections 18 & 13 North
 Range 8 West

"CANAL CONNECTIONS" PARKE COUNTY

HOWARD

(Westport)

Liberty township

Sections 18 and 13 N Range 8 west

Howard had various names. It was first called Burton-town, then soon after Sand-town, and then just Burton when it became a post office. The land was purchased by Thomas N. and James A. Burton of February 20, 1835 for \$100. The town was laid off by the Burtons in June of 1836. The surveyor was James McKinney of Montezuma. Once the town was platted it was called Westport. It consists of 64 platted lots.

Howard was platted in February 1848 by Alfred Hadley, surveyor for John Gaw. It consists of nine blocks and is immediately west of Westport. The nine blocks contain fifty-six lots. The range line separates the two parts, while Market Street extends east and west through the entire town. When the Howard addition was added the whole town graduated to the name of Howard. It was named for General Tilghman A. Howard who lived in Rockville. Gen. Howard knew men such as Crocket and Bowie in his earlier life in Tennessee. He died of yellow fever while minister to the Republic of Texas in 1844.

Before and during the Canal construction, the Burtons kept a store in Westport. From 1836 through the 1860s the lots in Westport and Howard changed hands many times. James Ward Beadle, Harlan Harvey and others shipped grain and hogs to New Orleans. The canal bed is still visible here. To see it take the old ferry road (Rd. 1025 N) west to the bottom of the hill.

Wabash & Erie Canal

Various accounts of life during canal construction days appear in old newspapers such as the one below found in the November 6, 1879 Rockville Tribune:

In 1846, William H. Biggs made his first and last venture to New Orleans, 'They'd laft at me,' he says, 'a long time because I'd never been to Orleans and I swore I'd go once if it kild

me - and once done me for good and all. I joined with Jim Beadle awayile and on the river bank before we started he offered me for my boat and load more than I got at Orleans! I had two good offers - both more than I finally got at Orleans - but I had a pride in going. But we all got stuck. When we shoved off bank at Westport everything was booming, but before we got to Orleans there was a crash. Beadle got stuck worse than I did. So did Mark Grimes, and he never fully got over it. Pork worth more on the hoof in Westport when we started than in the barrel at Orleans when we got there.

Another interesting article written by John TenBrook Campbell appeared in the September 25, 1907 Rockville Republican:

W. And E. Canal - Captain Campbell Recalls How It was Built. Horse Race in Cooks Lane. A Big Day in Parke County—The Hoosiers against the Irish—Former Win Fight.

The construction of the Wabash and Erie Canal reached the north part of Parke County in 1844. It was completed to Terre Haute in about 1848. Hugh Stuard, an educated Irishman, was the contractor thru Parke County. How much more to the north and south I never knew. All the dirt was moved in carts and wheelbarrows. Each teamster led two horses, one at a time, from the shovel pit to the dump. or tow path, where a dump boss directed to 'haw tee and back.' That was the command whether the turn to be made was haw or gee. The boss would throw his weight on the back end of the cart bed when it would tip down and shoot the dirt out backward and down the embankment, or on the level ground, or into a hole or sink accordingly than they would lead the horse and cart back to the shovel pit and lead the other horse and cart to the bank. While one horse was being led to the bank or towpath, six to eight shovelers would be filling the other cart.

I led two horses for Tom Burns, on Irishman, and son-in-law of one McCandry, who had a mile of the work, called a section, just about due west of the Oliver P. Brown house, some two or two and a half miles north of Montezuma. I was to work a 'dry month' for seven dollars in 'Canal scrip.' When I had worked four and a half weeks with only one rain

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that stopped the work for an hour, (there were some night rains) and asked Burns if my month was up. He stormed out with boy-scaring oaths—‘that time is not up yet.’ I was about two months into my 15th year, and I was eventually afraid of all Irishmen. Any and every one of them was ready to swear that I had not worked my time out. At the end of the sixth week I mustered enough courage to ask again about my time. Another storm of curses declared that my time was not out yet. Near the end of the seventh week one horse got his fore leg kicked by a stallion at the races in Cook’s lane (now Henry Vestal’s) and Burns blamed me for it, as I was riding the horse in a jam of horses and men, and he drove me off without any pay at all.

I was the only Hoosier among 150 Irish. Every day at noon I had to allow two Irish boys less than I was, to whip me for the amusement of the men. I could whip either one of them, but they often doubled on me, and if I showed energy and was about to get in some work, some Irishman from behind would hit me about the ear and send me to grass. Then there would be a loud hurrah for the boy that had knocked the dournd (darned or dammed) Hoosier down. I found it better to pretend to be doing my best and let the fight go against me, as I got less hurt and it was sooner over with.

O’ but it was a sight when the priest came along. Moses at the burning bush was nowhere in his abject reverence. The bitter, hostile feeling between the Hoosiers and the canal Irish was as bad as it is anywhere between the Negroes and whites. Many were the fights between them where they met in parties of a dozen or more on a side. Liquor then flowed from jug to mouth freely. Temperance societies were limited to the ‘Washingtonians,’ a very conservative temperance organization. The Sons of Temperance came a few years later. Woe to the Hoosier who took hay, oats, corn, or potatoes to sell to the Irish at their camps. They bluffed him out of his measure of weight and price. Toward the last the Irish were obliged to go to the farmers for their produce. Even then they often went in numbers sufficient to carry their bluff to success.

I saw my uncle, (Josiah Campbell) with whom I lived for several years after the death of

my parents, have a hot time near the feeder dam on Sugar Creek with three Irish men, one a large man. My uncle took a load of corn to their camp on a previously agreed price. The corn was measured in a barrel with a hand spike ran thru big auger holes bored in the sides by which to carry it. When five barrels had been carried the big Irish man said there were only three. My uncle, knowing their tricks, told me to throw an ear of corn on the opposite side of the wagon for each barrel. I knew there were five. My uncle kept count also and we agreed. The Big Irishman began his bluff. My uncle drew a long dirk knife which he could handle quickly. Irishman made a grab at a club, but one end was frozen to the ground. Uncle darted at him like a hawk, running him several yards. Purchaser got scared and agreed to our count.

Famous Race in Cook’s Lane

The racing in Cook’s lane, I think was in July or August, 1847. The Irish had a pony-built horse called the “Brimmer” raised near Annapolis by Jesse Hinshaw. The Brimmer was as quick as a cat, and Puett was back of the bet. One hundred it was thought no horse could beat him in a race of a quarter mile. All the Irish bet on the Brimmer, owned then by one Gallagher. Austin Puett of Rockville owned a fine sorrel mare. Bob Barnaby did the betting. It was understood that Puett was back of the bet. One hundred dollars was bet by the owners, and many side bets were put up. The fence along the land was as black with men as of a flock of blackbirds, and all the fence corpors (?) were filled with men on horseback. There were easily 2,000 men at the races, one-half Irish. I was on one of Burns’ horses at the outcome of the race. There was a long waiting to get the track clear of men and horses. At last the hurrahing was heard at the start at the south end, and it followed northward as the horses ran, and sounded to me like a coming tornado. The Brimmer (Irish horse) got the advantage in starting, as he was so quick but at the half way point the Puett mare caught up and was 50 feet ahead at the outcome and Young Austin Puett, the rider, yelled like an Indian as the mare by leaps of 50 feet passed under the line. The riders jumped off and were leading the horses back to the wire and young Puett was taunting the Irish rider, and snapping his finger in his face. It was stated the Irishman

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had struck Puett several cuts with his cowhide as Puett passed him in the race. The Brimmer looked like a short-legged dog while he was running.



After the race, the quarreling began, the losers contending it was not a fair race. The quarreling soon led to fighting, and there were fights beyond count, sometimes groups of a dozen in a melee, each fighting he knew not whom, or what about, but generally the Hoosiers against the Irish. The Irish were the most expert boxers and when one struck at a Hoosier, the Hoosier went to grass. While this fighting was going on, other men were running scrub horses on the track. Ere one pair had covered the track another pair would be started, running over and around bunches of men along the tracks. A Negro from the Coloma (then Rocky Run) Quaker settlement, had an old blind Kentucky race horse and he had been a rider of races. He put up his little money and joined in the races. His horse early beat the scrub horses, but who would pay a losing bet to a 'dammed nigger?' So he was fleeced. O' what a savage animal is man when he allows himself to become degraded and brutalized!

Two weeks later there was another race in Cooks' lane which I did not attend, but I heard enough from those who did to make this article cover 40 pages of the *Republican*. At this race there was more fighting than at the former race. Well, what have these races and fights to do with the building of the canal? Answer: The principle interest in the canal while it was being built, was the actions and customs of the people along its line, and the antagonisms between the Irish and the Hoosiers. The fight continued from the race track to Montezuma where it continued till late at night. I had gone to work for my cousin, attending ferry (Patterson Ferry) at the mouth of Big Raccoon (creek), two miles south of Montezuma. I could hear the yelling of the men and hear stones and brick bats strike the houses as sound travels easy on water. At last

a few shots were heard and the rioting soon ceased. Single barreled pistols were then in use and but few were carried. One shot then had more terror for rioters than a wagon load of revolvers have now.

Burns, who I worked for had a double or long cabin with a partition. The horses were stabled in the east part and the family in the west. An Irishman and I slept in the lower bunk next to the horses, and the hired girl and two children in the bunk above us. Burns and his wife slept in a bunk at the south side. He and his wife quarreled all the time and seemed to enjoy it. One night he went to bed first. I was in bed, but Mrs. Burns was doing something and had a lighted candle in her hand. Burns was cussing and damming her. She was his match. After he had been in bed a few minutes, he yelled out 'Now ye blasted spalpeen, ye have made me forget to say me prayers!' He raised up in bed, crossed his breast with his hands and muttered a prayer, fell back on the pillow and went on cursing his wife. When she blew out the light and got in bed the quarrel ceased.

I had bought a second hand accordion and swapped to Eli Hunt for a three-stringed fiddle. This I swapped to Tom Gilkeson for a New Testament. During the seven weeks of a 'dry month' I worked for Burns I read much of that Testament and nothing I ever read so affected me as did that Testament. I have read it several times since and wished it would again reproduce that feeling but it did not. Burns often borrowed it from me at noon in the stable and would read it, keeping a sharp watch thru the cracks of the stable and if he saw any one approaching who would likely see what he was doing, he would shut the book with a slap like a fly trap and hand it to me quickly. If the person passed on out of the way Burns would again call for the 'little book.'

My uncle boarded 20 or 30 choppers and teamsters. These were all Hoosiers and Suckers. The teams were two to three yoke of oxen. No horses were used in the log and timber hauling. The haulers went up the ridges north of the Creek and came back with long round logs full length of the trees and also hewed timber for the feeder dam across Sugar Creek. They dragged their loads close by our door yard. The cracking

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of the ox whips and swearing at the oxen sounded like skirmish firing at the opening of a battle.

Captain John Lindsay, from the Indiana Iron Furnace five miles southwest of Clinton, was boss of the choppers and teamsters. He was the greatest expert with an ox whip I ever saw. I thought then that I could ever be as great a man as John Lindsay, I would never seek any greater honors. He had a heavy, rich voice and was a great singer. He was a captain in the 14th Indiana Infantry during the Civil War.

The state of Indiana borrowed about \$13,000,000 (\$10,000,000) to build that canal, giving state bonds, but could not pay even the interest. About 1850 the state induced the bondholders to take the canal and give up the bonds, the state agreeing to protect the canal against injury and also not to charter any competing canal or railroad parallel to and near it. But about the same time the new constitution was adopted which provided for a general law for charters. Under that law the Wabash railroad was chartered, running beside the canal from Toledo to Attica. In the summer when the canal would operate the road reduced freights, then in winter when the canal was frozen up the railroad increased freights to make up and in that way killed the canal. The bondholders then asked the state to take the canal and return the bonds. State refused and passed an amendment to the constitution prohibiting any legislature from paying the bondholders. In 1868, Indiana voted to pay the 5-20 bonds in gold which were clearly payable in greenback; then two years later voted to repudiate a debt as sacred as any debt that ever existed. Governor Hendricks was inaugurated just in time to issue the proclamation for the election on the Constitutional amendment, prepared by the Republicans and the Democrats seeing Hendricks name to the proclamation supposed it to be a Democrat measure, voted for it in great droves, when two years before they had voted in the opposite direction. Such is the whim of public opinion.

Captain John TenBrook Campbell was born 1½ miles east of the north end of Montezuma, IN. In 1859 he began writing for the

newspapers. He served his country during the Civil War in Company "H" 21st Indiana. In 1878 Captain Campbell was an assistant in the Indiana Bureau of Statistics and Geology under John Collett. From 1884 to 1894 he was surveyor of Parke County.

Among John's inventions was a new style boat propeller called the fish tail propeller. He built a boat called "The Experiment." The engine was built by Montgomery and Ward. He tested it in Williams "Billy" Creek just above the old Craig ford.

Campbell grew up at his father's sawmill at "Devils Den." He worked on the Wabash and Erie Canal as a young boy while living with his uncle Josiah Campbell by the Sugar Creek feeder dam, which fed water into the canal. He died in 1911 at the Lafayette Soldiers Home. He is buried in the Rockville Cemetery.

Following Campbell's reminiscences, the following article appeared in the *Rockville Republican* on October 30, 1907:

Wabash-Erie Canal. Reminiscences by Gen. William Henry Harrison Beadle of South Dakota.

Capt. Campbell's description of the building of the Wabash and Erie Canal thru Parke county, published a few weeks ago in this paper attracted much attention and favorable comment. It also brought the letter below from Gen. W. H. H. Beadle, a Parke County boy, which Capt. Campbell has kindly forwarded for publication. It explains itself:

My Dear Capt. Campbell: Your remembrance with copy of the *Rockville Republican* has given me much pleasure. I read with much interest your article on the Wabash and Erie Canal. Much that you describe I saw, but of it I was not even a small part. My father (James Ward Beadle) lived nearly a mile northeast of Howard, when that point was called "Westport." It was the Canal boom that changed it to the honorable name of Howard. Lots were sold at auction to the west of the old town toward the Canal, on the road leading to 'Filson's ferry' (later Johnson's ferry) and Newport.

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A little way below it my father annually built a flat boat which he floated with the spring rise (following the breaking up of the ice) then the only marked rise we had in the Wabash. I have seen the progress of the construction, the loading with pork and somewhat with other produce and finally the 'sailing' of the boat. When all was ready, father at the steering oar, they pulled out into mid stream and all the crew standing along the middle of the deck, they waved their hats and gave a cheer. They were off for New Orleans, that wonderful and very distant port where dwelt a people so different from us - certainly very different when judged by the stories and allusions of the flatboatmen as they talked for a year or more afterwards about their experiences these.

Some were vivid as when the Mexican War began and while all were at New Orleans on the day when it was reported that Taylor's army was surrounded by the Mexicans, and the day following when the swift steam packet brought the news of his victory at Palo Alto and Resaca de la Palm. There the older boys, John and myself, were imbibing the longing for travel - the 'wanderlust' as Germans call it. It was in the family blood from both lines of ancestry. So, you see, I was near the Canal, say from Coal Creek to Sugar Creek, especially near Howard. Down below Mill Creek I witnessed a race much like the one you describe as occurring in Cook's lane. Westport or Howard, was a poor sandy sample for a town but it was the only one I saw for many years, till one day my maternal uncle John Bright, came by in a real buggy and took me in and clear over to Newport and into a real circus show!

In 1849 we moved to Rockville and began to see the world. In Canal building times father kept the 'store' at Howard and had to deal with the Irish, but they kept the Irish out of town proper. So the only new house that was ever to my knowledge built in the new or Howard addition was a saloon called a 'grocery' nearly opposite the old Yow (Gaw) home. Thereabouts the drinking and fighting had to be done. Father had a dreaded 'pistol,' at least they believed he had, this and his decided manner of dealing with them did not tend to undermine their belief. Strangely, not a drunken Irishman was permitted to enter the town proper - at least he was

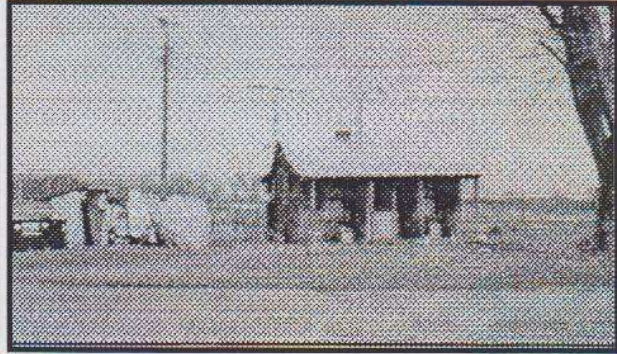
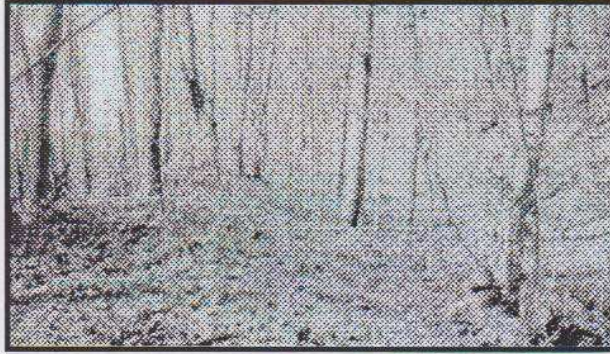
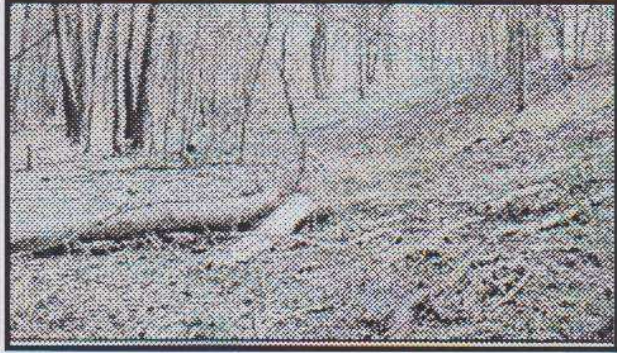
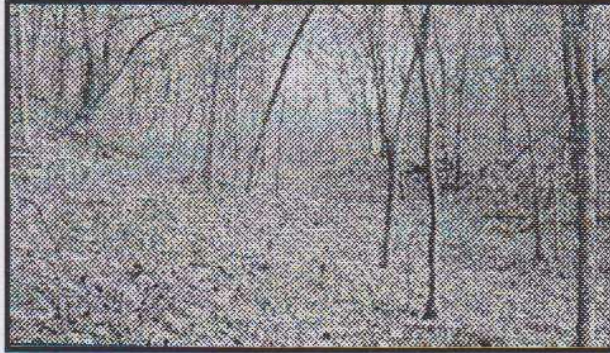
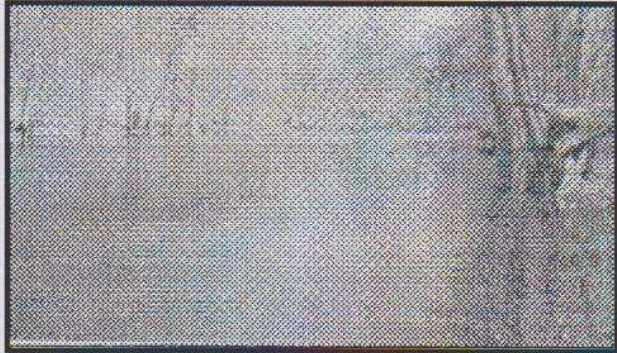
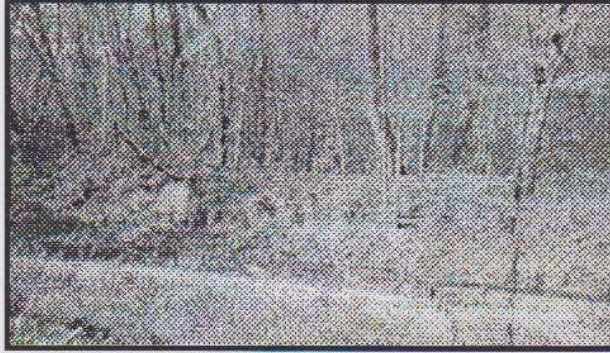
hustled out if caught near. Over the door of the 8 x 10 building that was the 'grocery' was a stuffed (mounted) wildcat. So 'up' or 'down' to the Wildcat' was the phrase. Among the Irish laborers was an occasional big and physically powerful bully. There was one such a half mile above the road to the river and thru fear and leadership in process he gradually won quite a following. It was dangerous. He committed a crime of violence, not fatal to anyone. It was determined by the good men of the community to proceed against him criminally and the warrant must be served, the arrest made! I saw all the mighty preparation and went with the men as far as the store in Howard. A stalwart and much esteemed young man became the hero - name forgotten. His fame had reached huttery, so when the crisis came and the posse thought it wasn't a bloody encounter, this hero marched right up to the bully and told him he was a prisoner and he wilted at once and followed like a lamb. If we had not had such a vast amount of 'dirt' to 'move' in those days all over the county what would we have done with the vast, hungry and rude migration we received? Yet they and their descendants became peaceable and good citizens. There is much more - but no time for it.

Sincerely yours,
W.H.H. Beadle
Madison, S. D.
Oct. 10, 1907



Gen. William Henry Harrison Beadle

"CANAL CONNECTIONS" PARKE COUNTY



1. Filson's (Johnson's) Ferry on Wabash River near Howard, IN. (Photos by Charles Davis)
2. Northside of Mill Creek Aqueduct #10
3. W & E Canal prism 100 yds. north of Mill Creek Aqueduct #10 looking south toward Mill Creek with towpath on the right
4. W & E prism looking north from Aqueduct #10

1. Brockway Pond/Bayou located ½ mile north of Howard, site of W & E Canal Irish work camp
2. Howard Basin for W & E Canal ½ mile north of Howard
3. Towpath of the W & E Canal at edge of Howard Basin is seen on the right
4. Longest running store in Howard (Westport)

"CANAL CONNECTIONS" PARKE COUNTY

Canal Basin

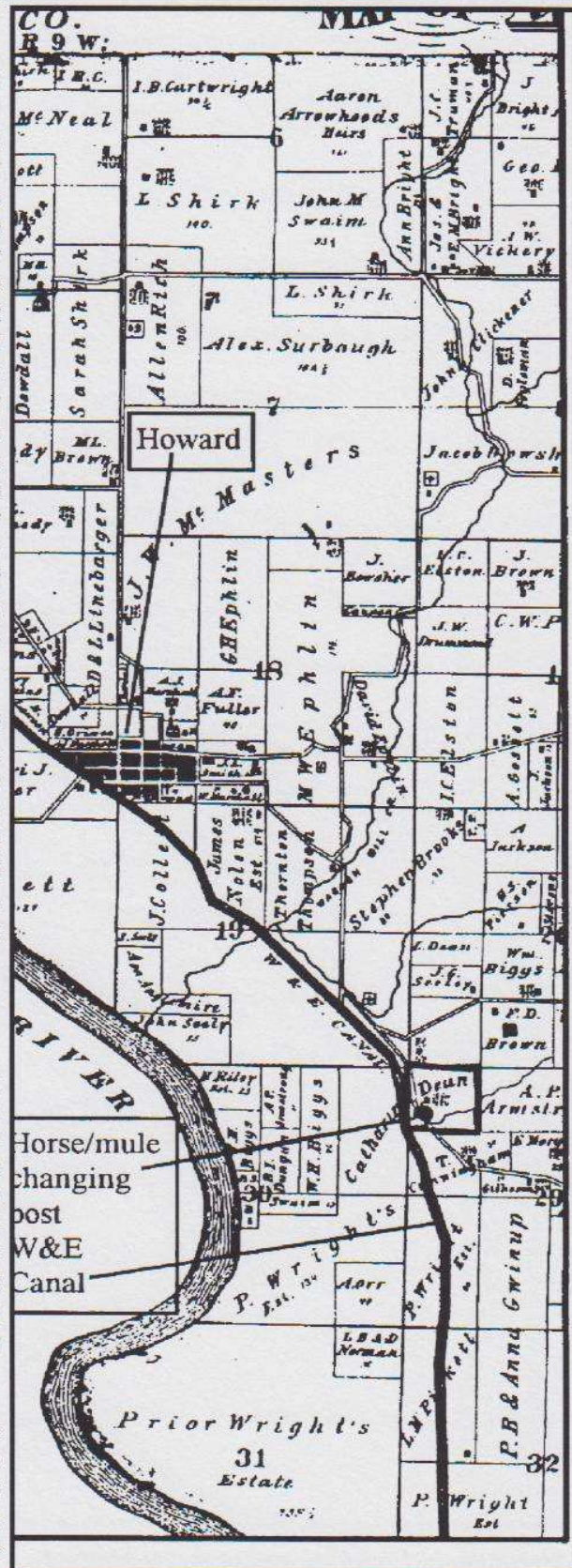
An Irish work camp was located on Brockway pond, which was shown on an 1821 survey map as "Pond Bayou" and was shaped like a horseshoe. It is actually a small tributary off of Coal Creek near Lodi. By the time it flows into Section 12 it widens into what appears to be a pond below the bluffs. The pioneer Brockway family never owned this land, but it seems the pond took on their name as they were ardent fishermen. This stream/pond plays out about a half mile above the old Filson's Ferry road. As was suggested in Wm. H. H. Beadles' earlier account "there was such a half mile above the road to the river." This puts the Irish camp at this point. The 1853 Engineer's Report of the Wabash & Erie Canal doesn't mention a basin or turnaround here, but there is one at the described location of the camp. It seems to be the size of Benson's Basin at Montezuma with the towpath on the west and the bluff to the east. This was probably the shipping point for Howard.

In the 1950s there was the foundation of the post where canal packets and freighters snubbed up to change horses or mules on Tow Path Road now County Road 550 W. This road actually is on the berm side of the canal. The canal and towpath can still be seen just south of the berm in Section 32 bordering the Wabash Farms, Inc., once known as the old Adams Farms.

Early Pioneers

Gen. William Henry Harrison Beadle (b. 1838, d. November 13, 1915) was born in Howard. He attended Ann Arbor University in Michigan and graduated in 1861. Returning home he enlisted in Co. A 31st Ind. and became captain. After resigning this position he returned to Michigan and recruited the 1st Michigan sharpshooters regiment becoming a lieutenant colonel. He was promoted as a brigadier general in the 9th Army Corps and at the close of the war he was brevetted major general.

President Grant appointed Beadle Surveyor General of Dakota Territory (North & South Dakota) in 1869. Later he was elected to the legislature of South Dakota. He introduced a bill organizing the school of the state along the



"CANAL CONNECTIONS" PARKE COUNTY

lines of the Indiana public school system. In 1879, he was appointed the Territorial Superintendent of Public Instruction by the Territorial Governor. He held this position until 1889. He was instrumental in saving 20 million acres of school land in South Dakota, North Dakota, Montana, Washington, Idaho and Wyoming from speculators by provision of his bill that no school land should be sold for less than ten dollars an acre.

After retiring, Beadle received the job of president of Madison Normal School, holding this post until 1912. In appreciation of his great service the state provided for the erection of a marble statue of Gen. Beadle, which stands in the rotunda of the state house at Pierre, South Dakota. Few, if any, sons of Parke County have equaled his service record in so short a time.

In 1912 Beadle decided to reside at Soldiers home in Hot Springs. The month of November he was operated on for bladder trouble in a hospital at Los Angeles, California where he died on November 13, 1915. His body was transported to Albion, Michigan and buried next to his wife Ellen S. (Chapman), who was originally from Albion. He was survived by one daughter, Mrs. F. G. Frink of Eugene, Oregon; a stepdaughter, Mrs. Ella Hughes of Los Angeles, California; one brother James W. Beadle of Rockville, Indiana; and one sister, Mrs. Reeder of Kansas. His is a classic story from rags to riches, from a log cabin to the state house.

James Ward Beadle (b. September 30, 1806, d. April 18, 1879) was the father of Wm. H. H. Beadle. He was born in Jefferson county, Kentucky, near the city of Louisville. He married Elizabeth Bright on June 2, 1832. They came to Parke county in 1839 and for 10 - 12 years James did business in Howard - farming, pork packing, dealing in dry goods and groceries and shipping to New Orleans. He bought land for his home on August 30, 1842. He added to that purchase 260 acres on August 20, 1844. On March 11, 1847 they sold that land and moved to a farm west of Rockabilly in Adams township. Their children were James W., Catherine A., Mary E. Laura V., Wm. H. H., John H., Fred. R., Edward T., and Sara E. He is buried in Rockville Cemetery.

Elizabeth Bright Beadle (b. March 12, 1805, d. March 30, 1890) had a twin sister Nancy. The girls "were born to Capt. John Bright near Leonardstown St. Mary County, Maryland. They were the fourth of a family of three sons and nine daughters there being another set of twins. In 1812 the schooner their father owned and ran on the bay was anchored to stay. Their recollections of the next few years dealt only in extreme poverty. The British army came and their camp enclosed the home. One night the children were awakened to look north and west to see their country's capitol was in flames. They were 9 years old, and their next memories were of the return of their father, of dire poverty and a final departure for the West. The family located near Bargains creek in Kentucky, and there June 2, 1831, Elizabeth married James Ward Beadle, a native of that section. A few weeks later Nancy married George Hazzard of Scott county, Indiana. Both soon moved across the Ohio to Clark County, Indiana. In 1835 the Hazzards moved to Parke County, locating finally on Wabash Mill Creek, and in 1837 the Beadles followed and located in the same vicinity. In no time Captain Bright and the rest of the family followed, and long constituted a large relationship in Liberty township. Capt. John Bright died early in 1861, a few days short of 95 years, and ten years later his wife died nearly the same age. They lived husband and wife sixty-seven years. In 1848 George Hazzard died and Nancy lived a widow for 42 years rearing her children, working the farm living independent and self reliant. She was a Christian, living chiefly with her son-in-law Joseph Swaim of Sylvania after her children grew to maturity. She died February 17, 1890. When Elizabeth heard of her death, she merely said, 'Nancy was just worn out, and I soon will be. Elizabeth breathed her last March 30, 1890 just at sun rise of Sunday. Her twin Nancy died at sunset and thus each sister died at the hour she was born. The funeral of Elizabeth was assisted by Rev. Zimri Maris," according to the **Rockville Tribune** of April 3, 1890.

Reverend Zimri D. Maris (b. December 13, 1835, d. October 19, 1920) was a long time canal superintendent in Parke county. He was the son of pioneer William and Abbie Hunt Maris, was born at Annapolis, Parke county, IN and died at the home of his daughter, Abbe Linebarger, near Crowley, LA. During the building of the

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canal his father moved to West Union, IN to take advantage of such opportunities and engaged in business then died suddenly there, leaving Zimri as the mainstay of his mother and the young children. While living at West Union he was married to Ellen Manwarring on November 1, 1855. Their children were Abbe Linebarger, Ella Rice, Kate Aydelotte, Mary Evans, Annie Wilson, Lina and Charley Maris, all born at West Union. Zimri was overseer of the Wabash & Erie Canal at West Union until he was elected sheriff of Parke county in 1878. That year he and his family moved to Rockville. After serving two terms as sheriff he was engaged for several years in running a feed and supply store or as an auctioneer. He was also a preacher of the gospel of the Methodist church. He conducted numerous marriages and burials according to the **Rockville Republican** of October 27, 1920.

Dr. Robert M. Gilkeson (b. February 8, 1803, d. February 3, 1862) was a second Lieutenant in a company called the Parke County Volunteers. It was organized and held muster in the United States army in 1846 when war with Mexico was declared. This company was enrolled among those on the waiting list by the Adjutant General of the state, but the war ended before they could be reached in the order of priority of organization. He had a business on lots 28-29. He was also a Doctor and practiced medicine in Montezuma. Upon his death he was buried in Old Montezuma Cemetery.

Justice Mark Grimes (b.?, d. August 25, 1852) and Wm. Maris had a store on lot 46. In 1832 Grimes was Justice of the Peace in Parke county. Their taxes in 1851 were \$370. He died at the age of 52 yrs. 9 mo. 2 days and was buried in Grimes Cemetery.

Michael D. Lewman (b. ?, D. February 16, 1880) was a wagon maker in Westport. He purchased lot 47 for his shop on March 8, 1856. He and his wife Louise Horn Lewman were from Fleming County, Kentucky. Upon his death he was buried in the Linebarger Cemetery.

John Thomas Lewman (b. April 22, 1852, d. January 30, 1910) was born in Fleming county to Michael and Louise Lewman and spent his time at or near Howard assisting his father during canal times. At the decline of the canal

John bought land in Reserve township, south of Linebarger Chapel. He married Elizabeth Lourine, daughter of Andrew Linebarger, on September 24, 1879. Their son Cecil died in infancy. Their other two children were Evert and Bertha. John was buried in Linebarger Cemetery.

Andrew Jackson Marshall (b. August 1, 1840, d. April 29, 1920) preached at the Methodist Episcopal church on lot 60. He was born in Orange county, North Carolina. At age five his family moved north of Tangier, IN. He attended a log school which had one door and a small window through which the sun could shine. On one side was a large fireplace. The seats were heavy log slabs laid on pegs, which were fastened in the logs. These seats were so high that Andrew's feet never touched the floor. He had to give a hand spring to land on his seat and had to jump down from it.

As a small boy Marshall went to the Shirk settlement to see David Shirk, who owned much timberland east of Lodi, and asked to cut cord wood. Mr. Shirk gave him a job deadening one acre of densely timbered land (girdling the trees so that they would die) paying him thirty cents for the work with the privilege of cutting cord wood and having it for his own to sell. Marshall thought himself rich with a whole acre of timber to be worked into wood for which he had ready sale to R. M. Waterman, who owned a large slaughter house on the W & E Canal.

After the timber was worked up and ready to be delivered he would work one day for a man to pay for the use of a team of oxen to haul the wood the next day and thus the wood was delivered without cost. He received \$1.50 per cord when delivered. In this way he bought the first colt he owned from a widow lady, giving her orders to the store for goods until the debt was settled.

The colt was traded for a team of oxen with which he raised his first crop of corn, paying the difference or boot between the colt and oxen with corn that was measured in a barrel. Half bushels were unknown then. He was paid 62½ cents per day for husking corn, and one man told him if he would husk as much corn in a day as he did he would pay him 65 cents. By his hard work he eventually paid for a team of h horses. When

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twenty years of age he joined the Methodist Episcopal church and began preaching at the age of 23. On September 13, 1862 Andrew married Mary "Polly" Christie. Andrew hewed and built their first log house and Mary daubed the cracks with mud.

The Marshalls left the M-E church and joined the Missionary Baptists in Lodi in their later years. This church allowed him to both preach and be at home to attend to his business. He was buried in the Miller Cemetery.

Mary Priscilla "Polly" Christie Marshall (b. September 13, 1843, D. April 25, 1923) was the third child of John and Mary Christie who lived near Highland, Vermillion county. She lived with her parents at West Union near Manwarring's Basin on the Canal until she married Andrew. They had eight children. She died at her son William's home in Cayuga. William was their only child to still be alive.

Daniel A. Jones bought Lot 6 Block 5 from John Gaw on January 21, 1850 for \$125. Gaw probably had something established there earlier. This was the main trading point in the new town of Howard. Daniel was from Vermillion county, Indiana and by the late 1800s was a well know capitalist in Chicago, Illinois. He built up his business on the lot, which changed hands over the years from Horace B. Smith, to Asher Norton, to E. E. Boudinot, to Christian Stienbaugh, to Josephus Collett, to William Rogers and Robert Stobaum, to Alfred Goers, to Merrit C. Johnson and to Minnie Johnson.

John Gaw owned land in Blocks 1,2,3,6,7, and 9 which he so to Washington Hadley on October 28, 1856. His own was probably on Block 8 since he retained possession of that lot until he moved to parts unknown. There one can still find a foundation that is filled-in and a hand-dug well lined with sandstone. If this is where Gaw lived the 'Grocery' would have been in Block 8.

Washington Hadley owned lots 7 and 8 in Block 8. Hadley was in business in Annapolis. His firm was called A. and W. Hadley and Co., the company being John TenBrook and Reuben Chew. This firm bought 50 gallons of American Brandy from Lemuel Pickett thus the connection

to "up and down the wildcat."

W. T. Marshall was the blacksmith. He married Ellen Braden on August 23, 1868. His shop was straight east of Mr. Herman church on the extinct road out of Westport to Mill Creek.

Robert Ramsey bought Lot 50 in Westport from Joseph Burton on September 28, 1850 for \$25. Robert built a store of some kind there. His was in partnership with Samuel T. Ensey in Annapolis in the pork packing business. His home was in Russellville. The store was sold to Peter Bennage in 1855. Bennage sold lots 50m 55, 58 to David Linebarger in 1865 for \$450.

Samuel B. Ray (b. January 15, 1844, d. May 4, 1922) had only one arm. He operated the warehouse in Westport during Canal days. It stood where the present grain house is standing. There were two men exchanging blows to each others' chest when Samuel spoke up and said he wanted a try. The men wouldn't accept the challenge saying no you are too strong in your one arm. Sam is buried in Miller Cemetery.

James R. Burton built a small store on Lot 51 in Westport around 1838. It passed through the following hands: William E. Wright, Hyenius Manwarring, Samuel T. Ensey, Bascomb Evans and Wm. TenBrook, back to Ensey, G. S. Jones, Joseph Ellis, S & Charles Wise, John Gillespie, Mary McClain, Andrew Christie, Perry Rhodenbaugh, and Ronnie Thomas. Rhodebaugh ran a grocery store there for many years until it burned down in 1951. The small house left standing on this lot was used as a store and gas station. Today there is a 40 acre farm there known as Sandlady's Gourd Farm.

Uriah Shoemaker sold foreign and domestic groceries and spirituous liquors as his business. **Thomas N. Burton** and **Marens C. Dawson** sold foreign and domestic merchandise on Lot 25. **Joseph Russell** ran a taylor shop and sold merchandise. Other vendors were **Robert Ramsey**, **Ensey**, **William Manwarring**, **William Maris**, **Peter Sharp**, and **Samuel Smith**. Howard was a busy place during canal days.



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BOYHOOD DAYS IN PARKE COUNTY

The following article "Sketches for the Tribune's Boys and Girls by a Seventy-Year Old Boy" was written by William Henry Harrison Beadle while living in Madison, South Dakota in 1909. He sent them to the editor of the *Rockville Tribune*.

Rockville Tribune February 24, 1909

"When new settlers came into Liberty township, and probably elsewhere, they sought to rent or buy a little tract of land with a cabin and some cleared land. They purchased public land at the Crawfordsville land office. Personal narrative can be excused when it illustrates a condition.

"My father, arriving early in March 1837, went to Crawfordsville to make cash entry of some land. That fearful panic of 1837 was on. It had already cost many sacrifices. Now he was told he must pay the price in specie, which he did not have, but was told that he could purchase it at the bank next door. There he was charged four per cent premium for specie and therewith paid for the tract he wanted. Very many did the same thing.

"The receiver of the land office and the 'banker' had a good understanding. The specie was passed under the counter back to the banker, was sold again and brought around through the doors. It did not require a great stock of specie to buy much land, but the banker was extremely careful about the kind of paper money he accepted, and all of it was promptly shipped to the East where, in the main, full face value was credited for it and the proceeds were paid over to the U.S. treasurer. The "Specie Circular" by Jackson was all right and a necessity, but the officers and the bank had a fine 'rake off.'

FLATBOATING

"Those were the unquestionably hard times. Men labored hard for small wages and got low prices for produce. There were no railroads, no good highways, no bridges, the only market was New Orleans. Somebody would build a flatboat and buy from neighbors enough to load it and then float down to that wonderful, far



William Henry Harrison Beadle

away city near the mouth of the Mississippi.

"In 1838 father built and loaded a boat at the Thomas landing, near Lodi, [Indiana], then sold boat and cargo for a small advance. In 1839 he built and loaded another boat and took it to New Orleans. The cargo was of corn (then very low in price), wheat, live hogs, chickens, eggs and potatoes. He made money on the trip. He had made like voyages from near Louisville, was a master with the broad axe and boat building and in steering. But, observe the dangers. He had been sick in New Orleans. Moses Henry, of Rosedale, [Indiana], stayed with him till he could travel. They came to Evansville [Indiana] by steamer to Rosedale by stage, when father rode home on a horse he borrowed. By previous appointment he met many at Howard (then Westport) to settle for groceries he had brought up for them, which left a considerable sum of money in his possession. Friends saw danger and urged him not to go home that night, which was about two and a half miles east of north on the west bluff of Mill creek. Mother was fearful and dreamed that he was waylaid and killed. She blew a horn, the night danger signal. Mr. and Mrs. Guy came over and he walked to Howard at 2 o'clock a.m. Mother's health was broken

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down. The persons who had waited to waylay him were well known. One of the two had killed Luke Mead, between the Miller school house and Lodi.

"In 1840 and every year including 1849 father took one or more boats to New Orleans. On every trip but one he made some money. In the spring of 1841, after returning from New Orleans he commenced to keep a store at Howard, working hard on the farm till noon and at the store till in the night. Made money; the canal construction was under way.
B. [Beadle] Madison, S.D., Feb. 17, 1909"

Cont. in Tribune March 3, 1909.

"The old flatboat days were too important to the people of the times to pass without further notice. We had no cities of much consequence then, no home markets worth while, and produce of all kinds must be sold somewhere. There was only one big market and the highway to it was the Mississippi river and its tributaries.

"It was wonderful what the men could do with a few tools and the great poplar trees that towered so high above all their fellows of the forest. The best trees were spotted and from year to year they fell to make the big "gunnels" of these boats. A man would hold an axe swinging free by the tip of the handle and look level at the foot of the tree by the upper side of the axe and by the two foot mark on the handle at the first big limb and by proportion learn the length of gunnel he could cut from the tree. The tree was scored and hewed, leaving the stick about 18 inches thick and as broad as the trees permitted. Swung upon the forward truck and hung under the rear truck of a high wheeled wagon several teams hauled them to the river banks. For small boats 'gunnels' from single trees were used, sixty to eighty feet long; for the larger boats they were spliced securely, the boats sometimes, though rarely, reaching 120 feet in length. They were from 16 to 28 feet wide. These big gunwales were placed the required distance apart upon logs and upon the upper edges the heavy oak planks were fastened strongly for the bottom of the boat. The joints were caulked with tarred tow, driven down compactly with mallet and caulking iron. This

strong inverted box was then slid down upon skids till the lower edge was at the water. Then it was "everybody lend a hand to help turn the boat," and there it floated right side up on the water. Into these "gunnels" posts were set, strong siding put on and a roof of curved boards. Upon strongly braced frames at the middle sides and at the forward end were oar swings.

At the forward end was reserved a little cabin where men cooked and slept. A false bottom was over all the boat and back of the cabin the whole was packed full of produce, mainly salt pork and lard. When all was ready, the boat was pushed and rowed out into the current, all the men aboard stood along the center of the cover, waved their hats, cheered and were off. A man who had been "down river" three or four times, was strong, and a good swimmer, was a desirable "hand" for the trip.

Turner Bright was a famous swimmer. He was the best hand with a seine in all that region and was sent for to dive in Sugar Creek and search for the body of Dr. Cannon (father of the speaker, Uncle Joe) when he was drowned in that stream. [Joe Cannon was Speaker of the U.S. House of Representatives. His father, Dr. Horace Cannon, drowned while attempting to reach a patient on the other side of the creek.]

"Life and accident insurance were little known in the forties, but a "friend," who had interest in a cargo, feared the water greatly. Really not half of adult mankind can save themselves by swimming. He lived near Sylvania and offered Turner a five dollar pair of boots to take him ashore in case of accident. The trip was without risk till coming up river on the steamer **Alex Scott**, a snag made a hole in the bow. There was excitement among all and the passengers rushed for life preservers, for valuables and clothing. Turner was active in like manner and as he went up and down the stairway the friend, whom we will call the "insured," hung to his coat tails and often repeated: 'Turner, do not forget me. Thee knows what thee promised.' But old Captain Shellcross and Tom, his faithful pilot, ran the boat upon the lower end of a 'towhead,' as the sandy, willow islands were called, saving all but the sugar down in the hold. Abundant sole leather mended the break and the **Alex Scott** was after that known as 'old leatherhead.'

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"In a stormy, black night on the lower Ohio, Captain Shellcross frequently came out and called to the pilot, 'Hello! Tom; can you see the trees?' 'No captain! I'm runnin' by the stars.' 'Stop her!' was the prompt command.

"Boats from nearby points, sometimes ran all the way in close company; an inexperienced crew liked to have the advice and example of skilled men. Down on the lower river spring storms are often severe and endanger a flatboat. From the southwest, up a long stretch of river at high water, a fierce thunder and wind storm suddenly came. The water was up in the timber and willows on the left. The leading boat sent out its skiff with the cable, which they fastened to a big cottonwood, and the captain began to check the boat by holding the line around the strong snubbing post. The captain on the other boat, who did not know when 'to double reef his binnacle,' just followed suit. That skiff with the line and two men passed across the line of the first when the snubbing caused the cable to swish up out of the water and fall again as the cable slipped on the post. The skiff men and line were sent topsy-turvey. One man swam after the skiff, the other grabbed the fastened cable and was doused up and down in the water as the line seesawed. The original skiff pulled to their help, caught their skiff and line and helped them land a half mile father down stream.

"Floating quietly along in the early evening and sitting on the deck they passed a planter's large house where there were bright lights, music and dancing. In less than an hour they passed another place where like festivities prevailed. But when in another hour they came to a similar scene the captain cried, "all hands to the oars! We are floating around an eddy." Such were the stories told after every trip.

Cont. in Tribune, March 10, 1909

"The Wabash and Erie Canal was the leading interest, prospective and real, in Liberty township and through the western counties of the State from 1838 till 1848. The surveys began in the former year and the project was not fully completed till the latter year.

"People of the present day can hardly realize the important place held by the enterprise

during these and many subsequent years. There have been three periods of progress; the first depended upon the river and the flatboats, with an occasional steamboat; the second saw the advance of traffic by the canal and the decline of the river navigation; in the third the railroad almost wholly displaced both the others.

"To the early settlers the flat boat was almost the sole means by which markets could be reached for produce of all kinds such as pork, corn, wheat, live hogs, chickens and eggs. I know of a single boat that had all this variety for its cargo. Potatoes were sometimes important.

"From 1839 to 1849 inclusive my father 'ran the river' with one and sometimes two boats. So there was little a boy did not see or hear about the flatboat from its construction and landing to the sale of cargo and boat at New Orleans, which was the far away wonderland of the earth to our minds. Sometimes a late summer trip would be made by wagons to Chicago and packed butter, feathers, dried fruit, ample sugar and other items were hauled to that metropolis. But the great trip was to New Orleans in the early spring.

"The river in those days had but one rise or flood in the year when the snows melted, the ice broke up and the boats were ready and loaded. Individuals or firms would plan to run a boat and would purchase for prompt delivery, when notified about the middle of March, of pork and other produce. The hauling had to be done before the bottom roads broke up or the river receded too much. Such boats would be run from points all along the river where the landings were good or the mouths of larger creeks afforded a safe place from the river ice. Good river men who could steer or handle a boat, put strong shoulders to oars and the ever reliable were in demand and for the time being were deemed very important and sometimes the heroes of the neighborhood.

"When they returned in May or June they were centers of interest till their experiences and strings of stories were fully published. They came back dressed in spring styles of the extreme type and vest and neckties of such fierce colors as to suggest even then that observers would need to wear cotton in their ears. They were unlike the present remarkable tones [those dressed in style

"CANAL CONNECTIONS" PARKE COUNTY

or in vogue], but not a whit less stunning. They also brought home the latest songs that they caught in the concert halls down there and such classics as 'Nellie Gray' and others came into Liberty first by that route.

"It was a vivid scene too they painted of the receipt by the swift dispatch boat at New Orleans of the news of Taylor's victories at Palo Alto and Tesaca de la Palma, the first battles of the Mexican war. One day at noon came the news that his army was surrounded and likely to be annihilated. It was 24 hours before another boat could arrive. Before noon the next day a tall staff was erected at the foot of Canal street and a man was at the top with field glasses to watch across the big bend of the river for the message her flag might carry of the result. Soon he cried that he could see her smoke, black and heavy, as she swiftly steamed. A vast crowd filled the levee and streets. Intervening low timber made the boat look low and the outlook called down that the flag seemed at half mast. Great sensation roused the people. The boat passed the timber into full view and he shouted, "Her flag is at the top!" Then all cheered the assured victory. As she came around the bend from the northeast she ran up other flags and as she steamed swiftly up toward the landing a small gun on her bow was fired and the crowd was wild with enthusiasm. Before she landed the police formed a lane through the crowd and men on horse back stood at the wharf. When she touched a clerk sprang off and handed dispatches to the mounted men, who galloped rapidly up Canal street.

"One set of dispatches was for the government and was sent over the recently completed telegraph to Washington. The others were for newspapers and, before the crowd had reached the newspaper offices, boys were selling for five cents each the little slips on which was printed the news of the two victories. Such stories were many times retold with undiminished interest.

"Some boatmen did not return. They had gone to be soldiers under Taylor.
B. Madison, S. D., March 3, 1909 "

Cont. in Tribune, March 17, 1909

THE WABASH & ERIE CANAL

"The flatboat period gradually closed as the Wabash and Erie canal progressed and was completed from Toledo, Ohio, to Evansville, Indiana. The construction of this important public improvement brought new elements and activities into all communities along the Maumee and Wabash rivers. My memory does not reach back to the beginning of it when the route was surveyed and the plans and estimates were made. It was a slow enterprise compared with the progress that is now made in any like matter. Financial conditions generally were less favorable at its beginning. The State lent its credit and aid and practically built the system, but the State was not directly benefited by it. The State passed through changing administrations and the work was in different hands in successive periods and finally some of the contracts and bonds of the State were defaulted.

"It was built in successive sections or divisions and these were progressively used. Parke county was rather toward the end than near beginning of the project and markets to the north, or Toledo were not available for years of waiting. The construction finally entered Parke county at Lodi and an army of laborers, bosses, engineers and superintendents thronged the region from Coal Creek to below Big Raccoon [creek].

"The streams, large and small, were the scenes of what then seemed gigantic operations. Three of the large confluents of the Wabash enter it in the county. Over each an aqueduct must be built and across two at least large feeder dams were constructed. Almost primitive methods were employed. There was small use for skilled labor. The great trees were cut from the then abundant forests near by and dragged by ox or horse teams to the sites for aqueducts, dams and bridges and then hewed and shaped and framed into these structures. So in the vicinity of these large operations and at many places where great masses of earth or gravel must be moved to build the towpath, considerable villages of cabins and boarding houses were constructed where the laborers slept and fed and sometimes lived in separate families.

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"These laborers were mainly strangers to the country, hundreds of them fresh from Ireland after the 'famine of 1846' in that land. They all looked alike to us and were new to the native Hoosiers. They were mainly Catholic in religion and all of us saw priests of faith for the first time. They were seldom residents long in a place, but visited and served spiritually successive villages of their people. There were prejudices then in the native minds about that religion and people such as exists nowhere in the Union now.

"Some of the older boys of the neighborhood secured employment as drivers of one horse dump-carts that were used to haul the gravel onto the towpaths and other earthworks. Their wages were five to seven dollars a month and those I knew were fortunate if they ever got all that was due them. This really great number of laborers created a demand and made a market for much of the provisions and food stuffs generally that was produced in the nearby region and made gain for the farmers. While the construction was active, usually about two years in a section, there was less need for flatboats and the New Orleans market, though such voyages continued in some measure.

"That was the period for great potato crops in the region as they were in great demand. My father (James Ward Beadle) cleared eight acres of new land, a sandy loam, and planted it in potatoes. It was a big crop, but before they were dug in the fall the canal work was done in that vicinity and the contractors and their gangs were gone to another section further south and there was no market. The many hundred bushels were put in piles and covered with leaves and a little earth. They kept over well and were excellent, but worth only ten cents a bushel in the spring. He had built a flatboat as usual and expected to load it with pork but was disappointed in half the promised cargo. The spring thaw started; the rise in the river would soon come. Then all hands, men, women and children and every available team was procured and the boat was filled with potatoes. It was but a chance, yet, when his boat touched the levee at New Orleans, the potatoes were at once sold for seventy-five cents per bushel. That was one of his profitable trips, all prices were good.
B. Madison, S. D., March 3, 1909

Cont. in Tribune, March 24, 1909

The building of the canal was not solely a matter of business of wages and of supplies and other trade, there was life, energy in this body of men, and often there were fights and petty crimes, while there were intemperance and amusements, the chief feature being horse races. The Irish were fond of these and knew a good horse and had some fast ones for those days. The old saying of "a fight or foot race" was not applicable to the Irish unless the other fellow ran. They were said to be clannish and there was no doubt of it; they had to be. It was justifiable in many cases and they believed it to be in all. But when there was no general enemy present the clans of 'bunches' would fight one another at times. Except at horse races the natives did not mingle with or often go among them. The justices of the peace, constables and business men strongly discouraged race conflicts.

It came about that the worst fights were between opposing camps or factions of the laborers. Among these was here and there a bully and fighter of high degree. Between such at times were fights that would have been famous in feudal times when flat-right made law and gave title claims. When one of these bullies was meaner than others and for any reason lost caste, he became a dangerous character and sometimes attempted crimes of violence. Usually not till then did the law interfere and the arrest of such a man was planned and arranged for with all prudence and care because his clan might finally defend him.

"I know a man who seemed to me wonderfully brave, one of a posse to arrest such a desperado. The latter's friends stood near him and he was defiant. The posse stood in some doubt about their mode of attack, when this stalwart young man of prowess walked deliberately over toward the bully, commanding him to surrender, which he did as the captor's hand was laid upon his shoulder. They hesitated to resist officers of the law and were mortally afraid of a pistol, few of which were known to be in the county.

"When the canal was opened to use it soon had a decided influence upon the country reached by it. Freight boats carried produce of all

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kinds upon it north and south, wheat, corn, pork lard, and goods, wares and merchandise. Prices improved and noticeable prosperity followed. Goods came from Cincinnati by way of Toledo to western Indiana, all the way by canal. [Goods came from Cincinnati on the Miami & Erie Canal to Junction, OH and from Junction on the Wabash & Erie Canal to Rockville or from Toledo on the Miami, Wabash & Erie to Junction and continued on the Wabash & Erie Canal from Junction to Rockville.] Agricultural machinery began to be used and I remember that wheat drills came around from Dayton, Ohio to Howard. [Indiana]

"A marked readjustment of commerce and trade took place, steamboats and flatboats on the Wabash decreased in numbers till they nearly disappeared. We began to hear of towns that were before little known. Fort Wayne increased in importance as did Evansville, Terre Haute and Lafayette.

"Passenger packets ran upon the canal at more than double the speed of freight boats. At Fort Wayne was located a 'Young ladies seminary' that had some fame and young women went from Parke [county] upon these packets to attend that famous institution. Probably it did not compare favorably with the present Rockville high school, but it was the best available then. Of course the ladies remained there all winter for the canal froze solid for several months.

"Upon these packets were some gay parties, families, ladies and gentlemen. Some of these used to say that when they rose in the morning they had to sight by two trees to learn if the boat was running. As the evening approached they had dances with enthusiasm. "First four right and left; ladies change; balance all; bridge!" and at the last call all would promptly drop to their knees till they had passed under the bridge.

"Standing upon one of these bridges and seeing a packet pass fired the hearts of the boys with a yearning for travel. Boats going as fast as the slow trot of three tandem horses! Think of it!

"A merchant who then resided at Armiesburg was a most polite and sociable gentlemen and a famous lover and performer of

the dance. Soon after returning from such a trip with much dancing on the packet, he attended a dance near home. While he was whirling in the gay reel, absorbed in enthusiasm and courtesy, the caller yelled 'bridge!' suddenly and the gentleman promptly fell upon his knees before his partner while the other and untrained gentlemen failed to perform that feature of the dance!

"The very last use that I saw made of the canal was to take a company of soldiers from Montezuma [Indiana] to Camp Vigo, west of Terre Haute, early in the Civil war. Soon after the railroads came, as they had come elsewhere and river and canal fell into disuse. They had done a valuable part in helping the people to enter upon that development of resources that has made the country rich."

B. Madison, S. D., March 19, 1909

On May 31, 1909 there appeared a follow-up article entitled "The Wabash and Erie Canal" by a G. W. Collings, Wichita, Kansas, March 21, 1909. It is quoted below:

"Your correspondent who writes the very interesting articles entitled 'Boyhood Days in Parke,' has this sentence in his last communication. 'The flatboat period gradually closed as the Wabash and Erie Canal progressed, and was completed from Toledo, Ohio to Evansville, Ind.' I think this is misleading. Unless my memory is greatly at fault, this canal never was completed to Evansville, but its southern limit was Terre Haute. It was the original intention to continue it to Evansville, but the project failed before its completion." Mr. Collings goes on to describe the beginnings of the canal, costs, etc. and finishes "it certainly would have been a great thing for the State -- if they could have been managed with graft and have kept free from politics. But I greatly fear this could not have been done during the stormy times of the last half of the last century."

Mr. Colling's above comments drew some attention from a former canal man in Parke county. Again an article appeared in the Tribune on April 14, 1909 titled "The Wabash and Erie Canal: written by William L. McIntire.

Marshall, Ind., April 10, 1909

"Mr. Editor, the writer of this was

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somewhat amused at G. W. Colling's letter doubting the statements of Mr. Beadle, in regard to the finishing of the Wabash and Erie Canal to Evansville. Mr. Collings has forgotten, if he ever knew, as the writer of this article worked on the canal when it was being built, commencing at Aquila Justice's farm, at different places to within eighteen miles of Evansville and in 1855 ran a boat on the canal from Terre Haute south and knows that the canal was built to the city of Evansville. The State became so involved that she sold the canal to her creditors, the Rothchild's and they in turn sold the right to build from Terre Haute to Evansville to a Virginia company, which finished it. They paid us off with Virginia money. The name was changed on that part to the cross-cut canal. About fifteen miles southeast from Terre Haute was built a large reservoir and the Eel River feeder came to the canal and could feed both ways, the waste water ran into the reservoir, which fed the canal to White river. We backed out into the river and ran in the river four or five miles and backed out into the canal at Newberry. White river furnished water to the Pigeon reservoir, which furnished water to Evansville. We crossed East White river through an aqueduct. It was soon found that Eel river could not furnish sufficient water and they built another reservoir on Birch creek in a heavy timbered bottom, which the people resented and cut it, letting the water out. This brought on what was known as the Clay county war. The Governor ordered out the militia. One company came from Evansville under Captain Gavit, all commanded by Col. John B. Hess, but, as the soldiers left, the dam was cut, and the company had the timber all cut down and after repairing the damages, let the water in again. But it was soon cut again and the other reservoir, so that was the ending of that part of the canal. I was on the ground at the time and had been boating on that part of the canal. Mr. Beadle was right in what he said. With due regard to all I remain, Yours truly, William L. McIntire."

Mr. McIntire's obituary gives a good description of his life.

William L. McIntire, well known and highly respected citizen of Marshall, passed away at the home of his daughter, Mrs. Lizzie Houghland,

Thursday June 6, after an illness which extended several months. Funeral services were held at the home of Mrs. Houghland, Internment at Poplar Grove cemetery.

The following is the obituary written and read by James Engle:

Wm. L. McIntire, born January 8, 1830; died June 6, 1918, aged 88 years, 4 months, 28 days. He was born at Bowling Green, Clay county, Indiana, where he lived until he was 21 years old. He was second of four children, two boys and two girls, all of whom are dead except one, Martha C. Clifford of St. Louis.

He came to Parke county in 1851, and spent his first year for Jonathan and Julia Maris, near Annapolis, and formed a friendship with this family that was continued through their life. He also had three half brothers and sisters, one of whom, Thos. McIntire is still living. He married Sarah Teague, Jan. 12, 1903. To this union was born nine children, David, William, John, Martha, Elizabeth, Mary, Grace, Laura, and Cora. Martha and Grace died while young and Laura died in mature life. Of six living children all live in Parke county, except David, who lives at Gwynneville, Shelby county, Ind. and John at Spartenburg, S. C. There are eighteen grandchildren and fourteen great grandchildren.

The greater part of their married life was spent in Annapolis and vicinity, he having been postmaster at this office for several years. He was Justice of the Peace for a long number of years and his studious habits and natural liking for the law easily made him one of the best posted men on law in our county. He was consulted on points in law continually and his opinions were rarely wrong. He was a government detective during the war and his report that Morgan was to make a raid into Indiana and Ohio was among the first the Governor Morton received. He has for many years been used as an authority of the early history of his locality and Penn township in particular. His contribution to the pageant history of Parke county, was considered among the best. He was a great student of the Bible

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and could easily give the desired quotation to sustain his stand in argument. He was a member of the Laboring Men's Institute of Annapolis and was one of its greatest readers. He was an Andrew Jackson Democrat, yet he voted for Lincoln, saying he did not believe in trading horses while crossing the stream. *Rockville Tribune* June 18, 1918.

*Another historical sketch by Wm. H. H. Beadle was printed in the **Rockville Tribune** on May 9, 1909. This provides more valuable information about the area of the canal town of Howard.*

"The writer [William Henry Harrison Beadle] was born in Parke county January 1, 1838, so reaches back nearly two years farther than the heading the editor placed over the earlier articles indicated. His earliest recollection is of the late summer of 1840, when mother opened the cabin door and father came over a low fence and walked along a path to the house. A little distance from the door were two flowers in full bloom, a holly-hock on one side and a cockscomb on the other. They impressed me so that mother took me out a day or two later to see them again. Nobody told me this and the March following we moved from that home to another upon the large Harvey farm, a mile from Howard, the same farm upon which Spion Kop stood and was lately burned. The place was known as the Beadle farm and the Cummings farm (NE quarter of Section 18).

"The two flowers named were among the most common and prominent grown in colonial days, and most favored generally then, so that emigrants to the west took seeds with them indeed I understood that the seeds for this line of flowers I so remembered were brought to my mother and her family from near Chaptico, Maryland, first to Kentucky, then to Indiana. It was a wise custom of immigrants to bring with them many seeds of hardy flowers and medicinal herbs, as well as some garden vegetables. The hollyhock of that day lacked the varied beauty of the plant today, which has become a favorite once more with many, but the cockscomb was as proud as now in size and brightness. The people brought with them also the pots and kettles, the tableware and general household utensils, the spinning wheels, the loom and the

entire array of belongings necessary to these and even the old wooden clock that may well have been twenty five years old then and surely too a rifle, a powder horn and some fishhooks.

"There were visits by one housewife to another for the day and by 5 or 6 o'clock p.m., the visitor's husband came also and all sat at a loaded table for a rich and varied supper. No hotel serves now such "fried chicken with cream gravy: as was there. The biscuits were rich and tender with cream that then composed a part. Fried ham was a usual accompaniment. There were preserves of two or three kinds and pickles and spiced peaches. Always the custards were abundant, for everybody had plenty of sugar and cream and eggs. Work was not spared. Here and there were found trees of with crab apples and preserve of these have not been surpassed.

"Upon the table were all the dishes available, not by any means all white. The latter came somewhat later in full table sets. The time of which I write showed the wares the people had brought with them. The teacups and saucers were thin and often fine, at least the finest ware of the tables. Tea was taken, I might almost say 'inhaled,' from the saucers, into which new supplies were poured from the individual cups. These were often, but not always placed upon the table cloth. Still many families had brought with them a set of cup-plates, looking like diminutive sauce dishes of today and in these the teacups were set while the cordial and sociable people suspended their cheerful talk and even loud laughter for a spell and indulged in very audible tea-drinking—sipping would be no name for it! When the saucer was emptied they would return to other refreshments. These cup-plates, I remember, were really handsome, fine china and were bordered or otherwise decorated with delicate lines of beautiful sky-blue and gold. They were the prettiest things I recall in my early life.

"Travel in those days was plainly on horseback; the wife had her side-saddle and bridle and martingales as well as the husband his plainer outfit. Wagon loads sometimes went to meetings or elsewhere, but there were soon enough horses for several to ride in each family. One of a boy's earliest gifts from a father's favor was a new saddle and bridle — possibly a sly suggestion that he get busy in breaking the

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young horses, which he certainly did.

"Two occasions I recall, when every means of travel on the farm was employed and how utterly diverse they were: the one was when many went to Montezuma to unite with mourning people from the whole country to receive the remains of Hon. Tilghman A. Howard and escort them to Rockville for burial. The entire people of the county sincerely mourned the loss of their loved and greatest public leader. The people started about 3 or 4 a.m.

"Three or four weeks ago I was sitting the lobby of our hotel and heard a tall somewhat slender man mention western Indiana and I "took notice." Inside a minute and I was in conversation with Mr. Tilghman A. Bryant, a Rockville boy of a later day. He was out for his company from Chicago buying all the car loads of wheat he could find to ship in against the threatened corner. The other occasion was the hanging of Beauchamp (Beecham) in the early forties, which many went to Rockville to see.

"This was a famous case brought by change of venue from Vigo county because the defense hoped for mercy from a wholly rural and largely Quaker community. It is the famous case so long and so often mentioned before the trial courts of Indiana as "Sixth Blackford, two ninety-nine, Your Honor!" I had heard it mentioned thus thirty times at least.

"Upon all such journeys little boys could not go. One morning mother fixed me up as nicely as my unaccustomed habits would permit, and father took me to Howard (then Westport). Just east of town, in a pretty second growth grove, seats and chairs and a platform had been placed and their I had the honor to sit and listen to Hon. Joseph A. Wright, which I did with all respect, as directed by my father. It was not long after this when again fixed up I was taken into his buggy by Mr. John Bright and conducted safely across the Wabash by 'Filson's Ferry,' and on to Newport where under his guidance, I witnessed the first

and most original circus and listened to the brightest clown I ever saw or heard. At the hotel where I 'dined' I met the wonderful boy that later appeared so remarkable in the circus and found him to be just a natural, good-hearted, friendly boy, and we exchanged confidences till he was called to duty.

"Sometimes I rode on a sack of corn upon the back of "old roan," the old mare everybody could ride up to Harvey's mill on Mill creek, in the edge of Fountain county and rode back on a sack of cornmeal. Later I rode in a wagon to Wright's mill (Devils Den), on Sugar creek and home again. And much later I saw a Negro on horseback led by two and followed by two armed men on horseback and was told that he was being taken back to his master in Tennessee. Thus were my eyes slowly opened upon the world. Meanwhile we read every available book and translated their significance by all we had heard or seen.

"I leave untold the fishing and hunting, always richly rewarded and the many other things. Already I have told enough to enable any young man or woman to see what life was and one to write a story and move its characters through a true experience with harmonious surroundings. (Note: -- I have not alluded to the question raised about the canal reaching from Toledo clear to Evansville because I knew it would be found to have been as stated.) Sincerely, W. B."

Only this silo remains where Howard was once located.

Photo by Bob Schmidt 2003



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SYLVANIA

Today's town of Sylvania is a "blink your eyes town." Blink your eyes and you will miss it. But in canal times it was a busy little community with shops, saw mills and factories surrounded by some of the best farms in Parke county. The farmland was settled chiefly by Quakers from North Carolina. Pioneer settlements were made in the neighborhood of Rush Creek as early as 1824 for the most part by "Friends." A society was organized by Isaac Hobson, Lot and David Lindley and other in 1832. A frame house was built in 1840. It is located ½ mile north of Sylvania.

Elizabeth T. McCoy, a birthright member, was its oldest member in Parke County. She died on October 1, 1916 at the age of 103.

The Rush Creek Cemetery is near the church. The pioneers who settled this area that are at rest in this cemetery are the Lindleys, Hobsons, Towells, Harveys, Maddens, Hadleys and McCoy's.

The village of Sylvania is situated in the northwest, Section 14, Range 8, in Liberty township. Around the summer of 1838 there was a state road ordered to be built from Covington to Rockville in Indiana. George Moshur was appointed as superintendent for locating where the road would be built. He lived near the falls of Mill Creek and nearly in a direct line from Covington to Rockville. He took the job but locals didn't think he was qualified. However, he superintended the work and ran the road by his own home ¾ of a mile northwest of the falls of Mill Creek. The road entered the township near the center of Section 3 and exited through the west end of Section 11 near the quarter-mile line.

Mr. Moshur also laid out a town called Marysville on the road. The only home ever built there was his. Years later his home was destroyed by fire and his wife perished in the blaze. There were hints of foul play, but that was the end of the house and Marysville.

Prior to deciding on the location of this road, Alfred and Washington Hadley formed a co-partnership called A. and W. Hadley and

Company for the purpose of starting a county store. The "Company" was Reuben Chew. They proposed locating their place of business on this new road about ¼ mile northwest of the center of Section 11. After Mr. Chew had his residence considerably on the way to completion, David Hadley, a brother to A. and W. Hadley, concluded he wanted the town located on his farm. Consequently the road had to be changed so as to take in the prospective town. The proposed location was about ¼ of a mile northwest of the corners of Sections 10, 11, 14 and 15. The town was plotted perhaps by Hadley himself, as he was a surveyor. A few lots were sold. The town was christened Sylvania.

Isaac Hobson, who kept a few notions, lead and gun flints, learned he would be in competition with the new store. Hadley's did a thriving business for awhile, but in time the lots were fenced up and Sylvania at this location became a thing of the past.

A post office was started in 1849 at the old deserted town. Jesse T. Turner was appointed postmaster. After changing the post office from place to place it finally ended up a Russell's crossroads, which is the Sylvania of today. After a fearful neighborhood fight in 1865 or 66, the post office was moved a mile and a quarter to what was called North Sylvania. Samuel C. Madden was appointed postmaster.

Samuel C. Madden was born in Clinton county, Ohio in 1828 and settled in Liberty township, Indiana in 1835. He was a life long Quaker and took an interest in the township's history. He was living at Kingman, Indiana when he died on May 14, 1900. His son Miles took over the farm in Section 11 of the township. The post office remained there for 2 years at which time Sylvania of today recaptured it to the joy of Postmaster Madden.

North Sylvania was boastful for a time in 1855. Nathan Lindley had a shoe shop. John Woody went into partnership with him. A small stock of dry goods and notions was added to Lindley's shop and then John McCoy took over the store.

In 1867 John Cowgill started a harness shop in which Sam C. Madden repaired harness

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before and after Cowgill. Dr. Joseph Talbot practiced medicine in the summer of 1868 from this point. An advertisement written by Sam C. Madden for John H. Woody was as follows:

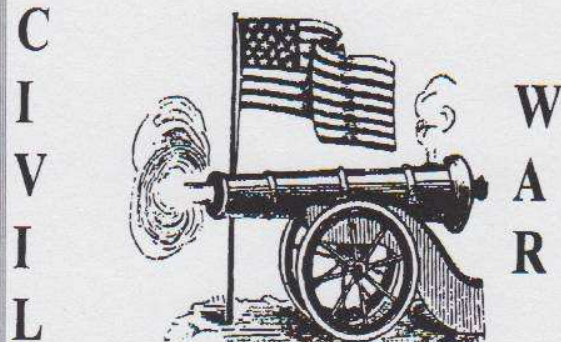


**In New Years day in '62,
The credit system will fall thru,
And you must pay me my dues'
For making of your shoes.**

**To work all the time and get no pay,
Is throwing time and stock away,
And my debts can never pay,
Not this side of judgment day.**

**For your favors that are past,
In my memory long will last,
And let the future like the past,
Let me work for you on a last.**

The first "Ground Hog Threshing Machine" that Mr. Madden saw was a Robert Manwarring's farm (Manwarring also had a basin on the canal) on the hill just above his mill where the covered bridge at West Union crosses Sugar Creek. They were running the straw off over the hill into the mill pond in order to tighten the mill dam.



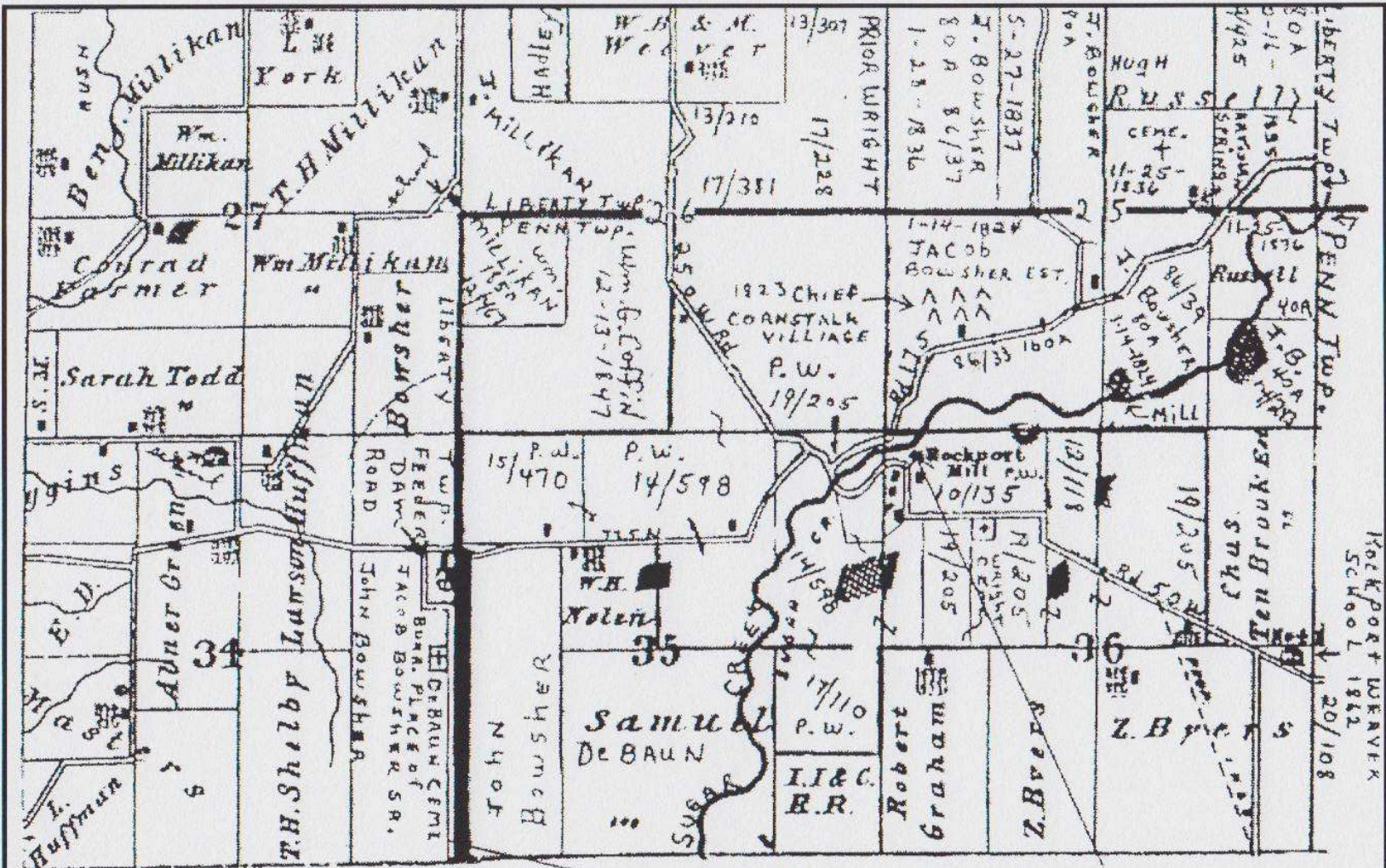
During the Civil War the present town of Sylvania had a blacksmith shop run by Henry Durham. There were two stores, a harness shop, tile factory, a broom-handle and picket-fence factory, a wagon shop, and a factory for making beehives and their supplies. The physician was Dr. Ira H. Gillum. In 1854, Alason Church and Oliver P. Davis built a steam sawmill at the crossroads of Sylvania. They did an extensive business in lumber and corn, much of which they hauled to Howard, a town of the Wabash & Erie Canal, for further transportation. The sawmill was in operating until 1875 and is said to be the first steam powered sawmill in Parke county.

This is what North Sylvania looked like in June 2001.

Photos by Charles Davis

This is what Russell's Crossroads in Sylvania looked like in June 2001.





1874 Map of Portions of Liberty & Penn Townships
 Parke County, Indiana
 Revised February 2001 by Charles Davis

WRIGHT'S or ROCKPORT MILL at Devil's Den
 Road to W & E Canal Feeder Dam across Sugar Creek -
 Feeder Dam was located in Section 4
 of Penn Township off this map

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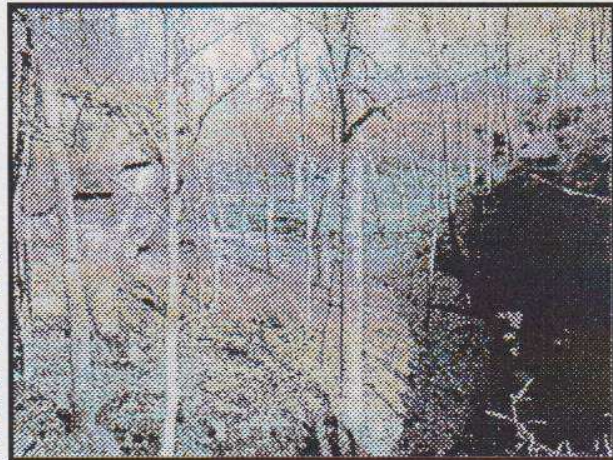
DEVILS DEN, WRIGHT’S MILL

A beautiful, romantic spot known as Devil’s Den is located in Penn township, Parke county, Indiana in the northwest quarter of the northwest quarter of Section 36 on the east side of County Road 50 W. No one today knows the name of the branch that flows into Devils Den or if it even had a name. We might call it Campbell’s Branch after the first settlers there.

Before Parke county was organized all the country north of Vigo county was in one precinct. After 1821, it was called Wabash county for a while. Liberty and Penn townships were invaded by pioneer settlers in 1821 such as Jacob Bowsher and Hugh Russell. They settled in Section 25 where Shawnees who were to share a grant of land at Wapaghkonetta, made by the treaty of 1817. Not far away at the mouth of Sugar Creek was Chief Stone Eater’s village.

Joseph Campbell (b. May 11, 1808, d. January 22, 1841) came from Ohio in 1826 to the Wabash River with his brother Harvey and Josiah and with Luther Palmer, who was from New York. They came on foot and struck the headwaters of Sugar Creek in Boone county. They followed the creek on ice to its mouth, thence down to Montezuma, IN. They described their first sight of Devils Den says, “in all its purity, that great chasm was lined with hemlock on the crest of the cliff.” A complete story of the adventure of the Campbells and Palmer can be found in the *Rockville Republican* of September 1889 entitled “The Sugar Creek of 1826: An Exciting Hunt After Pine Trees During Which Indians and Wolves Are Encountered—A Strange Indian Grave—Attacked At Night.” The article was written many years after the first encounter by Joseph’s son.

Captain John T. Campbell (b. May 25, 1833, d. April 30, 1911) was the son of Joseph Campbell. John carried the title of Captain for his service in the Civil War, Co. “H” 21st Indiana, of which he was elected Captain.



Rockport Mills was located here at Devils Den, Penn township Section 36, Parke county, Indiana. P - C. Davis

Devils Den Saw Mill

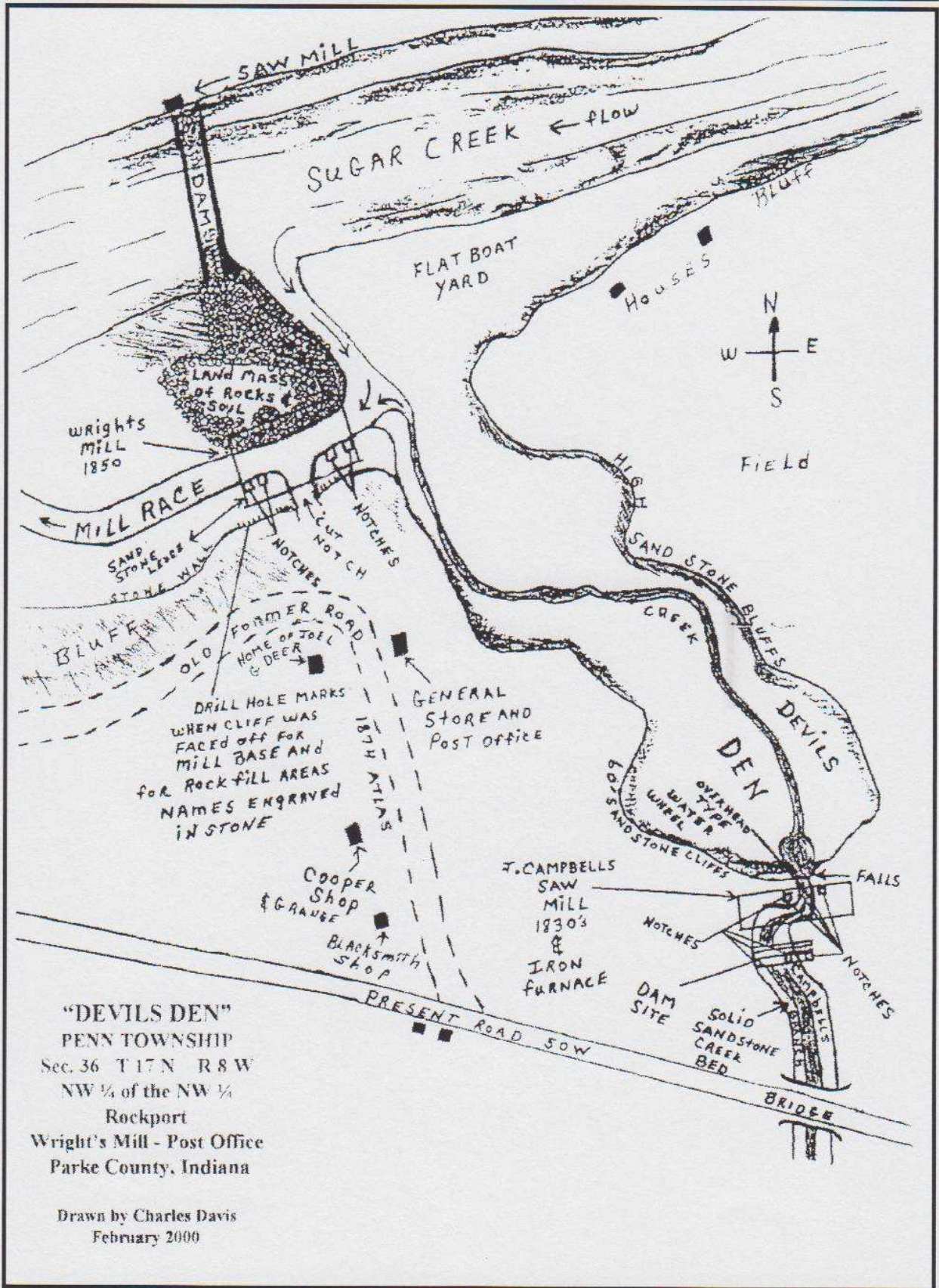
In 1833 Joseph Campbell and John TenBrook bought 80 acres containing Devils Den. They built a water powered saw mill at the head of Devils Den above the falls. Stone cuts in the sandstone walls and creek bed for the mill and dam can be seen today. Capt. John T. Campbell grew up around this mill. According to the *Rockville Tribune* of May 9, 1911 his obituary states, “When he was at the age of 4 he fell from the precipice into the gorge below, a distance of 60 feet and was picked up unhurt.” Maybe this is what knocked some sense into John for he was a brilliant person!

Bowsher’s Mill

Another mill was built about a mile northeast on Sugar Creek from Devils Den. It was built by Jacob Bowsher’s son Joseph in 1840. Joseph Bowsher was the carpenter and the mill wright. When the mill dam was washed out in 1845 it left a pool of water in the shape of a kettle. It was ten feet deep and was a fishing spot for the boys living nearby. While swimming there on May 10, 1845 James Rardin and his father were drowned. The incident was witnessed by Hugh F. Russell, who also would have drowned had he not been saved by Hamilton Weaver.

At the Sheriff’s auction of Joseph Campbell’s property on December 16, 1841, his brother, Josiah Campbell, who was the

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"DEVILS DEN"
 PENN TOWNSHIP
 Sec. 36 T17N R8W
 NW ¼ of the NW ¼
 Rockport
 Wright's Mill - Post Office
 Parke County, Indiana

Drawn by Charles Davis
 February 2000

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administrator of Joseph's estate, bought the 80 acres with Devils Den's sawmill. The following year on August 6, 1842 Josiah sold the land except for that on which the mill stood to Andrew TenBrook.

Rachel TenBrook Campbell (b. June 10, 1814, d. January 8, 1844), Joseph's wife, died and Josiah also acted as the administrator of her estate. On August 17, 1846 Josiah sold the saw mill to Andrew and John TenBrook. Joseph and Rachel are buried in the Warner Cemetery in Reserve township, Section 16.

At this time the Wabash and Erie Canal Feeder on Sugar Creek was being constructed about 2 miles southwest of Devils-Den. John T. Campbell, at the loss of his parents, went to live with his uncle Josiah, who was then living at the Feeder Dam while working on the Wabash and Erie Canal.

Riley Swaim, a wagon maker by trade, came to Parke county in 1844 at the start of canal construction. Of Dutch origin, he was a native of Randolph county, NC. At Annapolis in Parke county he made the dump carts used by the canal workers. He married Sarah McMasters, daughter of Andrew McMasters of Liberty township on March 4, 1858. He and his family moved to Labette county, KS in the fall of 1880.

A remarkable accident happened to Swaim while living in Parke county. It happened two miles west of the town of Tangier. William Brown's son and Samuel Osborn's son, in company with some others, were going to the river bottoms to till their corn. The morning was calm and still. Riley Swaim was driving leisurely along in a wagon with the boys riding on horseback behind him. A large forked sour oak fell without a moments warning and crushed them and their horses to the earth. The forks or prongs of the tree passed on either side of Swaim, crushed his wagon, and killed one of his horses that was hooked to the wagon, but he remained alive. Swaim belonged to the regular Predestinarian Baptists and readily explained why he was not hurt. What is to be will be!

Prier Wright (b. April 1, 1809, d. October 12, 1860) was born in Pittsylvania county, VA. He married **Julia Ann Beard** on November 10,

1836 in LaSalle county, IL. Prier Wright established the first store in Liberty township in 1830 at Lusk Mill at "The Narrows of Sugar Creek," which was later called Lusk Springs. He is buried in Wright Cemetery overlooking Rockport Mills.

Julia Ann Beard Wright (b. April 22, 1818, d. January 6, 1892) Julia was a daughter of **John Beard** (b. February 20, 1779 Hagerstown, Washington county MD, d. December 20, 1847 Kankakee Grundy county, IL). Beard the the one who built the Beard or Starr Mills at the West Union covered bridge. She lived with he son Daniel in Hume, IL for several years after her husband's death and died there. She was buried beside Prier in Wright Cemetery.

Salmon Lusk (b. April 17, 1788, d. August 28, 1869) operated Lusk Mill that was built for him in 1826. He married Mary "Polly" Beard (b. October 19, 1803, d. September 11, 1883) on November 20, 1819 in Vermillion county, IN. Mary was a daughter of John Beard. Salmon was buried in Bethany Cemetery, Washington township, IN.

Robert Wright (b. June 6, 1807, d. May 31, 1889) was in partnership with his brother Prier. Robert was born in Pittsylvania county, VA. His first marriage was to Sally, who died September 18, 1874 at the age of 74. He then married **Margaret Deen** (b. February 12, 1805, d. January 20, 1888) from Mercer county, KY. He came to Parke county in 1826 and helped build the dam for Lusk Mill. When the dam washed out and all the stores with it, he moved to Section 30 in Penn township east of Devils Den to farm. His son William P. Wright owned a stove and tin-ware store at Rockville in 1872. Robert is buried in Linebarger Cemetery in Reserve township.

Prier Wright, Nathan Newlin and William Floyd were superintendents for the construction of the first bridge at "The Narrows" in 1844. William and James Harvey Moore helped to get out the stringers for this bridge.

Devils Den again changed hands when Prier Wright bought the land on which the saw mill is situated on October 10, 1846. When the flood of 1847 washed away Lusk Mill, the dam, Wright's store, Mitchell and Nesmith's store and

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all others, Prier located at Devils Den in 1848. Prier bought out the William and Sarah Russell Kennedy home place when they moved to Clay county, IN.

Rockport or Wright's Mill

Prier Wright built a flour mill at the mouth of Devils Den on Sugar Creek. It was a large building consisting to two large wheat burrs, one corn burr and one for buck-wheat with all the other necessary machinery. Zachariah Byers was the flour mill's first miller. Thus the village of Rockport was born.

John T. Campbell states in his story, "Prier Wright in 1850 cut the hemlock trees all away when he built the Rockport Mills, and it does not seem inclined to reappear." After 150 years, there are hemlock trees growing again on the chasm crest. An immense amount of business was conducted at Rockport during the operation of the Wabash and Erie Canal. Flat boats were built there and then loaded with produce for markets in New Orleans. The canal boats reached this point by way of the Sugar Creek Feeder Canal. Although this trading center, along with the general store built by Wright, was first called Rockport, the name was changed to "Wright's Mill" because there already was another Rockport within the state. The post office, established there in 1854 and discontinued in 1868, was within "Wright's" general store. All mail was delivered there by horseback.

Daniel Wright (b. September 6, 1845, d. May 16, 1917), son of Prier Wright, was born at "The Narrows" of Sugar Creek. He grew up and assisted his father in his business at Wright's Mill at Devils Den. He married Rebecca Jane Bowsher on October 22, 1865. Rebecca's father Joseph built the Bowsher Mill mentioned earlier. While residing at West Union in Parke county, they were members of Linebarger Chapel. Daniel's second wife was Margaret Mendenhall, who he married on September 23, 1915. She was the daughter of Doctor John and Mary Bowsher Heath. John Heath was a grandson of Jacob Bowsher. This is just one instance where those concerned were inter-related in some manner. Daniel died in Kingman, IN and was buried beside his first wife, Rebecca, at Paris, IL.

In the fall of 1930, Dr. Heath visited the old homestead of his grandfather Jacob Bowsher (d. February 21, 1842 at the age of 72) where Jacob had planted an apple orchard in 1822. One of the trees was still bearing fruit. The tree was 13 feet 6 inches in circumference at ground level. At the height of seven feet it divided into an east and west fork. The forks had different kinds of apples on them. The tree was 108 years old. Daniel's second wife found an article about the tree in the **Noblesville Daily Ledger** of February 13, 1930 that had a picture of the tree and listed the survivors of Daniel and Rebecca. Their son Salmon lived in Crowley, Arcadia Parish, Louisiana and was a rice farmer. His two brothers were John B., who lived at West Ridge in Douglas county, IL and Salmon L., who lived at Crowley, Arcadia Parish, Louisiana.

Salmon Lusk Wright (b. April 26, 1852, d. February 9, 1929) was another son of Prier Wright. His obituary of February 9, 1929 says, "a dispatch from Crowley, La., of February 11, announces the death of Sol Wright, age 76, who made a world wide reputation in the development of improved varieties of rice. He was born in Parke County somewhere near West Union." (Rockport)

James Harvey Moore (b. November 1, 1823, d. January 30, 1904) worked for Prier Wright as a cooper at Wright's Mill in the cooper shop. He was born in Sciota county, OH. As mentioned earlier, he helped get out the stringers for the first bridge at "The Narrows" of Sugar Creek. For many years he worked for David Connelly in the cooper's trade at Annapolis, IN and made hundreds of barrels for the Rockport Mills (Wright's Mill) and for George Wilkins. During the Civil War he was an uncompromising Union man and at one time fed and housed the entire home guard of Parke county, including their horses, for several days. He died at his home near Annapolis. Funeral services were conducted by Zimri Maris, former Wabash and Erie Canal superintendent. He was buried at Cashatt Cemetery.

Saw Mill across from Wright's Mill

Opposite Wright's flour mill on the north side of Sugar Creek was another saw mill of larger proportions. This is not to be mistaken

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with the small sawmill located at the head of Devil's Den. In connection with the latter saw mill was an iron furnace. It was operated by Hugh Cummingore. The blast flame was furnished by the water wheel of the small saw mill. The water wheel was a large overshot type and was up to date at that time. A small cannon was molded there. However, it blew to pieces when first used at Annapolis. No one knows what the occasion was, but luckily no one was hurt.

The other two industries at Devils Den were blacksmith shops. The village consisted of six or seven houses, five of which were located in a row running in a north and south direction on the west side of the public road opposite the store building. The other two were located on the east side of the den on the high banks of Sugar Creek. The road as now located passed between the second and third building from the south. The fourth building or the one second from the north was last used as a log room for a grange.

There were two fords crossing Sugar Creek before the Jackson (Rockport) bridge was built. The upper ford was some distance below the mill dam. The lower was about 20 rods west of the Jackson bridge. Hon. Joseph G. Cannon's, ex-Speaker of the House of Representatives, father Dr. Horace Cannon was drowned at the lower ford in August of 1851 during high waters. He was trying to reach a patient's home.

Dr. James P. Tucker was the doctor of this area between 1850 and 1858. He lived in Annapolis, IN. In the early days of Parke county very little was known of or interest taken in pedigreed horses. But in 1840 to 1850 some prominent individuals such as John Ensworth, son-in-law of Wea Indian Christmas Dagenet, brought into the county high bred horses. Dr. Tucker kept a good horse called "Grand Turk," at Wright's Mill.

Prier and Julia sold the mills and over 800 acres on September 26, 1860 to Joseph Milligan, Zachariah Byers and Calvin H. Graham. Prier died just a few weeks after the sale.

Mary Wright Thompson (b. December 23, 1814, d. February 26, 1899), the sister of Prier Wright, also rests beside him in Wright Cemetery.

She was born in Virginia and moved to Mercer county, KY with her parents. She came to Indiana in 1850 with her family and settled near Rockport. She married John S. Thompson in 1837. They had a daughter named Nancy Jane, who married Henry Warner of a prominent Parke county historic family. Ten years after Henry's death, Nancy James married Jonathan Milligan. They had a daughter, Mrs. Joseph Bennett. John Thompson died in 1858. Mary's last years before her death were spent in her home in Hillsdale, Vermillion county, IN.

Joseph Milligan (b. March 3, 1814, d. April 29, 1907) was born in Perry county, VA and emigrated to Montgomery county, IN in the 1830s. He also worked in John Mitchell (drowned during a flatboat trip to New Orleans and buried on the banks of the Wabash River) and James Nesmith's store at "The Narrows" of Sugar Creek for a year. He returned to Waveland, IN in 1845 and went into business for himself buying goods in New York and Cincinnati, OH making trips with it to New Orleans. When he bought into Rockport Mills, he assisted in furnishing supplies to the soldiers during the Civil War. He served in the State Senate in 1864. His wife was Harriet N. Fullinwider of Waveland, IN.

Zachariah Byers (b. February 24, 1816, d. April 29, 1907) was born in Washington county, MD. He worked for Prier Wright as a miller for three years. During that time he took 1100 barrels of flour, which he manufactured at Rockport to New Orleans on flat boats. In 1862 he sold his interest in the mill and went to Rockville, IN to participate in the mercantile business. Then in 1865 he bought a farm near Rockport consisting of 420 acres and devoted his entire attention to farming and stock raising. He was first married to C. Rinehart of Virginia and later to Elizabeth Brown of New York.

Mahlon Cox (b. July 20, 1823, d. March 18, 1864) was born in Minnesota. He bought the saw mill at Union Bridge on Roaring Creek (bridge on U.S. 41) from John Rhubottom on October 8, 1857. This is located just south over the hill from Gobblers Knob. At this mill he cut the timbers for the covered bridge across Sugar Creek at Rockport. Parke county commissioners approved the petition for J. J. Daniels to build this bridge on January 1, 1861. By September 16 the

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masonry work for the abutments was completed. The abutments contained a cornerstone on the south up-stream side reading, “Builder J. J. Daniels 1861.”

The mill was originally built in the 1830s by John Moulder and Aaron Maris. Notches can be seen in the sandstone creek wall east of Union Bridge where the mill dam was located. A pile of rocks from the mill’s foundation is the only remains that are visible today. These are located on the south bank of Roaring Creek. Opposite the mill on the north side bank of the creek was a lime kiln operation. Several old wooden buildings are still standing. A brick kiln, which has a tall stack and was built at a later time, is there as well. This existed before 1874 because and 1874 atlas map of Parke county shows this kiln. Could this kiln be connected to the canal?

When Mahlon Cox moved to his home on Gobblers Knob, he planted a pine tree in the front yard he brought from Minnesota. He had three daughters- Mary Charlotte, Medona and Ellen - who, along with Mahlon, were buried near the home. Later their graves were moved to Poplar Grove Cemetery.

Joseph J. Daniels (b. May 22, 1826, d. August 1, 1916) was born in Marietta, OH. He later came to Indiana. Shortly after arriving in Parke county, the Civil War arose. Both national and state administrations were Republican and the policy of President Lincoln and Governor Morton was to promote the utmost unity of Democrats and Republicans. The example of “Old Hickory” was put every where before the people of Indiana. Because of this, Mr. Daniels named the beautiful bridge, which stands strong today, “Jackson Bridge,” in commemoration of Jackson’s defiant cry hurled in the faces of Calhoun and his co-conspirators of nullification — “The Federal Union, it must and shall be preserved.” J.J. Daniels died at his home in Rockville.

Parke county had its share of “Copperheads” during the Civil War. One such story about its branch of the Confederacy can be found in the **Rockville Republican** of May 9, 1894 entitled “The George Lay Raid,” by Capt. John T. Campbell.



The “Jackson Bridge” across Sugar Creek at Rockport as it appears today. Photo by Charles Davis 2001

Sometime between 1860-65 an accident happened about a mile and a half west of the Rockport bridge. During a bad rain storm a man named Hethco took shelter under a tree which was struck by lightning. He was killed.

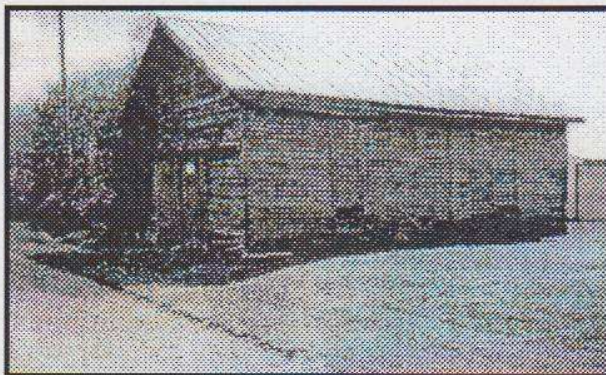
James D. Bullock (b. ?, d. November 7, 1928) died at the age of 82. While living in Rockport, he was recruited for service in the Civil War. His married **Mary Beaver Bullock** (b. May 2, 1847, d. May 1, 1907) on September 19, 1867 at her parents home in Alabama. He served in Co. 136 Indiana Infantry. There were several mills in Parke county that served as recruiting stations. Rockport was one of them.

Rockport “Weaver” School

The Rockport of “Weaver” school was deeded to the District Trustee, Elwood Siler, from Zachariah Byers on January 31, 1862. Joe Weaver was a teacher as was May Maris. This was School No. 4 located in the northeast quarter of the southeast quarter of Section 36. It was moved after it was closed to the property presently owned by Larry Hoover at southeast of the southeast quarter of Section 36, one-half mile from its original site on County Road 150W.

Fred Thompson was living at the Wimmer Convalescent Home in Clearwater, Florida in 1962. He wrote a history of Annapolis, IN while there. He was a nephew of Nelson McClure, who sawed the timbers for the Feeder Dam on Sugar Creek. Fred’s father taught singing at the Rockport school. His mother Sabina Ewing came to those singing classes. Sabina was the daughter of James Ewing, a later owner of

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The Rockport “Weaver” School of 1862 was more recently used as a storage barn. It is located on Harry Hoover’s property near Devils Den in Parke county, IN.

Photo by Charles Davis 1999.

Rockport Mills. Her brother Will Ewing ran the Rockport Mills general store. Sabina used to ride her horse across Sugar Creek before the Jackson Bridge was built. She would swim her horse across the stream, drawing her legs up near the saddle to keep them dry. Mr. Thompson also remembered seeing the workers blast clay out of the banks of Coke Oven Hollow with sticks of dynamite while with his Uncle Alex Lee to get clay for Lee’s pottery in Annapolis.

On April 15, 1882, the **Parke County Signal** criticized the Rockport school as follows: “The exhibition at Rockport school house last Saturday night was a complete failure, the performances were vulgar and unbecoming to ladies and gentlemen, it was not a representative of District No. 4.”

Zachariah Byers sold his interest in the Rockport Mills to Joseph Milligan and Calvin Graham. By this time a new partner was brought in named Andrew Shular.

Wright’s Cemetery

On July 31, 1862, Joseph Milligan and Calvin W. Graham deed to Parke county a “certain piece of ground for the interment of the dead; now occupied as a graveyard situated in the northwest quarter of Section 36, Twp. 17 R 8, one half acre.” Prier Wright and his family are buried in this cemetery. It lies in ruins just like so many other county deeded cemeteries. Wright’s Cemetery was frequented years ago by it township citizens. The **Rockville Republican** of

May 15, 1889 entitled “Decoration Day in Penn” said that this cemetery and others were visited by a group of individuals to decorate the graves.

Calvin Graham sold out his interest in the mills to Joseph Milligan and Andrew Shular, then Milligan and Shular sold the mills to Joel Mitchell, Edward Deer and James Ewing on November 5, 1867. There men were all from Montgomery county. Ewing later sold out his portion to Mitchell and Deer on January 4, 1870. Joel Mitchell sold his interest to William Canine and Joel G. Deer forming the Deer Brothers, Canine & Co. with Edward Deer already owning an interest.

William Canine (b. December 25, 1815, d. February 8, 1884) was born in Shelby county, KY. His parents, Ralph and Margaret came to Montgomery county, Indiana in the spring of 1825. They settled in Brown township, one mile north of Waveland. At the age of 19 William left the farm and went to Parkersburg where he learned the cabinet makers trade and opened his first shop in his father’s yard. On January 28, 1841 he married Celia McCord, but she died in December of that year. He then married Martha J. Ellis on February 26, 1845. They had three children. Mary, the eldest, became the wife of John L. Goben.

Joel G. Deer (b. 1828, d. February 9, 1903) was born in Boone county KY. His father Joel Sr. and mother Sarah Barnett were from Culpepper county, VA. They were early settlers of Montgomery county, arriving in 1828. Joel Sr. was running a milling plant in 1831 not long after settling on his government section of timber land. Joel G. married Mary E. McGregg in 1849. At the time of their marriage, he received from his father a present of \$1000 with which to start in life, which he invested in land on the banks of Sugar Creek. Some years after his marriage he joined his brother Edmond Deer in a partnership and together they purchased their father’s extensive milling interest. The Deer’s Mills was known as the oldest enterprise of its kind in the state of Indiana. When destroyed by fire in 1877, the brothers quickly rebuilt the structure and the business. Joel owned 500 acres in Brown township, Montgomery county where Deer’s Mills was located. During his time spent at Rockport Mills, he lived in the house across the

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DO TELL, HUSBAND!

WHAT

DEER'S PATENT BURR DRESS

Has to do with making the

ROCKPORT FLOUR

SO MUCH

Better than that made at other Mills.

I do not know wife, what, but I know when I take *FIVE BAGS OF GOOD CLEAN WHEAT* to that Mill, I am apt to get *FOUR BAGS OF NO. 1 FLOUR*, and this is enough for me to know, as I am no Miller, and cannot account for the improvement. Nevertheless, the world moves. Well Mrs. Jones, with your permission, we will explain a little:

It Grinds More Evenly

Than the old Dress,

Killing None of the Flour,

Yet making all fine enough to go thro' the Bolting Cloth, which is one cause of the increased yield. We have also repaired Forebay Wheels and Dam which enables us to work on short notice.

We still pay Flour for Cash, and cash for wheat.

DEER BROTHERS, CANINE & CO.

Rockport Mills, Parke Co., Ind.
Aug 28, 1872

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DEER BROTHERS, CANINE & CO.

Rockport Mills, Parke Co., Ind.
Aug. 28, 1873

The Deer Brothers, Canine & Co. ran this add for Rockport Flour August 28, 1872.

road from the mill. The 1870 Census shows Edmond Deer was a miller at Rockport.

Rockport Mills enjoyed an immense business during the days of the Wabash & Erie Canal and a few years after the canal closed here in 1874. Other people who lived near or in this village were Rev. Martenius; Miron Gilkerson; Jim Murry; James Ewing; Edmond Deer; Montraville Williams (d. December 3, 1915), who served as Town Marshall for two years; Joshua Sherfy (b.?, d. February 27, 1862), who died at age 84 and was buried in Wright's Cemetery; and the Starkeys, who were interested in the enterprises of this place.

Rockport Mills began to decline when the

Indianapolis, Decatur and Springfield Railroad was built through Bloomingdale in the summer of 1878. High waters in the spring of that year washed out part of the mill dam. The Parke County Signal of April 15, 1882 says, "It is thought that the Rockport mill dam will be rebuilt as soon as the creek becomes low enough for successful operation...Mr. Alphonzo Edwards has moved his saw mill a mile farther down Sugar Creek where he has a large amount of poplar timber to cut up." Rebuilding of the dam never happened. The mill couldn't compete with the more modern steam mills and the railroad.

An article in the November 29, 1883 Rockville Tribune states: "We have been informed by a gentleman that knows, that an

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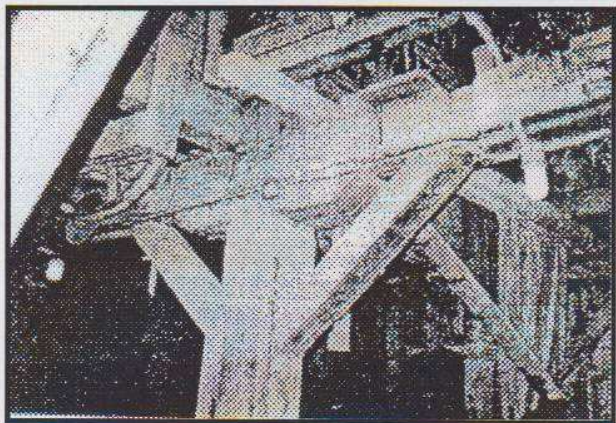
excellent bed of potters clay has been found near the Rockport mill and that the mill property has been bought by some eastern capitalist with the intention of starting a large pottery there. My informant states that those capitalists are confident that the N. and S.S.R. will be completed soon and that it will cross the creek at that point. The Lord grant it."

An 1874 atlas map of Penn township shows a proposed railroad through Section 36 about two-thirds of a mile east of Rockport, but the railroad was never built. No deed records have been found that indicate any eastern capitalist buying the mill nor a pottery operation ever being established there. One source says that when work ceased at the mill, the machinery was removed.

The mill building sat idle for ten years. It was torn down in 1892. Joseph A. Weaver (b. ?, d. July 31-1933) said in a historical paper entitled "Rockport" that he wrote about the building earlier referred to as used by the grange: "torn down and put up as an addition to the house on the top of the hill commonly known as the Phine Moore place. The eastern section of the store building was removed to Bloomingdale for a warehouse shortly after the coming of the I.D. and S.R.R. and is still used by the Bloomingdale Milling Company. The mill was torn down and parts of it were used in mill buildings located at Marshall and Kingman. The dressed stone using in the mill race were moved to Annapolis and used by Dr. James Boyd in a warm house."

George Fleishauer built the Marshall mill from the structure of the Rockport mill in 1896. It used steam power. In 2000 Charles Davis viewed the hand hewed beams made by Prier Wright and taken to Marshall Mill.

Dr. James Boyd (b. August 23, 1847, d. 1925) was born in Penn township to Harrison and Rebecca Lewis Boyd. James was a physician, surgeon and proprietor of the Annapolis pottery, which did business shipping on the Wabash and Erie Canal. He is buried in Bethany Cemetery, Washington township. The "warm house" mentioned earlier, where Boyd grew his herbs, still stands and is a monument to the old mill.



Above: Part of the structure inside the Marshall Mill. This mill was built from materials salvaged from the razing of the Rockport (Devils Den) grist mill. The Rockport Mill was torn down in 1892.

Below: The "Warm House" of Dr. James M. Boyd of Annapolis, IN. The stone walls were formerly a part of the Rockport Mill race. Photos by Charles Davis 2000



The Phine Moore old home is also standing. This home was lived in by the Starkey family during Rockport's milling era. The *Rockport Tribune* on June 4 and June 9 of 1892 said: "Lucian Lindley, son of Charles Lindley, of Bloomingdale Academy, had gone to Rockport to spend the Saturday holiday fishing. With our others they crossed the Jackson bridge, to the north bank of the creek and passed up to where the old dam had been and went into the creek bathing. Neither Lindley nor Cormack could swim and the creek being up, they were swept out into the current when they stepped off the small sand bar, which was near the bank.

On February 15, 1893, the *Rockville Tribune* said: "The ice in the creek has gorged on the old aqueduct (No. 11) and has flooded the

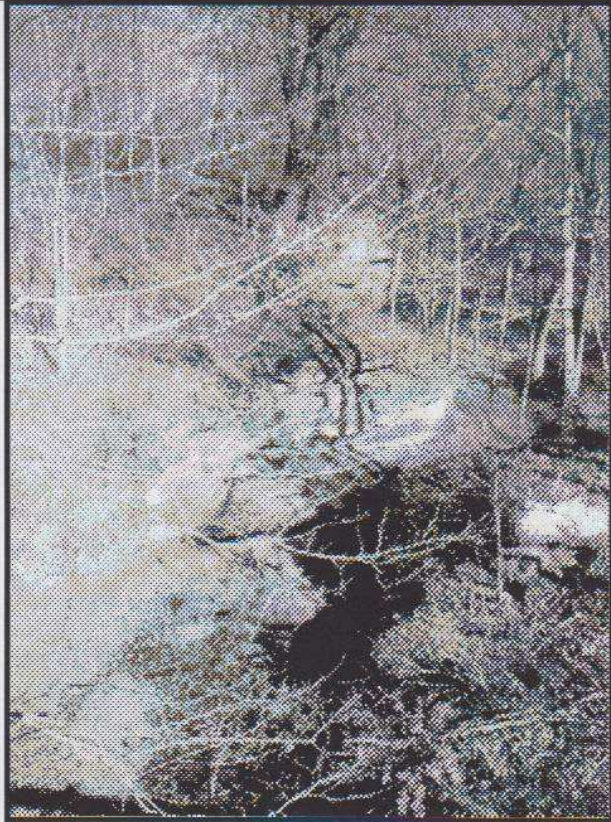
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creek bottoms for four or five miles above. The creek has frozen over again and will cause another gorge when the ice goes out.”

John Wesley Allee (b. June 13, 1850, d.?) was born near West Union, Parke county, to Linus and Sarah Ann Warner Allee. His mother died when he was four years old. He lived with Abram Maris until his father remarried. When his father died, he was taken in by Jonathan and Julia Maris until he was 14. From age 14 to 18 he lived with his uncle Andrew Linebarger. As a boy he drove miles on the towpath of the Wabash and Erie Canal. He was the last of his immediate family and had a half-brother, Parke Allee, who lived at Eugene, IN. On February 18, 1880 John married Mary Emily Newlin (b. December 17, 1856, d. May ? 1962). John bought all the land held by the Deer family on February 24, 1893 including Rockport Wright’s Mill.

The last descendant of the Wright family who resided in Parke county was Russell Wright (b. October 7, 1899, d. 1990s), who lived on a farm three miles northwest of Rockville. His father was George Linebarger Wright and his mother was Martha Ellen Carter. His brother Howard moved from the county. Howard’s daughter Martha Wright is a Reference Librarian at the Indiana State Library in Indianapolis and is a member of the Canal Society of Indiana.

Today Devils Den has gone back to nature and appears much like the beautiful gorge that was seen by Josiah Campbell. One must search for small reminders of its glorious past—a few names and notches carved in its sandstone walls around the mill site.



Above: This sandstone cliff at Devils Den once had a mill across it. Today notches carved in the sandstone for the mill’s timbers are all that remain. This shows looking down into Devils Den.

Below: Devils Den is seen here looking up toward the mill site. It is cool and damp inside. Moss grows around it. A small waterfall was seen on a visit there in November 2003.

Photos by Bob Schmidt 2003



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ANNAPOLIS

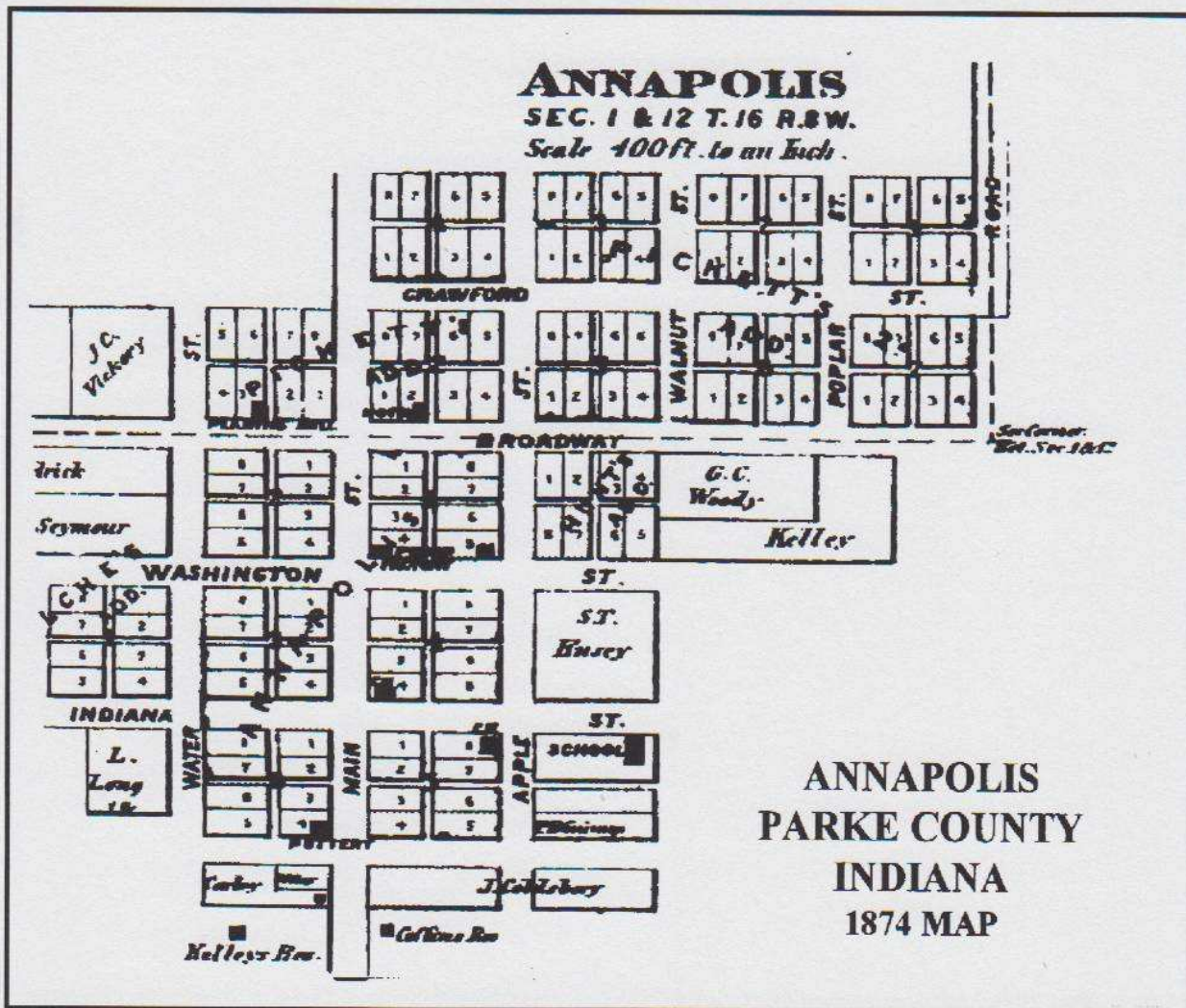
A Busy Town In The Fifties
Now Leading A Quiet Existence
Such Is The Old Town Of Annapolis

Annapolis, Indiana was an industrious town during the Wabash and Erie Canal era. Its wares were shipped by canal via Blues Bridge road to the Feeder Dam on Sugar Creek. The following stories are eye witness accounts about Annapolis, its people and the kind of life they lived during canal days.

"In a recent article in The Tribune, Wycliffe Vanlandingham was quoted as saying that at one time more goods came by river for Annapolis than for any other town in Parke county. Considering the fact that Annapolis is now a small town leading a quiet existence, this statement seems remarkable, but it is quite true.

Maurice Murphy (b. 1892, d. September 12, 1930, buried Crown Hill Cemetery, Indianapolis, IN) wrote the first story. He interviewed many people in Parke county and wrote these historical articles. This one appeared in the Rockville Tribune one Tuesday, May 26, 1914.

Not only was the town a trading center, but it was a thriving town, one of the largest in the county. Not many are living who remember the town as it then was, but William L. McIntyre, of Marshall, and Jesse B. Connelly, of Rockville, remember well Annapolis in the fifties and have kindly furnished the material for this article



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"Annapolis is one of the oldest towns in this county, but the exact date of its founding is not certain. John H. Beadle, whose reliability as a historian cannot be questioned, fixes the date at about 1825 or 1826. Bloomingdale was founded soon after, but the two villages never united in spite of



John H. Beadle

the fact that numerous efforts were made in the early days to bring this about. The Friends or Quakers, settled around Bloomingdale, but Annapolis never has had a Friends church, the early settlers being mainly Methodists or United Brethren. The town was laid off by John Moulder, who laid off the west part, and William (Red Bill) Maris, who laid off the east part. Later Nuba Hunt laid off a block east of Apple street and between Washington and Broadway streets. Nathan Pickett Sr. laid off two additions in the north part of town and William Welch laid off an addition west of the original plat. Mr. Connelly came to Annapolis as a small boy in 1840, and Mr. McIntyre came there from Clay county in 1851. Merely saying that Thomas Woody was the first merchant and the first blacksmith, and that John Moulder was the first harness maker and the first postmaster in the town, we will leave the rest of the history of Annapolis to our informants.

"'I came to Annapolis on April 2, 1851,' says Mr. McIntyre, 'and I lived there most of my life. I remember well the old town when I first came there. There were four doctors there in the fifties: Dr. Horace Cannon, father of Joseph G. Cannon; Dr. Elias Mackey; Dr. John S. Dare and Dr. Hobbs. Samuel Ensey had a store on the west side of the Square, Thomas Woody had a hotel on the west side of the Square and Nathan Pickett and a man named Siler had stores there. All of these stores were large and Mr. Ensey sold more goods than any merchant in the county except George McDonald, who had a big wholesale house at Montezuma. Mr. Siler's store went out of business in 1851, the year I came to Annapolis,

Dr. Horace Cannon



and the same year Dr. Cannon was drowned in Sugar Creek. The accident happened about where Rockport bridge now stands, but his body was never found and his bones lie buried somewhere in the bed of Sugar Creek. There were five shoe shops in Annapolis in those days and tanneries run by Jethro Coffin, Dave Maris and men by the name of Best, Laughlin and Bundy.

"Annapolis was a prosperous town in those days and there were a number of prominent families among them the Enseys, Connellys, Woodys, Lees, Welchs, Hunts (there were two distinct families of Hunts, the families of Nuba Hunt and Isaac Hunt) and also the Picketts, although they lived north of town. However, about all the old residents are gone. All that I know that are still living besides myself, who knew Annapolis in her palmy days, are Jesse Connelly, Ransom Atcheson and William Welch."

"Merchandise was as stated carried on a large scale and one store would perhaps sell from \$15,000 to \$20,000 worth of goods each year. Most of the goods if they could not be bought around home, were shipped by river or canal to Montezuma or West Union, and sometimes hauled in wagons from Cincinnati, Louisville or Madison. Raw sugar was bought by the barrel and cost from three to five cents a pound. Thomas K. Harvey, a man living on the other side of Sugar Creek, would buy green coffee by the sack and after browning it, drink it in abundance three times a day. Pork was sold at \$1.25 a hundred pounds net, delivered, and was usually shipped by river to New Orleans. However pork packing never was a prominent industry at Annapolis and, with the exception of one year when S. T. Ensey and Robert Ramsey had a port packing establishment, pork packing was almost unknown there. Stoneware was taken into the country and traded for farm produce. Eggs were sold at three and sometimes two and one-half cents a dozen and even then were often thrown away at slack seasons of the year. Among other industries that McIntyre remembers are Hunt's blacksmith shop and carriage shop and the harness shop started by Samuel Vestal, later run by Mr. McIntyre himself.

A foundry was located at Rockport and a

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cannon was once molded there for some celebration at Annapolis. A local dare-devil assumed the terrible task of firing the cannon. The terrible weapon lay on the ground and the audience fairly trembled while he prepared to fire it. He finished the job and also the cannon for the explosion tore it to pieces although nobody was hurt.

“Mr. Connelly and Mr. McIntyre both remember well the religious history of Annapolis. The Methodist church was built in the town, thought the United Brethren camp meeting northeast of Annapolis forms an important part of its early history. A United Brethren church stood on the road a mile east of Annapolis and the camp meeting grounds were a quarter of a mile north, on a road long since abandoned. A ‘Glorious good time’ was enjoyed by all the campers and many warm times were experienced when the meetings were at their height and many souls were saved there. ‘With speech and prayer and song and shouting,’ says Mr. Connelly, ‘the people were made to rejoice in a better life. Now this would be called religious ecstasy to pass away with the intermission of time, and yet many years afterward I observed these same people holding fast the faith and always seemed near the Kingdom.’

“Among the preachers who used to call to repentance at the old camp meetings, Mr. McIntyre remembers Rev. Wimsett, a very earnest and noisy preacher who ‘made everything blue,’ and Rev. Canoyer and Rev. ‘Jimmy’ Griffith. Singing was an important part of these meetings; it was not artistic, of course, but it contained what many teachers of voice have to strive long and hard with pupils to get them to attain—feeling and expression.

“The camping feature of the meetings was always delightful for the grounds were in a beautiful grove, and springs of refreshing water were abundant. One thing alone marred the beauty and sanctity of these seasons of spiritual bliss—a crowd of mischievous boys, some whom are now among the respected citizens of Parke county, and one of whom (Joseph Gurney Cannon) is now a prominent politician and former speaker of the national House of Representatives. (1903-1911)

“Of the families prominent in the old camp meetings, Mr. Connelly names the Rawlings, Engles, Teagues, Tuffs, Hockets, Hunts, Marises, and McDaniels and added, ‘Wherever you find one of the descendants of those sturdy old people, who were active in the meetings, you are almost sure to find the man a good citizen, moral and upright, and the daughter the mother of a good family.’ MAURICE MURPHY”

*The other article was written by John T. Campbell and was printed in the **Rockville Republican** on January 15, 21, & 27, 1909. Capt. J. T. Campbell worked on the Wabash & Erie Canal when he was young and wrote of his times spent there.*



John T. Campbell

**Old Annapolis
Joe Cannon’s Early Home
As He Was Then
Interesting Stories**
By Captain John T. Campbell

“I first saw Joe Cannon, to learn who he was, about the fall of 1853. I had gone to Annapolis to work in Gifford and Evans’ cabinet shop to make bedsteads. Joe had commenced to clerk and sell in Samuel T. Ensey’s general store and still had on his best cloths. I was going north on the main street of the town and saw Joe in the buggy shafts, acting horse, taking Sam Ensey’s buggy to the stable shed. He wore what was called a plug hat, a linen duster, doeskin cashmere pants and fine, well shined boots. He was a neat, square figure physically, and as spry as a young dog. I asked my companion ‘Who is that well dressed fellow pulling Ensey’s buggy?’ The answer was, ‘Joe Cannon. He has begun clerking in Ensey’s store.’ I knew him by reputation but had never met him. I traded some at Ensey’s and soon became casually acquainted with Joe who generally waited on me. The next summer we became fairly intimate.

“The stores of that time were all, and

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always, a night loafing place for the boys who were uncertain whether they were still boys or young men. Joe was three years, less 14 days, my junior. He was better informed in general matters than I and was smart. He was a ready, fluent and generally eloquent speaker and was always one of the debaters at the debating club every winter. It also included the most intelligent men of the surrounding country for say three miles distant from the town. It was no uncommon occurrence for the debate to prolong itself to 10, 11, and sometimes to 12 o'clock at night in the winter.

"Joe and I often sat till late at night on the horse blocks in front of the store and talked of our designs on the future. He was then about 18 and I was 21 years old. Joe at that early day often talked of going to congress. In a back room where he and other boys slept, the unpainted ceiling was written over with J. G. Cannon, M. D. His full name was Joseph John Gurney Cannon, named for an English Quaker preacher. John P. Usher, then at that time renowned lawyer of Terre Haute and the Wabash valley, was a candidate for congress

on the then new Republican party platform against John G. Davis, the Democratic nominee. Usher was a large, well set man, with a villainous, impudent face; light, long heavy hair; light, severe looking eyes. He spoke clear, loud and strong. He had something of a monotone, and spoke three to five words, than a noticeable pause as if drawing a breath for the next five.

"The Douglas Kansas-Nebraska bill, setting aside the Missouri Compromise about the time it had become old enough to be sacred, was the paramount issue before the country. That

JOSEPH GURNEY CANNON

1836-1926

Illinois Republican
U. S. House of Representatives

Painted by William T. Smedley
U.S. Congress Biographical Directory



"Uncle Joe"
"Hayseed"
"Foul Mouth Joe"

1836 Born Guildford, Guilford Co, N.C. on May 7

1840 Moved to Annapolis-Bloomington, IN

Studied law at Cincinnati Law School

1858 Admitted to the bar & practiced law in Terre Haute, IN

1859 Moved to Tuscola, IL.

1861 to 1868 Illinois - 27th judicial district State's attorney

1873 to 1891 - Republican 43rd -51st U.S. Congresses
47th Chair-Committee on Expenditures Post Office Dept.
51st Committee on Appropriations

1878 Moved to Danville, IL

1890 Unsuccessful in reelection to 52nd U.S. Congress

1893 to 1913 - Elected to 53rd-63rd U.S. Congresses
54th-57th chair Committee on Appropriations
58th -61st Committee on Rules

58th - 61st Congresses (1903-1911) - **Speaker of the U.S. House of Representatives**

1908 Chicago Republican National Convention received 58 votes for presidential nomination

1912 Unsuccessful in reelection to 63rd U.S. Congress

1915 to 1923 - Elected to 64th -67th U.S. Congresses

1922 Declined renomination for 68th U.S. Congress

1923 Retired from public life

1926 Died in Danville, Vermilion County, IL on November 12, age 90
Buried Spring Hill Cemetery, Danville, IN

part of Parke county was almost solidly Republican. We all made it a hell for the few Democrats who sullenly said nothing in reply, but voted for Jackson at every election. Oliver P. Morton in that campaign — the Buchanan—Fremont campaign — first loomed into prominence. He had been a Democratic judge of the Circuit court of Wayne county, by appointment from Gov. Wright to fill out some unexpired term, and was put at the head of the state ticket of the the new party to please the 'Anti-Nebraska Democrats' of the state who were going into the new party. What a campaign

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it was for big meetings and long processions! All the party papers mentioned their crowds as 5,000 and 10,000 and very often up to 40,000.

“In the army I had occasion to notice the space a thousand men occupied when massed by column of company and when I came back to civil life I measured many gatherings by pacing (stepping) the dimensions of the ground on which the crowd massed itself when the meeting was called to order, the band played and the speaker was introduced. I found that crowds had been greatly exaggerated in the past. I found the subsequent big crowds to range from 5,00 to 10,000 that had formerly been exaggerated at 30,000 to 40,000.

“Morton had prepared, written out and committed to memory one good, telling speech which he delivered in every county in the state. All his points, his flashes of wit and his few jokes came in at their manuscript place. I heard him three times that campaign, and got his speech ‘by heart.’

“Henry S. Lane of Crawfordsville was the most magnetic speaker then in the state, perhaps in the nation. His speeches were clearly impromptu. He was a slim, tall, angular man, and when in repose about the ugliest man I ever saw. But when animated in his speech was the most graceful in his gestures when they were continual, and he was then really handsome. He would lean backward, throw his arms outward and upward, palms to the front. In his ‘rear back,’ as they were called by the Democrats, his head, neck, body and thighs (which were very long) would be in a straight line, with a right angle at the knees. In his ‘rear backs’ I have often seen the line of his head, body and thighs lean back to an incline of 45 degrees or a carpenter’s ‘half pitch.’ I have watched him by the hour to see how he could recover from such a position without staggering, but he always did. I never saw him stagger but once, and then he had not leaned back much. All the boys who aspired to be public speakers tried to imitate him. Some did fairly well at the attempt, but there was only one Henry S. Lane in the world in that achievement.

Joe and I attended most of the great meetings and often talked over the speeches and the speakers. He always had a man’s head on

him. He was always serious, seldom a joke or laughed at one, though he often gave a sort of sickly smile when others laughed.

“At that time Annapolis beat the world for tricks and practical jokes. It was outrageous the tricks that were played on young men and boys that were strangers in the place. I never knew Joe to be engaged in any of them. His oldest brother, Dr. Elisha Bates Cannon, was often a leader in such devilment. This brother became an expert surgeon, but was so dissipated that he did no good for himself or family. The second son, Isaac Newton Cannon, who died at about the age of 17, was said to be the brightest of the four boys. I never saw him. He was said to be a born orator. Joe was the third son. William Penn Cannon, the youngest, was a curiosity. He was an albino. Had white hair like an old man, white eyes, and was so near-sighted that when he read without glasses he put the paper against his nose. He decided to become a banker when barely in his teens and did so, successfully.

January 13, 1919, cont.:

“It would be impossible to write the career of anybody in that ‘ripsnortin’—roarin’ town,’ in consecutive order or time or occurrence. The town was a law unto itself. It was independent of all the other towns near it and generally antagonized them, especially Rockville, the county seat, which was as different in character and characteristics as could be. Rockville was dignified, phlegmatic, austere, unsocial to strangers, though on acquaintance was found to be composed of excellent people.

“Everybody from about Annapolis was a public speaker. The Quaker neighborhood at Bloomfield quarterly meeting, now Bloomingdale, was considered as part of Annapolis then. When any citizen of the Annapolis region aspired to a county office, he was either summarily suppressed, or unanimously espoused by the community, and if espoused was carried triumphantly into office. As soon as he was installed into his office his old neighbors and backers began to throw clubs at him for as little cause as they had espoused him, so that with one exception out of seven they never returned to that locality after serving their official terms,

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but stayed in Rockville or went west. While this characteristic made the people there smart, shrewd and cunning, it did not make them reliable and enduring friends to anybody.

“Joe Cannon grew to manhood in such an atmosphere as that. His father was a prominent man in that part of the county and a popular doctor. Much of his practice was north of Sugar creek and there was no bridge then from Crawfordsville to the Wabash except at the Narrows (Turkey Run State Park), six miles above and east of Wright’s Rockport mills. Dr. Cannon had a rather large white pacing horse called Gilford. If he had occasion to cross Sugar creek when it was too full to ford it, he swam it on Gilford. One day in the spring of about 1850 (1851), he got a call from north of the creek. He said to his partner, Dr. Elias Mackey, ‘Doctor, you think old Gilford can be forced into service today?’ I don’t remember what reply Dr. Mackey made. But it was such a common occurrence for Dr. Cannon to swim the creek on horseback that little was thought of his purpose then. But Sugar creek was bank full and had a current of about six miles an hour. Arriving at the creek at Rockport Mills he rode along the steep bank to find a clear place to ride on a run and leap into the stream. He was obliged to make that leap in order to reach the opposite low bank and a high bar about three times the width of the creek, lower down as the stream current would carry him rapidly downward in swimming across. If he should miss that landing, a steep bank set in for about three-quarters of a mile where a horse could not possibly get up. Several men were present and urgently advised Dr. Cannon to not take such a hazardous venture. In assuring them that he and Gilford could make it all right, he forgot to take the bridle reins out of the martingale rings, and on a run the horse leaped into the surging stream, going clear under and coming up all right and was swimming for the north side all right. At mid stream he met a bunch of frothy foam as large as a horse and Gilford was afraid of it and turned down stream but Cannon in pulling the right rein to hold Gilford to his course, because of the martingale, pulled the horse’s nose down into the water. This strangled him and he threw his head back and sank, rider and all out of sight. As he came to the surface Cannon was still in the saddle and still pulling the rein to hold the horse on his course to

the north. This, as before, pulled Gilford’s nose into the water and not having recovered from his immersion he floundered spasmodically and sank again, going down sidewise. When he came up again Dr. Cannon was gone and was never seen again. Some year or so later a part of a vest with a shoulder blade (scapula) and collar bone (clavicle) attached, were found below the feeder dam, three miles down the creek and recognized by young Dr. Cannon, the eldest son, as the vest of his father. These were buried in the Quaker graveyard at Bloomfield. The people collected from miles around and several hundred were on the two banks. Fishing, dragging, sounding, diving and firing of anvils were resorted to but to no avail. People were asking and answering all sorts of questions about the manner of the drowning. Quite a number spoke of it as a foolhardy venture.

“Young Dr. Cannon, the son, heard some of the remarks and it greatly incensed him. He stormed out. ‘It was no foolhardy act at all, but perfectly sane.’ He ran to where the horse was still hitched to a buckeye sapling, mounted him, rode him on a fast run and leaped into the stream 20 feet before touching the water, horse and rider going clear under, coming up and swimming across some distance down the stream. Then he rode up the stream on the north bank, and with a run, leaped from a still higher bank, going under again and swimming to the south side. Then a third run and leap to the north, then a leap to the south, all successful. ‘There now, you can see there was nothing foolhardy about, it,’ said Dr. Elisha Cannon, then about 18 years old.

“I was not present at any part of this sad incident, but I have often heard it described by those who saw all or some of it. I heard Dr. Mackey and Dr. Dare talking about it one Sunday afternoon several years afterward, and Mackey said there was no necessity for such a risk, but that Dr. Cannon wanted everybody to know that there was no effort he would not make, nor no risk he would not take to serve one of his patrons.

“Dr. Cannon was much such a looking man as his son Joe was at the age of 40. A neat figure and a most dignified and graceful horseman. He showed his best on old Gilford. His son Elisha, the eldest, and also a doctor, looked

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the most like him—sound as a log and straight as an arrow, and of wonderful strength and activity. I have seen him in a scuffle with several of the strongest men about the town and he always dirtied their backs.

“Dr. Horace Cannon was born and raised in North Carolina, in Gilford county. About 1845, several Quaker families inherited slaves in North Carolina and Dr. Horace Cannon was deputized to bring them to Indiana, as they could not then be set free in North Carolina. O, what a howl of indignation was set up against him for that mission! He received several anonymous letter, threatening to assassinate him and burn his house. His son Elisha was never in sympathy with his father’s anti-slavery principles, but Joe was. Joe was always scolding and rebuking ‘Lish’ to his face, but always defending and apologizing for him behind his back.

“‘Lish’ got but little practice while he lived in Annapolis. People were not inclined to transfer their confidence in the father to the son. I never knew him to have but one case—that of a young man, Lloyd Pollard, living north of Sugar creek, who was a pauper. He had an abscess which discharged internally. Young Dr. Cannon decided on a tapping operations. He invited three other doctors to be present and assist him. They each guessed about double what the others did and they laughed at him, but his guess proved correct. The young man got well, lived to be about 70 years old, and accumulated a considerable estate, notwithstanding he was at last eaten up with cancer on the under lip. Whether or not young Dr. Cannon got any compensation, I never knew, but probably not.

“William Penn Cannon, as before states, was very near-sighted. He was a decided character. The boys, as boys will, were always playing tricks on him. They would flip little stones and clods of dirt and hit him. He could not see who did it and he would always call out, ‘Here, Watch, Sick!’ calling to his dog to bite his tormentors. He was then about 13 and took writing lessons of an old wooden legged Quaker named Mills, whose wife Ruth set the copies. Mills sang the rules, and kept order in the class. Bill was accused of some breach of order and would not apologize for it and Mills expended him from the class.

“The school was held in the upper story of a corner frame building, and there was a corner broken off of one of the very top window lights. The water spout was loose at the corner of the house and Bill tugged at it till he got it loose from the top. Then he turned it bottom end up so the turnout angle would go through the broken pane and put his mouth at the lower end up so the turnout angle would go through the broken window pane at the top. He put the short angle end through the broken pane and put his mouth at the lower end and talked through the pipe. It seemed to multiply the sound like a bugle, and made so much noise in the classroom that nobody could give or hear instruction Old Mills came down the stairway. I could hear his peg leg on the stair steps, but Bill was so engaged calling over the rules for writing, ‘Dot you i’s as high as the t’s as high as you please.’ and Bill would add, ‘Cross your t’s as high as you please.’ Mills slipped up and caught him by the coat tail. Bill dropped the water spout, and it fell across the street with a crashing sound. Bill tried to run. Old Mills was strong in his arms and held on, but being obliged to use a cane with the other hand, he could not shorten his grip on Bill’s coat tail. Bill headed for the center of the street-crossing where there was a big mud hole 20 feet wide and two feet deep in the middle. At the edge of the mud Bill saw if he turned to the right or left Mills would shorted his grip, so he lunged headlong through the mud, but grabbed Mill’s coat sleeve to pull him in also. In the deep mud Mill’s stiff wooden leg could not be raised to step over the mud and he fell headlong, butting his head against Bill’s rump and threw him also headlong in the deepest of the mud. That broke their holds and Bill struggled on to the opposite side and ran down the street south for home. Mills wiggled out a length. Never did two hogs emerge from a mud hole worse smeared than did Bill and old Mills.

“Whether Bill’s tuition was ever paid or ever demanded, I have forgotten, if I ever knew. This episode was after dark and in late winter or early spring, of about the year 1855. I was going north on the sidewalk, then a single plank, and saw the water spout swaying right and left between me and the lighted window, and as soon as Bill began to sing the writing rules through the spout, I knew his voice, and stood near to see what was going on.

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“There was no intoxicating liquor sold in Annapolis then and very little smuggled in; yet the boys of the town were the most rowdyish in the whole state. This rowdyism was generally meant to be harmless, more boyish fun, but it often ran into serious harm. One moonlight summer night there were 20 to 30 boys and young men having a time. Some of the country boys were in. After many other ridiculous capers had been cut, it was proposed that we have a song from Joe Belton, a jour. (journeyman) blacksmith from Waveland.

“Joe Cannon was called on to introduce the great soloist. Joe mounted the horse block in front of Maris’ store and made the following speech preliminary the great song: ‘Ladies and gentlemen’ (ladies absent, the listening from behind all the gate posts in hearing,) ‘Give me you attention while I detail to you the virtues of the great, renowned Joe Belton, who comes among us loaded with the applause of great audiences in Central Africa. He is a most remarkable phenomenon. He has out-howled the wolf; he has out-bellowed the bull; he has out-hooted the owl; he has out-roared the lion; he has out-chittered the mocking bird; he has out-katied the katydid; he has out-whipped the whippor-will. His mother was a Hottentot and his father was a Turk, and —at that instant Joe Belton struck him over the rump with a clapboard that cracked as loud as if it had been struck against the side of the house and called, ‘Here-no, more of that.’ The orator leaped from the block ten feet and hobbled off rubbing the spot Belton had so suddenly warmed on him Belton then mounted the block and began to sing ‘Lilly Dale,’ in a most affected style. Ere he was half through the boys on the out skirts of the crowd when they began pelting him with dry cow dung, which was abundant in the street, and drove him from the block. How suddenly great public favorites fall from their white heat popularity.

“Joe Cannon got his money back in the fall of Belton. After Joe had saved his money to read law with John P. Usher—afterward secretary of the Interior under Lincoln—and had spent about a year in Usher’s office, he attended the Cincinnati Law school. He came back to Annapolis with his sheepskin under his arm, the wool all pulled off, but it showed that he was authorized and qualified to pull the wool over the

eyes of a jury, or a county justice of the peace.

“There was a big temperance meeting on at the Methodist church in Annapolis when he came home. As soon as the speakers on the program were done there was a strong call for ‘Joe Cannon.’ All present wanted to hear a real Joe Cannon speech, with the added frills the law school had put on him, and they got it. But not as they expected and desired. They wanted and expected a knockdown and drag out speech, with more than Joe’s usual power. He had left Annapolis with a clean shaven face. He returned with a full-grown heavy, golden beard, beautifully wavy and nicely pointed below the chin. He wore a spike-tailed, professor looking dress coat. He came into the pulpit, where all spoke, and delivered the most affected speech I ever heard from anybody. He evidently tried to imitate some of his law professors in their lectures to their law classes. He abandoned his strong, bold, aggressive manner, and assumed a condescending style, with a low, affected voice and exceedingly modest gestures, leaning forward and bowing to those immediately under him, ignoring the rear of the packed house. His remarks were exceedingly common place. I remember only one paragraph of his speech:

‘Temperance is enborn and coonsteetutinal weeth me. Eeet ees the pap wheech I sooked from me moother’s breest.’ &c.

“The boys were wont to declaim it long afterward. There was no applause at its conclusion. I never knew him before to fail to bring down the house. So far as I know that was his last effort at the affected.

“I have heard him several times since, and he makes his old time Joe Cannon speeches. He had two or more small cases before a justice of the peace before he left Annapolis for Shelbyville, Ill. His old townsmen said one to another, ‘We have lost our Joe Cannon. Did you ever hear the like of that speech the other night?’ Another said, ‘He has spent a heap of time and money to make a d—d fool of himself.’ These are but sample remarks. Place the sign of infinity for quantity.

“About the summer of 1855 there grew up a town feud in Annapolis, in which the entire population took a hand. A certain prominent

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man's wife and her daughter told a bad story concerning another man's wife, to the effect that when she was a little girl she had committed indiscretions with boys. The latter woman's mother had died when she was about 12 years old and her father, a reputable citizen, a cabinet maker and class leader in the Methodist church, could not keep house and do his outside work, too. He was trying to do so with the help of his only child. It was during this time that the reported delinquencies were stated to have occurred, and at an age when a girl is not capable of taking care of herself. It was cruel to tell it on her, even, for she had married, and was conducting herself prudently when the scandal was published. The woman's husband was not exceedingly bright and was induced to bring suit against the husband of the two women for slander. One of these told me afterward that a rival merchant was very active in urging the suit. That I think was true, but not so much to injure his rivals as in sympathy with the accused.

“John P. Usher, then the most conspicuous lawyer in western Indiana, and afterward Secretary of the Interior under Lincoln, was employed by the defendants; and some local attorney whose name I have forgotten; and W. F. Linden of Shelbyville, Ill., a Democratic member of congress and the most noted lawyer at that time of eastern Illinois, were engaged to bring the suit. The case was fought hard but the jury gave a verdict in favor of the defendants. All the adult population of Annapolis attended the trial which lasted about a week. The people were two to one for the complainant. While the woman and her daughter were not held to be untruthful women, they were held to be too free in speaking of their neighbors. For a time the feud ruined the Methodist church. Everybody, men and women, talked as freely about the case as was done during the great Beecher-Tilton trial of 1872.

“One Sunday afternoon during the Annapolis trial, Bill Lee, a jour. (journeyman) cabinet maker; George Halloway, a jour. carpenter from Crawfordsville; Joe Cannon, a clerk in Ensey's store; and myself, then a contracting carpenter, age 22, went to Pickett's woods pasture and wrote (and edited) four papers. Lee's was 'Dishwater Over the Fence,' mine was 'The Annapolis Tribune' (I was then reading *The New York Tribune*), but I forget the

titles of Halloway's and Cannon's papers. These were dropt (dropped) on the streets that night and if nobody else found them Lee was sure to. But he managed to inveigle someone else into finding part of them. They were past (passed) around and read all over the town for several days afterward. But that led to the issuing of counter papers and some of the most outrageous scandals were promulgated through them. Some people who were much amused at and applauded the first papers, were most furious at the later ones. The great trial was elaborately reported and commented on, and some of the witnesses were scored till they would have been glad to hide in a crawfish hole. Very few families and especially their women escaped being 'tarred' by those sticks. Dozens of different papers were issued, very few of which I know the authors of, or could make a probably guess. I was hard hit by some of them, but I could not and did not offer protest or denial.

I don't know that Joe Cannon had any hand in getting out others than the first issue. One of his news items was about thus: 'The steamship Kerr came into port of the 4th inst., loaded down to the guard with scandals, affidavits, witnesses, lawyer, jurymen &c., for the great trial' (Meaning one of the defendants.) Joe was then about 19 years old. He could wink an approval with one eye and frown a rebuke with the other till no one would know which side he was on, and so far as I remember he was not openly accused or much suspected of having any hand in the publishing work.

“Ensey's store, a long, one story building with a platform at the east end, was the common ground for loafing to assemble in the summer evenings to discuss the great trial till the subsequent papers produced such a crossed, oblique suspicion that the leading men refused to read or hear read any more papers. Some who were at first against the defendants took their side because of the roastings they themselves got from the later papers.

February 3, 1909

“With tow supplementary letters Capt. Campbell's interesting reminiscences of Old Annapolis are concluded this week. The first of these is from Dr. E. D. Laughlin of Orleans, Ind,

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who was an Annapolis boy. It is as follows:

Capt. John Campbell
My Dear Friend and Companion in the
Days of Old Lang Syne

I came home yesterday to find your manuscript waiting me for review and today I have gone through it carefully and so far as my knowledge goes there is but little room for correction, if any, I think it is very correct, so far as my knowledge goes, for much of the latter part of it transpired after I left Annapolis in 1855. In regard to the horse that Dr. Cannon rode at the time of his drowning; He was a flea-bitten gray and his name was Gilford. The doctor bought him of a man named Don Carlos who brought him from Guilford county, North Carolina; the county for the high regard he had for his old home. This history I got from Dr. Dare.

I might say in passing that Dr. Cannon trained his boys to debate. Many times I have heard them on the north porch of his residence on summer evenings discussing questions, while the old doctor sat as both judge and umpire. He told me he thought it a good idea to have boys and young men trained in the art of debate and on one occasion he invited me to be present. He encouraged me to study medicine. He gave as a Christmas present a slip of paper on which he had written: "Study medicine, I can and I will," with the remark, "If you will make an effort to carry that thought out you can't fail." And I did. You know the result. I have always held his memory in high regard.

You did not speak of his having been prosecuted for bringing the Negroes into the state and fined. Refusing to pay the fine, regarding it as an act of persecution, he let the sheriff sell a horse (a dark brown horse). At the trial the prosecutor had the Negro as a witness and Cannon had no doubt trained him. At any rate, when the Negro was asked the date of his coming into the state, he replied: "Dono sur, I kep no count, didn't ever spek to be col on." They could not get him to convict Cannon. Afterward someone remarked to Cannon: "Negro might uncertain," and he replied, "Yes, and a white man is more so."

This leaves me well, and with many wishes for your happiness and prosperity, I am as ever your old time friend,

E. D. Laughlin.

The second letter is from Gen. W. H. H. Beadle:

Dear Captain Campbell:

Please accept my thanks for copy of **The Rockville Republican**, which I read with much interest. I had told you I am writing some stuff for the **Tribune**. I write now to speak particularly about those "North Carolina" slaves, the coming of which to Parke county aroused Joe Cannon to very strong anti-slavery opinions. They were Alabama, not North Carolina slaves. Some members of families in North Carolina, not themselves Quakers or opposed to slavery, strayed off to Alabama, acquired wealth and slaves, and died without direct descent and heirs. A part of the estate of one of those fell to Quaker relatives—Woodards and others in Parke. Considerable money came also.

Dr. Cannon (elder) went for the people and money, brought them by river to the Wabash and up that stream to Parke. A considerable hostile force assembled to present their landing. Cannon borrowed a shot gun from the captain of the boat and fearlessly headed the procession to the shore.

The money was used to buy little farms for the Negroes; homes in town for the carpenters and blacksmiths. Then followed the prosecution of Cannon. I often heard of it and probably read it all. The main point is the slaves were from Alabama and the decedent was not a Quaker; some of his heirs were. Uncle Joe studied law with John P. Usher, who had defended his father ably and fearlessly.

Your Sincerely,
W. H. H. Beadle
Madison, S. D.
Jan. 21, 1901

"In sending Gen. Beadle's letter, Capt. Campbell in reference to the correction of his statement about Dr. Cannon's mission to the south says: 'I had been out of the county for nearly three years and came back while the excitement was still on, but I suppose I got the true history mixed a little. Dr. Laughlin's letter adds a little to mine about that affair. I don't know who these Negroes were or if they were settled in and stayed in Parke county, unless the Bass brothers were a part of them. Dick Bass, a large quadroon, was a fine carpenter and a wit. His brother, the preacher, name forgotten, was also a carpenter. They moved to Howard county about the Civil War times. Hon. John E. Woodard can tell all about it, if it happens to interest him."

“CANAL CONNECTIONS” PARKE COUNTY

Samuel T. Ensey (b. January 15, 1811, d. ?), mentioned in the above article, was born near Dayton, Ohio. He married Elizabeth Harris of Montgomery county, Indiana on March 4, 1841. He died at his residence at 609 North 7th Street, Terre Haute, Indiana and was buried in High Lawn Cemetery according to the **Parke County Republican** of August 11, 1887. A son, Newt Ensey, a merchant in Judson, Parke county survived him.

At one time Annapolis had a population larger than Chicago, was a chief trading center between Danville, IL and Cincinnati, OH, and was considered as a site for the state capitol. When Joe lived there the town had several hundred residents, general stores, a hardware store, an implement store, a pottery, a foundry, sawmills, and mines. They made barrels, coffins, furniture and pumps. The farmers planted corn, wheat, oats and rye. They shipped pork by river and canal to Cairo, Memphis, and New Orleans. But in 1878, with the coming of the ID&S Railroad (later the Baltimore and Ohio, many of the buildings were moved to Bloomington along the rail line. The Depression and World War II took their toll too. Today there are no stores or industry in Annapolis—just weathered gray houses and a few trailers.

Even though the town faded away, one farmhouse (the boyhood home or Joe Cannon) remained for decades as a tourist and bus stop during the annual Parke County Covered Bridge Festival. A historical marker was erected outside of it.

Unfortunately the home stood vacant for 15 years and became an eyesore. The Parke County Historical Society didn't have funds to purchase it. Someone had an idea to move it to Billy Creek Village at Rockville, IN but nothing came of it. It was torn down a couple of years ago by its owner, Gerald Bayless of Bloomington. The staircase and fireplace mantle were salvaged, but the lumber was burned. It was the last house of its kind in town.

Joe Cannon is still remembered there for the time he arrived with a fancy matched team of dark brown horses, new harness, new carriage, and driver to address a homecoming reunion. He was dressed like a dignified VIP to show how

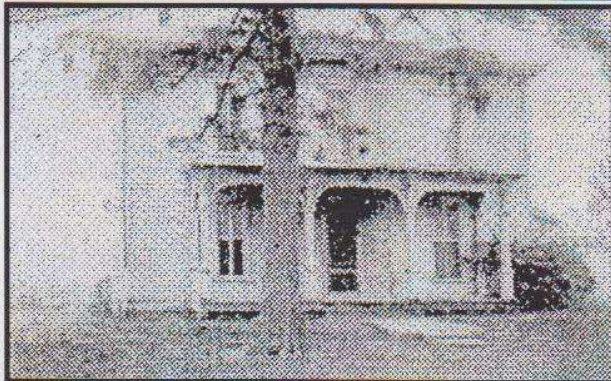
successful he had become. Between 400-500 people came to the beech grove to hear him speak that day. In his speech he said that work was no hardship then and there were no class distinctions in Annapolis, but those who did not work were asked to leave town. He credited his success in legislative life to the debating society in the Quaker Settlement on the Wabash saying “(We) took sides and debated questions that were beyond our intimate knowledge but we learned to think on our feet, to think and talk at the same time, something that is not always observed by members of Congress.”

The mansion Joe lived in from 1878-1926 in Danville, IL was located at 418 N. Vermillion. It was the finest house in town. It met the same fate as his boyhood farmhouse. It was razed in 1947 to make way for a parking lot.

Top: Joe Cannon's boyhood home.

Bottom: Joe Cannon's boyhood home site as it appears today. At the road is an Indiana State Format Marker:

**Boyhood home of
J. G. "Uncle Joe" Cannon.
From about 1835 to 1880
Annapolis was a thriving
town with many factories,
stores and potteries.**



"CANAL CONNECTIONS" PARKE COUNTY

FOUNDRY HOLLOW

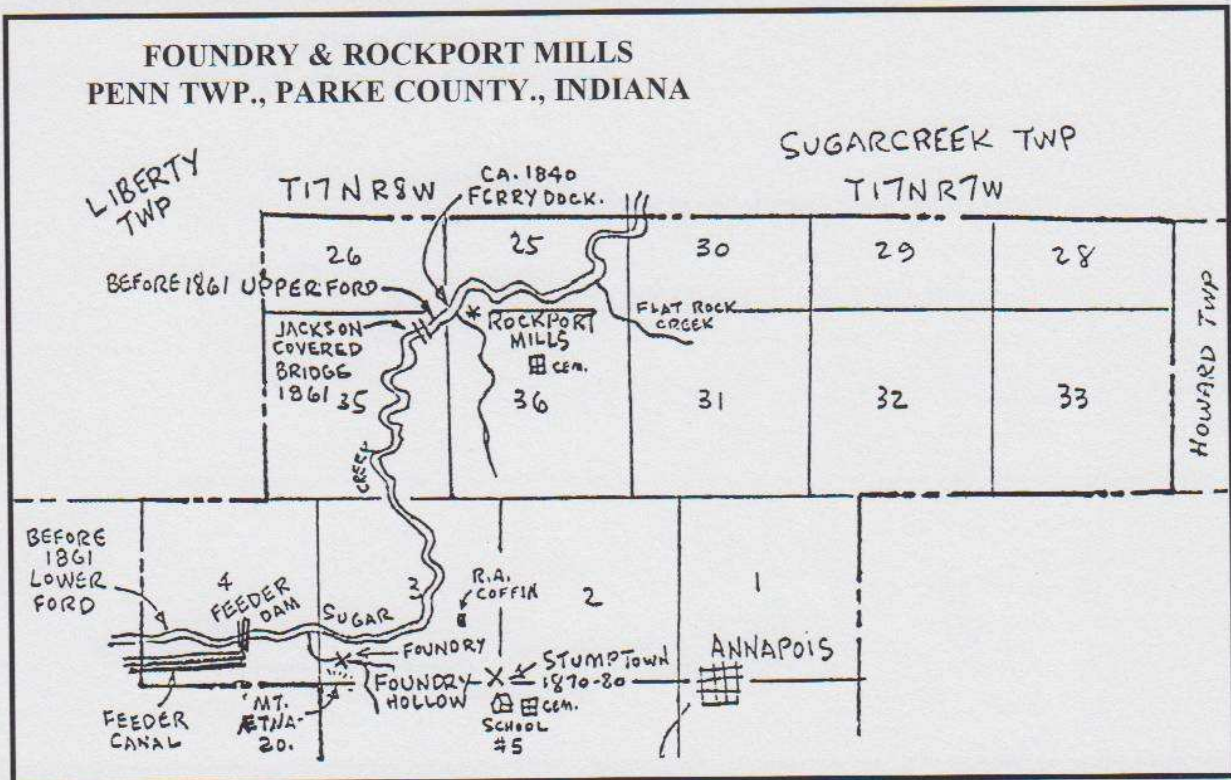
(Foundry or Sugar Creek Foundry)

Foundry Hollow is one of the extinct villages of Parke county that was located in an out-of-the-way place and is a good example of how the Wabash and Erie Canal opened distant markets to the local production of finished goods and to the harvesting of raw products. Located two miles west of Annapolis, Indiana, it was an ideal place for an iron foundry. It was near clay used in the construction of the smelting furnaces, sand needed for molding frames, coal that could be coked for smelting, proper material to construct the coke ovens, and coal that was used in the blacksmith shop. Nelson McClure sawed all the lumber used in constructing the Feeder Dam for the canal across Sugar Creek at the water-powered saw mill, which also furnished lumber for the pattern shop besides supplying the locals. During the existence of the canal, Foundry became quite a shipping point.

In 1836 William G. Coffin and his brother Thomas opened the iron foundry. Its boiler was hauled by six horses from Cincinnati, Ohio, and the horses hauled back a load of coked coal. In Foundry the coked coal was used for smelting iron and iron ore, for preparing steel, and for the blacksmith's finer work. Some of the products of the foundry were the wickets for the lock on the canal, kettles (as large as 60 gallons), log chains, and cast iron mold board plows, which were so heavy and cumbersome that they never came into general use. Frank Rayl was the general molder. Alex Burke made the patterns for the molds used to shape the articles.

Flatboats were built at Sugar Creek. During the building of the canal Thomas Carter shipped stone to points of construction along its route. Stoneware was later made at Foundry. Pork was packed and shipped by flatboat and later canal boat.

Foundry is an example of the influence one man often had on an early community. William Garten Coffin owned most of the land at Foundry Hollow, also known as just plain Foundry. This property changed hands many times. In later years the village ceased to exist.



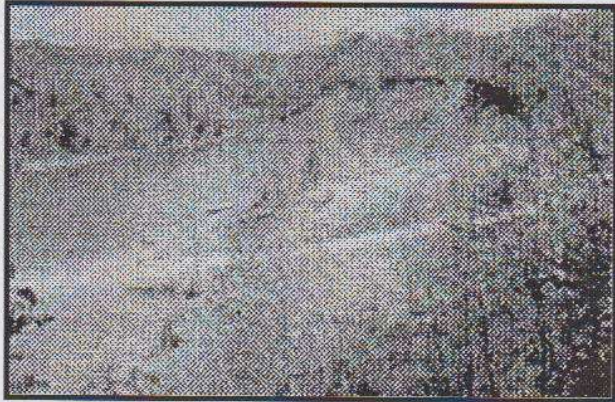
“CANAL CONNECTIONS” PARKE COUNTY

William Garten Coffin (b. February 22, 1811, d.) was born in Guilford county North Carolina. He married Semira in 1846. They had eleven children. He was a member of the Society of Friends. Throughout his life he moved to Ohio, returned to North Carolina, moved to Parke county, Indiana in 1835, moved to Leavenworth, Kansas after serving as an Indiana legislator, and then returned to Parke county. He is listed as a blacksmith; foundry-man; machinist; attorney; claim agent; flat-boatman; steamboat pilot; Whig; Republican; Southern Superintendent, U.S. Indiana Office, CA 1861-1865; and U. S government office in charge of mining operations on Lake Superior for four years.

Mr. Coffin served in the Indiana State House of Representatives from 1842-1844 and in the Indiana Senate from 1844-1847. He studied law under Parke county Judge William P. Bryant, who was also the Chief Justice of Oregon in 1850 and for a number of years thereafter. Judge Bryant practiced this profession until his death in Rockville, IN.

On October 8, 1864, the Sauk and Fox Native Americans assembled in a grand council to sign a treaty reaffirming their allegiance to the United States and to offset efforts of Confederate officers and disloyal Native Americans of Indian Territory, who had called a rebel council in Creek county. The treaty was signed by Keokuk, Ouenemo, Black Hawk, and Batteau. One witness and signer was William G. Coffin, Superintendent of Indian affairs.

W. G. Coffin's wealth and industrious background were responsible for the operations at Foundry Hollow, Coke Oven Hollow, Aetna, Stumptown and potteries in nearby Annapolis. In 1835-36 he bought up all the land necessary for the timber used for flatboats and mining. Clay was dug and his "right to dig clay" was leased near the foundry on an acre of land (later Aetna). Some of the iron used was mined in Foundry Hollow. Coal was mined and coked in Coke Oven Hollow to be used at Foundry. Clay was dug in Coke Oven Hollow for the coke ovens, the construction of smelting furnaces, the pottery companies and later for tile mills. A letter by Wm. G. Coffin appeared in newspaper columns years later entitled "The Coffin Foundry."



Top: William G. Coffin started the Sugar Creek Foundry in 1835 at this site, which later came to be known as Foundry Hollow or Foundry.

Bottom: Coke Oven Hollow located 2 miles west of Annapolis, IN, provided clay, coal, and some iron for the Sugar Creek Foundry and the potteries. P - Charles Davis

Fairmount, Kas., July 5, 1893.
Exum Newlin
Parke County, Ind.

My Dear Friend:

Thce asks for a historical sketch of the old Sugar Creek foundry.

It was commenced in the spring of the year 1835 by Joseph Woody and W. G. Coffin and my brother, Thomas C. Coffin, the firm name of Coffin, Woody & Co. Woody was succeeded soon after by William Rhubottom and him by Samuel Harvey; firm name changed to Coffin, Harvey & Co. We did a general foundry business and plow manufacturing, extensively for those times, our product going as far as Logansport north, Danville, Ill, on the west, Vincennes on the south and Danville, Ind., on the east. We used an excellent article of coke as fuel made from coal mined on our land in what is yet termed Coke Oven Hollow. Our iron was procured mostly from Cincinnati and the blast furnaces in Ohio and Kentucky. T. C. Coffin was our principal

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moulder, while W. G. Coffin was also moulder, pattern maker, foundry-man, machinist, blacksmith, carpenter, millwright, engineer, flat boat builder and Wabash River, Ohio and Mississippi River pilot. I also practiced dentistry and dealt out medicine to the sick neighbors in a very small way, was politician, stump speaker, member of the Legislature, both House and Senate, read law under Judge Bryant, was admitted to the bar, but only practiced to a very small extent, and I think I may safely say never was a great success or entire failure at anything. I built two steam saw mills on the land, hewing the timber, doing carpenter, millwright work and built all the engines except the boilers. I built flat boats on Sugar Creek from three to eight a year, and ran two a year to New Orleans for twelve years and finally wound up and quit on the general wind-up of flat-boating on the western river in 1848. Went into the government service as agent of the copper mining on Lake Superior, and have been in government service as Superintendent of Indian affairs or claims attorney ever since, not continuously, but most of the time; have been shipwrecked on Lake Superior, water logged in the Gulf stream.

As a beggar I write all the Friends yearly meetings in the world, but once as a beggar I raised nearly twenty-four thousand dollars for the building of Kansas yearly meeting house and after all the vicissitudes of fortune, hair-breath escapes, I am still hearty, hale and stout, stand up straight, walk with a light springy step, at the age of nearly 83, with a reasonable prospect of more years to come, it if please my great Lord and master to continue his wondrous goodness and mercy to one so utterly unworthy even to bow with submission and obedience to his will.

Very Truly your friend.
W. G. Coffin

His last major purchase was February 9, 1854, when he acquired more than 1,200 acres. Mr. Coffin mentions Wm. Rhubottom.

William Rhubottom (b., d.) made wooden pumps one mile south of Annapolis and delivered them by wagon to various neighborhoods. He sold them out of O.J. Innis' store in Rockville and at Hines wagon shop in Waveland. His hand-made pumps took First Premium at both the state and county fairs as the best to use. Bloomingdale was Parke county's first fair grounds and was located in the northeast corner of Section 23.

The four parts of Foundry consisted of the Foundry itself, a steam saw mill, a finishing

shop, a blacksmith shop, and three dwelling houses. The industry was situated on a 34 acre tract with two acres containing a pork house, a saw mill and a flatboat yard.

Sam N. Baker (b., d. 1860) started the pottery business in Reserve township. He came to Parke county in 1826 from Shelby county, Kentucky. He started the red ware business not far from Leatherwood Station on the road north of the station in 1830. This road takes you to West Union, the area where Manwarring Basin was on the Wabash & Erie Canal.

Baker hauled clay from a point near Leatherwood Creek and southwest of Bloomingdale. The "clip" clay, as it was then called, for glazing was found in "Wildman's Hollow." He ran the shop about four years. He then located in Rockville and made red ware. The business grew rapidly for there was a steady demand for his output. Before long his trade area included western Indiana and eastern Illinois. The pottery was hauled in wagons packed with straw to the door of the immigrant or settler and to local country stores. Still later the finished ware was shipped up and down the canal on a canal boat, which he owned.

David Atcheson came to Indiana in the fall of 1840 and fell in company with Albert Coffin, who was connected with Foundry. Atcheson asked Coffin where to get clay. Coffin told him he could get it close to the foundry. Atcheson went to Foundry, dug some clay, took the sample to a blacksmith shop in Annapolis, put it through white heat, salted it, and found it made a very good body and took a good salt glaze. He concluded that this would be a good location for the stoneware business. He wrote to David Huggins about his discovery. Huggins formed a partnership with Atcheson and Jacob Bennage, all Ohio men from Mogader, Summit county, Ohio, the great stoneware center of the United States, forming Atcheson, Huggins and Bennage, the first pottery company in Annapolis. They came to Annapolis in the winter of 1840, bought a house on the lot north of the shop at this time run by Atcheson and Lee, built a kiln, and burnt their first ware in August 1841. William G. Coffin, Thomas C. Coffin, Samuel Harvey & Company granted to David F. Atcheson the "right to dig clay" for his pottery on the

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property they lived on for the sum of one dollar. In a few years this pottery company was dissolved.

W. G. Coffin Sells the Foundry

Coffin, Harvey and Company sold the foundry, the steam saw mill, the finishing shop, the blacksmith shop, the pork house and the flatboat yard to Albert Coffin and Franklin Rayl for \$6000 on December 26, 1842. Next W. G. Coffin sold 1.40 acre to David F. Rayl, Albert Coffin, Nathan Hunt for \$50 on May 15, 1843. This was land for their pottery to be erected under the name of The Aetna Manufacturing Company. The same date, W. G. Coffin sold David F. Huggins one-quarter acre, attached to the above land.

W. G. Coffin Buys Back Foundry

On July 9, 1847, W. G. Coffin bought back the foundry and everything else he had sold to Albert Coffin and David Rayl for \$6000. This time William was sole owner of the land and business. His brother Thomas C. Coffin sold out on December 26, 1842.

Thomas Coffin's wife is buried in Bloomingdale Cemetery. Her stone reads, "In loving memory of Mary Coffin consort of T. C. Coffin who departed this life March 19, 1841 in the 27th year of her age." A slab of concrete lays at the base of her stone which says, "My mother's grave visited October 4, 1893. Frank Rayl Coffin. By 1850 Thomas had moved to Orange county.

During these years this business venture did extensive work for the Wabash and Erie Canal. Some of the products of the foundry were wickets for the locks. One of these is in the possession of the Indiana State Museum.

Franklin Rayl (b. June 26, 1813, d. August 7, 1889) was born in Guilford county, North Carolina. He came to Parke county in 1837 after severing his apprenticeship at the molders in Richmond, Indiana. He worked for W. G. Coffin for 15 years as the general molder at Foundry. In 1850 he went to California to mine for two years. He returned to Parke county to farm and raise stock. He married Gilla Rawlings

in 1844. She later died on February 22, 1869. He then married Polly Lamb in 1870. His farm was in Section 33 Penn township and Sections 5 & 6 in Washington township. He was buried in Poplar Grove Cemetery.

Alexander Burke made patterns for the molds that were used in shaping the articles such as the wickets at the foundry. When he died, there was a sale of his personal property in Annapolis. It consisted of one Lever watch, carpenter and millwright tools, books, a note for \$70 payable in machinery and castings, bed and bedding. The sale was held on March 29, 1856. Exum Newlin owned the square used in laying off these patterns. Burke is buried in Bloomingdale Cemetery.

Nelson McClure (b. July 14, 1813, d. January 26, 1908) operated the steam saw mill and sawed all the lumber used in the construction of the Feeder Dam across Sugar Creek below Foundry. This was the shipping point for Foundry, Aetna and Annapolis until the canal closed. His obituary said:

Uncle Nelson McClure is dead at the age of 94 years. He has been a landmark in this community for most of 80 years. He came here from Virginia at the age of 13. Was the son of a Revolutionary soldier. Among those present were Horace Wheeler of Dana, James Chapman of Paris, Illinois, Mrs. Laura Shirk of Silverwood, Mr and Mrs. Lou Maris of Terre Haute.

McClure came to Foundry with his older brother Mordecai. Another source says Nelson settled at the Feeder Dam site in 1826, moved to Annapolis, and was a painter for over 40 years. A look at land entries shows that Mordecai bought 1,341 acres SW frac. Sec. 15, in Penn township on October 26, 1826. The Feeder Dam is in Section 4. McClure lived on lot #2 in Annapolis. He is buried in Linebarger Cemetery.

Thomas Carter (b., d. January 13, 1873.) built flat boats at the Coffin boat-yard for canal navigation as he engaged quite extensively in shipping stone to points of construction along the canal. He is buried in Bloomingdale Cemetery.

W. G. Coffin Buys-Sells Pottery Several Times

In 1853 W. G. Coffin bought out the

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Aetna Manufacturing Company from Albert Coffin and David F. Rayl, et al. Later in the same year he sold Aetna to Crawford Laughlin. The deed reads, "Containing 1.40 acre with stoneware manufactory erected in said lot together with dwelling houses.

It was at this time that W. G. Coffin started selling off vast amount of his land. On April 24, 1854 he sold 558 acres to the Illinois Central Railroad for 60 shares of stock and \$10,000. The railroad never went through this land.

The Cincinnati, Hamilton, Dayton Railroad went through Bloomingdale almost 2 miles south of Annapolis. This caused the town of Annapolis to decline. Coffin must have had inside information and made some money at it. On May 19, 1854 the Parke County Whig had an ad in it which says, "Cleveland and St. Louis Railroad. William G. Coffin of Parke Co. has been appointed agent for the above named road. All persons desiring to transact business with said Railroad Co. will apply to him."

It was at this time the Aetna Manufacturing Company lost its name. It is called Foundry Pottery by A. H Lee in his historical article in 1893. Crawford Laughlin ended up letting William Coffin have the Aetna Pottery back. Also Coffin regained the "Right to dig clay" lease at the same place until later in 1854 against David F. Atcheson. The Common Pleas Court put it up for auction and Coffin bought it back.

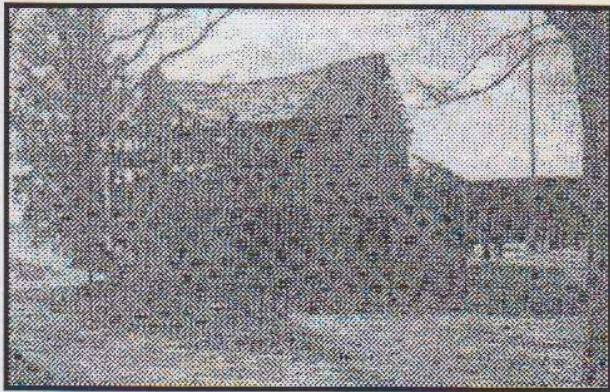
On January 20, 1855, W. G. Coffin sold the former Aetna pottery to James S. Gapin for \$160 plus the "right to dig clay" on various places on Coffin property including Coke Oven Hollow. Mr. Gapin continued the business at that place until later in 1855 when he, in company with his brother of Middletown, IN, took their departure for the California gold fields. While en route James took sick and died while aboard a vessel and was consigned to a grace at sea. The establishment, in the mean time with closed windows and doors, finally fell into decay.

W. G. Coffin Leases Saw Mill

On October 27, 1855, William G. Coffin

leased his steam saw mill and five acres to Nathaniel Lyon. Mr. Lyon moved the mill to Sugar Creek running parallel to the Wabash and Erie Canal feeder pond and canal feeder in Section 4. Lyon was in full possession of mill and land but, when he no longer had need of them, the land and mill were to remain the property of Mr. Coffin. In one year's time Mr. Lyon had to pay William Coffin \$900 plus 1,000 bushels of crushed corn for feed.

With business booming and the population growing, one room school houses were being built. May 25, 1857 John M. Welch deeded one-half acre to Sam Davis, Geo. McDonald, and Henry Sinton, trustees of Reserve township, for the building of school house No. 5 in Section 10. The school was located across the road where Stumptown was. It is still standing at the same place on property owned by Earl Johnston. Mr. Johnston lives in the old Welch home.



School No. 5 in Penn township was built in 1857 on land owned by John M. Welch. It stood across from the old Redford and Lee Pottery located about ¼ mile east of Foundry.
Photo by Charles Davis

John M. Welch (b. November 19, 1820, d. ?) was born in Kentucky. He was 18 years old when he came to Parke county. He married Elizabeth Moore in 1847. In 1867 he was converted and joined the M. E. Church at Linebarger Chapel. He was buried in the Friends Cemetery.

Robert Addison Coffin bought 40 acres from W. G. Coffin on August 21, 1862 in Reserve township Section 9 (Coke Oven Hollow). Robert built a house there and started a stoneware business, which was superintended

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by Crawford Laughlin, In regard to the deed/lease on the clay, it covered all the land belonging to W. G. Coffin and included the clay on the land in Coke Oven Hollow bought by Robert A. Coffin. As mentioned earlier, this deed was made to James Gapin. When Gapin died the deed for the clay site fell to his brother Stephen Gapin, who lived in the southern part of the state.

In 1867 Welch and Lee, owners of the Annapolis pottery, bought the right from Stephen Gapin for all the clay to be used in the Annapolis pottery. The deed instructed them “not to block or obstruct at said clay banks.” It included land where the Aetna factory stood. About 1870 the stone tile business was started in Coke Oven Hollow by Robert A. Coffin, superintended by William L. McIntyre and run for two years.

STONE TILE
At Red Tile Prices
R. A. COFFIN
 Coke Oven Hollow, two miles west of Annapolis

Would say to the public that he is manufacturing and selling genuine Stone Tile at Red Tile prices. That Stone Tile are superior to any other, must be apparent to all. They possess more than double the strength of any other, and will last for all time to come, if properly put down. Besides the purposes for which Tile are ordinarily use, they will answer every purpose for which metallic piping is used; by properly cementing the joints. Then we would say, call and get the best as they may be had as cheap as an inferior article.

August 23, 1874 4tf.

Robert A. Coffin (b. August 17, 1818, d. June 6, 1896) was born in Randolph county, North Carolina, lived there until about the age of 12, and moved with his parents to Parke county in 1830. He married **Sarah J. Swaim** (d. October 14, 1860) on February 13, 1849. They lived together until her death. He was again married to **Luzenia Swindell** about 1871, who survived him. He died at the age of 77 years, 9 months, 20 days with wife and two children living at his home in Coke Oven Hollow. During his later years he lived in various places and had almost lost his mind. After short funeral services at the old home, he was taken to Oakland Cemetery in Montezuma for burial. Probate records show he

owned Coke Oven Hollow, which encompassed 40 acres, and also owned an additional 4 acres in the northwest corner of Section 10. He was a member of the Friends Society and was responsible for the underground railroad operation before the Civil War.

R. A. Coffin bought the land and shipped clay to potteries in Delphi, Attica, Covington, and Maumee via the Wabash & Erie Canal as a means of getting money to start his own pottery. The year before he built his pottery he shipped 669 tons of clay at one dollar per ton.

Little and Heyworth brothers started their stoneware business in connection with the mill in Coke Oven Hollow in 1875 and discontinued in 1878. On January 9, 1865, W. G. Coffin sold 639 acres including Foundry and Coffin farm to Sam Jordan for \$7,000. W. G. Coffin at this time was living in Kansas settling there as early as 1860.

W. G. Coffin sold 320 acres, the rest of his land in Sections 3 and 4 to the Indiana, Illinois Central Railroad on August 13, 1868.

Sam Jordan sold 1 acre of land to Alex H. Lee and R. G. Atcheson on April 21, 1874. Jordan established a stoneware pottery on this spot in 1870, which went by the name of Stumptown. Francis Redford was also co-owner with Lee and Atcheson. In a short time Redford sold out to Atcheson and Lee who carried on for one year and then traded the factory to George Wilkins for the factory in Annapolis. John Hart, at this time, became a member of the company after 3 years. Hart also sold out to Atcheson and Lee. This property changed hands repeatedly during a period of ten years. By 1880 it had lapsed into complete inactivity.

R. G. Atcheson was a potter and farmer. The **Rockville Tribune** of February 24, 1932 carried his obituary:

R. G. ATCHESON PASSES AWAY THIS MORNING
 Prominent Annapolis Man
 Dies After Long Illness;
 Funeral to be Held Friday

R. G. Atcheson, 88, well known farmer of Annapolis, died at his home there at 7 o'clock this morning. Death

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followed an illness of complications which has afflicted the deceased since about Christmas. He would have been 89 years of age March 10.

Mr. Atcheson was a Civil War veteran, serving as chaplain for the local G. A. R. post for many years. His death leaves but ten veterans in Parke county.

The deceased had lived his entire life in Parke county and for many years engaged in the potter's trade. He was a man of unusual intelligence and was prominent throughout the county.

He was a member of the Christian church.

He is survived by the wife, three daughters, Mrs. Lloyd Madden of Bloomingdale, Mrs. Frank Sibley of South Bend, Mrs. Lillian Bodreau of Illinois and one son, Howard of Scottsburg.

Funeral services will be held Friday morning at 10:30 at the Friends church in Bloomingdale with Rev. C. C. Griggs officiating. Burial will be in the Bloomingdale cemetery.

George Wilkins (b. August 1810, d. December 8, 1878) was born in Franklin county, IN, where he lived on the Coffin farm in Penn township about 2 years. He then returned to his farm in Sugar Creek township where he resided until his death. He was founder of the Mill Creek Church. Icy Thomas was the wife of his youth and died in 1831. In 1858 he married Elize Jones. It was Wilkins who built the first mill in Bloomingdale on the south side of the original town. He also was co-builder and owner of the Wilkin's grist mill at Mill Creek in Sugar Creek township from 1835-77.

August 24, 1874 George Wilkins bought the Coffin farm from Sam Jordan then sold it to Thomas K. Cannon on September 20, 1876. Foundry ceased operations about the time Aetna was bought by James Gapin in 1855. But when Gapin died in that year both Aetna and Foundry were nothing more than history. Coke Oven Hollow would be used for decades to come.

On November 6, 1894 Frank Kelly, guardian of Robert Addison Coffin, leased Coke Oven Hollow to Jacob P. Kessler and Alfred Hollingshead. This lease was for coal, clay and other mineable materials. Coffin agreed to put the tile mill and burning kiln into good running order in the deal. This lease was for three years.

In 1907 the Bloomingdale pottery known as the Union Clay Products Company was

established. The plant included 133 acres of land along Sugar Creek of which Foundry Hollow was a part. It was capitalized at \$50,000 and the original corporation consisted of John Daily, John Barbazett, Charles Vincent, George Parker, Martin Hidden, Otto Hoonung, Joseph Friz of Terre Haute and Arthur Zimmerman of Brazil. In 1916 John O'Boyle was the owner and directed its management. In 1938 William T. and wife Susie H. Dee were the owners. The Dee family had a long history in Parke county for its brick and tile business. The last one to run this plant was Ronald "Mac" White, son-in-law of Wm. T. Dee. Mac said the last clay dug out of Coke Oven Hollow was in 1981. Coke Oven Hollow had clay dug out of it for 141 years. Present owners Tom and Debbie Riggs have turned the clay pit into a fish stocked lake.

William G. Coffin and the Wabash & Erie Canal made Foundry blossom. An article dated April 17, 1930 tells of his home:

**T.C. Rockwell Home,
West of Annapolis, IN RUINS
LARGE BRICK HOUSE
Was Erected by the Late Wm.
G. Coffin in the Early Fifties—
Nearly 80 Years Ago**

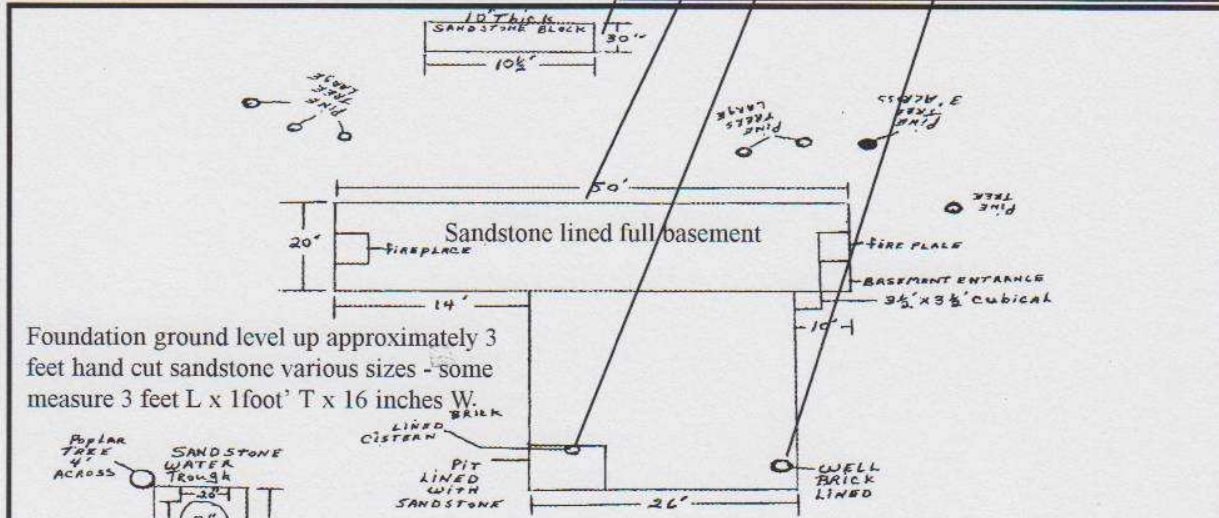
About 12:30, Saturday afternoon, the Thomas C. Rockwell home, west of Annapolis, was destroyed by fire. A large portion of the household goods, including antiques and over valuables, were also destroyed. Mrs. Edna Moore, a daughter of Mr. Rockwell, and the wife of Harvey Moore, proprietor of the Clinton Hotel, had gone to the farm home to do household cleaning, and sparks from a pile of trash she was burning are believed to have been carried to the roof. Mrs. Moore called the local fire department and they were quick to respond, but the fire had gained too much headway to be checked upon their arrival, and it was not long until all that remained of that large brick homestead was the blackened walls and a portion of them fell due to intense heat. Some insurance was carried, but far short of enough to cover the loss.

The building was one of the oldest in Parke county, being erected by W. G. Coffin in the early fifties. Dr. and Mrs. Horace Cannon, parents of the late Hon. Joseph G. Cannon, occupied the property for a short time. Later Mr. and Mrs. Samuel Jordan, parents of Mrs. Andrew

"CANAL CONNECTIONS" PARKE COUNTY

F. Mitchell, of Whittier, CA, owned and occupied the property for many years as did the George Wilkins family. The Rockwells have owned the farm for several years.

Remains of William G. Coffin's Second Home
Entrance step of quarried sandstone, Home's foundation, Cistern, Chiseled sandstone lid over brick lined well



Foundation ground level up approximately 3 feet hand cut sandstone various sizes - some measure 3 feet L x 1 foot T x 16 inches W.

The upper part of the house was red brick. All sandstone was quarried on this property. Brick was made here also. Clay was dug in Coke Oven Hollow.

HOME OF WILLIAM G. COFFIN BUILT IN THE EARLY 1850S
Drawn by Charles Davis, Rockville, Indiana

WEST UNION

The Linebargers, who came in 1822, were the first settlers in the area of West Union. They were followed by John Beard, who built a mill on Sugar Creek. In 1832 a Methodist log church was built. It was replaced in 1847 and is still in use today as Linebarger Chapel. Platted in 1838, West Union had a post office, school, two stores, mills on Sugar Creek, and a grain elevator with a railroad terminal. All that is left is the Chapel, a few homes, and the West Union Covered Bridge.

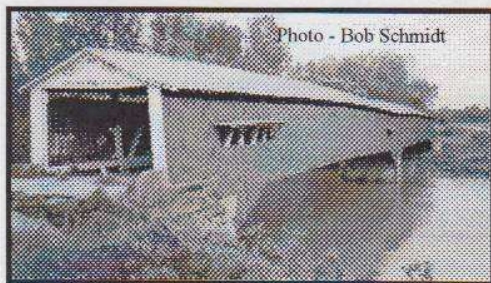
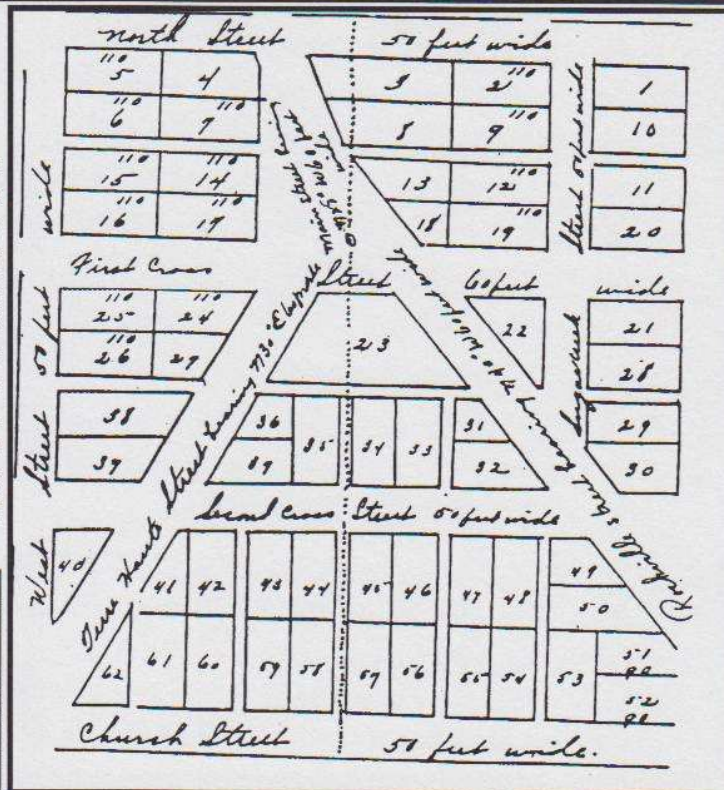


Photo - Bob Schmidt



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SUGAR CREEK FEEDER

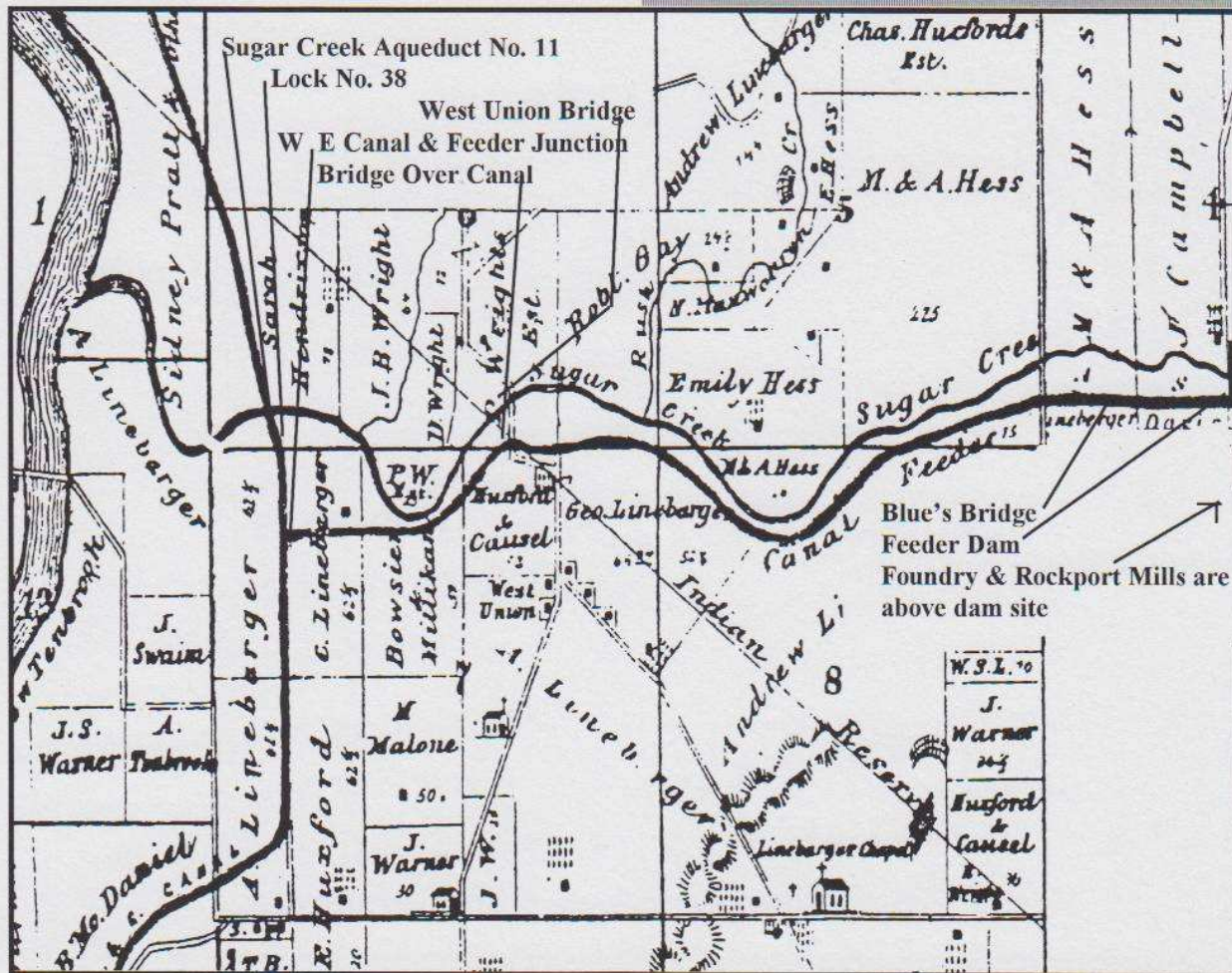
Blue's Bridge & West Union Bridge

Canals need a source of water. The Wabash & Erie Canal was fed along its route by damming up rivers and creeks and using the pooled water directly in the canal or storing it in reservoirs until needed. In order to float canal boats, the engineers recommended 4 feet deep water. Because of the Wabash River's very wide flood plain in Parke county, which made placing a dam across it difficult, they put a dam across Sugar Creek instead. It was about 3 miles up the creek from the river near Foundry. The dam was 227 feet long and 9 feet high above low water. Its type of construction can be found in the Chief Engineers Report in this book. There was also a

guard lock at the dam to protect the feeder canal when Sugar Creek was flooded and to allow boats to enter the canal from the creek. The feeder canal also had two road bridges crossing it. The one at the east end was known as Blue's Bridge. Another one was at the west end near the West Union Bridge across Sugar Creek.

The 1874 plat map only shows a road going to the feeder dam on the north side. This was the main shipping point for the towns of Annapolis and Bloomingdale, IN. However, the Commissioners Record December Session 1849 Vol. 3, 1844-1850, page 449 gives information about a county road and Blues Bridge over the feeder canal at the feeder dam:

Others for a county road and proof of notice having been made, Ordered that Daniel B. Shup, Samuel Kelly, Thomas K Harvey be and they are hereby appointed viewers in this behalf and that they proved often having been duly sworn to



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view a route for a public road. Commencing at the forks of the road at John Bowsher on the $3\frac{1}{2}$ of the NE $\frac{1}{4}$ of Sec 34 T 17 R 8 W thence south following the county road leading to the Foundry on Sugar Creek until it strikes the correction line between T 16 and T 17 in the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Sec. 35 T 17 N R 8 W owned by John Bowsher thence in a southwesterly direction until it strikes the line between the E $\frac{1}{2}$ of the NE $\frac{1}{4}$ Sec. 4 T 16 N R 8 owned by Elihue Coffin, William G. Coffin, agent and the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ Sec. 4 T 16 N R 8 W owned by Peter Staley and occupied by Alexander Bucklus thence south following the line until it strikes the lane leading east from Josiah Campbells thence west following the lane to Sugar Creek on the E $\frac{1}{2}$ of SW $\frac{1}{4}$ of Sec. 4 T 16 N R 8 owned by Cornelius Blue thence south to Blues Bridge across the canal feeder thence in an easterly direction following the way that is now traveled until it crosses the lie between the W $\frac{1}{2}$ of NW $\frac{1}{4}$ of Sec. 9 T 18 N R 8 W owned by Peter Warner. Thence south until it strikes the south west corner of the above. Thence south following the way that is now traveled until it intersects the county road leading from Annapolis to Montezuma on the W $\frac{1}{2}$ of SW $\frac{1}{4}$ of Sec. 9 T 16 N R 8 W owned by Peter Warner and if they shall be of opinion that said road will be of Public utility then proceed to mark and locate the same not passing through my persons in closure of more than one year standing without the owners consent unless a suitable way cannot otherwise be had, noting the courses and distance and with their report under their hands at the next session of this board.

Blue's Bridge was named after Cornelius Blue, who owned the land on which the bridge was built. Blue's Bridge was probably washed away by the 1866 flood and that is why it isn't on the 1874 plat map.

The West Union bridge over Sugar Creek was also authorized in the same Commissioner's Record:

Ordered that Robert Manwarren (Manwarring) be and he is hereby authorized to collect the subscriptions made for the building and completion of the Sugar Creek bridge at

Manwarren's Mill and further that he be authorized where it shall be necessary to bring suit in the name of the board of Commissioners to collect the same and make his report to this board when required and as soon as collections are made.

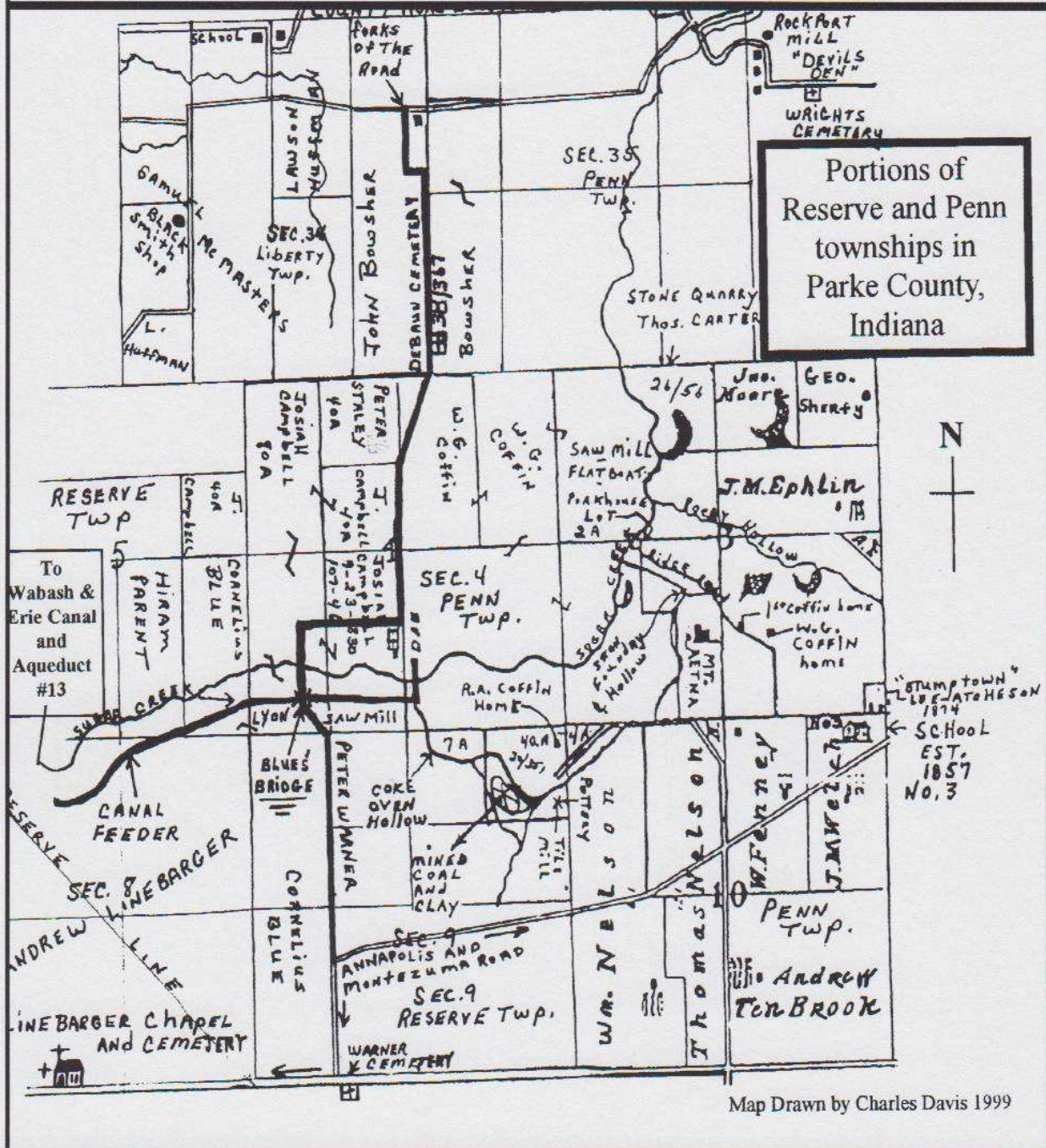
This authorized the first bridge built at this location across Sugar Creek. It was called Star Mills Bridge named after the mill situated there owned by Robert Manwarring. The road through there was called the Indiana State Highway or the Terre Haute and Lafayette Road as was the same route through Armiesburg. Histories of Parke county's covered bridges don't include this first bridge, which was probably an open type bridge, for the covered bridges didn't appear in the county until 1854 at Armiesburg.

The second bridge built at this location was erected by J. J. Daniels in 1861. It was destroyed by a flood in 1866 and was replaced by the Harrison Bridge in 1866. The new bridge was named in honor of Gen. Wm. Henry Harrison like its "sister" Jackson Bridge (Rockport) was named for President Andrew Jackson.

In 1875 a flood hit Parke county, as bad as the one in 1858. The Harrison Bridge was lifted from its abutments and was swept away down Sugar Creek. It ended up $\frac{1}{2}$ mile further down in the bed of the creek from its original location according to an 1875 **Rockville Republican** article. In December of 1875 the County commissioners instructed Daniels to draw up plans and specifications for a new bridge at West Union. He was instructed to widen and repair the abutments on the existing bridge for \$600. He completed this bridge in September 1876 and thus the West Union Covered Bridge was born. Strong evidence suggests that the north side stone abutment of Sugar Creek Aqueduct #11 of the Wabash and Erie Canal was used in the West Union Covered Bridge.

Using stone from the aqueduct would have been possible since on December 4, 1875 an order from the Circuit Court said that the "Wabash & Erie Canal with its appurtenances and certain lands and lots and among others that certain tract and parcel of land herein after described and conveyed to be sold at public auction at the Court House door in the city of

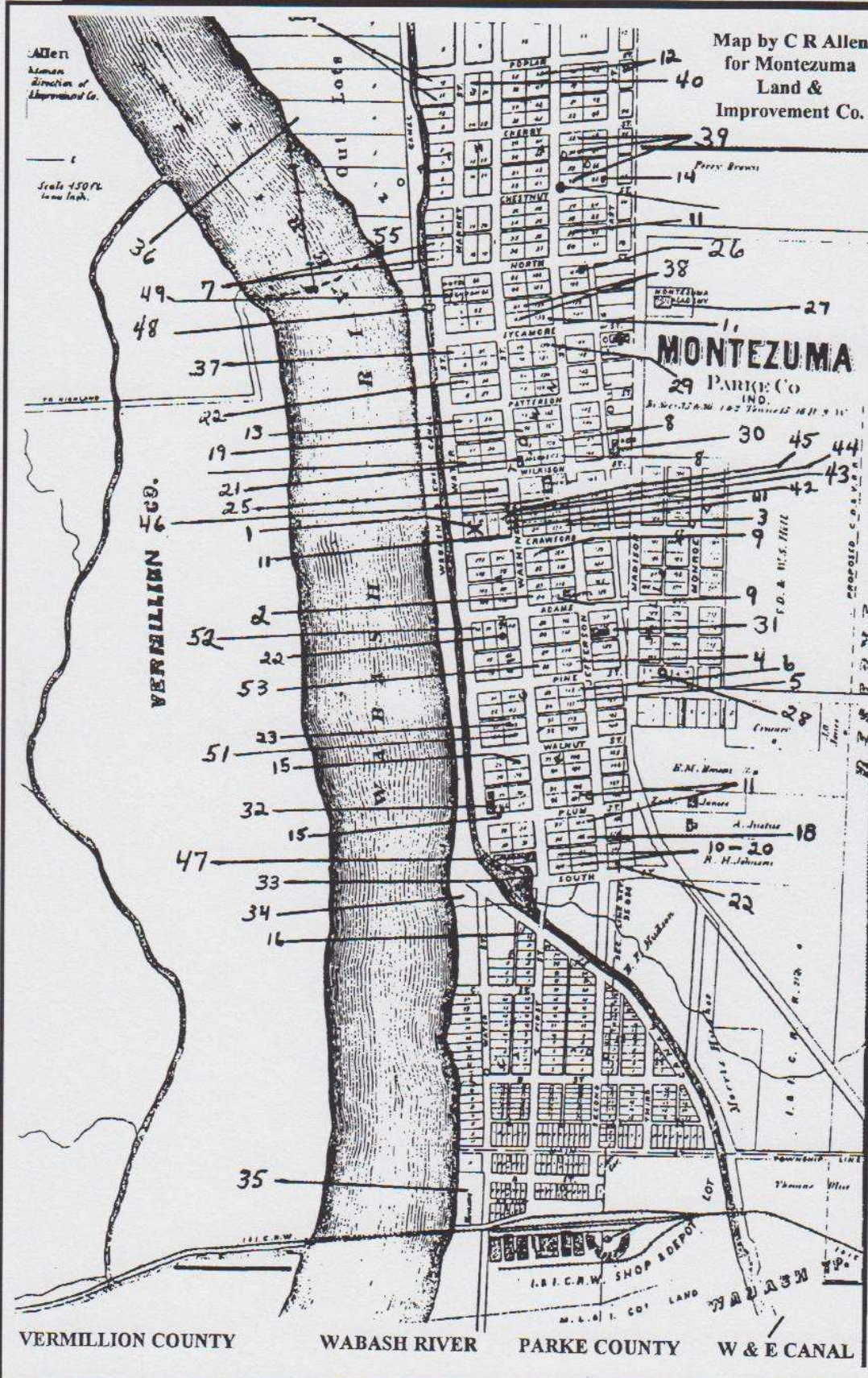
"CANAL CONNECTIONS" PARKE COUNTY



This map shows the location of Sugar Creek, Canal Feeder, Blue's Bridge, Coke Oven Hollow, Foundry, etc.

Terre Haute, County of Vigo to the highest bidder the Wabash & Erie Canal lying within the said by Samuel Gookins Special Master in Chancery County of Parke including its banks, margins, and Thomas Dowling Resident Trustee after tow-paths, side cuts, feeder basins, right-of-way, having given notice of such sale,...at which sale locks, dams water ponds and structures. April Josephus Collett and J. J. Daniels being the 13, 1876." Daniels owned the aqueduct. Also a highest bidders became the purchasers of the study of the differences in the way the stone was property for the sum of \$1,900, which sale was cut on this bridge's abutments supports this on the 23 day of March 1876 ...All that part of theory.

"CANAL CONNECTIONS" PARKE COUNTY



- MONTEZUMA, IN compiled by Charles Davis
1. W & E Warehouse
 2. Carriage factory
 3. John H Watkins
 4. Gus Bailey
 5. William McIntosh
 6. Thomas N. McIntosh
 7. Obriest Woolen Mill
 8. John Naylor
 9. John Arn
 10. Phoebe Streetmocker
 11. Noah Deer
 12. Israel Armstrong
 13. Hugh F. Feency
 14. Charley & Lucy Peer
 15. Elijah Finnell
 16. Saw Mill
 17. Frank B. Machledt
 18. Gun Shop
 19. Jarvis H. Davis
 20. Brewery
 21. Dr. Adkins & J. Jacobs
 22. Morris Hughes
 23. John Link
 24. John X. Ireland
 25. Ezra Marvin
 26. First School
 27. Montezuma Academy
 28. Old Mont. Cemetery
 29. St. Palais
 30. Presbyterian Church
 31. Methodist Episcopal Ch.
 32. Bowsler Grist Mill
 33. Bensons Basin
 34. Lower Steamboat Land.
 35. Bensons Slaughterhouse
 36. Upper Steamboat Land.
 37. L. Henderson O. Lemon
 38. Thomas Doran
 39. Thomas & Jane Doran
 40. Isaac Shane
 41. Sylvester Store
 42. Stacy Marble Yard
 43. M. Hughes Grocery
 44. E. G. Wilson
 45. Harness Shop
 46. Young Store & P. O.
 47. No. 80 Bridge over canal
 48. No. 79 Bridge over canal
 49. Wilson (Phoenix) Hotel
 50. Village Well
 51. George Fisher
 52. Andrew Tenbrook
 53. Simon Smith
 54. Geroge Krets
 55. Joseph Burns Ferry

"CANAL CONNECTIONS" PARKE COUNTY

MONTEZUMA

Montezuma is located on the east bank of the Wabash river on what was originally a Miami Indian village. The village was quite large extending two miles to the southeast. An important trading post in the early 1800s, it was named for the last Aztec emperor of Mexico by the early white settlers. The first settler was 71 year old Samuel Hill, who came to Montezuma in 1821 and built a large two story log home around which the town grew. It thrived because of its transportation advantage: the Wabash river and later the Wabash & Erie Canal, the two major bisecting railroads, and the coast to coast highway, which crossed the Wabash at Montezuma. The largest steam boats were the "Daniel Boone" and the "Island Queen."

Montezuma was founded in 1823. The town was laid out by Whitlock and Majors about 1824 and extended in size by Ambrose Whitlock on July 20, 1849 due to the growth from the canal. The majority of early settlers came from Germany with others from Scotland, Ireland and some down east Yankees.

While the Wabash and Erie Canal was still in the planning stage, Joseph M. Hayes of Montezuma announced himself a candidate for the Legislature in 1825. In a very spirited speech he claimed he would do much for the canal if he was elected.

Col. Erastus M. Benson formed a partnership with John G. Davis, Clerk of Parke county in 1846 and opened a general merchandise business in anticipation of the coming of the canal. It was large and flourishing. It grew into a wholesale buying and selling business and had a big warehouse on the canal basin 150 years north of the artesian well. This warehouse was managed by Septimus Vanlandingham.

The canal opened to Montezuma in 1848 and brought a commercial bonanza. The town soon was a rival of Terre Haute and Lafayette for canal commerce. Many types of craftsmen came to build the canal and related structures. Frederick Bertram Machledt, a young German

bridge builder came to build the bridges across the canal. The remains of the canal bed and the huge Benson's Basin where the canal boats were stored, loaded with products such as logs, grain and salt pork bound for New Orleans, and turned around are still visible. This canal heyday did not last long because of the coming of the railroad in 1860 and the demise of the canal around 1865.

A large two-story frame hotel north of the bridge over the canal bed was built by the Wilson's probably around 1849. Later it was operated by John Brady and his wife, Anna. It was known in canal days as the Brady Boarding House. Lodging for the night was 25 cents, but it was said Mrs. Brady never turned anyone from her door. She said, "He might be back sometime and pay me."

In 1998 Charles Davis researched the Brady House and his complete research appeared in *Indiana Canals* Vol. 9, No. 4. entitled "Old Photo and Newspaper Article Inspire Research." A summary of his findings follows:

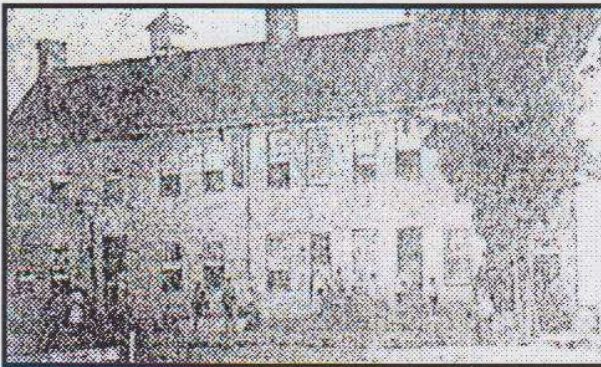
SUMMARY OF LOTS # 1 & 2 TRANSACTIONS WHERE BRADY HOUSE ONCE STOOD

1824 Ambrose Whitlock and Majors platted this section of Montezuma
January 1, 1836 Whitlock sells Lots # 1 & 2 to Isaac Springstead
January 1, 1848 James Wilson bought Lots # 1 & 2 at auction (\$305)
June 13, 1849 James Wilson sells Lots # 1 & 2 to his wife Jane L. Wilson (\$305)
Somewhere in the time frame of 1849 and 1863 the hotel was built by the Wilsons
April 26, 1863 Lots # 1 & 2 from Jane Wilson estate to Edmond and Elizabeth Wilson and John and Annis Wilson
August 31, 1864 Wilsons sell Lot # 2 to Nathan Pinegar (\$625)
Annis Wilson keeps 2/3 of Lot #1
July 25, 1866 Nathan Pinegar sells hotel to Thomas Hayth (\$1,000)
April 26, 1872 Thomas Hayth sells hotel to Alfred McDonald (\$1,200)
1873 Hotel Cochran owned by Alfred McDonald operated by Cochrans
May 1, 1874 Alfred McDonald sells Lot # 2 to Robert Welch (\$1,600)
April 10, 1875 Robert Welch sells to Ann Brady (his daughter for love and caring for him)
1870 Census lists canal workers indicating Wabash and Erie Canal still in operation
1890 advertisement shows Brady House hotel still in operation
1916 Ann Brady dies in the hotel according to her obituary
Feb. 10, 1925 Ann Brady estate trustee sells Lot #2 to Jay C. Payton (\$600)
1972 Brady House torn down

Articles from the *Terre Haute Tribune Star* of July 22 year unknown were found that

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tell more about the Brady Hotel. However referring to it as the Commercial Hotel was incorrect. Corrections appear in parentheses.



MONTEZUMA, Ind. July 22- (Special)- Shown above is a reproduction of an old tintype of a hotel building once located in Montezuma. This hotel, known at various times as the Commercial Hotel, Souder House and Montezuma House, is believed to have been built during the period when the Wabash & Erie Canal was in operation about a century ago.

Pioneer Hostelry Served Patrons Who
Traveled Former Wabash & Erie Canal!
By Max Harvey

MONTEZUMA, Ind. July 22 - An old adage commonly attributed to the Chinese to the effect that "One picture is worth a thousand words" was most applicable to the accompanying one.

This picture, found among the personal effects of William Sylvester, recently deceased, depicts the old Commercial Hotel (Brady House), a well-known Montezuma hostelry, which thrived during the latter part of the nineteenth century and then, falling prey to twentieth century progress, was torn down in 1902 (1972) to make way for a modern brick building which now houses the King Hotel (King Hotel was on the main street).

The picture shown, however, is a copy of a tintype which was made probably during the 90s. The tintype is a negative print and consequently the subject matter appears in reverse to the eye. When photographed, the camera reproduced the picture as it appears in today's **Tribune Star** and as the hotel building appeared to the observer in the years long past.

When shown the photograph, a number of local residents who have lived all or most of their lives here described the building as the Brady Hotel, an inn which was located near the towpath of the Wabash & Erie Canal and stood in the northern part of

Montezuma. On reflection, though, these old-times changed their minds and agreed with others who had claimed from the beginning that the building was the Commercial Hotel.

Memories Recalled

A number of interesting facts and anecdotes were recalled to the memories of these people when they were shown the picture of the old hotel building. At one time a porch ran along the entire front of the hotel, a porch with wide board flooring and almost equally wide cracks between the boards. Here the travelers would sit, swapping comments, while they waited for the next canal boat or train. At last the management of the hotel decided to do away with the porch, perhaps because it attracted too many of the town's idlers or perhaps to improve the general appearance of the building. At any rate, down came the porch. Among those employed to do the job was Asher Stribling, then a young man of about 17 years.

While engaged on the task of wrecking the porch, Asher found two gold pieces, one worth \$2.50 and the other \$5. Other workmen found silver dollars and smaller coins aggregating about \$20 in value. At the wage rate then prevailing, Asher recalled that it was fifty cents a day, the workmen found several days' wages which, through the years, had fallen from the pockets of the porch sitters and rolled through the cracks of the floor.

Some youngster had missed a golden opportunity to amass for himself a fortune through the use of ingenuity, a long stick and a tenacious substance such as chewing gum.

The Brady House was torn down by Paul Bartlow in 1972 because it had become a "hang out." He remembers that the wall laths of the hotel were made of poplar and were 20 feet long. The floor joist were 3 inches by 12 inches and were of solid poplar. He heard that Abraham Lincoln stayed a night in the old hotel when passing through town.

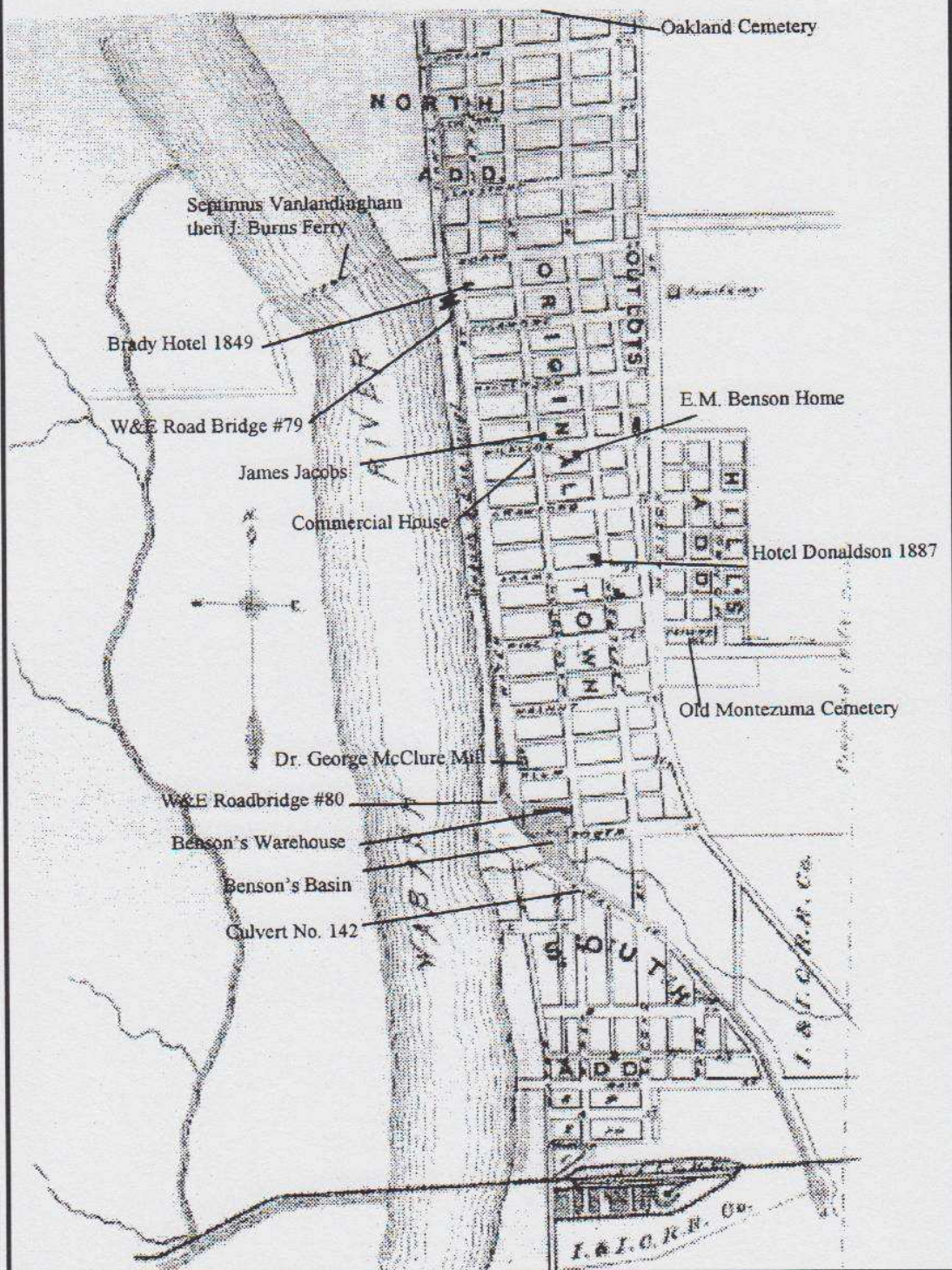
Other Montezuma hotels were Hotel Donaldson (1887) built by Judge Walter C. Donaldson (b. August 22, 1802, d. December 15, 1892) on the corner of Jefferson and Adams streets and the King Hotel (1902) on Main Street (Washington Street) that later became Machledt's furniture store.

The 1870 Census lists John Brady's brother Patrick as a "canal worker," which helps

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1876

MONTEZUMA, INDIANA PARKE COUNTY



The 1847 Chief Engineer's Report on Structures by Jesse Lynch Williams lists the following: Road bridge No. 79, upper part of Montezuma; Road Bridge No. 80, lower part of Montezuma; Culvert No. 142, at Montezuma, length 122 feet, 4 by 1½ feet clear. Top of culvert 10 feet B.

"CANAL CONNECTIONS" PARKE COUNTY

prove the Wabash and Erie Canal was in operation as late as 1870. It also listed Zimri Maris age 34, Canal Superintendent, (d. November 6, 1918) who lived in Bloomingdale and is buried in Bloomingdale Cemetery; James Johnston age 55 Canal Superintendent (b. 1829, d. September 27, 1908) buried in Oakland Cemetery; and Rollen (Rolland) Bently age 33 Running Canal Boats, who was born in Canada.

In 1857, the steam engine replaced the canal boat. John Frederick Machledt, son of Frederick, followed in his father's footsteps and built bridges for the railroads. Two major rail line intersected in Montezuma, where freight and passengers could transfer rail lines. The east/west line connected Washington, D. C. with Springfield, IL and the north/south operated from Chicago, IL to Miami, FL.

Because five major types of clay abounded in the Montezuma area, many local brick yards manufactured important products: face or fire bricks; fire or high-temperature bricks; tile and sewer bricks; pottery clay; and paver bricks. Paver bricks provided a surface that would transform dirt paths into smooth clean streets and sidewalks.

Following the disastrous Chicago Fire in 1871, the city was rebuilt using only fireproof building materials. With the North and South Railroad for transportation and the abundance of clay available, Montezuma became an important producer of clay products in the rebuilding of Chicago.

In 1880, a disastrous fire burned down the Montezuma railroad shops and put many men out of work. This slowed down the town's growth, but by the census of 1910 Montezuma had a population of 1,537, assessed personal property of \$105,075, and real estate of \$123,060.

The *Montezuma Enterprise* of March 7, 1940 carried a description of early Montezuma written by Fred A. McIntosh around 1927-28. It is quoted in its entirety and followed by McIntosh's obituary:

"The first store was opened in a log cabin by James Nesmith, an Indian agent, the stock

consisting of two bolts of calico and one barrel of whiskey.

William Miller (brewer, soldier) "Around 1850 when Montezuma was a booming canal town there was a bower (brewery?) opened on Main street, just north and east of the railroad grade, by William Miller, who did a thriving business from the canal and steamboats up until 1861 when the Civil War broke out. Miller served in the 85th Indiana, Private, Company 'B.' 'Bill Miller' was one of the first volunteers from Montezuma to enter the Union ranks. Unfortunately he was killed in the battle of Shiloh. The brewery was never opened afterwards. It lost its prestige with the death of the owner and was destroyed by fire in 1867.

Col Erastus M. Benson (slaughter house owner) "Col. Erastus M. Benson, in the early 1860s to the late 1870s owned and operated one of the largest slaughter houses in western Indiana. It was located just north of the railroad bridge, and west of George Mathas' coat yard. Hogs from Putnam, Vigo, Vermillion, Montgomery and Fountain counties were drive to Montezuma for market. The killing capacity was around 350 hogs per day. The meat was cured and then shipped to New Orleans by flat boats or by canal boats to Toledo, Ohio and other towns en route. I believe that the writer is the only one living in Montezuma today (1928) that has made the trip to Toledo and returned by canal boat. On Saturday all the kids in town that could possibly make it, would be down to the old lard house when they did the rendering in great iron vats. Each kid brought a string to which he would tie pig tails and pork tenderloins, thrown them in the boiling fat to cook. When done they would commence to devour them with a relish. Looking back on those scenes, I am not sure but what cannibalism was still vogue for it was impossible to find a great lot of rag muffins, each with his string of meat and as dirty as they were healthy. The principle industry in those days was raising children and hogs, with the hogs having the preference, (but not in number). You could ask any father how many children he had and he would hesitate, count them mentally, then answer. In most instances he was correct. Once in a while he would miss a few; but ask him how many hogs he had and the answer would come like a flash and be correct.

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Dr. Benjamin F. Hudson (physician) "A great many years ago, Mrs. Robert Peters was quite ill, when Dr. Benj. Franklin Hudson, their family physician was called in to administer to her welfare. After going through the regular examination of her patient he came to the conclusion that her trouble was more mental than otherwise, and while he was putting up some medicine for her he asked, 'Did you hear the scandal?' She sat up in bed saying, 'Why, no. What is it?' The doctor in that inimitable manner he had said, 'Bill McIntosh plowed Gus Bailey's garden this morning without swearing.' I had it immediate effect on Mrs. Peters, as she got up the next day and helped with the family washing.

John Z. Ireland (grocer) "John Z. Ireland had the largest store in Montezuma on the site of Bob Sutton's home. His principle stock was groceries, but he carried canal boat supplies. The building was a two-story frame facing south, just one block from the upper steamboat landing where great hogsheads of sugar would be unloaded, ranging in color from a near black to a light brown, no white sugar in those days. Sack and sack of green coffee and lesser articles in his line would come in late in the fall, to that he would have a good supply for winter after navigation was closed. In winter his store was a loafing place for men in the evening. They would gather around the stove all chewing tobacco. The cuspidor consisting of two tobacco boxes filled with saw dust and anyone of those chewing could hit that old box without changing his position from any distance up to fifteen feet. They were regular sharp shooters in more ways than one.

William N. Foncannon (gun ship owner) "In the late fifties and early sixties, we see an old gun shop that was operated by 'Uncle Billie' Foncannon (Co. 1 43rd Ind. Inf.), which was located where Andy Bord's residence now stands. Old and new guns with sabers of every description were hanging on the walls during the was 61-65 and even later, he did a thriving business. He died in the late sixties leaving a wife, seven daughters and one son. His youngest son, Jake, having been drowned in the canal in 1860.

William McIntosh (blacksmith) "William McIntosh occupied part of the gun shop building

for blacksmithing. His work consisted of Ironing wagons, shoeing oxen and horses. Mr. Peter Warner, who located near West Union in 1831, was one of his many customers. 'Ves' Warner and Mrs. Nate Mathas are his grandchildren that are still living in this vicinity.

John Baldwin (wagon maker) "Diagonally across the street on the north east corner, the now George Phillips home, stood a wagon shop belonging to and operated by John Baldwin. This place also did a fine business. Baldwin did the wood work while McIntosh did the ironing on the wagon output. Mr. Baldwin is the only living child left from a family of four boys and one girl. From the homestead south there was only one house on the west side of the street, that being the Foncannon house that stood where Sam Gaines now lives. One the east were the Baldwins, Donaldsons, Jareds, Fords and Rierdens. Now there is a home on every lot, but the population is not as large as it was in those days of long ago, which was thirty-nine souls, fifteen of whom are still living.

Frederick B. 'Charley' Machledt (cabinet maker, carpenter, coffin maker) "One of our early settlers in Montezuma was Frederick B. 'Charley' Machledt, (carpenter on the canal aqueducts) who was born in Germany in 1823, came here in 1847 the same year the canal was put in operation. He was a skilled mechanic, both a cabinet maker, carpenter, which made him a valuable asset to the community. In 1852 he married Miss Eliza Fortner, started housekeeping in a two story frame building that stood on the now vacant lot just north of W. B. Emmert's store, the property being purchased later by Fred Briedenbaugh, who ran a clothing store for six years on the ground floor, and occupied the flat above for his home Mr. Machledt had formerly used part of the flat as a workshop and the remainder for living rooms. He was the official coffin maker at that time, but carried only a small stock, their quarters being somewhat cramped he would store his coffins under the bed, to which his wife, being a timid woman, strenuously objected to saying, 'she did not care to sleep in a grave yard while she was living.' Mr. Machledt then built on the lot on the same spot where his daughter, Mrs. Sarah Bailey, now has her residence. It was a large log house one and a half stories, about twenty by thirty feet. In this home

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most of the children were born, five in number, three boys and two girls, three of whom are living, all in Montezuma: Charles Machledt II, in his 74 years, John being 68, Mrs. Sarah Bailey, (as it is impolite to mention a lady's age we will just say she voted last election). We don't think it amiss to tell a few characteristics of Mr. Machledt. One was his kind acts toward children, but let any kid do wrong around him and he was punished just the same as his own. (We can vouch for this.) His greatest superstition was for the number thirteen. He was engaged to be married on Wednesday, then discovered that it fell on the thirteenth. Wednesday came; the bridge to be waited, but no Charley showed up, nor did he until the fourteenth, with the explanation that he had to make a coffin and forgot about the wedding. As no one died, the coffin story did not work.

William Ricketts (saw mill owner), **L. R. Young** (saw mill owner), **"Cy" Johnson** (sawyer) "William (Daddy) Ricketts built a saw mill on the spot where the pool is now located (Benson's Basin in canal times). Then it was taken over by L. R. Young and run by him for years as one of the largest mills on the Wabash river. The lumber yard extended from the mill to the road and south two blocks, where thousands upon thousands of feet of lumber was piled. With 'Cy' Johnson, was his lead sawyer who looked and felt his importance in handling the first circular saw to be operated in the neighborhood. Most of the logs were rafted down the river, some of which contained a hundred or more logs, and it was necessary to have a skilled navigator as most of the rafting was done in the spring and fall when the Wabash was banks full with the current very swift. It took two or five men to handle a raft. The hard and dangerous part was to keep it straight in the stream, and the landing. They had two long sweeps, one on each end of the raft to guide and help them land. It was not an uncommon sight to see rafts lashed together extending from the bank to a third across the river. There was an incline track that ran out from the mill into the river. They would cut one log loose from the raft at a time, float it down on the carrier, which was then pulled up the incline by steam power to the sawyers carriage where it would be made into lumber. Most of the houses in the town at that time were made from native wood that was cut into lumber at this mill.

"In the early forties when he excavating work was being done in building the canal, Montezuma had a larger floating population that it had a residential one, as hundreds of men were employed on the work, which was done by man power using shovels and wheel barrows. The great majority of them were Irish and very skilled in that kind of work. At that time there was an Indian trail starting at the Wabash river running east that crossed another trail running north and south, which was known later as the Lafayette road (Armiesburg road) and still is spoken of by the old timers as such.

"The country was mostly virgin forest, while a part had been cleared and was under cultivation, the greater portion of this woods. In these same woods was the recreation place where on Sundays the canal workers would meet to spend the day. The different factions would compete in various athletic games, the principle one was physical strength in different ways. One faction trying to outdo the other, which generally wound up in a fight. On one occasion the fight took in everyone of both sides and was a bloody affair, for after the smoke had cleared away there were four dead men on the field. The living mourned the dead and buried them near the spot where they had fallen, to be exact it was about ten rods west of the crossroads at the Vestal farm. Some of our Montezuma people were buried there later and the cemetery contained about thirty graves at one time.

Old Cemetery "When the present section road was opened up between the O.P. Brown and Hill Brothers estates it ran straight through that grave yard. As a greater part of them had tombstones erected in their memory it made a crooked trail to drive through trying to miss a tombstone here and there, but in time all those stones disappeared some to make steps to the entrance of a home, others knocked down and covered with gravel. But there was one stone that stood in the center of that highway as late as 1880, but today there is not anything to remind one of the tears that were shed and of the hearts that were broken on that spot in the dim past.

"It is a peculiar coincidence that two of Montezuma's three cemeteries first occupants were people that had died with their boots on - in

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other words murdered. Ezra Compton was the first one to be buried in our present cemetery, after being killed in 1879. It is impossible for us to find the names of those that were killed in 1844 out near the cross roads which started that cemetery.

"I can verify the location of the lost cemetery. The **Rockville Tribune** of May 27, 1897 had an article printed called 'Old Grave Yards.' The author was Parke county's former surveyor John T. Campbell. He was informing the public about the lost graveyards in Parke county. The second graveyard he listed was the same one as I last described. Mr. Campbell states: 'About one mile east of the north end of Montezuma, in the middle of the road, about 20 rods west of the Terre Haute and Lafayette road and contained about 40 graves, but some have been moved to other yards.' So the two stories pretty much coincide. The spot is just west of Doc Britton's home, road 325 N.

Flour Mill. Joseph Bowsher (mill owner), **Captain Kidd** (miller), **Captain Andrew Brown** (engineer) "When Joseph Bowsher built the steam grist or flour mill in Montezuma in the late sixties (1860s), it was the show place of our town. It was a large frame building three and a half stories high located west of the Baptist church and north of the pool grounds (SW corner of Plum St. and Water St. facing the canal) . It had a large warehouse in connection, also a cooper shop. The miller's name was Captain Kidd, who lived where Frank Hold now lives. The engineer was Captain Andrew Brown, who was killed while on duty, getting his clothes caught in the fly wheel which was the first tragedy, The next one was when it burned down in the early eighties.

"Years before the flour mill burned down Dr. George W. McCune had purchased it and Mr. Murphy from Paris, IL. was head miller. Scott Miller, who resides here, is his son. They lived where Mrs. Elliott now lives. After the death of Mr. Murphy, George Cole operated the mill for a number of years with Dick Baily as his able assistant. Later after they had discarded the old Burr system and put in the roller process Mr. John Berry was the miller with Eddie Hill, a brother of Frank, as helper, and it was under this management that fire destroyed it which was one

of the saddest blows the town had or has ever received, for that old mill was instrumental in bringing thousands of dollars to Montezuma besides a very good payroll was handed out every Saturday night.

James Jacobs (dry goods store owner) "James Jacobs, one of Montezuma's early settlers, was born in Xenia, Ohio in 1821. When ten years old, his parents removed to Greencastle, IN, and various other places for six years settled in West Point, Tippecanoe county. In 1849 he entered into the dry goods business at Romney, IN, with Dr. Adkins and remained there one year. In 1850 he removed to Montezuma. Here he again entered into the dry goods business with Dr. Adkins. Four years later Adkins sold out and Mr. Jacobs embarked in the drug business. His store was located where Jimmy Gilmore residence now stands (Washington and Wilkison streets lot 76). It was a two story brick, the first one to be erected here and it was built in the thirties (1830s). Mr Jacobs bought it and the adjoining lots, one of which was his home. He married Miss Margaret Vanlandingham on Jan. 8, 1856 and to this union five children were born. After Mr. Jacobs died, the family removed to Indianapolis.

Woolen Mill. Mahlon Reynolds (mill owner), **Jerry Siler** (mill owner) "In the early fifties (1850s) there was a woolen mill in the old town of Bloomingdale. It was an outgrowth of the carding and fulling mill established by Mahlon Reynolds and Jerry Siler. In the sixties this factory, which was conducted by John M. O'Brist and Nathan Davis, did considerable weaving. They operated at that place until 1869. Then they built a new mill in Montezuma that was located just north of the Fred Linsey home. It was built facing the canal with a driveway for wagons between the mill and canal boat dock. The boats would bring in cargo after cargo of the raw material, then reload with the finished product, which was shipped to various points along the route to Toledo, OH. The southern terminal was Terre Haute, IN.

"After Obrist and Wm. N. Aikens had put the machinery from the old Bloomingdale mill into operation here they were very successful. Mr. Aikens later sold his interest and then the place became Obrist and Davis. It was run by them for

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several years. They had a large store, which stood where Arthur Machin's garage now stands. The mill burned down in 1871, which was Montezuma's greatest loss up to that time. It was never rebuilt, as they carried very little insurance. There was an old canal boat at the dock that was also consumer. Its name was 'The South Bend,'

"Mr. Obrist died shortly after the burning of the mill. His daughter Miss Jennie married O. Lemon, who was conductor on the I.D. & S. railroad for years. She is living in Indianapolis. Mr. Davis' family moved to Minnesota where his descendants are now living. There are two persons living who were working in the mill when it burned. One of them is Mrs. Anna Link Willis of Lafayette, IN. The other one is Mr. George Quinn of southern Illinois. Mr. Quinn was engineer and was partially blamed for the conflagration. Mrs. Willis was operating the loom. The mill was one, if not the greatest asset Montezuma had and employed a large number of people also buying the wool from farmers which brought trade to town. The folks of those days would go to the mill in the fall of the year and purchase two bolts of cloth, one of them was sure to be blue or gray jeans for our school clothes.

Joseph Burns (ferry operator) "Joseph Burns ran a ferry one block south of the mill, which was a convenience for Vermillion county. (Hoskinson owned the ferry in 1833.) There was bridge across the canal at the ferry approach. (Road Bridge No. 79 was just a little south west across the street from the Montezuma, Phoenix or Brady hotel, it having different names at various times.)

"The steam boat landing was several blocks south where there was a bridge across the canal (Road Bridge No. 80). These bridges were high enough for a canal boat to be towed through. You could hear the pilot sing out, 'Low bridge' when everyone would duck to keep from being knocked off the boat as one could not stand erect while passing under the bridges.

Tom Welshan (carriage factory owner) "Every old building has its history and no matter how short, is very interesting. So it is with the old blacksmith shop back of the Masonic building that is being torn down and taken away. The

younger generation only remembers this old building as a blacksmith shop but little do they dream that at one time it occupied the prominent place as a carriage factory. In the year of about 1886 or 7, Tom Welshan, who is now in California, came to Montezuma with his father and brothers, and had the citizens of the city to buy a lot and build a Carriage Factory The citizens donated enough money for the building of this factory which was to employ at least twenty-five or thirty men, to work in the plant but only the number of four or five men ever held position there. They were Tom Welshan, his brother Milton, a blacksmith and his helper. The factory was built on the site of where the printing office now stands. The money that the citizens donated was supposed to promote a factory here for the good of the town and bring people to Montezuma, and also to give employment to the people here. Business continued, as explained above, for several years after which Welshan bought the factory and operated it by himself for a great many years, and after that left this city and went to California, The blacksmith shop has been in operation all along with the factory on the south side and blacksmith shop on the north. The shop was moved to the present site making room for a newer building. With the going of this building will go one of Montezuma's oldest land marks.

Jedidiah F. Stacy (warehouse owner) "The old warehouse near the river was built before the Wabash and Erie Canal and belonged to Mrs. Ada Cumberland's grandfather., Jedidiah F. Stacy. For a great many years it has been the property of the Masonic Lodge, who sold it to James W. Russell. The latter used some of the lumber to build a garage to store furniture and gave the remaining to John Wineland for building the garage for him. Miss Mary Broderick purchased some of the lumber for the building of some out buildings.

"While walking through the old cemetery (Old Montezuma Cemetery) on Decoration Day, we noticed some flags on soldiers graves, a few flowers and very few on other graves. (In 2001 new head stones were erected for James Burns, War of 1812; James Shane, Civil War; and Joseph Antrim, Civil War.) From there we walked up to our new cemetery (Oakland) and strolling along many things of our youth came to mind.

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"The first was the old home place of Feelin (Tinkey) Watt and his wife. Aunty Watt, who was our kindergarten teacher; then the old Amos home where we were entertained at parties. Then came Noah Deer's old homestead adjoining that of Israel Armstrong, both of whom were early settlers here. On the corner north was the village well, know to us as the 'public well,' and it is there today but not as handsome as it was with the old curb and windlass, with an oak bucket attached to a rope. Today it has a pump in it. Just north of it was the home of Thomas Dorne, a typical Mick.

Charley Peer (canal boat captain), **Tom McIntosh** (canal boat owner) "Back of Dorne's where Sam Coffin now lives in a house that was erected by Charley Peer, who was an old canal boat captain and at one time in partnership with Tom McIntosh as part owner of a canal boat. (McIntosh drove a canal boat for E. M. Benson.) South of him lived Lloyd Pollard the only one of the above named that has any descendants still living in Montezuma. Then came the home of the Cross family, all of whom have passed on.

"A block north was the home of Miles Brown, who was a dude of his day, and raised many delicious watermelons that tempted many a kid to crawl through the fence and pilfer a choice one. Next and last was an old log house where a Mrs. Lemon lived and during her life that old cabin was given a fresh coat of whitewash each year, and with its climbing vines and pretty roses, it was to our minds the neatest mansion in town.

Benson's Woods. "On the north of this was what was known as Benson's Woods and is a beautiful spot. We understand that the cemetery has an option on it and they are going to clean it up, which will add to its natural scenery. At one time the same woods was a picnic grounds where our celebrations were held on July Fourth. There we would hear the Declaration read, and some speaker give an address. At the conclusion we were turned loose I guess, just to see how miserable we could make it for other people.

"In going through the old cemetery we saw James Shane's stone, killed in war of 1862, born in 1839. There are a great many people in

town that knew his brother 'Ike,' who was a tinner for W. A. Henderson for years. His many practical jokes are spoken of often. Riller, wife of James Davis 1799-1876. They were the parents of Jim Davis, Jr. of cornet fame.

James Davis, Sr. "It may not be amiss to tell a true story about Mr. Davis, Sr., who was of a quarrelsome disposition, always in a law suit with some of his neighbors and as for profanity, he was a past master. He was very seriously ill on one occasion and his wife being a religious woman, persuaded him to call in a minister, who arrived on schedule and was reading to Mr. Davis from the Bible. We can't quote the book or chapter but 'was where the Devil had chased the swine into the sea. (Matthew Chap. 8, verses 29-32) Mr. Davis on hearing this read, shouted out as loud as his feeble voice would permit, saying 'By G—, had they been my hogs I would have prosecuted him.' He recovered from that illness and lived a number of years later, and from that day until his death he was called "Hog' Davis.

"Another one that is standing erect is in the memory of Philip Lease, who died in 1871. For many years he ran a saloon where Rierden's furniture store is located.(1827) It was a two story frame; the family living upstairs. After his death 'Nap' Creammer had an undertaking business there which he later sold to Frank S. Cumberland and it was destroyed by fire during his possession.

Old Swimming Hole, Burn's Ferry. "Every town in the country which is located on any kind of river or creek, has had and has its 'Old Swimming Hole.' But we of the earlier days had a very great advantage in respect to a good place to put our clothes and clean place to dress. It was just two blocks north of our bridge which crosses the river. It was a wooden constructed barge, possibly seventy feet in length by fifteen in width, with the steering gear near the center on the north side of the boat and was propelled by the current. To the boat was attached a chain and had an anchor at the other end near a half mile north on the Montezuma side. This chain was kept off the bottom by means of buoys which were placed about fifty feet apart. There was a wagon bridge across the old Canal, (No. 79) or that point which was not only used by the public to the ferry but by farmers who had corn

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planted in the bottom land.

“In the evening as soon as it was dark one could see the greater part of our male population making a bee line for the ferry—kids, boys, and men. It was an excellent place to disrobe (which meant for the most of us the regular three piece uniform—hats, pants and shirt,) then we would place our pants and shirt in our hat, and laid it on the bottom of the ferry boat and in we went. It was a beautiful sandy bottom with the water about four feet deep at the end of the boat which extended in the river. The kids would climb in and around these buoys and play safe while more venturesome would swim the river. The one thing that made us scramble was when some belated wayfarer would happen along. Then we had to run for the boat and get our belongings (we came near saying clothes) so the team could be put across the river which consumed about eight minutes.

“At that time all circuses traveled by wagon and it was a wonderful sight for us kids to go down to the ferry and watch the elephants do their stunt and it generally took from two or three hours for them to cross, and while the kids were right down to the river’s edge to be sure we would see it all, the banks were lined with older people, all awaiting to get an eye full. As far as our knowledge goes there was never an accident of any note at our old swimming hole.

The home that surround the old Cemetery make us see a great many things that recall to our mind the happy hours of our childhood. On the corner where Mrs. Elliott now lived (1928) is a home that sheltered several families in the past. In the early sixties it was occupied by Wm. George, whose son Frank is still living in our town. Other people that were identified with our early history that lived there were the Bradleys, Murphys, Butlers, Webbs, Hunters, and others.

“The next house to the east is a home that looks like it did in days of long ago. It was erected and owned by a master workman, John Arn, who made it his home for a great many years, but we miss the old barn and the pigeons. This same barn was a rendezvous for us. We can see everything it contained and especially an old army saddle with a large hole through its pommel which was made in 1862 by a bullet from a

Confederate gun killing the rider Major Fred Arn. (In 2002, Maj. Arns tombstone was broken and layed against a tree.) We rode it many times thrown over a barrel. Today it is at the G.A.R. Post at Hillsdale.

Rolland Bently (canal boatman) “The next home was that of ‘Rawl’ Bently (Roland Bently), an old Canal boatman. Then farther up on the opposite side of the street was the home of Dr. Gilmore. From there on it was woods. On the south side of the street across from the school house was the home of ‘Coon’ Dennison, who was killed in the seventies, by being thrown off a horse. His wife, bless her soul, was a delightful character. We are almost positive that the flower named ‘Brown Eyed Susan’ was named in her honor as Susan was her name.

“Following on out to the now corporation line, gazing over the valley to the hills a mile to the east, our eyes rested on natural beauty. On the north at this spot is an old Elm tree six or seven feet in circumference that stood like a sentinel and is the ‘last of the Mohicans.’ How well we remember this over a half century ago when we would play in the shade made possible by its thick foliage and having our dinner at noon with the farmers cutting wheat. When Joseph Burns owned the ferry there and a half blocks north of the bridge “Wick’ Vanlandingham was commander with the genial ‘Ned’ Skeeters as his public assistant.

Ghost and Indian Stories. “After we kids would get out from our absolution on the sand bar ‘Ned’ would gather us around him under the sycamore that stood near the landing, would put us in a half circle, then with one of the most benevolent smiles that any one was ever heir to, would commence to tell us ‘Ghost and Indian’ stories while his smiles changed to a hard, stern countenance. What a writer of fiction he would have made! His descriptive powers were wonderful His vivid imagination had few equals. He would tell the most horrifying things about the Indians, of the trials of the frontiersmen, the massacres. He would make them so realistic that you could see two or more kids at a time put a hand to his head to make sure that he was not scalped. Then when he saw that he had us in the right condition he would tell ‘ghost’ stories. When the meeting would finally come to an end

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we would hang together as long as possible, then break in dead run for home. In passing an alley or a dark spot we would try to increase our speed, which is unnecessary to state was impossible.

“Young Frank S. Bipes was tending store and his cronies consisted of the following: James Johnston, John Naylor, Col. Erastus Benson, Dr. Benj. F. McCune, Joseph Burns, ‘Wick’ Vanlandingham. They would take possession of the arm chairs. Should nay of the lesser members arrive, they would have to be satisfied with a split bottom chair. Then they would discuss the many questions of the times — business, farming and politics. Mostly politics and the peculiar part of it is in these days this town was overwhelmingly Democrat and thought it was almost a criminal offense to vote any other way. Still here were eight men that did a whole lot for Montezuma. Not one iron cast among them and only one Democrat, seven Republicans.

“Romeo” (steamboat) “But when they would hear the sound of the ‘Romeo’s’ horn for the landing, they would arise amass, go down to the dock and welcome any stranger that was seeking a new home in or around Montezuma. The ‘Romeo’ was the largest steamboat on the river.

John Link (ran boarding house) “Way back in the sixties and early seventies (1860-70s) John Link ran a boarding house on the spot where Frank Rukes now lives. (1928) The building ran from near the alley to the south line of the lot, with a bench out in front two thirds of the way along the front on which we would gather in the evening and sing German songs as all of his boarders were from the Fatherland except one Mike Delaney from County Cork, Ireland. The Germans consisted of Peter Streetmocker, Christ Stienbaugh, John Link, sometimes Stacy Miller would join in the gay festivities.

“Delaney was out of order in that bunch. When they commenced to sing, he would knock the ashes out of his pipe, go up town for a drink of O.B. Joyful, then tell his friends all about those Dutchmen as follows: ‘Sure t’was ill luck for me that day I found that bunch of hathens, every one of them a foriner, ‘Tis , a wonder they don’t pass a law kaping them out of Our country,’ Later he

would come down the street taking in both sides of the walk singing ‘The Ship has lost Its Anchor.’ When on arriving home he would be put to bed by his friendly enemies - the Dutchmen,

Jarvis Davis (shoemaker, Justice of the Peace) “One of the earliest settlers of Montezuma that we frequently hear spoken of at this time of the year, which is fishing time, is Jarvis Davis, who was born in Kentucky in 1796. His father came across the mountains from Virginia with the first United States troops that came into Kentucky, and lived to be one hundred and five years old. Jarvis Davis learned the shoemaker trade and received a common school education. In 1819 he went to Indianapolis and remained there less than one year, but while there he built the ‘first’ frame building in the town. He came to Montezuma with his wife in 1828 and remained here the balance of his life. He died in 1876. He worked at his trade of shoemaker for fifty-eight years. In 1851 he was elected Justice of the Peace and served in that capacity for seventeen years. He lived and had his shop where Lee Bennett now lives. (1928) He was the grandfather of the late George Herron, who was born here and who received his early education in our public school and later became a celebrated clergyman.

“Herron was located at Ginnell, Iowa, when like a clap of thunder from a clear sky, scandal put an end to his preaching. His affinity paid his wife fifty thousand dollars to get a divorce and married him herself and then both disappeared from the scene, going abroad. He died in Rome, Italy in 1919, just one-hundred years from the date his grandfather was in Indianapolis helping put up its first frame building.

“Many of our older citizens can recall Mr. Davis as he was a great fisherman with a pole and line. It was no uncommon things to see him coming home with one or two Buffalo weighing from fifteen to thirty pounds.

“John Arn Sr. came to Montezuma from Switzerland in 1846, accompanied by his wife, Elizabeth, and their sons, John Jr., Fred, and Godfrey, and one daughter, Elizabeth, who married James Chess in 1866. The year previous 1845 they sailed from Hamburg on a vessel

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containing a great number of immigrants which was overdue when it landed, having consumed eight weeks in the voyage. Among the passengers were two girls that became very much attached to each other. One was Albertina Miller and the other Johnnette Frank. On arriving at Castle Garden there was much weeping by those girls at separation.

"Albertina Miller came to Montezuma with her father Stacy Miller and this proved to be their future home. Upon the arrival of the Arn family a year later, the two families became great friends and in 1858 John Arn Jr. married Miss Miller and to this union nine children were born, five of whom are living (1928): Mrs. Elizabeth Corkery of Louisville, KY, Mrs. Anna Rush of Chicago, Sam Arn of Birmingham, AL, Mrs. Ida Dunlap and Frank Arn of this city.

"When Fred Breidenback came to Montezuma in 1858 he brought his bride with him, and when she met the wife of John Arn Jr. there was a near tragedy and much weeping with joy for it was Johnette and Albertina that were hugging each other and lived the remainder of their lives as neighbors and close friends. The world is either small, or else Montezuma was very attractive in those days.

"John Arn fought all through the Civil War. His brother Fred was killed in 1862 in the battle of Shiloh. (In 2000 is nearly illegible broken headstone leaned against a tree.) Godfrey left Montezuma in 1861. John Sr. built the first brick residence in 1858 and it is standing today in a good state of preservation. (1928) It is the home of Ed Dwyer today. Since 1846 the Arn family have been represented in our town and is the only family we can trace that can boast of five generations that lived and are still living in Montezuma: Helen Asbury and Jack Sutton are the fifth. While we are getting old, having know all of the past five generations, we hope to live to see the fifth. Mrs. Ida Dunlap and Frank Arn have spent their entire lives here.

Harve Bullington (saloon), **John Ed. Donaldson** (lathe shop) "On the lot where the O.L. Brown residence now stands and the one adjoining it on the north furnished a number of tragedies in Montezuma's early history. In 1867 Phoebe Streetmocker (Peter Streetmockerr)

owned a two story building on the south line of the north lot, where Harve Bullington ran a saloon which he afterwards sold to John Pinegas who occupied it when it was destroyed by fire in the early 70s. (1870s) In the rear of this building was a carpenter and lathe shop operated by John Ed. Donaldson, who lived where Presslor's Garage now stands but on buying the M. E. parsonage property, removed his family and shop to his new home. He has two daughters living; Mrs. Susie Kemp and Mrs. Lillian Atherton, both of Indianapolis. Johnnie McCabe was bartender when he died, and his mother became housekeeper for James Warner, the father of Ves Warner and Mrs. Nate Mathas of near West Union and remained there for years.

"One of the first tragedies in the place was when Charlie Weldon knocked out and destroyed an eye for Walt Duree; on another occasion John Hendricks draw a Bowie knife and attacked Wm. McIntosh Sr., in an attempt to separate his head from his body, much to John's regret for he got the beating of his life and was near sent home in sections.

The Crusaders. "Then came the Crusaders composed mostly of women, that would sit in front of the saloon all day in a rocking chair which they brought with them as well as their knitting, and from sun up until sundown one of them would be on watch; some of the meeker ones pleading while the more pugnacious would defy any man to enter that den of iniquity. Finally in despair they gave up, much to the joy of the saloon keeper but that was short lived for a little later, one night it was burned down. The Crusaders declared it was by a special visitation from above but the saloon keeper said it was by a special visit of the Crusaders.

John Watt (blacksmith) "The next building to be erected was a two story frame one on the Brown lot. This was owned by John Watt, a blacksmith of no mean ability. He occupied the room above for his living quarters. He was a Beau Brummel in a way for after his days work he would doll himself all up and with his flowing beard sit in front of this shop giving the ladies a treat by being permitted to feast their eyes on what he thought was a manly appearance. There were many hard tales told about him. He died amidst squalor alone.

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John Arn (carpenter) "The next building to be built on the Brown lot was put up right on the spot where his house now stands, only it faced the south and was built by John Arn and used as a carpenter shop. In 1884 on this same spot a bunch of Democrats were celebrating the election of Grover Cleveland. They had an old anvil drilled out which they were using for a cannon. It blew up blowing Jim Peck's hands off; while the finger rings off his fingers were blown into Fred McIntosh's face and part of his ear blown away.

"James Blue erected the present house. That old corner has been one of tragedies and while we are not overly superstitious, if we lived there we would page Harry Welch, our local life insurance agent.

"The old 'Gus' (Gustavus) Bailey homestead that stands on the North west corner of Jefferson and Pine streets has been purchase by John Machledt. The old house was erected by Gus Bailey, who was a Lieutenant in the Union army from 1862 until 1865 (85th Reg. Co. B) Their former home that stood on this spot was destroyed by fire in 1864. Mr. and Mrs. Bailey were the parents of five children: Miss Andia, the eldest, Jim was the first son, then came Tom, Dick and Harry. Harry was killed at the time the house was burned in a very peculiar manner. As there was no possible change of extinguishing the fire, the neighbors worked very heroically trying to save the household goods. Someone in the excitement gathered up a feather bed and rushed across the street throwing it in Wm McIntosh's yard where most of the stuff had been put. Mrs. Bailey, who was all excitement just as the roof was falling in screamed 'My baby is still in there.' and madly rushed to the rescue of their child and had to be held to keep going to certain death. Men tried in vain to enter but too late for at that moment the roof fell and Mrs. Bailey fainted. After the excitement had somewhat subdued, Mrs. Bailey being under the care of neighborly women, the men commenced to gather up the furniture preparatory to moving it into a vacant house, they found little Harry wrapped up in the feather bed with his brains oozing through a broken skull that was caused by hitting his head on a stone. The party who carried out that feather bed never knew that little Harry was in it asleep. It was never positively known

who carried out that featherbed.

"When fire destroyed the business section of Main street in 1874, from Cummin's Drug store to the First National Bank (west side of Washington street, north of U.S. 36) it was the greatest disaster that has ever occurred in Montezuma, from a business and financial view point, owing to the fact that there was little, and in a few cases, no insurance carried. The entire block was of wooden structures, with three steps the full length of each building leading up to the entrance. All buildings were one story high with the exception of Morris Hughes' and E.G. Wilsons' which were two.

"On the drug store corner was Noah Deer's general store which was a rather pretentious and well stocked one. Then came Sylvester Brothers (W. and Steve) that ran what was then known as the first fancy grocery store. Next was the Jedidiah F. Stacy Marble Yard, with 'Coon' Dennison, who was killed by being _____? _____ thrown from his horse a few years later, a master workman. Morris Hughes' grocery was next in the line, and in his store was where the fire originated. He lost everything including his books, which made it double hard on him as at that time most of the business was done on the credit system. Then came Edward G. Wilson, whose large dry goods store was second to none in the county, and was the largest building in the block. Next was a vacant room, formerly occupied by Frank Lowry, as a harness shop. The last building was a general store conducted by L. R. Young, with the post office in connection. Today there is not one living son or daughter of the above named mentioned that reside in Montezuma. Mrs. E. G. Wilson is the one living wife and she resides in Indianapolis with her sons at the advanced age of ninety years. Ed Deumson is an engineer on the fast B. & O. passenger train. The only descendants left that reside here are Miss Ada Cumberland granddaughter of J. F. Stacy, Miss Mary and Miss Margaret Hill are the granddaughters of Morris Hughes.

"When the railroad bridge across the Wabash River was completed in the early seventies (Decatur, Indianapolis and Springfield railroad 1873) there was great rejoicing in Montezuma. Everyone was commenting on the

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advantages the town would receive in the way of business, transportation that would be helpful to the community in general. Our people that walked had either to pay to come across the ferry or swim, but the bridge solved that problem for the pedestrian. Then commenced the fight to get a wagon bridge. It was cussed and discussed by everyone in the town and particularly in 'Jimmie' Rierden Sr's. place of business where you could be served with the real Mountain Dew, or a glass of the foamy brew. On one occasion 'Jimmie' ventured to remark that the railroad bridge was good enough for both man and beast, he was going to ride his mule across the following day. He was immediately offered a wager of one 'quart of the best' that he would not accomplish it. A large crowd was on the river bank next day awaiting the arrival of 'Jimmie' and his mule, when someone shouted, 'Here he comes!' Sure enough he was headed for the bridge astride the mule, never batting an eye he rode across the bridge and over to Hillsdale, where he collected his bet which was a quart of rye. He sent the mule home by ferry and walked back, surrounded by a crowd of admiring friends, and the only dry one in the party after reaching the Montezuma side, was the bottle."

MAC (Fred A. McIntosh)

In his reminiscences Fred A. McIntosh told of many tragedies of residents of Montezuma. His also had a tragic death as seen in his obituary that follows:

Fred A. McIntosh

Fred A. McIntosh who was born and reared in Montezuma and who spent practically his entire life time here, died at the Vermillion county hospital in Clinton Monday morning at 11 A.M. where he had been confined since last Wednesday night after being struck by a car on the pavement on South Washington St. in front of the office of Dr. B. P. Gill. Fred, better known as "Mac" was walking home from town to his room in the home of Mrs. Beckie Woodard when the accident happened. Mac was born in Montezuma October 11, 1863, a son of William and Elizabeth Vermitt McIntosh. He spent his boyhood days here and when he grew older, went to Chicago where he spent more than 35 years. He returned to Montezuma about 14 years ago where he has since resided. Mac

Belonged to the old school and expressed the statement many times that he was not sorry that he had lived in the age in which he spent his youth. He saw many people come and go. He remembered old landmarks of the town that the younger generation does not know ever existed. He was a member of the Montezuma Fish and Game Club and delighted in the sport. The printing shop (Montezuma Enterprise was always a source on interest to him and he told of helping in the local shop when still a youth. recent years he wrote reminiscences of Early Montezuma which he contributed to the local paper, besides other short articles. The Enterprise office was one of his stopping off place while going to and from town. Surviving are two brothers William of Clinton and Dick of Montezuma; a sister Mrs. Will Morris; two nephews, Carol Morris of Indianapolis and Roger of Waveland; two nieces, Wilma and Etta McIntosh of Clinton. Burial was made in Oakland cemetery.

MAC did a good job of describing business, people and life in Montezuma. Further research supported his reminiscences and produced other information.



East side of Benson's Basin Photo by Bob Schmidt
Montezuma Sanatorium, Montezuma, IN.

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The Montezuma Sanatorium and Hotel was built in 1906 on the north side of what had been Benson's Basin on the Wabash and Erie canal. It sat on the same spot where Erastus M. Benson's canal warehouse was once located. Around this time in the U.S. people sought the curative powers of water from springs or artesian wells. They traveled many miles looking for restorative powers. An announcement to the public about its opening follows:

Montezuma Sanatorium and Hotel

In introducing the Montezuma Sanatorium and Hotel to the public we indulge in a pardonable pride when we say it possesses the advantage of being new, modern, safe and substantial, having been opened on the first day of July, 1906. Under the glare of hundreds of glistening lights and beautiful floral decorations, amidst the strains of the Brazil (Indiana) band, some fifteen hundred people passed through its corridors and inspected its appointments and furnishings. It consists of some forty or more rooms, large, spacious and beautifully furnished, each room having an outside exposure, with all modern appliances and conveniences necessary for the welfare and comfort of its guests. It is situated on an elevation surrounded entirely by a large, double-decked veranda, making all the rooms cool and pleasant.

DISEASES TREATED—An experience of many years has demonstrated the wonderful curative powers of this water in the treatment of rheumatism, rheumatic gout, stomach trouble, chronic inflamed joints, kidney and bladder trouble, disease of the liver, catarrhal, jaundice, dropsy, eczema, and all other diseases of the skin and blood, insomnia, lead and mercurial poisoning, chronic malaria, general debility and all nervous diseases.

OUR TERMS—Sanatorium rates, including room, baths and bath attendant and physician's advice and examinations, range from \$12.00 to \$21.00 per week, according to the location of rooms. Hotel rate, including board and lodging \$2.00 per day. Baths with attendant .50c, tonic bath without attendant .25c.

Montezuma, Parke County, Indiana, is a beautiful little city with a population of two

thousand, with fine churches, good school, cement sidewalks, splendid shade and surrounded by the most magnificent scenery, fine roads, beautiful drives, good fishing and boating on the Wabash river. This little city has been made famous by the wonderful Indianaola Mineral Water, whose medicinal properties have been known and recognized for years, and the water drunk by thousands of people, all of whom can testify to its medical virtues.

Address all correspondence to Mr. C.L. Tyler, Manager, or Geo. B. Breedlove, M.D., Montezuma Sanatorium, Montezuma, Indiana.

The Sanatorium burned in 1907 less than a year after opening. Some thought it was incendiary in nature. The swimming pool continued into the 1930s. At the time of the pool's demise, the artesian well was capped. An article in the *Rockville Republican* on April 3, 1907 reported the fire of March 28, 1907 as follows:

It is said that the fire was the work of an incendiary as it was reported that a man was seen running in the direction of the river after the building was on fire." The hotel ceased to exist in "little more than an hour." Hand work, it was said, was required to save nearby homes and barns from the fire.

Irony of irony Scott Russell, who was to assume the management of the hotel to open on Monday, and Fred Wheeler, who was to manage the pool and bowling alley, were around the hotel all day Thursday, the day or the night of the fire, making preparations for the opening of the building.

Wrote B. F. Bowen in 1913: "Disastrous fires...have played their part in hindering the growth of Montezuma. Among these was that of 1907, which destroyed the newly built Sanatorium Hotel, a mineral water treatment facility."

When the town of Montezuma was organized, the trustees bought lot 137 from Michael Wilkins for a church, public meeting house and school house on September 19, 1837. This was a common practice all over the country when new areas were settled. Deeds verify the

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when new areas were settled. Deeds verify the fact that church and schools went hand-in-hand by our founders. This school was used many years until Montezuma built its first graded school. The school trustees of Montezuma bought from Samuel D. Hill a parcel in the northwest corner of Section 36. This school stood where the trailer court is currently located in Montezuma. The steps to the school and a concrete wall can still be seen on the lot. This graded school was torn down in 1920 to pass the torch to the new graded school built in 1920 near the Old Montezuma Graveyard. The *Rockville Republican* of October 9, 1861 announces the former Montezuma Graded

Montezuma Graded School

Montezuma graded school completed and was dedicated on October 9, Wednesday, at 10 a.m. A.L. Stears was Principal, Clara Bennett Asst., L. C. Beckwith, music teacher, Hon. Wilson Hobbs delivered the dedication and Gov. Joseph A. Wright was present for the occasion. School Trustees were James H. McMillen, Wm. McMasters, John Arn Sr., and the school opened the 14th.”

School:

The same paper on October 30, 1861 describes in detail the Montezuma graded school

Montezuma Express

I have just returned from a visit to the Montezuma Graded School and I feel that it is due to the School, to the Principal, to the Citizens of Montezuma, and to your readers generally, that a few at least of the merits of this school should be spread before the public.

First a word as to the building. I have had the privilege of visiting many graded schools both East and West of the city and large towns, but but for convenience, cheerfulness, comfort and adaptation, I have never seen it surpassed. The seats are admirable. (Manufactured I am told at Cincinnati.) The rooms, three in number, two below and one above, are divided off very judiciously, so as to suit pupils of different ages. I was particularly struck with the room upstairs, and the smallest. Everything about them was refined, elevating and intellectual,



MONTEZUMA HIGH SCHOOL

Top: This brick school building was built in 1860 and photographed in the 1890s.

Bottom: Sometime between 1900 and 1918 additions were added to the original building.

These old photos were given to Charles Davis by Frederick Machledt of Indianapolis, IN.

and calculated in themselves, not only to aid in education, but to educate. This is due in a great measure to the Principal, who seems to understand his profession admirably, and has converted the very walls of his school room into teachers and text books. So that wherever the eye of the scholar rests it falls upon some map or chart or picture, or moral precept, calculated to arrest the attention and awaken thought, and stimulate to reflection, and impart to the very atmosphere of the school room a literary and refining element. You may say what you will, there is power in the walls and seats, and furniture of a school room, to provoke to study and mental cultivation. It has an amazing influence on both teacher and scholar, and no child can come under such a combination of

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influences without being benefited for life. Especially if these influences are all animated and made alive by wide awake up and a doing, never sleepy teachers. Thus much for the building.

Now a word as to the school and of this I shall speak briefly, as I hope to be able to speak on the instruction at some future time, when I hope to visit them again. The first thing that impresses a visitor is the order. I was in the school both morning and afternoon and I do not now remember to have seen a whisper or anything calculated to divert the mind of the pupil from his studies. The teacher in a room of 75 pupils seemed to have nothing to do but to hear recitations, which were conducted so orderly and quietly that the attention of the school was in no way arrested, as is often the case by the boisterous conduct of the teacher or the reciting class. I speak of this as it gives a charm to any school room. Scholars can make no progress when all is noise and confusion. I was also greatly struck with the natural ease and order with which every change of the classes was made. The hands of the clock and the stroke of a little bell was all the warning each class had to the appointed lesson. First, one stroke from the bell and then the whole class immediately rose to their feet, another stroke and they filed off as orderly and noiselessly as a well drilled military company. Each knew exactly his place and turn and was always in it. The system and order seemed to be as perfect as the nicest machinery. I think there were about 200 pupils present, perhaps more, and some we were told, were from a distance. And should the school continue under its present auspices I doubt whether they will have room for accommodations. This school is an amazing power in that town, as it would be in any town. And I envy the man who stands at the head of it; and I am gratified to learn that he gives universal satisfaction. He is a wide-awake man and I shall be greatly mistaken if that school does not tell in its influence upon the school interest through the entire borders of old Parke, to say nothing of other counties. I feel that the credit is due to Mr. McArthur, by whose energy, perseverance and self-sacrificing labors, the whole thing was put on track.

And I wish that the same thing could be done at Rockville.—Some \$5000 put into a building would change the entire aspect of our

whole educational interest, and inspire our teachers, scholars and whole community, and absolutely revolutionize our town. I hope the day is not far distant when this will be done.



Montezuma Fairs

when it was new:

Governor Joseph A. Wright, first President of the Indiana Agricultural Society, is due credit for Parke County fairs. He introduced the plan inaugurating the fair system in Indiana that grew into our great county and State expositions. The first stock show or fair held in Indiana was held in the court house yard at Rockville, Indiana in 1848, the year the Wabash & Erie Canal was opened up in Parke county. The first and second annual fairs of the “Parke and Vermillion Agricultural Society” were held at the Rockville fair grounds in September of 1853 and 1854. This fair grounds was just east of Beechwood Park and was owned by George K. Steele (Steele’s Grove). Today streets and homes have been built on its site. The **Rockville True Republican** newspaper on micro-film only goes back to Dec. 1853. The second annual fair of the Parke and Vermillion Agricultural Society was held in Rockville Sept. 21-23 of 1854. Three columns show the “List of Premiums.” Many names listed are of Parke county pioneers. The Miscellaneous section particularly caught my eye. Miss Susan Lusk, daughter of Salmon Lusk (Turkey Run State Park) was one of the named ladies that appears on the Fair grounds, on horseback, “and displayed fine skill and ability as equestrienne, viz”. Susan, as were the other ladies, was awarded a “diploma.”

In 1855 the Parke and Vermillion Agricultural Society moved to Montezuma. The **True Republican** of August 23, 1855 ran this ad in its paper and listed all the classes that could be entered and the Fair’s regulations.

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"AGRICULTURAL FAIR." PARKE & VERMILLION COUNTY'S AGRICULTURAL SOCIETY.

Pursuant to notice the Directors of the Parke and Vermillion Agricultural Society, met at Montezuma, on the 21 day of June, 1855, all was called to order by the President, ROBERT KELLY.

Sundry bills were allowed, and Orders ordered to be drawn on the Treasure for the amounts.

The following members were appointed to serve as an Executive Committee, viz.:

ROBERT KELLY	ELWOOD C. SILER
O. J. INNIS	S. D. HILL
L.H. ADAMSON	

It was agreed that the Fair be held on the 19th, 20th, 21st, and 22d days of September.

The following Premium List was then adopted by the Board:

It goes on and gives all the classes to enter. This ad takes up the entire front page. The results of the Fair were published in the **True Republican** Sept. 27, 1855.

"The Fair"

The third annual Fair of the Parke and Vermillion Agricultural Society closed on Saturday last. The two first days - Wednesday and Thursday - were wet and disagreeable, and not many in attendance. Friday was a beautiful day, and a very large number present. The array of articles for exhibition was little, if any better, than last year, which we cannot account for, unless it is that our farmers are losing their interest in the progress of the Society. There were some fine specimens of fruit and vegetables, and a few mechanical productions which did very well, on exhibition. The stock present was about the same that has been exhibited. We noticed several pairs of very pretty match-horses, which were more attractive than most anything else. The ladies riding match created considerable excitement, and was pretty warmly contested. There were only three lady equestrians, Miss Rose Meacham, of this place; Miss Evaline Baccus of Sugar Creek Township; and Mrs. Wm. Snyder, of Montezuma. The premium was

awarded to Mrs. Snyder, who was escorted from the ring, her horse decorated with the badge of triumph.

On Saturday, the day was occupied in awarding premiums, E. C., and in the sale of a large and superior lot of blooded cattle and fine sheep, owned by Messrs. Urmston & Thompson, of Kentucky. They sold some twelve or fifteen head of cattle and a number of sheep at fair prices. Take it all together the Fair was about the same as formerly, but little improvement being made.

The time of holding, and the length of the Fair - four days- we think operates against the interest of the exhibition. Four days is too long for a County Fair. The State Fair only occupies three days, and we take it that two days is ample for county Fairs. It is to be hoped that the Executive committee will try and arrange things a little different next year. It is very important that the Fair should become more and more interesting, and unless our Farmers take more interest in the matter, it is useless to expect an increase in the progress of the Society.

Two years later the story from the **True Republican**, Oct. 1, 1857 read:

"THE FAIR"

We attended the Fair, held at Montezuma, on Thursday and Friday last, and must say that it was so much better than formerly, that we were agreeably surprised. We believe that our Fairs will yet be what they ought. The weather was delightful, and the thousands assembled on the grounds, seemingly enjoyed themselves, highly. Men, women, children, and all, dressed in their best 'bib and tucker,' were rambling from one part of the enclosure to another, looking at the sights, greeting friends, listening to the music, and all were as happy as could be. The grounds of the Society are not surpassed in

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the State, and under the direction of the able Superintendent., Dr. S. B. Bushnell, every accommodation possible, was made for exhibitors, spectators, etc. Since the last exhibition the Trotting Track has been re-graded, and is very much improved. The usual accompaniment of such fairs, such as side-shows, drinking-booths, patent medicine venders, rotary swings, etc., were there, and all as a matter of course, received a full share of patronage - each one of them, if the stories of the door keepers were to be believed, was “the place to get your money back.”

The most attractive feature, and one which gave more zest to the exhibition, was the presence of the Terre Haute Band, John Wachter, leader, which was employed by the Superintendent of the Fair. This is one of the best Bands in the state, and their music was of the latest issues and we have never heard better playing. We learn the Band gave a Concert to a full house on Thursday evening. We say a Fair is not complete without a good Band present.

The first day of the Fair was taken up principally in making entries. We have not yet learned the number, but it must be much larger than that of last. The receipts for the first day were over \$300. The second and third days were occupied by the committees in examining the articles assigned them, and in awarding premiums. The receipts for these two days, we learn from the Treasurer, James Jacobs, Esq., were upwards of \$800, making the amount taken in during the Fair, over \$1,100. Pretty good pile for a County Fair.

We took much pains to examine nearly everything on the ground, and the increase in quantity and fineness of the different varieties of Stock exhibited indicate a very great improvement. There were numerous pens of fine hogs, sheep, etc., on exhibition, and we learn that a number of them were sold during the Fair.

The horses on exhibition were, most of them of first class stock and much competition exists between the owners. A number of fast trotters and pacers were on the course and all were anxious to see the ‘go lang’ powers of the different animals. We learn that a beautiful black mare owned by Mr. Alexander, of Montezuma, took the premium for trotting. She is a superb animal and travels like the wind. The owner we understand, was offered \$700 for her but refused it. In the pacing list, a fine grey, owned by Dr. Bushnell, called ‘Shell Bark,’ took the premium. There were many other “fast goers,” but we did not learn who they belonged to. There was a large number of blooded cattle on the ground, but we refer our readers to the report (which will be published soon) for particulars.

In the large tent erected in the center of the ground, the specimens of grains, vegetables, etc. etc., and articles belonging to the ladies’ department were exhibited. We noticed some fine specimens of painting by Miss Ada Terry, of this place, which were greatly admired. Also several pieces, one of them styled Chrystal Glass painting, by a little daughter of Dr. Bushnell, which was very pretty. Among the paintings and drawings was a pencil sketch of Patterson’s Mill and the Ford across Big Raccoon, at Armiesburg, which was the truest and most perfect sketch we have ever seen. It was taken by Mrs. Flurey F. Keith, of Armiesburg. The sketch gives evidence of a fine talent for this branch, and it is to be hoped she will honor the Fair with many of her pieces.

“A HARD CASE”

During the Fair last week, Mr. John Hixon, of this county, and owner of the fine Stallion Champion, had his horse on the Fair Grounds, and on Friday about noon, the horse died. We learn from Mr. Hixon that the horse was perfectly well in the morning, showing no

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symptoms of sickness. The owner, and the public generally, think that some villain administered poison to the horse. He was opened after he died, and his stomach was found nearly totally eaten up. If this is true, the villain who did the deed deserves hanging, for there was not a finer or better horse in the county. The loss is a severe one upon Mr. Hixon, who is a poor man, and if it could be helped, he is not able to bear it. We give the facts as we learned them from several persons present.

The official name of these fairs was "The Parke and Vermillion Agricultural Society Fair" and was started in Montezuma in 1855 during the best years of the canal era there. The two days that were described in this fair was Sept. 25-26. The Fair of 1856 was not published in the newspaper.

The Third annual Parke and Vermillion Fair was finally held in Montezuma on September 21-24 in 1858. The *Rockville Republican* carried a report on Thursday, September 30, 1858 saying the fair was highly satisfactory, attendance quite large and receipts over \$1,500. Again on September 9, 1858 it carried a report that said the Fair grounds were enlarged that year. The 1859 issue of this paper did not review the Fair, but the 1860 issue of October 31 said the Fair was held October 2-4 and that the total number of entries were doubled over the 566 entries of the year before.

At the onset of the Civil War, most of the news of the day was about the war and politics. There was a Fair in Montezuma, but it was not covered in the *Rockville Republican*. The paper did say on September 25, 1861 that Governor Wright would be at the Montezuma Fair. The paper again on September 17, 1862 said the Fair would be held the 7th, 8th, 9th and 10th of October. Then on October 16, it said the Fair was badly rained out, but it was a good fair and a new hall was built for the ladies' exhibits with attendance being fair.

On November 18, 1863 the *Rockville Republican* reported the proceedings of the

Agricultural Societies annual meeting held at Montezuma on November 7, 1863 with an election of officers and board of directors. It also gave the society's resolutions.

The Montezuma Fair held on September 13-16, 1864 received only this small mention in the *Rockville Republican*:

"Best It If You Can"

Brantley Swaim, of Liberty township in this county had on exhibition at the Montezuma Fair last week, six watermelons, the production of one vine which weighed as follows; No. 1, 60 lbs.; No. 2, 45 lbs.; No. 3, 42 lbs.; No. 4, 35 lbs.; No. 5, 25 lbs.; No. 6, 22 lbs.; making a total of 229 lbs. The united length of all the branches of the vine on which these melons grew measured four hundred and forty yards (440). If any one has anything in the melon line which will compare with the above, we should be pleased to hear from them.

The Montezuma Fair of 1865 was reported once again in the *Rockville Republican* on September 20. It said the Fair was a success except for the "corps of gamblers who spread their table and presecuted their modest mode of stealing." Proceeds from the Fair were \$1,700 are were thought to be enough to pay off the entire indebtedness of the Society. Since the their lease on the Fair grounds was expiring and they contemplated moving their place of exhibition.

The September 5, 1866 issue of the *Rockville Republican* had an advertisement that said the Fair would open Tuesday September 11. There was no coverage of the Fair, nor was there any mention of or advertisements for the Fair in 1867, 1868, 1869 or 1870. On September 27, 1871 in a letter to the editor the Fair was mentioned: "Many of the citizens being absent at the Fair." Then on August 12, 1874 the paper said "Fair bills are conspicuous town ornaments."

The Fair grounds were on Samuel Denny Hill's land east of Montezuma and its race track was part of Strawberry Road near the school.

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Montezuma's People

Many people were mentioned in Fred A. "MAC" McIntosh's earlier article. More information about them and others, who were part of Montezuma during the canal era, follows:

Rolland Bentley (b. 1837, d. September 13, 1924, canal boatman) **1870 Census**, running Canal boats age 33, born 1837 in Canada. Bentley was married to Lucretia Shewmaker July 20, 1861 by Scot Noel. J.P. They had three children, Wilson, Mary and Flora. He ran canal boats for E. M. Benson of Benson's Basin. He spent the winter of 1912-13 at Culver, IN and returned to Montezuma for the summer. He lived in Montezuma fifty years and was a well known and respected man in Parke county. He died at age 90 in an Indianapolis hospital. A funeral was held at the Brown Undertaking Parlors on Friday. His remains were brought to Montezuma from the Northern Insane Hospital on Saturday. "funeral services were held at his family residence on Monday morning, and were conducted by Rev. Kimberlin, after which the interment occurred at Oakland Cemetery. His daughter, Mrs. Flora Buswell of Maxinkukee, survived him.

Joseph Bowsher (b. 1816, d. 1888, miller) was born in Ohio. On April 15, 1867 Joseph and his brother Russell bought lots #27-28 from E. M. Benson for \$1000. Earlier these lots were owned by the partnership of Benson and John G. Davis, who had some sort of business already established there. Joseph and Russell built the first mill in Montezuma in 1868, operated it a few years and lost financially. It was a burr type and steam operated. They sold the mill to Matthew Bridenthall, who lost it through the Common Pleas Court. Judgment against Bridenthall was \$6,068.33. Lots #27 and 28 went to public auction by sheriff. Joseph Bowsher bid \$4,500 and bought it back September 14, 1874. Joseph and Russell then sold the mill on lots #27-28 to Dr. George McCune for \$6,000. The McCune Mill was on lot #28 on the corner of Plum and Water Street. Bowsher operated the mill about five years during the canal era. Joseph lived on his father's farm Section 25 in Liberty township. This farm was the spot in which a band of Indians had a village under chief John Cornstalk.

Anna B. Campbell (doctor) was the wife of John T. Campbell. In a long story in a book she talks about Wyck VanLandingham as follows: "After living here about three years my husband suggested I should go to Montezuma to someone's funeral. We went in a public hack driven by Wyck VanLandingham." They ran into some mud holes and were stuck. "After wickedly swearing at them (the horses) awhile. we rose up, up until we reached land."

Henry Hargraves and **Sam Farrar** (quarry operators) quarried stone in Wildman's hollow. The limestone was thin stratus and was used to make many home foundations. It is recorded that the hollow has the best glazing clay in America.

Thomas F. Gaebler (marble cutter) lived in Montezuma for a while during the canal era. He was a marble cutter and made many headstones for graves and his name can be seen on the bases. One of his infant children is buried next to Wyck Vanlandingham in Oakland Cemetery. It is a marble headstone shaped like a small casket.

R. M. Gilkeson (doctor) served in a company called the Parke County Volunteers. It was organized and held for muster in the United States army in 1846 when war was declared. Gilkeson was a Second Lieutenant. This company was enrolled among those on the waiting list by the Adjutant General of the State, but the war ended before they could be reached in the order of priority of organization. He practiced medicine in Montezuma from 1825-1916. At the end of his account book dated November 3, 1850-January 26, 1854 he wrote some poetry:

Thou has wounded a spirit that loved thee,
Had cherished thy image for years,
Thou hast taught me at length to forget thee,
In secret, in silence, in tears.
Like a young bird when left by its mother,
Its earliest pinions to try,
Rovered the next will it lingering hover,
Till its trembling wings can fly.

Samuel Denny Hill (b. May 18, 1829, d. October 1, 1913, canal warehouse, farmer) was born in Circleville, Ohio, Pickaway county. His parents were Dr. Samuel and Margaret Hill. He came to Montezuma at age 1 and for 79 years lived at Lot #18 on Water Street along the canal. He married Margaret A. Ensworth, of Circleville,

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OH on April 7, 1856 and went to housekeeping in the old homestead. They had the following children: Frank E. of Montezuma, James C. and Edwin of Tacoma, WA and Wm. S. Hill of Cincinnati. At the age of 16 Samuel was employed by E. M. Benson and John G. Davis as a clerk for eight years. Benson and Davis was dry goods merchants. He then commenced farming. In 1872 he was elected Reserve township trustee. Four years prior to his death he moved to Lot #47. He was commonly known as "Uncle Sam."

Benjamin Franklin Hudson (b. March 16, 1826, d. May 10, 1923, doctor) was born near New Richmond, OH. He was one of eight children- three boys and five girls. He was reared on the old homestead and received a common school and academic education, teaching school in the winter and working on the farm during the summer. He began the study of medicine with Doctors Griffith and Wellette of Newport, IN in 1851 and three years later took a course of lectures at the Ohio Medical College. He graduated from Miami Medical Collage in the spring of 1857 and came to Montezuma to set up his practice the following June. He was very successful. In 1886 he took a course of Lectures at Louisville, KY. He was a member of the Parke County Medical Association and also a member of the State and Tri-State Medical Society. He was twice elected as Trustee of Reserve Township and served as a member of the Town Council for a period of eighteen years. He was a leader in politics. A Democrat and a strong advocate of the principles since his first ballot was cast. Dr. Hudson was married to Mary E. Stacy, who was a native of Massachusetts, on December 19, 1858. They had one child, Adah H. Dr. Hudson died in Montezuma at the age of ninety seven years, one month and twenty four days. His wife passed away five months ago. His daughter, Adah H. Cumberland, and his sisters Mrs. Rhubama Rogers of Dana, IN and Mrs. Cleopatra Wiltermood and Mrs. Rebecca Stokes of Newport, IN survived him. Funeral services were conducted at his late residence in Montezuma, Saturday afternoon, May 12, 1923. Rev. J. C. Whitson officiating. He was laid to rest in Oakland Cemetery. O. L. Brown and Son were the Undertakers in charge.

Morris Hughes (b. May 8, 1814, d.

January 17, 1888, grocer) was born in Port Penn, Delaware. He moved to Indiana in the early 1840s. He came from Crawfordsville, IN to Montezuma in 1841-42 and started business with a very small capital. Being very energetic he soon built up a large business as grocer and provisions provider. In a few years he was doing the largest business of any merchant in the Wabash valley. He was a liberal man and was always helping public improvements, donating liberally toward building churches and school houses. He never refused to purchase anything that was brought to him, whether it was marketable or not, he would take it rather than have them take it back home. He lost his mind and caused his family much trouble. They could not keep him at home and sent him to the infirmary on January 12, 1888 to be properly cared for. The following Monday he was taken to the W. S. Hill, his son-in-law, residence, where he died on Tuesday morning. He was 73 years, 8 months and 8 days old. His funeral service conducted by Rev. J. B. Logan was held at the Presbyterian Church with interment in the Old Montezuma Cemetery. His wife Constantia Morris preceded him in death at age 33 years on April 1, 1850.

James C. Johnston (b. 1814, d. September 5, 1881, surveyor/superintendent Wabash & Erie Canal) was born in Ireland. The 1870 Census lists him as Canal Superintendent with \$3,000 in real estate. His main office was in Lafayette, IN. He was buried in Oakland Cemetery in Montezuma. His wife was Samantha Haynes (b. 1829, d. September 27, 1908). She died at her son William W. Johnston's home in Omaha, Nebraska and was buried beside her husband James. Their children were Erin, William, John E. and Lois. The Johnston home was later owned by the Reeder family, who found several boxes of records in the upper part of the house behind some wall panels sometime in the 1930s. They were records made by Johnston during canal days. He donated them to the Emiline Fairbanks Library, now the Vigo County Library.

John Emmet Johnston (Brady Hotel proprietor), the son of James and Samantha, married Laura Beel Cochran. Her parents were Margaret and James Cochran of LaPlant House in Vincennes. John and Laura ran the Brady Hotel

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for a time in the 1870s. John was in the grocery-hardware business and was one of the founders of the First National Bank of Montezuma in 1904. His son was Ralph Johnston. Ralph preceded his mother Laura in death by one week.

Ralph William Johnston (b. August 21, 1914, d. May 1933, bank cashier) was born in Montezuma to John E. and Laura Johnston and married Hildegard Haspel, daughter of John and Thersa Haspel of Greencastle, IN. Ralph's daughter Margaret Jane Johnston died in infancy and this line of the Johnston's ended. Ralph was a cashier of the First State Bank of Montezuma. Ralph is buried in Oakland Cemetery.

George McCune (b. February 12, 1835, d. February 28, 1891, doctor, miller) was the son of Alexander McCune, who owned the Mecca Mills where George was raised. He married Sarah Frink of Montezuma. He served in the Civil War as a surgeon for the 14th Indiana, holding the rank of Major. At Antietam he was detailed to take charge of General Hancock when wounded. He hung his shingle in Montezuma in 1865 and was a well known doctor during the canal era. He is buried in Oakland Cemetery with an undated military headstone.

Arvilla Jane Mushett (b.?, d. April 12, 1916, canal boat cook) was the wife of James Mushett, captain of a canal boat.. A resident of Montezuma, she was a cook on one of the canal boats plying between Evansville and Toledo that made regular stops at Montezuma. After their marriage they ran a grocery store at Armiesburg for several years. They left Armiesburg and moved to Montezuma. After his death in 1909 she lived alone in her residence in the south part of town. She is buried in the same grave as her husband. Just before her death she transferred to Maude McLaughlin, Lot #21 in Montezuma for \$100 on February 23, 1916. Evidently there were no children or relatives. Maude also received Arvilla's other valuables when she died. Possibly Maude lived with and took care of Arvilla.

James Mushett (canal boat driver) was born in Washington Co., N. Y. and came to Parke county in 1847. He was the first man to "drive" a canal boat into Montezuma. He married Arvilla Jane Mushett, the cook on his boat, and they

went into the grocery business in Armiesburg. Later they moved to Montezuma where he died in 1909. He is buried in Oakland Cemetery on the bank of the canal.

Caleb Richards (stage coach driver) was born in Tennessee in 1820. He moved to Laurence county, IL. Caleb married Mary, who was born in Illinois. They had a son Wm. Wallace (b. October 22, 1844, d. February 1, 1918), who was born in Laurence county, IL and moved to Montezuma when he was small. They also had a daughter Helen (b. Aug. 18, 1847 - d. Nov. 23, 1927), who was born in Montezuma, and lived there until Helen was ten years old. Caleb was Montezumas' town Constable in 1850. The first property Richards bought on December 15, 1853 was on the southwest corner of Adams and Jefferson streets, Lot #157. He sold it December 28, 1854. His next purchase on August 26, 1856 for \$550, Lot # 1. This was a great deal of money in those days so we may assume that the stagecoach business was already in operation. Caleb operated his stage coach business out of Lot # 1, which was on the Northwest corner of Madison and Strawberry Road next to the old cemetery, with Madison street being the main route into town from Rockville.



Lot #1 at the corner of Madison Street and Strawberry Road across from the old Montezuma Cemetery (seen on the middle left of the photo) is where Caleb Richards had a stagecoach stop. Photo by Charles Davis

In 1850, several saw mills were set up along the route from Bellmore to Montezuma. That year a stock company was organized to build a plank road through Parke county from the Wabash River at Montezuma to the Putnam county line, 5 miles east of Bellmore. The stock was principally taken by citizens of Rockville and

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Montezuma. In building the road, particularly in Reserve township, the planks were laid on gravel that would have made a permanent road, but nobody thought of using a material that would be used later for this purpose. The construction of the road required the removal of stumps and roots of trees. A grade was made by plowing the track and removing the ground to the center line of the road with hand shovels. There lines of sawed streamers were placed on the grade. Oak planks two inches thick and eighteen feet long were placed crosswise and nailed to the streamers. Toll gates were put up at various places along the road, and all who used it were compelled to pay. The *Rockville Tribune* Jan. 11, 1916 gives information about Caleb's stagecoach route:

Old Planked Road

The road was supposed to be from Indianapolis west, and passed through Parke County along the line of the present gravel road from the residence of C.C. McCabe through Hollandsburg, Bellmore and Rockville to Montezuma. However, it never was built east of the old Halfway house, east of Hollandsburg. Though plenty of jolts and bumps would be encountered, the road certainly was a vast improvement over the old mud road. The old stage driven by Caleb Richards made very much better time between Rockville, Montezuma and Terre Haute. A halfway house was established along the road, the terminus of the plank road, and was kept by a stage contractor named Beauchamp. This halfway house was situated in Putnam county not over a mile (approx. 200 yards. east of Portland Mills road) east of the Parke county line. It is a massive, old fashioned house and is still standing, although now used as an ordinary dwelling.

Halfway houses were peculiar institutions of the old days. Railroads were almost unknown in the middle of the west at that time and most of the traveling was done by stage. While the halfway house on the old plank road is now only an ordinary dwelling, the halfway house on the old National Road (U.S. 40) at Mt. Meridian, about 10 miles southeast of Greencastle, still preserves much of its old time function, and enjoys a local reputation for the excellence of its meals.

The *Rockville Tribune* Mar. 10, 1926 by Rufus Dooley gives a recap of this history:

The plank road was one of the great frauds that ever struck this or any other county. It was built at a time when Mr. Beauchamp, who kept a hotel on his farm just a mile or two south of Portland Mills, was successfully operating a hack line between Greencastle via Rockville.

Caleb's stop at Montezuma was the Phoenix House, a hotel on the Wabash & Erie Canal which served traveling guests and was run by owners and builders of the hotel, James and Jane Wilson. Later in the 1870s it was called the Brady Hotel and was owned and operated by Johanna Welch Brady.

The *Putnam County History, Indiana Sesquicentennial, 1966* confirms this site:

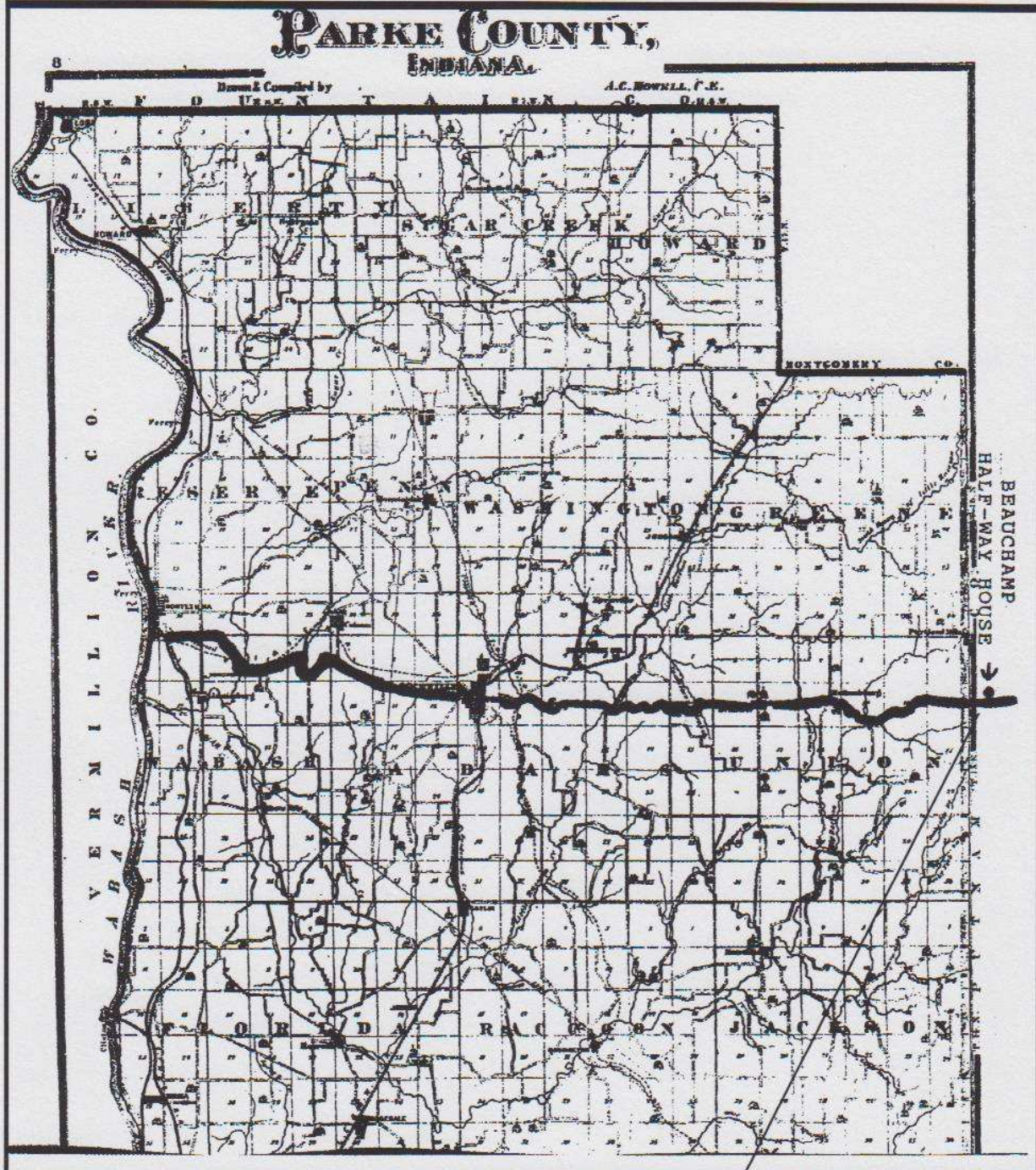
A part of the present Glatwyn Farms was once owned by an early family by the name of Beauchamp. Some very old pine trees mark the location of the house, which once served as an Inn for Mail and Stage-Coaches of early days. Drivers and passengers were fed there, and a change of horses was made. This practice continued as long as the Stage Route ran between Greencastle and Montezuma.

Caleb fell into financial hardship. In May 1862 Sam and John Aikman recovered by judgment of the Court in an action against C. M. Richards \$119 for his damages plus \$11.40. His real estate was put up for auction by the Sheriff



One pine tree remains at site of Beauchamp halfway house/inn in Clinton township, Putnam County, IN on U.S. 36 just east of Portland Mills road. P- Charles Davis

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This map shows the stagecoach route followed by Caleb Richards across Parke county from Montezuma to the Putnam county line. Note the location of Beauchamp's halfway house/inn on the far right.

to pay his debts. He lost his property to Herman Richards, C. M. Age 50 - male - Drayman (a low, Hulman of Vigo county on September 19, 1863, strong cart with removable sides for carrying heavy articles) born Tenn.

The Richards family moved to Tuscola, Richards, Mary Age 44, keeping house, born, IL. The 1870 Census says:

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Richards, W. C. Age 24, work in harness shop, Oakland Cemetery not far from E. M. Benson. born Ill.

In the *Historical and Biographical Record for the County of Douglas*, Aug. 1884, C. M. Richards is listed as one of the charter member of the Independent Order of Odd Fellows, Lodge No. 316, which was first put into working order June 6, 1865. Mr. Richards the only surviving charter member in 1884.

Caleb and Mary lost two infant daughters while living in Montezuma. They were buried in Montezuma Cemetery. One died in 1851 and the other on October 23, 1852.

Their son Wm Wallace Richards mentioned earlier married Emily Conner in 1867, moved to Decatur, IL in 1888, and ten years later to Indianapolis. He died in Indianapolis after 5 weeks of illness. His son Fred died in Decatur. He was survived by Emily, his wife, and Helen Richards, his sister. He was buried in Tuscola on February 7, 1918.

Helen Richards mentioned earlier was very skilled in the art of dress making. The last few years prior to her death she lived in Indianapolis. She died at age 79 in Carthage IL where she had gone to visit relatives.

Caleb and Mary are buried in the Tuscola cemetery. Their grave stones read as follows:

Richards

Father, Nov. 11, 1819 - Feb. 13, 1887 F. L T.
foot-stone - C.M.R. (Caleb Richards)

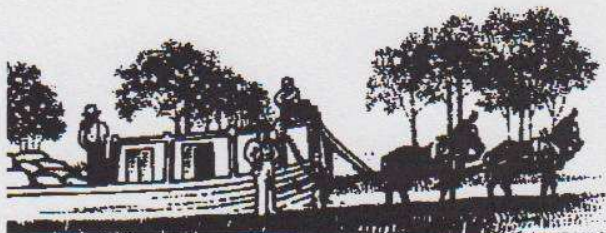
Mother, Mar. 31, 1824 - Jul. 8, 1904
foot stone - M. M. R. (Mary M. Richards)

Jedidiah F. Stacey (b. 1816, d. February 26, 1882, produce dealer, canal repairman) was born in New York. He married Clarinda Lynch who died March 1, 1888. After the Wabash and Erie Canal was built he was in charge of the aqueducts and repairing the canal from Sugar Creek To Armiesburg. In 1853 he bought grain in Montezuma and had a warehouse with a capacity of 19,000 bushels. Prior to the Civil War he made tombstones. Jedidiah's obituary was short, "he leaves and widow and one child, Mrs. Benjamin F. Hudson (Mary)." They are buried in Lot #27 of

J. Wyck VanLandingham (b. 1838, d. May 28, 1914, ferryman) "Wyck" came to Montezuma in 1844. Before the bridge was built in 1892 across the Wabash at Montezuma, Joseph Burns rented and managed a ferry boat in 1849. Wyck was the ferryman for the ferry. Two years later Burns purchased the ferry and operated it until 1892. Burns married Caroline VanLandingham, Wyck's sister. Wyck saved the life of J. Rariden's daughter, who fell into the river on August 25, 1881. It is said that no man knew more about old times in Reserve township than Wyck. His reminiscences appeared in an article entitled "Old Times in Montezuma, in the *Rockville Republican* on April 21, 1914 just a few weeks prior to his death. Wyck died on Thursday evening at the home of his daughter Mrs. Rufus L. Dooley of Montezuma. He was 81 years of age. He had lived in Montezuma longer than any other resident at that time. The funeral was held at her residence on Sunday at 2 p.m. and was conducted by Rev. J. D. Play, of the Presbyterian Church. He is buried in Oakland Cemetery. He was survived by his daughter and a niece, Mrs. Thomas F. Gaebler of Rockville.

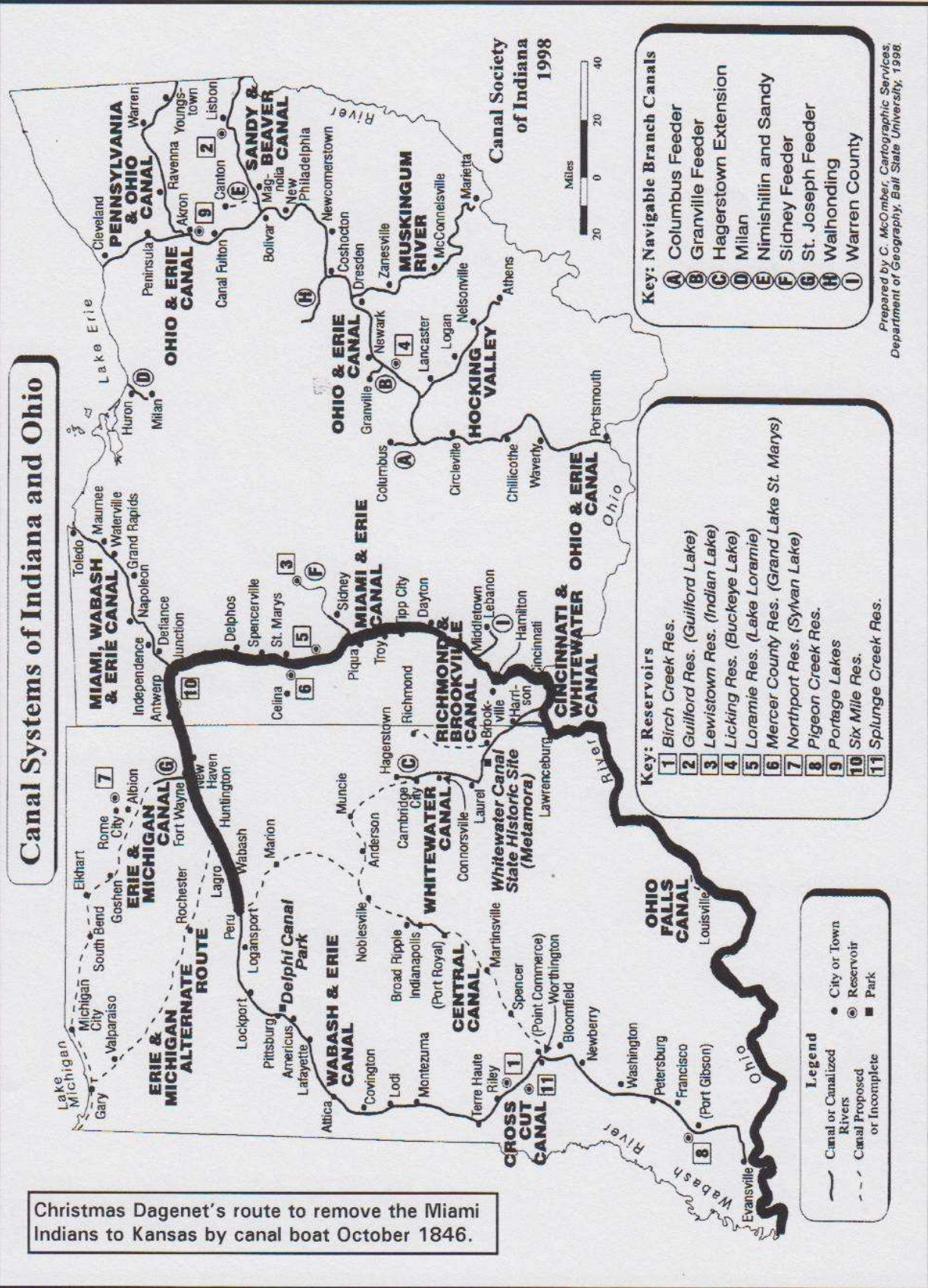
Septimus VanLandingham (b. 1821, d. 1906) canal warehouse manager) was Wyck's brother. He managed and was the clerk at the large warehouse owned by Col. E. M. Benson at Benson's Basin during the early years of the Wabash and Erie Canal. He later was in the mercantile business. He is buried in Oakland Cemetery. His father, Thomas, died June 3, 1848, the year the canal opened Parke county, and was buried in the Old Montezuma Cemetery.

Unfortunately we cannot name all the other people who came from all over the country to Montezuma during the canal era. The Wabash and Erie Canal provided a living for them while it lasted.



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Canal Systems of Indiana and Ohio



Christmas Dagenet's route to remove the Miami Indians to Kansas by canal boat October 1846.

- Key: Navigable Branch Canals**
- (A) Columbus Feeder
 - (B) Granville Feeder
 - (C) Hagerstown Extension
 - (D) Milan
 - (E) Nimishillin and Sandy
 - (F) Sidney Feeder
 - (G) St. Joseph Feeder
 - (H) Walhonding
 - (I) Warren County

- Key: Reservoirs**
- 1 Birch Creek Res.
 - 2 Guilford Res. (Guilford Lake)
 - 3 Lewistown Res. (Indian Lake)
 - 4 Licking Res. (Buckeye Lake)
 - 5 Loramie Res. (Lake Loramie)
 - 6 Mercer County Res. (Grand Lake St. Marys)
 - 7 Northport Res. (Sylvan Lake)
 - 8 Pigeon Creek Res.
 - 9 Portage Lakes
 - 10 Six Mile Res.
 - 11 Splunge Creek Res.

- Legend**
- Canal or Canalized Rivers
 - Canal Proposed or Incomplete
 - City or Town
 - ⊙ Reservoir
 - Park

Prepared by C. McComber, Cartographic Services, Department of Geography, Ball State University, 1998.

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were linked together with poles look like a string so it was called "Stringtown."

The first Wabash township school stood at this southern point and was near the Catholic cemetery. This log school pre-existed the Armiesburg school and the Mecca school. Records show that Joseph Burns, ferry boat owner, attended the Dazney school in 1828.

Christmas let the Catholics bury their dead on his farm. The cemetery is now known as the Catholic cemetery. The earliest burial there is of John O'Conner, who died on October 20, 1818.

Mary Ann and Christmas were in the "best society of the time". This speaks well of them since in those days persons of Indian lineage were called half-breeds by the early pioneers. The pioneers wanted to push them out and take their land. Squatters were on reservation land even before the government opened it up for sale. Christmas' farm became a kind of Catholic mission where Indians came frequently to visit or seek help.

Christmas bought other properties in Parke county. He owned Lot 76 located on the northeast corner of Washington and Wilkison streets in Montezuma. He also owned 40 acres. They were sold after his death.

The Rockville Tribune dated May 19, 1892 says: "Joseph Allen, who as a boy had seen Dasney (Christmas), described him as a small, dark complexioned half-breed, having a withered right hand." In a letter he wrote to the Hon. John C. Calhoun dated August 5, 1824, he states, "and desires an unfortunate circumstance reporting the loss of one of my arms."

In the Treaty of 1840 between the U. S. Government and the Miami, the Miami surrendered their tribal holdings and agreed to move beyond the Mississippi by 1845. However, this did not happen until October 6, 1846. Thomas Dowling made a contract to remove them by canal boats. There were three parties or sections in this removal. A military force was made available to compel the removal, if force was necessary. Christmas was in charge and led the departure of the Mississinewa, a Miami band

(probably that of War Chief Osage) on the Mississinewa River. Christmas and his family also left Indiana at this time. They were put on canal boats at Peru, Indiana and traveled via the Wabash and Erie Canal to Junction, Ohio, thence south down the Miami and Erie Canal to Cincinnati. From there they party continued by steamboat down the Ohio River, then up the Mississippi, thence west on the Missouri River to Westport near Kansas City, Kansas, arriving on November 9, 1846.

Christmas and his family settled on the new reservation in Miami county, Kansas, to live with his people. He was the last Civil Chief of the Wea band of the Miami nation. He died at Coldwater Grove, Kansas, in 1848 and was buried in the Dagenet Cemetery, an Indian burial ground there. He was survived by his wife Mary Ann and his children Eliza, Noel, Hyacinth, Edwin, Emily and Lucinda S. They inherited his land grant and in turn sold it to strangers the year the Wabash and Erie Canal opened up through his section of land.

Mary Ann Dagenet, (1800-1883) later married Baptists Peoria. He became the Chief of the Confederated tribes in 1867.

Eliza, Christmas' daughter, and her husband, John D. Ensworth returned to Indiana shortly after reaching Kansas. They lived on Eliza's portion of Christmas' land grant. Eliza and Col. Dashney, Christmas' children, were described as dark Spaniards, black eyes with long straight black hair.

When Johnston was loading a flatboat at Armiesburg, he and his 5-7 hands boarded with Christmas, who offered to pay any good white man who would marry one of his girls. A heavy set, dark complexioned, swarthy looking hand seemed to like one of the girls. Christmas kept his eyes on him and after a few days collared him as he was going into the dining room from the porch saying, "See here sir, I expect you have heard that I will give a half bushel of dollars to any white man who will marry one of my girls. I want you to understand that you are a little too dark sir," and slung him into the room. The poor fellow disappeared without calling for his weeks pay, because he was badly teased by the hands.

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ARMIESBURG

Armiesburg is located in Sections 7 and 12 of Wabash township, Parke county. It was the home of the Wea tribe of the Miami Indians. In the early 1800s pioneers sought land on the unsurveyed Indian reserve. In 1811 General William Henry Harrison's army crossed Big Raccoon Creek and camped there while on its march to Prophet's town in Tippecanoe county, IN. Armiesburg got its name because of this campsite. Just above the ripple where the army crossed the creek the Armiesburg grist mill was built. The ford of the creek was crossed by Andrew TenBrook's father and uncle in 1822 as they made their way to Yankeetown to buy corn from Samuel Brown's land.

Elisha Givens (d. September 16, 1845) built a log cabin in Armiesburg in 1819. The first recorded U. S. Government deed, dated May 14, 1822, gave Elisha ownership of 114.39 acres of land in Section 18-15-8 of Wabash township. The original land grant issued in 1820 was signed by President John Quincy Adams and the second by James Monroe.

When Elisha arrived in Parke county, there were many Indians living in the vicinity. The Ten o'clock Treaty Line was just north of the brick home Elisha built in 1823. In this house Elisha lived with his wife, Hester (d. August 31, 1829), and ten children. Hester died at the age of 35 not living long to enjoy her new home. On May 13, 1829 Elisha went to Orange county, IN and married Hannah Holiday. Two more children were born making a total of 14 living in the home.

The brick of the house was made from a clay deposit found on the land. The walls of the house are three bricks thick. The beams are hand-hewn from yellow poplar (termite proof). The upstairs floors also are yellow poplar made from trees on the land that were more than 2000 years old at the time. The attic beams have Roman numerals carved on each one for ease of construction. The downstairs consists of two rooms, the kitchen and parlor. The fireplace in the kitchen is very large and was the only means of heating and cooking. There are two bedrooms

upstairs (perhaps three at the time the house was built with a nursery at the top of the stairs). All the rooms have a fireplace. There are no windows on the fireplace walls that are on the east and west sides of the house. Perhaps this was for protection from Indian attacks, since they only would need to defend two sides of the house instead of four, or for protection from the cold winter winds. A spring ran under the east room (kitchen) and was used as a place of refrigeration.

Elisha died in the old brick house. He was buried next to his wife Hester in the Hixon Cemetery on the hill toward Mecca. Rumor has it that the house was used as a stagecoach stop on the run from Montezuma to Mecca. The old road ran just south of the home's entrance and formed part of the home's current driveway.

Several of Elisha's sons-in-law worked building the canal boats for the Wabash & Erie Canal when they were not farming. The canal passed less than a mile from the homestead.

Abner Cox was one of the first white settlers to locate where Armiesburg now stands in the early 1820s. As early as 1827 he hired Azarial D. Brown to build the grist mill for him. This was the first mill on that site and the only one of any note in that part of the county.

On October 23, 1828, James Burns and his family settled on land one-quarter mile north of Armiesburg. Burns built a log cabin. Its floor was made at Abner Cox's sawmill. The stone that was used to make the chimney was procured from an Indian burial ground, which was located on the bank of Big Raccoon Creek about 300 feet from where Aqueduct #12 of the Wabash and Erie Canal would cross at a later time. James son, Joseph Burns, remembers that as a child he saw Native Americans visiting Christmas Dagenet.

Armiesburg was platted November 11, 1830. The plat was destroyed when the Rockville courthouse burned down in 1833. Joseph A. Wright, a local brick mason who later became governor of Indiana, luckily produced a copy of the original plat in 1833.

Azarial Brown (b. December 9, 1809) had

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earned enough money to buy a piece of government land in Section 17 to farm by 1830. He was one of the founders of Armiesburg. In 1838 he married Mariah Cox, the daughter of Abner Cox. He also built boats and boated down river making several trips to New Orleans.

The grist mill consisted of one run of stones. It ground wheat, corn and buckwheat. The stones were all bolted upon the same bolt that was then turned by hand by the party bringing in the grist. The stones or "burrs" were about three and a half feet in diameter and were old French ones. Two were used for grinding wheat and the other one for grinding corn.

Thomas Woody (b. February 17, 1804) was born in Orange county, N.C. and as a boy kept a ferry there on the Hans River. He arrived in Montezuma in 1825 before it was a town. In 1827 he made the irons for the grist mill for Abner and Jonathan Cox. Woody hunted and fished with Miami chief, Johnnie Green, who was still living in Kansas at 87 years of age in 1880. The latter part of 1826-27 Woody spent in Rockville where he cleared off the land with Duncan Newlin, Abram Hadley and Mr. Bullington, all employed by Lewis Noel and Aaron Hand. They also cut the logs for Rockville's first court house that was located on the south side of the square. Woody boarded with Andrew Ray (Ray's Tavern).

The water wheel for the grist mill was an old style turning or bucket wheel. The mill was built of logs that sat on mudsills since there was no solid rock. It had a brush dam. This mill was very strategically located. All the flatboats on Big Raccoon, Little Raccoon and Leatherwood creeks passed through here to reach the Wabash river, a mile and a half west of town.

Andrew Chew was a mill wright at the grist mill. He married Harriet Cox (b. February 12, 1810, d. May 9, 1898), the daughter of Abner Cox. Andrew and Harriet were married in 1829. They are buried in Coloma Cemetery. Abner Cox is also buried there in an unmarked grave.

General Arthur Patterson (b. 1772, d. August 1848) bought the Armiesburg grist mill and distillery on August 29, 1833. Cox lost the mill at public auction because of a \$450 debt on

a bond. Patterson bid \$1,500 and got about 20 acres with the mill and distillery on it. When General Patterson took possession of the grist mill, he tore it down and built a three-story frame structure on mudsills and made a new dam of hewed logs.

Patterson was born in County Tyrone, Ireland. In 1789 he, his father and family crossed the ocean to New York and then went to Virginia. He married Margaret Chambers. They moved to Rockville in 1824. He was said to possess a vigorous intellect, great decision and an independence of character. He was a man of reading and was pronounced by Hon. Edward Everett, the noted orator, to be the best historian for a private gentleman he had ever known. Patterson got his start in Rockville in 1824. He was in company with James B. McCall. They built their store on the southwest corner of the court house square. He was one of three men who named Rockville the county seat. His daughter Sarah married Judge Demas Deming, one of the earliest settlers of Terre Haute.

Isaac J. Silliman (d. 1868, buried Rockville cemetery) was sent from Rockville as manager of the grist mill by Patterson. Silliman built a storehouse and Joseph Potts (d. 1870, buried Rockville cemetery) was put in it as a salesman. Silliman improved the mill and distillery and brought in a man from New York named Ruel Ingelbe (d. July 19, 1858, buried Morgan cemetery, age 60) to run it.

Silliman had migrated to Sullivan county, IN from New England when he was still a boy. He taught school. In 1823 he built the first mill at Bridgeton.

Patterson and Silliman began packing pork and buying all the pork, grain and other products of the county that were offered to them. At one time they were estimated to have handled at least one half of the surplus products of the county. They loaded these products onto flat boats and ran them to New Orleans with the promise to pay upon return.

Flatboats worked well except during dry summer periods when the Wabash river was too low. During summer months it was even too low for steamboats to bring in dry goods. Local

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merchants had to have goods hauled to them by wagon from Cincinnati, OH. Four to six horse teams for transporting goods by wagon were kept by:

John White (d. October, 1874, 84, buried Hixson Cemetery)

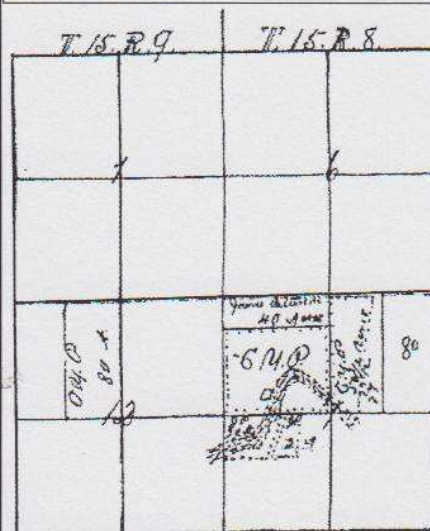
Thomas Cook (d. February 26, age 45, buried Hixson Cemetery)

John D. Ensworth (d. December 20, 1856, age 47, Old Montezuma Cem. son-in-law of Christmas Dagenet, lived on Dagenet farm)

On December 18, 1844 he sold out his interest in the grist mill to Patterson for \$8,000 and returned to Rockville. In 1849 he deeded a plot of ground for a church and cemetery to the trustees of the United Brethren in Wabash township in an area that came to known as "Arabia." Pioneers hunted bear, deer, and turkey there. When Silliman died the school were dismissed as a mark of respect.

Around 1846, in failing health, Arthur Patterson and his wife moved to Terre Haute. He hired help to maintain his business at Armiesburg. In 1848 he went to New York in hope of restoring his health. A letter dated August 3, 1848 to his son Chambers describes his health, "I cannot say that the trip has done me any good. The pains continue in my back and breast—wither it is rheumatism or something worse, I know not." He talked of going to Saratoga Springs to see a Chancy Warren there that coming Saturday. He went and that is where he died. He was brought back to Terre Haute and buried in Woodlawn cemetery. He died the year the Wabash and Erie Canal opened up through this area.

The court drew up this map to show each of the Patterson brothers' holdings.

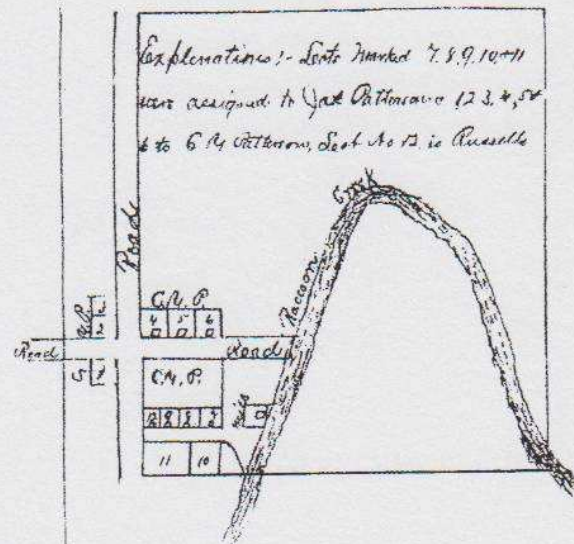


Plat : Deed Record,
Vol 8, pg 261,
Armiesburg, IN,
Aug. 11, 1871,
Rockville Court House,
Recorders Office,
Received and Recorded this
11th day of August 1871
at 12 o'clock N,
Elwood Hurst Recorder
By W. J. White Deputy

Explanations: Lots Marked 7, 8, 9, 10, & 11 were assigned to Jas. Patterson & 1, 2, 3, 4, 5, & 6 to G. M. Patterson, Sect. No 12 is Russells.

At 6th Sec. 12 T. 15. R. 9.

At 7th Sec. 7 T. 15. R. 8.



Canal Opens Through Area

James Mushett was the first one to run a packet boat on the canal into Montezuma. He settled in Armiesburg as a grocer after the canal closed there in 1873.

When the canal opened up, Armiesburg businesses had a new method of transportation

“CANAL CONNECTIONS” PARKE COUNTY

for their goods besides the unpredictable Wabash river. At this time Henry C. McCune was working in the store of Rufus K. Harris and Co. located on Section 12 Lot #1 as a clerk. He worked there for eight years. His father was Alexander McCune, who with Samuel Lowrey built the flour mill at Mecca in 1855.

There were several men who got their business careers started by working at Armiesburg. One man was Erastus M. Benson, who later ran Benson's Basin warehouse in Montezuma. He was in Armiesburg with Patterson and Silliman from 1843-1846.

James Patterson (b. November 10, 1804) was the eldest son of Arthur and Jane Patterson. He was born in Clayborn county, Mississippi. At the age of 20 he set out on his own and engaged in various business ventures all over the U.S. He worked at one time at an iron furnace in Lawrence county, OH. He also was a captain of a steamboat on the Ohio river. On October 29, 1850, he married Sherrill Collins of Jefferson county, N.Y. and brought her home to Armiesburg, where he had lived since 1845. He worked in the grist mill for his father as a miller and was also in the dry goods business.

Chambers Y. Patterson (b. 1824, d. January 20, 1881) was born in Vincennes, Indiana. He was James Patterson's half brother. When Jane Patterson died, Arthur married Harriet. Arthur and Harriet's children were Chambers and three daughters. Chambers studied law at Harvard and

went into the office as a lawyer with the Hon. John P. Usher, his brother-in-law. He married Anna E. Law, a daughter of the Hon. John Law. Chambers became a judge of the Circuit Court for Parke, Vermillion and Sullivan counties.

When Arthur Patterson died, his second wife, Harriet, bought back some of the property. The land was divided among Arthur's children. She paid Deming, the husband of her daughter Sarah, \$3,000 on December 4, 1849. James Patterson paid his mother \$2,000 for the undivided one fourth of the land on March 1, 1850. On August 8, 1850 Chambers bought land in sections 7 and 12 from his brother-in-law John Usher for \$2,000 and his sister Mary Linton for \$500. On November 8, 1864 Margaret sold the rest of Sections 7 and 12 to Chambers for \$1.00, a patent deed. Now Chambers was in control of three fourths of all the property and the Armiesburg grist mill. Even though Chambers owned the principle interest in Armiesburg, he lived in Terre Haute. James farmed the land and conducted business in the store.

Left: Part of the footings for Aqueduct # 12 remain at Big Raccoon Creek in Armiesburg, IN.

Right: The Wabash & Erie Canal embankment can be seen in the right center of this picture as the canal approaches the Raccoon Aqueduct site. The creek follows the tree line.

Photos by Bob Schmidt



“CANAL CONNECTIONS” PARKE COUNTY

Annual Report of the Board of Trustees of the Wabash And Erie Canal to the Governor, 1853.

Montezuma - Armiesburg - Attica

Road bridge No. 78, one mile above Montezuma

Road bridge No. 79, upper part of Montezuma

Road bridge No. 80, lower part of Montezuma

Culvert No. 142, at Montezuma, length 122 feet , 4 by 1 1/2 feet clear. Top of culvert 10 feet B.

Culvert No. 143, near Armiesburg, same dimensions as No. 142.

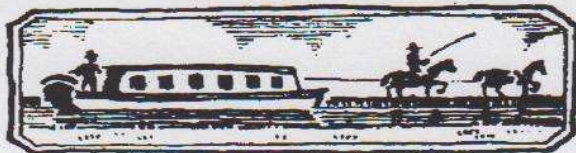
Road Bridge No. 81 at Armiesburg.

Raccoon creek aqueduct, No. 12 consists of two spans of 90 feet clear, the top of the pier and abutment being 26 1/2 feet above low water. The pier and abutments are of cut stone masonry, on foundations of timber, protected with stone and brush. The superstructure is similar to that of the Sugarcreek Aqueduct,* except that on top of the main chords there is a second chord, consisting of three thicknesses of 2 inch plank, 12 inches wide. The truss frame is 17 1/2 feet high from the bottom of the chords to the top of the plate. All the aqueducts to this plan are roofed, weather-boarded and painted, to protect the main timbers from the weather.

Note that the Raccoon Creek aqueduct was longer than the Sugarcreek aqueduct described below and stood on taller piers above creek. It was a covered bridge style aqueduct. Sugarcreek aqueduct, No. 11, consists of three spans of 80 feet clear; the chords of the truss frame being 22 1/2 feet above low water. The piers and abutments of this structure are built of cut stone masonry, the foundations of timber being placed about three feet below low water of the creek, and well protected with brush and stone, carefully laid in. The plan of the superstructure is similar to the Shawnee aqueduct, the truss frame being 14 1/2 high from the bottom of the lower chord to the underside of the upper chord or plate. The lower chord is 18 inches deep.

Road bridge No. 82, at Putey's (Puntenney's).

Lock No. 39, of 6 feet lift, 2 1/2 miles below Raccoon creek, is build upon the same plan of that last described.



Wabash and Erie Canal

The Annual Report of the Board of Trustees of the Wabash and Erie Canal to the Governor, December 28, 1853, gives the construction specs of the Big Raccoon Creek Aqueduct #12 at Armiesburg. Charles Butler was the president of the board. The aqueduct was built in 1848. Road bridge #81 crossed the canal where the Armiesburg school was located.

Armiesburg Covered Bridge

At this time ferries and fords were used to cross the rivers and stream in Parke county. The first covered bridge to be built in the county was at Armiesburg. There was a lot of squabbling going on from the citizens about putting up the funds for bridges and where the first ones were to be located.

Rufus K Harris (d. 1856, buried Rockville Cemetery) ran for county commissioner on the promise to start the building of bridges. In 1898 Maurice Murphy, editor of the



This drainage culvert is where Aqueduct #12 crossed Big Raccoon Creek. Some of the stones from its was used around the culvert. Photo by Bob Schmidt



Armiesburg covered bridge crossed Raccoon Creek. The photo was owned by Robert Burns of Montezuma.

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Rockville Tribune interviewed John G. Puntenny, who lived one and a half miles south of Armiesburg on a 300-acre farm. His father settled in Wabash township in 1818. He remembered the buildings, well, and the Armiesburg Bridge built in 1853-54. He and his father Aquilla met Justice J. W. Beadle, one of the Whig leaders of the county in Rockville. Aquilla asked, "Who are you going to run for Commissioner, 'Squire'?" This was an impertinent question, for Puntenny was a Democrat. "We haven't on any body yet," the squire replied. Then Puntenny proposed Rufus Harris, said the people of his neighborhood were for him and agreed to work for the election of Harris himself if Harris was nominated. "Well then," said Beadle, "It will be Harris." Young Puntenny couldn't understand why his father, a radical Democrat, should put his whole energy toward the election of Harris, a Radical Whig. Harris was elected and, soon after assuming his office, work began on the Armiesburg bridge.

The commissioners authorized the bridge to be built in June 1854 by Henry Wolfe. It was the Howe truss type and not the Burr type used in the rest of Parke county's covered bridges. Part of the wood for the bridge was sawed at the Patterson mill. Some was sawed by Julius Egbert and Charlton Britton with a whipsaw. A total of \$6,500 was paid out of the county treasury for its construction. The bridge stood until 1913. It did have an arch that was reused for a Burr Arch at the Cox Ford Bridge at a later date.

The Rockville True Republican of Dec. 7, 1854 gives us an in-depth look about its building and its cost. It was built at the time the Big Raccoon Creek No. 12 Aqueduct for the Wabash & Erie Canal was being repaired just west of the bridge.

"Armiesburg Bridge"

"As this long needed and very necessary improvement has been entirely completed, it may not be uninteresting to our readers to know something about its cost, etc. In the first instance, the State appropriated \$250 towards the construction of this bridge, which sum, as yet, has not been realized. The Board of Commissioners, in pursuance of the system commenced by them a few years since, appropriated \$6,500 towards it, when the work was let. After estimating the cost, etc; it was

found that this sum was not sufficient for its completion, and as it was virtually throwing away money to let the work remain unfinished, they wisely concluded to make an additional conditional appropriation of \$2000. This, in addition to the first appropriation, made the sum of \$8,500, which was not within several hundred dollars of the estimate. The Township Trustees then levied a tax of 25 cents on the hundred dollars in Wabash township, which will come very near paying the whole cost of the bridge. Mr. Henry Wolfe, the active and energetic contractor, has made a first rate job of the bridge, and deserves great credit for it. He has performed even more than he was required to do, and has really made no money by his contract, although there are some few who appear to think that of such an immense sum as this work costs, a large portion of it would go into his pockets. That our readers may see for themselves, we give, below, the different items in the construction. The work was estimated by a competent engineer, and Mr. Wolfe, we are told, comes up to the estimate within a mere trifle:

FINAL ESTIMATE of the work done by H. Wolfe on the Armiesburg Bridge, Parke county, Indiana, as follows:

411 cubic yards of masonry in abutment, at \$6	\$2,466.00
194 feet of superstructure, at \$18	3,492.00
2135 cubic yds rock in bluff, at 80¢	1,706.00
3266 do earth do , at 25¢	816.50
1826 do in north pit , at 25¢	456.50
134 do in south pit , at \$1	134.00
1302 feet hewed timber, for foundation, at 12¢	162.75
1632 feet oak plank and spikes and putting them in, at \$1.75	28.56
244 extra bolts 578 lbs., at 15¢	86.70
45,000 pine shingles, cost \$4.00 (dif-over poplar, at 85)	38.25
Moving J. Hunt's stable, at \$9.50	9.50
Adding 6 feet finish and taking rock, out of south end of bridge	50.00
Total	\$9,449.79*

For center lines over and under lateral braces throughout the bridge, and center lines on studding, anchor irons and

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stayrods and brace rods 38 in number, 7 feet 2 inches long, and cutting of the stone in abutments, in place of hammer-dressed, no charges made or allowed for the same, etc. H. WOLF This 18th Nov. 1854.

Thus it will be seen that the total cost of the bridge is \$9,449.56,* without saying anything about the gratuitous work done by Mr. Wolf. If he got pay for the whole work done, it would amount to about ten thousand dollars. This seems like a very large amount to expend in one section of the county, but the bridge was needed badly, and ought to have been built long ago. There are two other streams in the county that need bridging, and we suppose our worthy Commissioners will see that it is done as soon as possible. We are in favor of bridging every stream in the county that needs it." *Note the discrepancy in the total cost. Your editor gets \$9,446.76 using these numbers.

This covered bridge took care of traffic until 1913, when it was replaced by a concrete structure.

Accidents

Two accidents happened in the early days of Armiesburg. A man named William Kilgore was on a raft of lumber in Big Raccoon Creek that was accidentally carried over the mill dam. He was washed off and drowned. Mr. Kilgore was the Parke County Sheriff in 1833-37.

The second accident occurred when two young men were found dead near the Indian encampment not far from Armiesburg. It was thought they had met their deaths at the hands of the Indians, but there was no proof of that. They were buried in the bed of the wagon road, north of Armiesburg.

The Fair

A pencil sketch of the Patterson Mill and the ford across Big Raccoon Creek by Elizabeth A. Keith, wife of Fleury F. Keith, caught the attention of the judges at the fair in Montezuma in 1857. It was described as "the truest and most perfect sketch we have ever seen."

In addition to the farm and business that Chambers and James Patterson owned, Chambers owned the Store House Tavern in

Section 12 in Armiesburg. This store was located on the southwest corner of the Lafayette and Canal road. Arthur Patterson and Silliman operated it in the early 1830s. The store was later torn down and moved to Montezuma and stood on the spot where the town water tower was later erected.

Armiesburg School

In the mid 1820s the first school was on the Dagenet farm. Alexander McCune deed the first Wabash township school, located in Section 20, to the trustees in 1834. It is speculated that the Armiesburg School was started in Section 12 after 1834. There is no deed abstract recorded for this land being transferred to the trustees on which to build this school. Abstracts are missing from 1824-1855. A deed does show that the school trustees sold this school to Samuel Skeeters on March 12, 1910. The school lot contained about three acres.

Samuel McCune sold 780 acres to Samuel Skeeter's son on November 24, 1890. John Wolfe entered into the deed book "land, 80 acres, pt SE ¼ of the NW ¼ November 10, 1824, Section 12." Since abstracts are missing we know that Alvin Patterson lived in this home until February 2000 when it burned. Mr. Patterson didn't survive. The house foundation was made of hand-hewn logs.

James Elder sold this land to Rufus K. Harris on November 8, 1855 with the exception of 3 acres and .50 rods sold to Kiger and Patterson. It is believed that this was the school lot.

After the school closed, it was torn down. The frame was used to build a home on the Lafayette road in Armiesburg. It is located on the east side of the road a few yards north before you get to the Canal Road. Today Janet and Joe Myers live there.

Armiesburg Cemetery

Armiesburg Cemetery is situated in Section 1 on the Dagenet (Myers) farm and in Sec. 12. In 1818 Section 1 was deeded to Christmas Dagenet by the United States Government. That October John O'Conner was

“CANAL CONNECTIONS” PARKE COUNTY



Above: These stones are all that remain of the Armiesburg grist mill dam in Wabash township, Parke county, IN. Photo by Charles Davis

The Armiesburg grist mill on Big Raccoon Creek was photographed by A. H. Nordyke.



buried there. Other Irish burials followed. Ann Brady, who ran the Brady Hotel in Montezuma rest there. The last burial was Vina Murphy in 1947.

Samuel Skeeters deeded this cemetery to Rt. Rev. Francis S. Chatard, Bishop of Marion county, IN on December 16, 1899, containing ½ acre. When the Church of the Visitation of the Blessed Virgin Mary was established in Montezuma after the Civil War, they used the Armiesburg Cemetery for their burials. It is now called the Catholic Cemetery.

As the Wabash & Erie Canal was winding down through Armiesburg, the town was dwindling. James and Chambers Y. Patterson were in control of most of the land and the town lots. There was a big dispute between the two men as to who owned what and how much after

Margaret Patterson's, their mother, death. She died in Terre Haute, of paralysis, at the residence of her son-in-law, Hon. John P. Usher, on January 31, 1868. They went to court. The map on page 122 shows the holdings of each man as drawn for the court in 1871. Chambers got control of three-fourths of the property with the grist mill and tavern store. James got one fourth.

Armiesburg's post master, Fleury Keith, started selling off his interest to his partner James W. Russell on July 31, 1869. Russell paid Keith \$3,000 for his ½ ownership of 20 acres o Section 12 located in the heart of town. Then on September 9, 1869 Keith sold his ½ interest in lots # 1 and 2 to Russell. Fluery F. Keith left Armiesburg. We do not know where he went. By 1871 James Patterson owned both lots. In the late 1860s to 1873 James Russell ran the grist mill and the mill store for Chambers Patterson and also packed pork.

James Russell (b. September 8, 1824, d. July 30, 1897) was born in Nelson county, KY. He married Lucinda McCord on February 19, 1848. He lived in Parke county from that date until his death in Rockville. His children were A. S. Russell of Rockville, Mrs. R. C. Hanna of Terre Haute, James W. Russell of Sullivan, Mrs. Howard Bryant of Rockville, Frank Russell of Louisiana, Mrs. Wm E. Henkle of Talledega, Alabama, and Annie Lauire, who died in 1877.

Wabash & Erie Canal Closes

After the closing of the canal in Armiesburg in 1873, the town lingered on for another twenty years. In 1876 the town contained two blacksmith shops, two millwrights, one carpenter, one dry goods store, one grocery, one pork packing house, one slaughter house, and one flouring mill. The capital invested by the business packing pork was \$100,000. The population of the town was 69. This included A.H.L. Baker- practical miller, Elbridge Collins- carpenter, David Ebbert- millwright, Fluery F. Keith- post master, Philip Lease- grocer and tailor, Alexander McCune and Co.- pork packers, A. McCune and Co.- dealers in dry goods, Chambers Patterson- farmer, James Patterson - farmer, Dr. A. Pauley- botanic physician, John - boot and shoemaker, Daniel H. Upp- millwright, and James Waunamauger and

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Clark- blacksmiths. A. McCune had put up the money for the venture of Patterson, Silliman and Company when it started in Armiesburg in the 1830s.

Judge Chambers Y. Patterson died at the age of 57. His remains were laid to rest beside his mother and father in Woodlawn Cemetery in Terre Haute. A little over a year later Chamber's wife, Ann, sold the grist mill and land to John S. Beach on March 6, 1882.

Aquilla Laverty (b. October 3, 1822, d. November 30, 1896) bought the grist mill, storehouse, and lands from John Beach for \$12,000 on November 9, 1882. He remodeled the mill, made a stone basement and installed a new turbine wheel and a steam engine to be used when the water was low. The old burrs were discarded and rollers installed. A new stone dam was constructed on pilings to replace the brush dam. Some of this dam can still be seen today.

Mr. Laverty and his miller, James Ghormley, operated the grist mill until 1896. By this time Mr. Laverty owned 3, 636 acres in Wabash and Florida townships. He was born in Wabash township, married Elizabeth Justice on September 12, 1850 and had five children: George W., Irene Casto, Minnie TenBrook, Kit Carson Laverty, and Aquilla Jr. They lived on a farm in Section 25.

In failing health, James Patterson wrote his will on August 21, 1888 saying "I bequeath to my wife, Sherrill, all real estate, personal property and at her death, equally divide to all my children. I appoint my wife as executrix." It was probated on February 4, 1892. The cash value of his farm in 1870 was \$18,000. His wife sold the store and eleven acres to her daughter Narcissa Dooley on July 16, 1895.

The **Rockville Republican** of June 6, 1895 reports, "James Patterson Jr. (d. August 13, 1913) returned from a two year stay among the fishing and hunting grounds of Kentucky and southern Illinois. He expects to go back to the south in the fall." James Jr. married Laura Fellows on August 22, 1895. She preceded him in death on November 23, 1896.

James Sr.'s wife Sherrill died in the fall of

1895. Their daughter, May Stout inherited all the property that was left. She sold the Patterson home place on October 14, 1914 to George Underwood. This house stands today.

Armiesburg Mill Moved

In 1896 Aquilla Laverty decided to move the Armiesburg grist mill to his farm and convert it into a steam mill and grain elevator. In the latter part of that November he fell from the top of his grain elevator through the shaft and Dr. Reeder of Montezuma had to be summoned. After being carried to the house he became partially conscious but was not able to talk, relapsing later in unconsciousness out of which he never came. He died as a result of the accident. Aquilla was a member of Company A 31st Indiana. His son, Kit Carson Laverty, inherited the grist mill property consisting of 53 acres. He sold this land to Daniel Lawson on March 2, 1905.

When George Underwood built a home near the Big Raccoon Aqueduct site in 1897 he used the Armiesburg grist mill's stone foundation for the foundation of his barn and lumber from the pork packing plant for its structure. This barn can be seen today standing east of the Wabash & Erie Canal Aqueduct site.

James Patterson Jr. died in New Harmony, IN. No mention was made of children. His sister Mary Stout (b. October 1851, d. May 5, 1933) was born in Armiesburg. She married Dan Jones and following his death married Wm. W. Stout. She died in Terre Haute and was buried in Oakland Cemetery in Montezuma. She was survived by her sister Narcissa Dooley of Terre Haute.

Narcissa Dooley, the last child of James and Sherrill Patterson died at the home of her daughter, Mrs. Elizabeth Tucker of Marshall, and was buried in Oakland Cemetery in Montezuma on June 25, 1955 at the age of 90. She was the first wife of the Dr. Rufus Dooley, deceased.

The Hotel

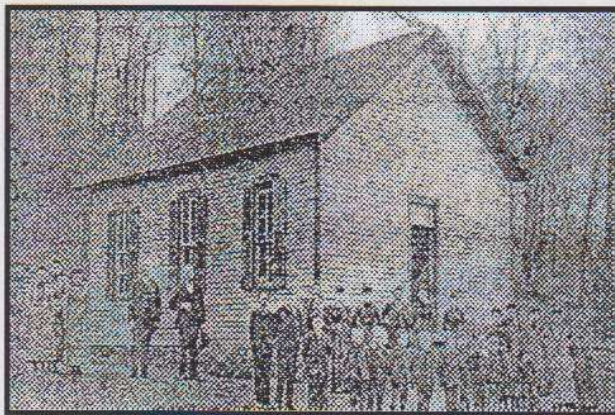
There was a hotel in Armiesburg during its heyday. In March of 1894 a newspaper article said, "Silas Brown, who lives near Armiesburg, gave **The Rockville Republican** a report of the fire

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at that ancient village yesterday morning about 4 o'clock, which destroyed the building occupied by the post office and a store and the old hotel building across the street. (These buildings sat on the northwest corner of County Road 550 W.) Miss Mary Broderick is postmistress there and had her savings invested in the store which is a total loss amounting to \$200. or \$300. How the fire originated is not known and it was discovered too late to save anything. The fire communicated to the hotel building in which was stored 1,500 bushels of corn and this was burned. The buildings and the corn burned belonged to Aquilla Laverty."

The Club House

At the turn of the century the village had a community building for social affairs. It was called the "Armiesburg Club House." This house was on stilts with large trees surrounding it. This was used for church and Sunday school picnics.



Mary Broderick, extreme left center person, students and school officials posed at the Armiesburg School in 1891.

Canal Workers Parents of Early Teacher

Mary Broderick (b. March 14, 1865, d. May 9, 1941) was born in Armiesburg. Mary's father Michael Broderick (b. September 1826, d. July 1910) was born in Galway, Ireland, and came to the United States as a stowaway. He found work on the Wabash & Erie Canal. Mary's mother Mary McCarty (b. May 18, 1831, d. March 26, 1895) was born in the county of Roscommon, Ireland. When she arrived in America, her shipboard friends found her work as a cook for workmen on the canal. Later she

married one of the canal builders, Dan Galogher. They had a son, Dan. After Mary's husband died, she lived with her son in Montezuma where she operated a restaurant until she married Mary's father, Michael Broderick. They bought land and built a house at Armiesburg. Mary was a teacher and taught 41 years in the Wabash and Reserve township schools. She was active in the Parke County Historical Society. She built a home with a porch constructed from different colored and sized stones. It was the old Armiesburg schoolhouse. The school picture strongly suggests that it is the Laverty School. That school was moved beside the Mecca covered bridge in the 1990s. The original land site and the building's structure are identical to this picture.

Shipped by Canal

Andrew Scott Russell (b. February 28, 1853, c. March 2, 1926) was born in Washington township Parke, county to James Wakefield Russell and Lucinda McCord Russell. His business activity began at an early age. As a boy he worked for his father and uncle and later associated with them in a very extensive mercantile, milling and packing business located at Armiesburg. During these years the firm shipped wheat via the Wabash & Erie Canal to Toledo and large shipments of meat by flat boat to New Orleans. They continued in business until 1875 when the canal ceased operation. A.S. Russell helped load the last wheat shipped to Toledo via the canal and he accompanied the last shipment of meat from the county by boat to New Orleans. As a young man, he assisted in making a survey in Utah for one of the very early irrigation projects of the federal government. For a while he and his brother-in-law, Clay Hanna) had an extensive livery business at Danville, IL. In 1894 he was employed by Nordyke and Marmon of Indianapolis to superintend the construction and establishment of four mills at Montezuma and Newport and elevators at Mecca and West Union in Indiana. Russell was a member of the Presbyterian Church at Montezuma. He died at his temporary home in St. Petersburg, FL. and was buried in Rockville cemetery.

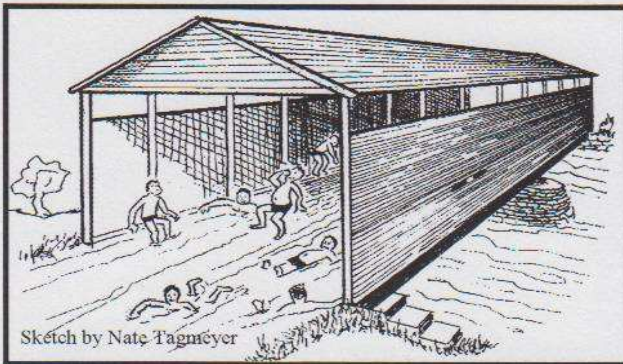
Canal Structures Sold

The road west from the Armiesburg

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school, over the canal to the mouth of Big Raccoon Creek and a little north, was the location of Arthur Patterson’s ferry. The Patterson family owned the road’s right-of-way for many years. Parke county covered bridge builders, Joseph J. Daniels and Josephus Collett owned the right-of-way until February 4, 1878, when they sold it to Dr. John A. Baldrige. Research through deeds revealed what happened to it and who got the canal structures when the canal closed in 1873.

A deed recorded April 13, 1876 states “Joseph J. Daniels and Josephus Collett sold to George M. Underwood for the sun of \$18.00 all that part of the Wabash & Erie Canal, beginning at the north side of Big Raccoon Creek and extending northwardly to the south line of land owned by Doctor John A. Baldrige being 36 rods more or less. Except the rock in the masonry of the old aqueduct which is removed by the grantors, together and with the right-of-way on the towpath for convenience in removing said rock hereafter.” This explains why there isn’t any stone left on the north side of Big Raccoon Creek from Aqueduct #12 of the Wabash & Erie Canal.



Big Raccoon Aqueduct was a great place to swim as was the St. Mary’s Aqueduct shown above. Nate Tagmeyer

Deed 35335-36: “Whereas the Circuit Court of the United States for the District of Indiana in a certain cause there pending wherein Johnathan K. Gapen was complainant and the board of trustees of the Wabash & Erie Canal was defendant did on the twenty-fourth day of December 1875 order, a judge and decrees that the Wabash & Erie Canal with its appurtenances and certain lands and lots and among others that certain tract and parcel of land herein after described and conveyed be sold at public auction at the Court House door in the city of Terre

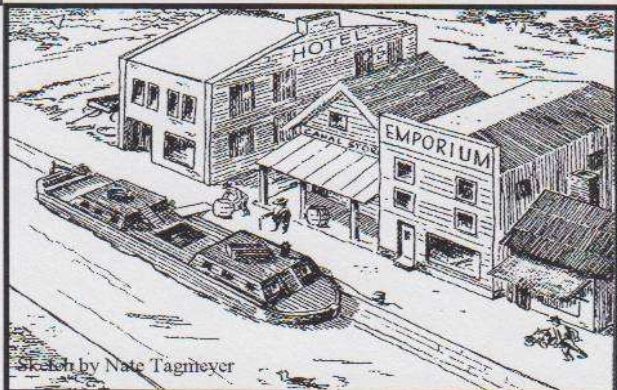
Haute, County of Vigo to the highest bidder by Samuel Gookins Special Master in Chancery and Thomas Dowling Resident Trustee after having given notice of such sale,...at which sale Josephus Collett and J. J. Daniels being the highest bidders became the purchasers of the property for the sum of \$1,900. which sale was on the 23 day of March 1876. Now therefore we Sam B. Gookins and Thomas Dowling in consideration of the premises and of the sum aforesaid paid and in compliance do assign, transfer, convey unto said Collett and Daniels that certain lot price or parcel of land situated in the County of Parke and State of Indiana described as follows to wit. All that part of the Wabash & Erie Canal lying within the said County of Parke including its banks, margins, tow paths, side cuts, feeder basins, right-of-way, locks dams, water ponds and structures. April 13, 1876.”

Probably J. J. Daniels used the stone from the aqueduct’s abutments for the new covered bridge at West Union. A few stones surround a culvert on the south side of Big Raccoon Creek.

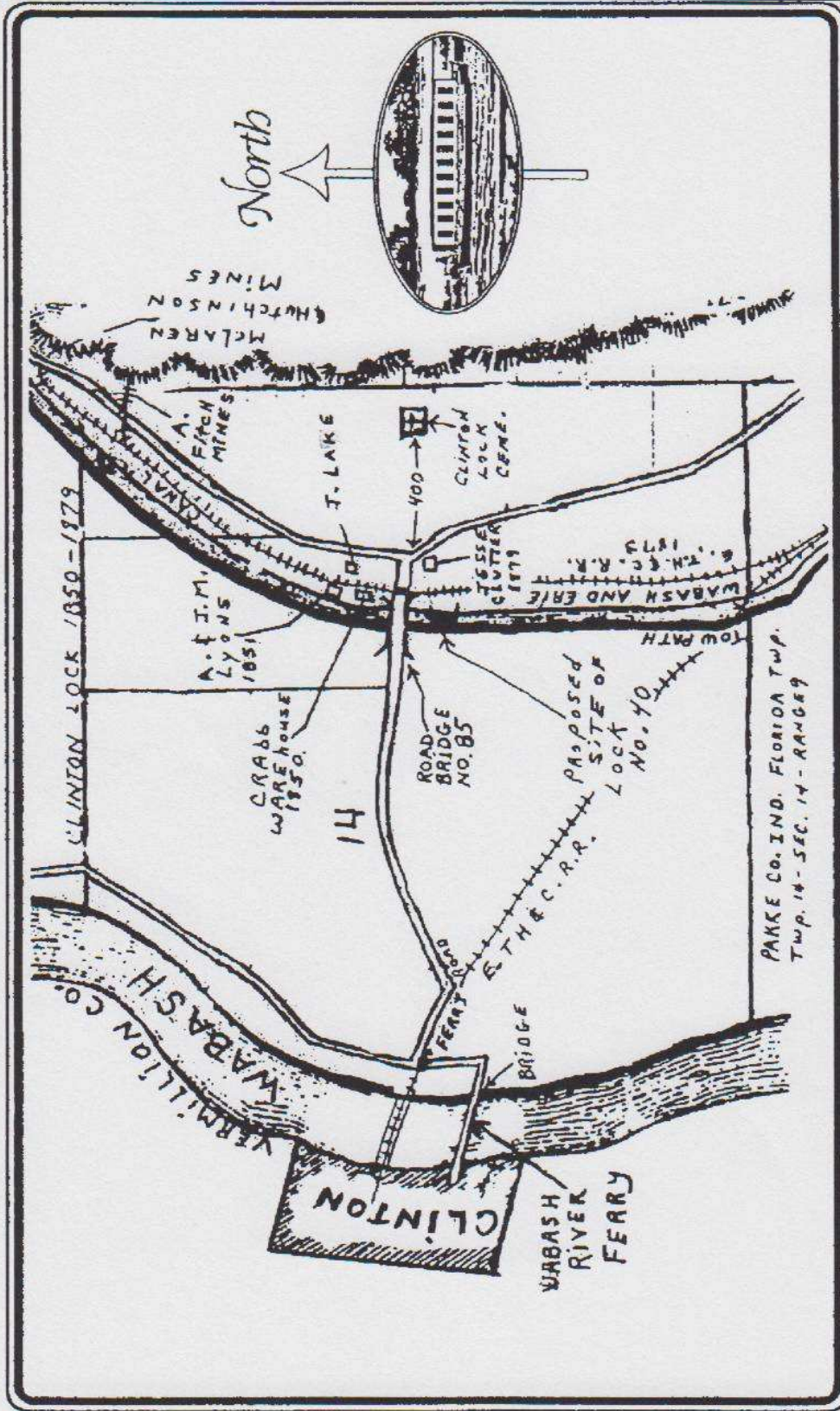
Elevator Built from Mill and Warehouse

Part of the elevator that Aquilla Laverty built from the old grist mill was located on Myers’ property. Another part of the elevator was built from the old warehouse at Lyford. The difference in the materials could be seen in the elevator. The warehouse was Walter G. Crabbs building he built at Clinton Locks on the Wabash & Erie Canal. Two separate buildings connected to the canal were united into one.

Today a marker marks the site of Armiesburg.



"CANAL CONNECTIONS" PARKE COUNTY



The Location of Clinton Lock #40
 Parke County, Florida Township, Section 14, Range 9
 Map drawn by Charles Davix, 1997

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LYFORD

(Clinton Lock, Hudnut, Lyford City)

A small town grew up around Lock #40 of the Wabash and Erie Canal. It was named Clinton Lock. "Clinton" came from the name of the town on the other side of the Wabash river, Clinton, IN. "Lock" was for the lock located there.

In 1850 W. G. Crabb built a 40 ft. by 80 ft. warehouse on the bank of the Wabash and Erie Canal at Clinton that was two stories high. It housed grain. It had various owners and was later purchased by Hudnut and Company of Terre Haute in 1880. The warehouse was converted to a steam mill used for making hominy and meal with a capacity of 1,5000 bushels of corn daily. At that time the town's name was changed to Hudnut. Wheat averaged higher in price from 1854-1864 than during later decades.

Crabb's warehouse was sold to become a general merchandise store in 1862. At that time canal use declined.

About 1890 the coal fields near Hudnut were developed with many foreigners coming to work in the Lyford mines. More housing was needed and a new town was laid out on the lowlands near the river called Ford City.

The name for this town changed from Clinton Locks, to Hudnut, to Lyford City and finally Lyford as it is today. What became of Crabb's warehouse and the changes of its ownership is described more in depth as follows:

John Crabb (b. May 3, 1776, d. May 5, 1836 age 60) probably came from Pickaway county, OH. *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." In 1830 he erected an 18 ft. x 32 ft. double hewed log house near the then dwelling occupied by Josephus W. Lake. On April 4, 1833 President Andrew Jackson signed 80 acres in the West Half of the North East quarter of Section fourteen in Township fourteen North of Range 9 West in

Parke county, IN to John Crabb.

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 established.

Crossing the Wabash River was important to the trade of Vermillion county. Later the ferry was operated by John Crabb's son, Walter G. Crabb from 1850-1861. It wasn't until 1852 that construction was started for the covered toll bridge near the site of today's Clinton bridge. 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, across the Wabash river, controlled the gates, which closed that end of the bridge.

Walter G. Crabb (b. August 2, 1816, d. August 22, 1884) was born in Ohio to John and Hannah Crabb. When the Wabash and Erie Canal was being dug, Walter G. Crabb was a contractor in the construction of the canal. On November 2, 1832 John sold his 80 acres to Walter for \$100. When John died, Walter had the care of the family thrown upon him since his older brother was married and had left home. Walter married Catherine Hanson on November 9, 1838, in Florida township. They had 11 children. Catherine and 8 of their children died. He built Crabb's warehouse in 1850. Walter's second wife, Miss Laney, died shortly after their marriage. Walter married a third time to Miss Eliza Thayer (d. November 12, 1877 age 45), a native of New York. They had 5 children. Four of the five children's names were George A., Mary E., Marcy A., and Walter G. In 1888 only Mary E. and George were still living. Walter is described as a practical businessman, a self made man with his education limited to a few months attendance in subscription schools.

A. and J.M. Lyons finished a store building in 1851 located about fifty feet north of Crabb's warehouse. They had \$7,000 worth of

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goods. They conducted their business until 1853 at which date they sold to Walter Crabb. Crabb again purchased a fine stock of merchandise, and in connection with Isaac Tallman, carried on a splendid trade for some time.

By 1862 Crabb's business had ended at the ferry and warehouse. In 1862 he settled in Vermillion county, IN. From 1862 to 1865 he owned and operated a steam and grist mill located 1½ miles west of Clinton. In 1865 he erected the brick grist and merchant mill in Clinton, which he operated until his death. This mill was called "Monitor Mills."

During the year of 1881, Walter was Clinton town treasurer. In politics he was first a Whig, but affiliated with the Republican party at its organization. He was not a professing Christian, but he gave freely towards the cuddling of churches and purchased books for a Sunday school at Clinton Lock, of which he was superintendent.

George Crabb (b. January 22, 1859) was born at Clinton Lock to Walter and Eliza Crabb. He was reared from the age of three in Clinton. At the age of fifteen, he took charge of his father's books and assisted his father in his mill until establishing himself in the grocery business.

Walter and 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 \$4,00 on November 8, 1861. These men couldn't pay the mortgage and lost the 80 acres and the warehouse. The First National Bank of Rockville took possession. The property was advertised by the bank. It was sold to John Lowry on March 21, 1870.

The Crabb warehouse was profitable while the Wabash & Erie Canal was in operation. But canal activity greatly declined through this section in 1865. As soon as the canal traffic declined, the warehouse, as far as the shipping of grain was concerned, almost ended.

The next decade was a defunct time for Clinton Lock. Crabb's land and warehouse changed hands many times through 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.

On October 19, 1875 the warehouse was advertised for sale at the courthouse. On December 31, 1875, Joseph Morey paid \$1,500 for it and 80 acres, excluding the cemetery. That same year a railroad company purchased the lock switches to the warehouse and mines. They recognized Clinton Lock as a station point on their line.

Clinton Lock Cemetery had a house built on it. A single stone remains where the door to the house was once located. The stone has the inscription Kelsinhiemer on it. Today's Kelsinhiemer Cemetery was originally called Clinton Lock Cemetery. Crabb's first wife and eight children are buried there.

July 23, 1877, was the last year the 80 acres were intact. On July 1879, Jesse Clutter started to build a stave factory south of the warehouse. It 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.

Joseph W. 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 Clinton Lock changed its name. On April 27 Joseph laid out the town into lots and renamed the town Hudnut. The property Hudnut bought became Lot # 1. Hudnut converted the warehouse to a hominy and meal factory. He operated it for 5 years and sold out to Josephus Lake.

Lot #1 is described as: 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 459 feet, thence North 71 degrees W 79.5 feet to Center of Old Wabash and Erie Canal Towpath,

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thence South 34 degrees 25 feet W 548.5 feet to place of beginning. Containing 2.24 acres.

Joseph Lake also owned Lot #2. It must have had some sort of building on it since Lake paid Morey \$1,100 for it.

Lake lost the business and warehouse in February 1886. Its next owners were James E. Lake, Mary F. Lake and Ray G. Jencks (Vigo county), Thomas E. Biggs (Vigo county), Wm. H. H. Johnson, Samuel C. Schultz (Vermillion county), Herman White, Dan Worley (Elkhart county), Corine White, and Morris 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. By 1908 the warehouse was used as a grain elevator. The Crabb warehouse has long been town down (1930?) A survey blueprint of Lot #2 made in 1954 shows a small car repair shop where the warehouse once stood on Lot #1.

The same building on Lot #2 is still in

operation today. It's the oldest building remaining at the Lyford Y. It is called "Jack's Place." The owner is Jack G. Wilburn.

The Wabash and Erie Canal engineer's report says that road bridge No. 85 was located at Crabb's warehouse. This bridge was located at the tail of the Lyford Y. It crossed the canal.

On April 13, 1876 the railroad received a right-of-way from the canal. The railroad passed on the East side of Crabb's warehouse and the canal passed the West side of it. Both ran parallel to each other. Lock #40 (Clinton Lock) was located near the warehouse. Charles Davis has determined it was south of road bridge No. 85 and State Road 163 in a field.

At one time there was a house in the center of the Lyford highway Y. It had a well and cistern and was owned by Frank Scurba. Scurba was born in Palazzo Adriano, Sicily, on April 9, 1880.



Charles Davis (right) tells about Clinton Lock #40, which is along the edge of the field, while standing here.



'Jacks Place' still stands at the Lyford highway Y. This town was once known as Clinton Lock (Clinton for the town across the Wabash and Lock for W & E Canal Lock #40). The lock is across the road to the right. The canal passed behind the warehouse in the low area. Photos - Bob Schmidt



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NUMA

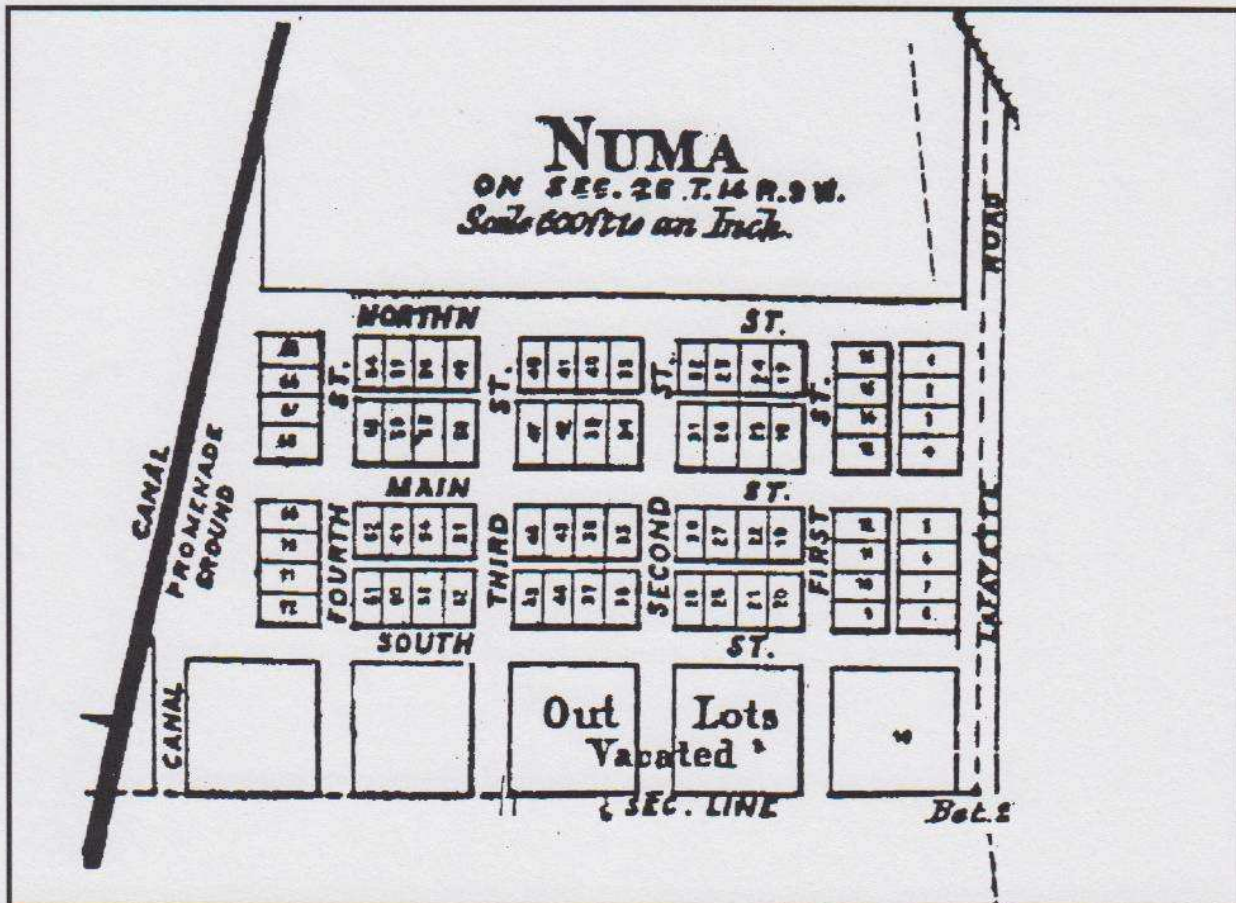
Numa, situated on Sec. 6, R. 9, Florida township, Parke county, Indiana, was first settled by John and Jane Wilson. Mr. Wilson entered the land in the records and laid out a part of his farm into lots in 1837. The lots sold on the average of \$12 to \$15 dollars.

John and Jane Wilson ran a hotel in Numa. The stage coach that carried passengers along the road (now U.S. 41) from Terre Haute to Lafayette stopped there to change horses and let the drivers eat their meals. The hotel had a sign reading, "Entertainment for man and beast." Business was poor, so Wilson tore down the hotel and opened a general store.

Wilson's store must not have been successful, for Clemons Gleason bought Lots # 7 and 8 from Wilson around 1839.

Prior to the purchase of the Wilson's lots, Gleason was in the distillery business in the early 1830s. His distillery was located in Reserve township, Sec. 17 R 8, W 1/2 of the SW 1/4, on 15 acres. He sold the land with the distillery to Samuel Hill Jr., who lived on the Wabash and Erie Canal in Montezuma. The description of the land, houses, "out house," distillery house, the distillery parts and water power is found in a deed record dated November 5, 1833.

Clemons Gleason operated his business in Numa on Lots # 7 and 8 where the Wilson's hotel and later their general store were once located. He ran into debt problems, and sold the lots back to John Wilson for \$200 on August 1, 1840. A mortgage title bond reads: "Clemons Gleason indebted to John Wilson for \$70.00, and John Wilson to pay John Burson \$130 for said Gleason. On September 4, 1840, Gleason sold his store goods to Persius Harris and Robinson." There were listed 10,000 barrel staves, 10,000 keg staves, 12 draw knives, 3 hampering knives, 3 broad axes, 2 setters hoops, 1 cooking stove



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and all sorts of household items. Harris and Robinson held 2 notes on said Gleason. One was for \$100 and the other for \$80 bearing 10 percent interest. The mortgage was satisfied on May 22, 1841. Gleason left and was never again heard of in Parke county.

Silas Bowers bought his first lots in Numa on March 4, 1847. Once again these were Lots #7 and 8. He paid Persius Harris \$800 for them. Bowers was perpetually involved in crooked transactions and was always at outs with his Numa neighbors. “He made roguery a science and by perjury and subornation of perjury, he, in his last days upon this earth, reached a point where the civil law gave no protection against him.”

James W. Beadle, one of Howard, Indiana;s earliest merchants during the canal period, was the sheriff of Parke county. He had to contend with Bowers during what was described as the worst years of Bowers’ shady career. Bowers was in law suits against area residents. Records of these suits can be seen in the Rockville court house under the date of June 27, 18 54. He had minor offenses such as stealing hogs and cattle of which he was undoubtedly guilty. He was also suspected of murder and highway robbery.

On August 19, 1848, Bowers bought three parcels of land east and across the road from Numa from Andrew Schirner of Iowa. Bowers ran a hotel and used it as a base for his operations on one of these.

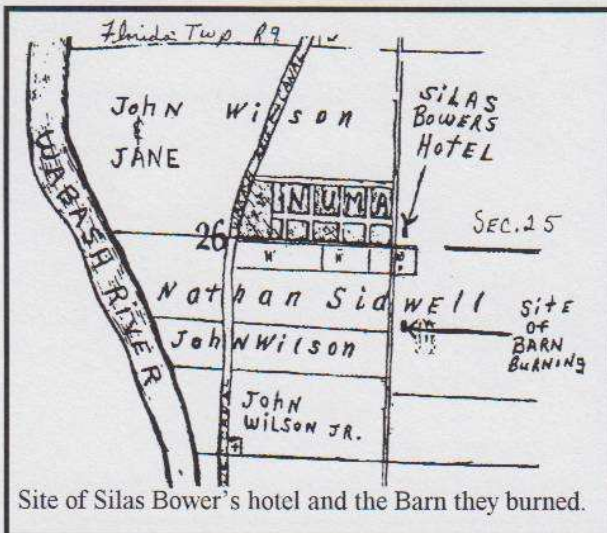
A Methodist/Episcopal Church was started in Numa on February 5, 1850. John Wilson sold Lot # 22 to James Barnes, Aquilla Justice, A.M. Ostrander, Anthony Creel, Elisha Gookins and Samuel May trustees for \$30. The school house wasn’t started until January 24, 1873. This was at the end of the canal itself in that year in this area.

During the building of the canal, Numa was a bustling little town that carried on a lot of business, but Numa “played out” once the canal was completed. By 1851 only six of the lots were owned or in use during that year. John Wilson still owned the rest.

Numa Cemetery was deeded to the citizens of Numa on October 23, 1852 by Wilson. His deed record states: “Numa graveyard situated on east bank of Canal, beginning south line of Sec. 26 running north up the Canal 17 poles, east 16 poles, south 17 poles, west 16 poles to beginning to have and to hold the same to the citizens of Numa and vicinity their heirs and assigns forever.”

At this time Parke county had a group called the “Regulators.” This was a mob rule outside of the law of men who “regulated” their own problems. The regulators became so bad that they lashed Ben Wheat for no offense at all that anyone can remember.

“Judge Lynch” was also recorded as a regulator. “Great Excitement at Numa! Silas Bowers and Judge Lunch!” was the title of an article that appeared in the Parke County Whig on July 27, 1854 as follows:



Site of Silas Bower’s hotel and the Barn they burned.

For a number of years past the citizens of the southern portion of our county have been harassed and plagued by an individual named Bowers, even until forbearance ceased to be a virtue. This Bowers had the first law suit that was tried in our court house. (Alexander Wright vs. Silas Bowers), and we suppose there has not been a court held in the building since, in which Bowers has not had a case ; and sometimes two or three. He has been an eyesore to the whole neighborhood causing difficulties between friends and having around him a set of low flung unprincipled scoundrels.

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who did much of his dirty work, and were ready at all times to swear him through thick and thin. He had a fiendish spite against several of his neighbors for a long time and openly declared his intention of being avenged. His most deadly hatred appeared to be concentrated against Mr. Sidwell (Nathan Sidwell) residing near Numa and on Sunday night 16th instant, during the absence from home of this gentleman, the neighborhood was alarmed by the cry of fire, when it was discovered that Mr. Sidwell's barn, containing a large amount of valuable property was in flames; and before citizens could gather to the rescue, it was almost totally destroyed. This outrageous piece of villainy, supposed work of an incendiary, aroused the indignation of the whole community, and the citizens convened together to the number of three hundred arrested Bowers and a fellow named Burk (Abraham Burk), on of his tools; tying the latter to a tree they placed the "cat-o'-nine-tails" in the hands of Mr. Sidwell, who administered a goodly number of stripes on the bare back of the scoundrel who then made a "clean breast," confessed that the barn had been set on fire by a fellow named Reeder (John Reeder) at the insistence of Bowers. Burk was then released and Bowers tied up, the whip placed in the hand of Burk, when he was ordered to "lay on with might and main" which he continued to do until Silas begged for quarters and promised to "vamoose to ranche." In the meantime a party was dispatched in pursuit of Reeder, but we have not yet learned of his capture.

To prevent any communication between the parties, Bowers and Burk were separately confined in Crabbs warehouse (Clinton Lock) and a guard placed over them, till the party in pursuit of Reeder should return. The people of Numa appear determined on ousting these lawless vagabonds from their midst, being satisfied that their property and even their lives are not safe, which such pests as constitute this unprincipled crew are suffered to roam at large unscathed. "Lynch law" is something new in our peaceful county, but we suppose those engaged in it are very willing to abide the consequences thereof. Bowers has always borne the character of a bad man and some very hard things have been said of him. What gave rise to this diabolical piece of incendiarian was the fact that

at the last term of our Common Pleas Court, Sidwell, who was a witness in the Case of Bowers and Alexander Wright was called upon to testify as to the character of Burk and Reeder who he declared that he would not believe either of them on oath, thus destroying their evidence by which Bowers lost his case. Rumor states that while "Judge Lynch" was holding court, word came to those assembled that our Governor was on the road with a company of militia, intending to "quash" further proceedings. This announcement created considerable excitement amongst all present and they immediately passed a resolution declaring that if the Governor made his appearance with any such intention, they would tar and feather him and then lynch him as they had done Bowers. Subsequent advices state that Bowers was released and commanded to leave the country. He went to Terre Haute, which his former neighbors hearing of, requested him to "keep moving" or they would most assuredly aid his locomotion. Bowers made them defiance and invited them to "come ahead" as he was ready to receive them. Upon this they started after him to the number of 200 brought him back, placed a strong guard over him, allowed him ten days to wind up his affairs at the expiration of which time he has orders to be on his way out of the state is assured that if this order is not complied with, hanging shall be his portion. Several others in the village have been notified that their presence also can be dispensed with. Where this matter will end we cannot divine. These statements we give just as they were related to us, and do not, therefore vouch for their entire accuracy!"

Reeder was chased into a swamp in Vigo county and mysteriously "disappeared," never to be seen again. Bowers went to Terre Haute and later returned again with a new gang. The "Regulators" now saw this as a life and death contest, as Bowers employed attorneys and brough suits, but he had a gang of supposed assassins to aid him. The citizens again capture him, whipped him so unmercifully that his back was a mass of raw and bleeding flesh. Then they tied him to a tree, placed a gun in Nathan Sidwell's hands and directed him to shoot Bowers, which Sidwell offered to do if enough to them would join to make it uncertain who fired the fatal shot.

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Bowers took the ten days to settle up his affairs and placed his remaining property in the hands of a trustee. John Wilson Jr. was that trustee and continued as trustee several years after Bowers died? Died" According to an article by Beckwith in the History of Parke County:

When Bowers left Numa with his wife Phoebe, they were in a carriage headed for Illinois. A few miles west of the Wabash River, he was fired upon with unerring aim by two men concealed ahead of him by the roadside, and fell from his carriage wounded, his blood spattering the dress of his wife by his side. His assassination was never successfully searched out and by 1880, it is as well perhaps not to inquire too curiously even now.

"Silas Bowers Killed!" was an article on May 3, 1855, in the Parke County Whig:

We hear, from good authority, that Silas Bowers was shot on Tuesday or Wednesday of last week between Paris and Clinton (Illinois). We have been expecting to hear of this for some time, and it has at last come to pass. Bowers, contrary to the expressed wishes and warning he had received from people of his neighborhood, would still persist in prowling around the vicinity of his old haunts, and has now met with the fate that he might and did know awaited him We have not heard the particulars of the case, and can only give the simple announcement of his being killed. We shall give a history of the affair when we can gather the facts from an authentic source.

Top: The W & E canal bed is used as a road for river cabins on Wm. Davis' property north of Numa - towpath on right. Photos - Bob Schmidt
Bottom: South of Numa the canal bed is filled with trees and its prism is easily seen with towpath on left..

Hear-say says that Bowers was at Dr. Conway's office in Scotland, Illinois, and further speculation gives a couple of names of those who claimed to have shot him. Two people claimed the fatal shot so as to escape presecution.

Numa's Citizens

John Wilson (d. October 24, 1853, age 68) and Jane Wilson (d. November 1, 1875, age 82) are buried in Numa Cemetery. John purchased Merchant licenses on February 24, 1845. Stewart and Walters merchants in 1848, Olinger and Hicks sold groceries amd liquor in 1848, amd Will Olinger renewed his liquor license in 1850 and 1853.

Today a short road off of U.S. 41 has a few homes on it where Numa was located. The bottom land is used for farming.



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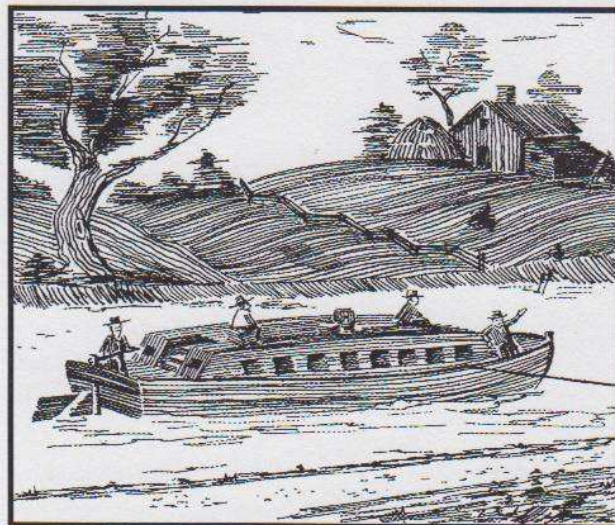
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WAUNAMAUGER	James	127,	WRIGHT	Howard	66,
WEAVER	Hamilton	57,	WRIGHT	John B.	60,
WEAVER	Joel	62,	WRIGHT	Julia Ann BEARD	59,
WEAVER	Joseph A.	63,	WRIGHT	Margaret DEEN	59,
WELCH	Elizabeth MOORE	82,	WRIGHT	Margaret MENDENHALL	60,
WELCH	Harry	102,	WRIGHT	Martha (CSI)	66,
WELCH	John M.	82, 83,	WRIGHT	Martha Ellen CARTER	66,
WELCH	William	68,	WRIGHT	Prier	59, 60, 61, 63, 65,
WELDON	Charlie	101,	WRIGHT	Rebecca Jane BOWSHER	60,
WELLETTTE	Dr.	111,	WRIGHT	Robert	59,
WELSHAN	Milton	97,	WRIGHT	Russell	66,
WELSHAN	Tom	97,	WRIGHT	Sally	59,
WHEAT	Ben	136,	WRIGHT	Salmon	60,
WHEELER	Fred	104,	WRIGHT	Salmon L.	60,
WHEELER	Horace	81,	WRIGHT	William E	43,
WHITE	Corine	134,	WRIGHT	William P.	59,
WHITE	Herman	134,	YOUMANS	Jesse	21, 133,
WHITE	John H.	25, 122,	YOUNG	L.R.	95, 102,
WHITE	Milton H.	24,	ZIMMERMAN	Arthur	84,
WHITE	Mrs. Milton H.	25,			
WHITE	Ronald "Mac"	84,			
WHITE	Theodore	25,			
WHITE	Thomas A.	25,			
WHITFORD	Emma	31,			
WHITFORD	Lewis	30,			
WHITLOCK	Ambrose	90,			
WHITSON	Rev. J.C.	111,			
WILBURN	Jack G.	134,			
WILKENS	Elizabeth JONES	84,			
WILKENS	George	60, 83- 85,			
WILKENS	Icy THOMAS	84,			
WILKINS	Michael	104,			
WILLIAMS	Achilles	26,			
WILLIAMS	Jesse Lynch	3, 25, 92,			
WILLIAMS	Montraville	64,			



* Direct Association with the Wabash & Erie Canal