

WABASH & ERIE CANAL
from Attica to Montezuma
~Williamsport and Perrysville Side-Cuts~



Canal Society of Indiana
Spring Tour

“THE OTHER SIDE OF THE FENCE”

APRIL 5-7, 2013

Canal Society of Indiana, P. O. Box 10808, Ft. Wayne, Indiana 46854-0808

My sincere thanks to the following canawlers for their contributions of diagrams, drawings, maps, pictures, research and tour route, which made this "The Other Side Of The Fence" book possible.

Carolyn I. Schmidt



HIP HIP HOORAY!

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NATE TAGMEYER**

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FOREWORD

“THE OTHER SIDE OF THE FENCE”

Each tour given by the Canal Society of Indiana attempts to relate the history of the canal and point out the location of its structures in a particular area of Indiana or in a neighboring state. The tours also include other canal related buildings and the early history of the counties and towns being toured. They usually have a theme — something that ties the area together.

On this tour we will see some remains of a portion of the Wabash & Erie Canal in Fountain and Parke counties in Indiana and learn about those who built and operated the canal. We will also learn how people living west of the Wabash River in Warren and Vermillion counties in Indiana and also in adjacent Illinois towns wanted side-cut canals built from the mainline Wabash & Erie to the Wabash River. At the time the canal was being built farmers were taking their produce south down the river via rafts or steamboats, but the river wasn't navigable much farther to the north and it acted like a long fence prohibiting them from getting their produce to the mainline canal. Once the Williamsport and Perrysville side-cuts were constructed the boatmen could pole their boats across the river, access the mainline canal, and ship their produce to northern and eastern as well as southern markets.

Although the side-cuts really helped those who lived west of the river, they caused problems for those living to the east of it. The side-cuts drained off so much water from the mainline canal that it often had to be shut down and was useless to those living on either side of the river for days, weeks or months at a time.

Let's find out what it was like on **“the other side of the fence.”**

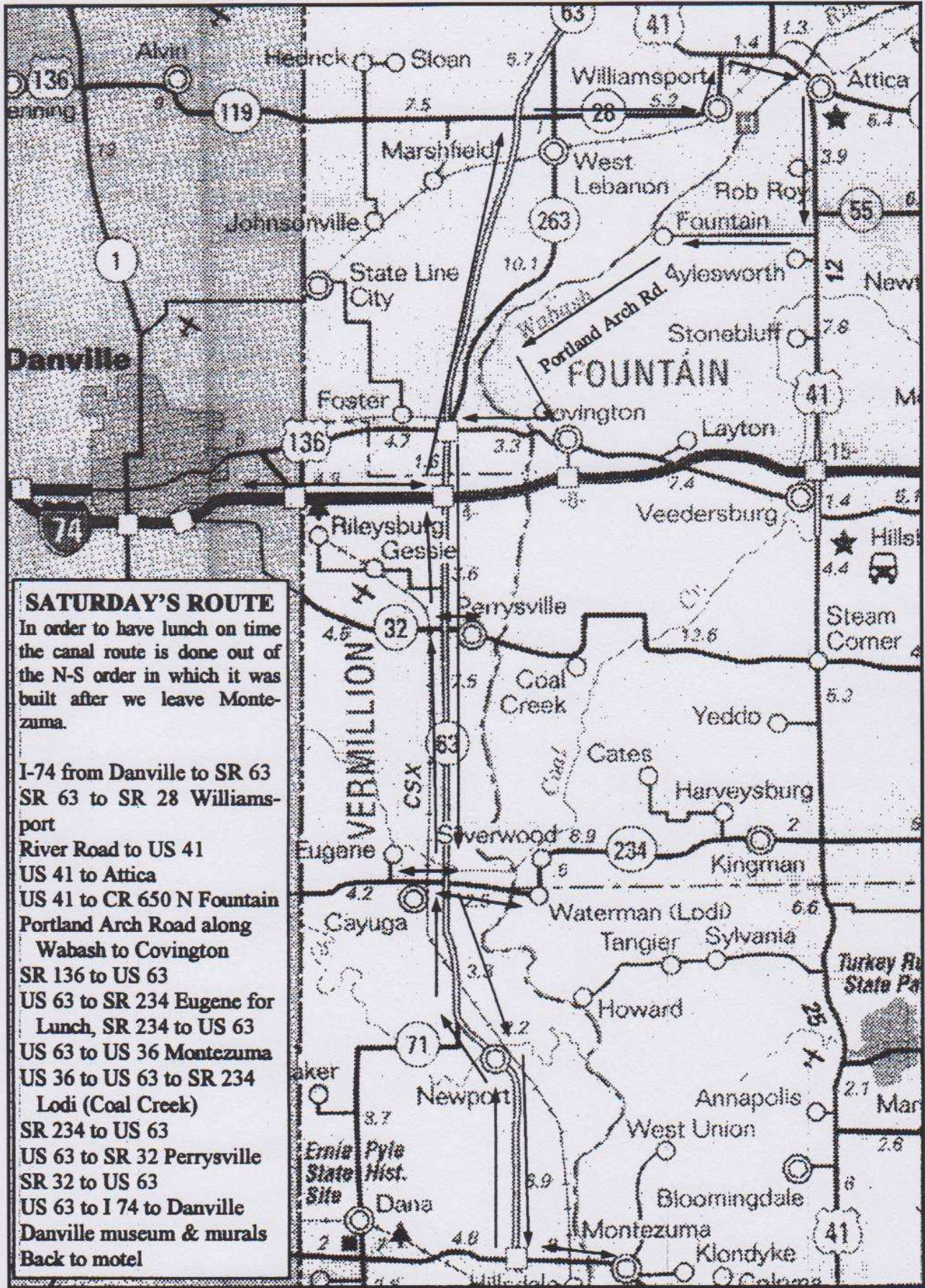
WELCOME ABOARD!

Carolyn I. Schmidt

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SATURDAY'S ROUTE

In order to have lunch on time the canal route is done out of the N-S order in which it was built after we leave Montezuma.

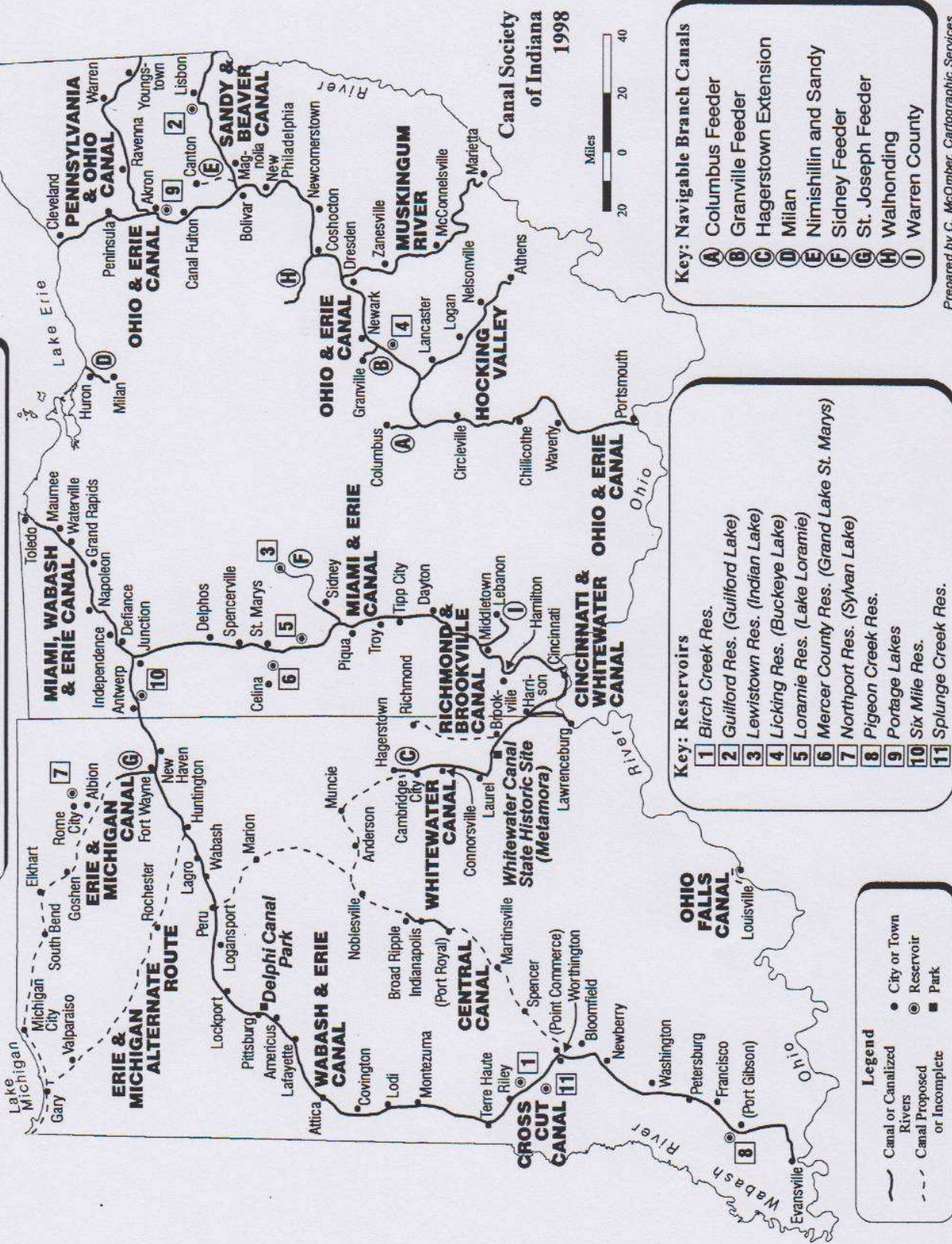
- I-74 from Danville to SR 63
- SR 63 to SR 28 Williamsport
- River Road to US 41
- US 41 to Attica
- US 41 to CR 650 N Fountain
- Portland Arch Road along Wabash to Covington
- SR 136 to US 63
- US 63 to SR 234 Eugene for Lunch, SR 234 to US 63
- US 63 to US 36 Montezuma
- US 36 to US 63 to SR 234 Lodi (Coal Creek)
- SR 234 to US 63
- US 63 to SR 32 Perrysville
- SR 32 to US 63
- US 63 to I 74 to Danville
- Danville museum & murals
- Back to motel

TOUR ROUTE

- | | |
|---|--|
| <p>8:00 <u>Sleep Inn</u>
 L - I-74 East
 L - Ind 63
 <u>L - Ind 28</u></p> <p>8:30 <u>Williamsport</u>
 R - Monroe
 Park bus on right after RR Track
 Walk to Falls</p> <p>9:00 R - Falls St
 L - Washington to Wabash River</p> <p>9:15 Return Washington
 R - 2nd St
 L - Main St
 R - 3rd River Rd to US 41
 R - US 41</p> <p>9:30 <u>Attica</u>
 L - Water St VFW
 R - Mill St Attica Wedding Party
 L - Union
 R - Main
 L - 3rd back of Hottle
 R - next st
 R - Perry St cross US 41
 at Library - Doughboy
 R - Washington above marker
 turn bus around / McDonald's restrooms
 Follow Washington
 R - Council
 L - New St behind armory</p> <p>10:00 Alley beside Wolf's Candy</p> <p>10:45 L - US 41
 R - 650 N to Fountain</p> <p>11:00 <u>Fountain</u>
 R - Spring St
 Park bus at Y intersection</p> <p>11:45 Leave - Straight - Portland Arch Rd
 Pass Ford Tractors</p> <p>12:00 <u>Covington</u>
 R - US 136
 L - US 63
 R - Ind 234
 R - Main St to Eugene</p> <p>12:30 <u>Eugene</u>
 Lunch - Covered Bridge Restaurant</p> | <p>1:30 <u>Leave Eugene</u>
 R - Main St
 L - Ind 234
 R - US 63
 L - Ind 36</p> <p>1:50 <u>Montezuma</u>
 R - Water St - Bennson Basin
 L - Canal St
 L - B St</p> <p>2:05 R - Pond St
 L - Main St
 L - 600W
 L - US 36
 R - US 63
 R - Ind 234</p> <p>2:30 <u>Lodi</u>
 R - Market St
 L - Tony
 Cross Bridge & turn bus</p> <p>2:45 R - Maiden St
 L - Ind 234
 R - US 63
 R - Ind 32</p> <p>3:00 <u>Perrysville</u>
 Cross Bridge & turn bus
 Silver Island Rd
 Return on Ind 32
 L - Water St
 R - Green ST
 R - Jackson</p> <p>3:20 L - Ind 32
 R - US 63
 Onto I -74 West - Danville
 R - Gilbert St Exit 215</p> <p>3:50 <u>L - Lafayette Vermillion Co Museum</u>
 See on Murals</p> <p>5:15 Return to Sleep Inn
 Gilbert to I-74
 Lynch Rd Exit 220
 Arrive at 5:30</p> <p><u>By Auto</u></p> <p>6:15 Take I-74 West
 Exit 210 - IL 150 N
 Turn L IL-150 crossing above I-74
 1/2 mile - Turn L - Batestown Rd
 1/4 Mile - Possum Trot on right</p> <p style="text-align: center;">6:30 - 7:00 Social Time / Dinner</p> |
|---|--|

- Sunday By Auto Carravan
- 8:30 L - Lynch Rd
 Pass under I-74 turn into Eastgate
 L - Customer Place - T road
 L - 1500N (Marble Machine)
 R - 300W at Rileysburg
 At 2nd Stop sign turn left SR 32
 1 mile on left Skinner Farm
 1850 SR 32

Canal Systems of Indiana and Ohio



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

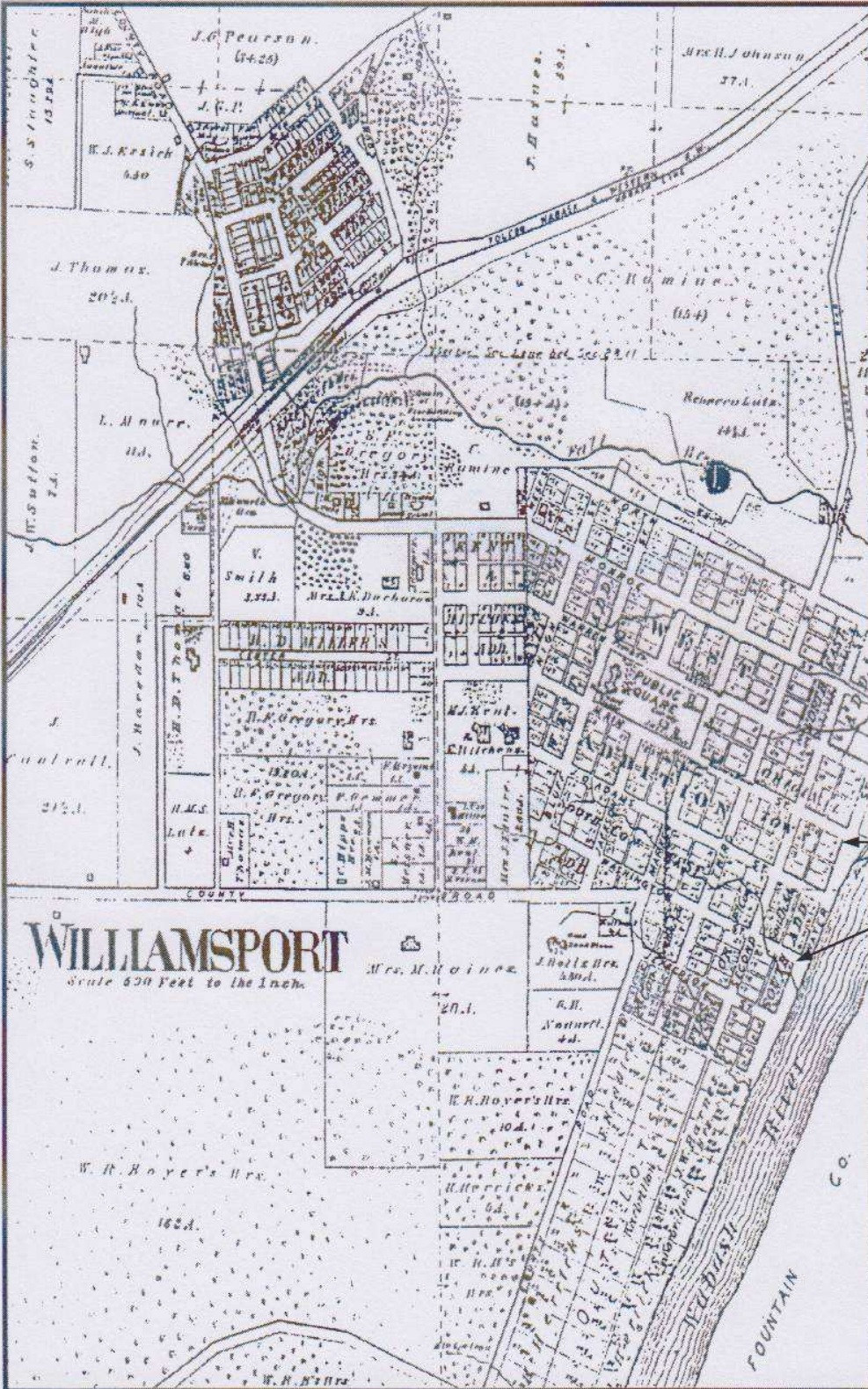
Prepared by C. McOmber, Cartographic Services, Department of Geography, Ball State University, 1998.

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

~WILLIAMSPORT~

Williamsport, which lies in Warren County, Indiana, across the Wabash River from Attica, which is in Fountain County, Indiana, had a great influence

and effect on the Wabash & Erie Canal in Attica and canal towns further down the canal. Its side-cut, from the main line of the canal at Attica to the Wabash River, drained off the much needed water for canal ports below Attica. The water was either absorbed by the gravel beds over which the side-cut was built or



**WILLIAMSPORT
ATLAS OF WARREN
COUNTY, INDIANA**

1877

J. H. Beers & Company

Williamsport owes much of its development to the side-cut canal that was constructed off the main line of the Wabash & Erie Canal below Attica. The boats were lowered into the Wabash via a guard lock south of Attica and poled up the river to the town of Williamsport. The boats docked along the side of the river landing to load and unload.

Canal boats landed at the foot of Main Street.

Today's landing is at the foot of Washington Street.

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

was lost at the guard lock when canal boats entered or exited the side-cut into the Wabash River.

In 1828 a William Harrison, not to be confused with William Henry Harrison, owned land in Warren County, hired Perrin Kent, a surveyor, and laid out Williamsport (William's Port). Four blocks of eight lots were laid out on Water, Second, and Third Streets while Main extended in the center both southwest and northwest with Warren on the northeast. In June 1829 an act was passed relocating the county seat from Warrenton to Williamsport. Those who owned lots in Warrenton were permitted to transfer to lots similarly situated in Williamsport.

In July 1829 Thomas Gilbert laid out the first addition of four blocks of eight lots and one-half block of four lots to the southwest of the original plat followed by the northwest addition of Isaac Rains, twelve blocks of eight lots, including a public square, which eventually became the business district.

William Harrison was the first citizen of the town. He built a log house and a dock on the bank of

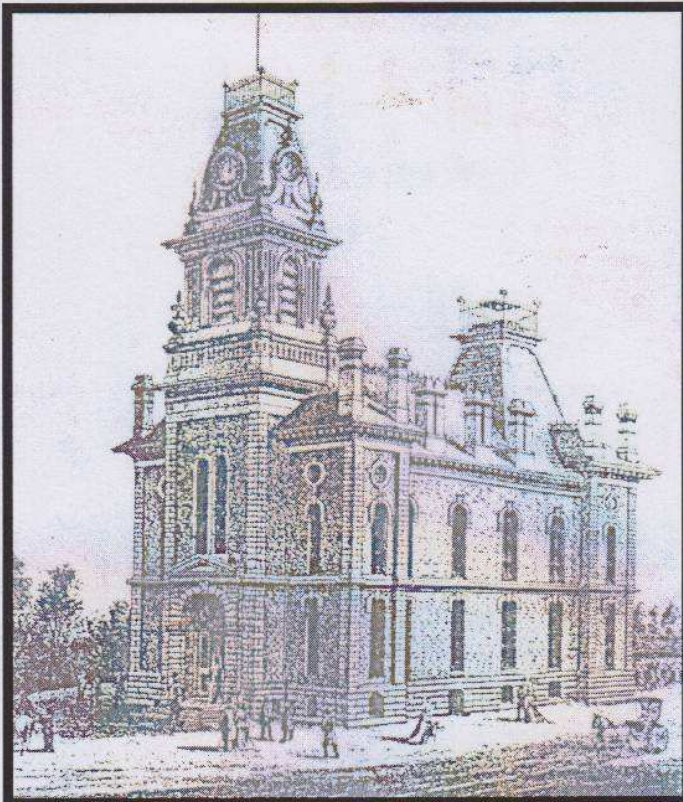
the river at the foot of Main Street. He obtained a horse ferry boat, which he operated across the Wabash to and from his "port." Some say it was called "Bill's Port." He paid a license of \$5 annually to operated his ferry. Israel Canby operated the ferry for him. Some years later he opened a tavern and a grocery.

The first Warren county courthouse was built in Williamsport in 1834. It was replaced in 1872. The present courthouse was built in 1907 at Monroe and 2nd streets.

Sanford C. Cox was the first school teacher in Williamsport. He kept a diary and wrote wonderful descriptions about the early times of the area. Enos Cannutt published the *Warren Republican*. James Cunningham, who was the county clerk and recorder, employed Cox at night to write up his office work since he was busy building a couple of flatboats to carry his crops to market in the spring. Of the five families who lived within the town, only two had children large enough for schooling and the rest came from 2-3 miles around. Other townsfolk included Dr. Jones H. Buell, Welery Larch and Wild Cat Wilson.

WARREN COUNTY COURTHOUSE

Atlas of Warren County, Indiana



Cox described the natural surrounds of Williamsport as follows: "The natural scenery around the town of Williamsport is romantic and beautiful in the highest degree and well worth the pencil of an artist or the pen of the poet. A range of hills surrounded the original town, on the north and west, crowned with amphitheatre ranges to trees, whose tops gradually rose above each other in such regular graduations, that in the spring time when robed in green, or when attired in the variegated hues of Autumn, they reminded one of a good comely mother, surrounded with her bevy of lovely daughters, bedecked with green, scarlet or yellow, according to the age, taste or caprice of the wearer. A few clumps of tall pines are intermixed with these trees, along the steep cliffs that overhand the south bank of Fall Branch, a small stream that meanders through a narrow and fertile valley, which lies on the north side of town. This little stream takes its name from a cataract where its pellucid waters are precipitated over falls some eighty or a hundred feet high [67 feet today], into a deep chasm resembling the deep narrow bed of the Niagara River, which is born of the most stupendous and sublime cataract in the world."

"Near the falls is a deep chasm or fissure in the

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT



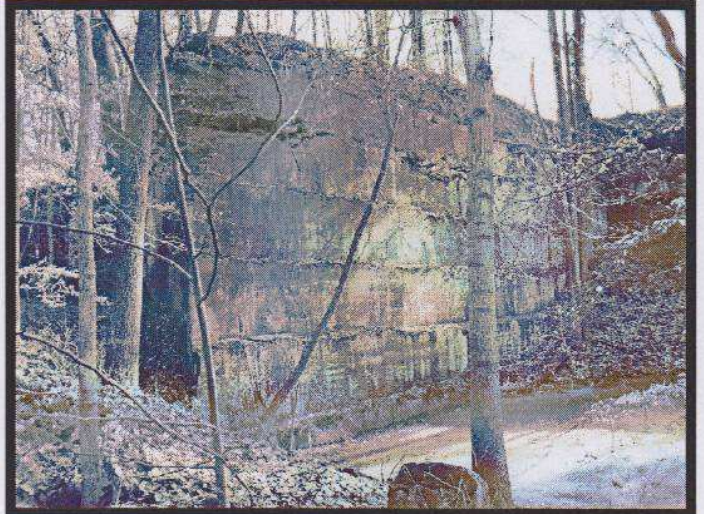
WILLIAMSPORT FALLS

Photo by Bob Schmidt 1995

stone produced no doubt by an earthquake or some great convulsion of nature, along which pedestrians can walk in single file from the top of the hill through this subterranean passage to the foot of the falls. Any person fond of the marvelous, or desirous of being reminded of the dark valley of the shadow of death, can gratify their curiosity by taking a lonely ramble down this deep dark descent.” (This fissure was destroyed by quarry men.) “The interest of this little Niagara is greatly enhanced during the summer and winter freshets, when the accumulated waters of Fall Branch leap and thunder over the rocks, throwing up foam and spray that forms a mimic rainbow above the heads of the aquatic shrubs and brushes that line the banks of the noisy streamlet, which laughs and leaps along in the sunlight a few hundred yards until it is lost in the placid bosom of the Wabash River, which rolls its broad clear current along the eastern margin of town.”

“At the Falls, and in the hills around the town, is to be found some of the best sand and free stone in the state. A few huge specimens about the size of an ordinary courthouse can be seen lying around on the surface of the grounds in several places near the town, as if nature had placed them there to direct the attention to the rich quarries beneath.”

In a *Republican* editorial column, John Gregory said, “To destroy the sublime works of nature to obtain the value of the stone was about as wise as it would be for the owner of a valuable painting of one of the old masters to scrape all the paint from the canvas to obtain the value of the pigment.” Yet the rock was blasted and removed eliminating the fissure.



WILLIAMSPORT QUARRY

LOCATED BESIDE WILLIAMSPORT FALLS
DESTROYED THE FISSURE

Photo courtesy Williamsport website

Issac Martin sold the first dry goods. William Search kept a boarding house, and after 1829 James Cunningham built flatboats. Dr. J. H. Buell was the first resident physician and others began selling “foreign and domestic” groceries. It was not uncommon to see Indians stopping for Whiskey or tobacco in town. The town grew from 25 to 250 by 1840 and 350 by 1850.

Williamsport's Side-Cut Canal

The Warren County Canal Company was incorporated on January 15, 1844 and given the power to unite the Wabash & Erie Canal with the Wabash River in Warren County. [Local Laws, 1843-4 Ch. 16, p. 31-35] Nothing came of this early venture.

The citizens of Williamsport were envious of Attica because it had the Wabash & Erie Canal. In 1846, Harrison and other citizens began talking about building a “side-cut” canal to enable Warren County producers to take their loads directly to the Wabash & Erie Canal. This time they established the Williamsport Canal Lock Company. A subscription paper was started to raise the necessary money to finance the project. William Kent led the drive with \$1000 and many others followed with amounts up in the hundreds. The side-cut was to be built from the main line of the Wabash & Erie canal over in Fountain County to the Wabash River, the canal boats would then be poled across

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

the Wabash to Williamsport's landing.

The Chief Engineer's report of 1848 stated that "The consumption of water by leakage and evaporation from the Side-Cut Canals will be about equal to the usual allowance of 100 cubic feet per minute per mile. The united length of the two side-cuts, being a fraction over one and one-fourths miles, will draw from the main line for this item of waste 125 cubic feet per minute."

"Estimating from the above data, the total waste of water from the construction of the two-side cuts at Independence and Williamsport, may be stated as follows:

	Cubic Ft.
By unavoidable leakage through the two flights of locks per minute	1,000
For the passage of boats through the locks	50
Allowance for leakage and evaporation for 1¼ miles of Canal	<u>125</u>
Total loss per minute	1,175

Prairie Farmer
June 29, 1850

Williamsport Side-Cut—We learn from the *Commercial* that the construction of the Williamsport Side-Cut has been let to Messrs. Barcus & Co., of Lafayette, on favorable terms, and that the contractors intend to commence operations immediately; and push the work with all possible dispatch to completion. The Billy'sportians if the *Commercial* justly represents their feelings, are perfectly wild with enthusiastic delight at the prospect, and hail it as they hail a Nation's jubilee. They propose one hundred thousand shots, three earthquakes, and a tornado for their half-mile ditch, and dub it a "glorious work."

Thomas Dowling, one of the trustees of the Wabash & Erie Canal denied the Williamsport Canal Lock Company the right to build the side-cut in 1851, but they built it anyway. It took three years to plan and \$16,000 in donations to dig and construct.

The Williamsport Side-Cut crossed the river bottoms just below Attica to connect Williamsport with the main line canal and the outside world. When it was finished a celebration was held with a huge stall-fed ox roast of which all residents for miles

around were invited to attend and listen to the speeches of congratulations.

Williamsport then had the most growth in its history. Every business profited from the increase in trade. By the spring of 1853 the town had six dry goods stores, three large warehouses, one clothing store, a steam mill, newspaper and numerous mechanics and manufacturers. It became known as "Side-Cut City." Due to the prosperity the side-cut created, the town was incorporated in March 1854. Even though Williamsport had the side-cut, Attica was more convenient and continued to draw the trade. The side-cut lost so much water at the river in the gravel deposits below the "Wide-water" where the side-cut entered the canal that the side-cut could not always carry boats.

In the Chief Engineer's Report to the General Assembly in January 1853 about the Wabash & Erie Canal, Jesse Lynch Williams said, "While the navigation of the canal has been uninterrupted by branches, it will be perceived that the important division, between Attica and Terre Haute, has suffered for want of an adequate supply of water during the latter part of summer and early fall, when the waters of the feeder streams usually fail; and that the deficiency has been aggravated by the drain of the Williamsport Side-Cut. The Chief Engineer, in the discharge of his duty to protect the navigation of the main line of the canal, took measures to guard it against the drain of the side-cut, when the necessity occurred at the period of low water, by closing it. The stop planks were however forcibly removed by order of the Directors of the Side-Cut and the relief anticipated from this measure, to the boats navigating the main line, was prevented."

"It is out of the question for the Trustees to undertake the maintenance of the navigation of the main line of the canal by force; they will endeavor to protect it by all the means which the laws of the State furnish, and if these are found inadequate or defective to meet so high-handed an outrage, they will again appeal to the Legislature for such further acts as may be required. It is to be regretted that the great interests of the State at large, and the agricultural interest bordering upon the canal in particular, should be so seriously affected and injured by an interest that is entirely local."

"In former reports, the Trustees have communicated to the Legislature the facts in regard to this

case, and the grounds of their action. They will only add, that the waste of water, and the injurious effects of their side-cut upon the canal, have proved to be fully equal to the estimates made.”

The Wabash & Erie Canal Company was sued by Williamsport in the Fountain circuit court to supply more water to the side-cut. The canal company was able to prove that they did not have enough water for the main canal let alone for the side-cut. The cut fell into disrepair, the locks rotted and nothing was repaired thus ending the usefulness of the side-cut canal.

Enos Canutt established the *Wabash Commercial* in 1846 and did much to place Williamsport on the list of important commercial centers in western Indiana. Thus in 1854 it was incorporated.

By 1856 regular trains ran across the county and the canal declined. The citizens hadn't wanted the trains to run through their town so located the tracks to the north. William Kent laid out lots for a new town further north. The business interests gradually moved up near the railroad at the expense of the old town. As of 2012 Williamsport's population was 1,898.

Fountain County, Indiana Past & Present

The Treaty of St. Marys was negotiated by Jonathan Jennings, Lewis Cass and Benjamin Parke with the Potawatomi on October 2, 1818, and with the Miami on October 6, 1818, ceding the territory to the United States from which Fountain County was later formed. Two Indian reservations were set aside as well. The Native Americans were removed in 1838 by Col. Pepper and General Tipton.

The Wabash River is the county's natural boundary on the North and West. Fountain County was once part of Montgomery and Wabash counties until the state legislature passed an act in 1825 forming Fountain. It was named after Major James Fontaine. He was a Kentuckian who was killed in Fort Wayne in 1790 in the Battle of Maumee (Harmer's Defeat).

Fountain is one of Indiana's medium sized counties of 254,000 acres and ranks in the top third in land used for farming as over two thirds of it is under cultivation. The principal crops grown are corn and soybeans. Over 75 per cent of the farmers in this area live on their land.

Coal Creek and Shawnee Creek are the principal streams and both have covered bridges. Cade's Mill built in 1852 is 150 ft. long over Coal Creek. Rob Roy built in 1860 is 81 feet long over Big Shawnee Creek. Wallace, built in 1871, is 81 feet long over Sugar Mill Creek.

The first settlers in the county were Peter Weaver and his son, Patrick Henry Weaver. They raised the first crops of oats and wheat.

The county seat of Fountain County is Covington. Attica is its largest city. Large coal, sandstone and limestone deposits are found throughout the county. The Kingman coal strip operation was located on one of Indiana's northern most coal fields. It was closed in the late 1950s. Huge sandstone deposits such as Portland Arch are most note worthy. Years ago wells were drilled in the lower part of the county and their saline water boiled to procure salt to sell at market.

Settlers came in two groups, those from Kentucky, Virginia and the Carolinas and those from Ohio, Pennsylvania and the eastern states. They settled in communities of relatives and friends. In 1824 a community was established at Coal Creek by the Church of God, a semi-religious group from Warren County, Ohio. They were followers of George Rapp and hoped their community would be like New Harmony, Indiana. The labors were shared by the members, but it only lasted about ten years.

In 1828 a saw mill was built on Coal Creek by Samuel Snoddy, which was later replaced by a grist mill in 1867. It ground grain until 1946.

Fountain County's second largest town is Veedersburg. In 1829 Oliver Osburn built a mill on Coal Creek. Later in 1871 Peter S. Veeder platted the

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town. He and his partner, Marshall Nixon, opened the town's first warehouse and lumberyard. They also sold farming equipment. Veedersburg was known for its manufacture of bricks. The Veedersburg Paver Company had thirty ovens for manufacturing building tile and building and paving brick. It made the brick for paving the Indianapolis Motor Speedway.

Early roads ran east to west wherever there was a good ford across the Wabash River. Crops were floated on flatboats down the river. By 1828 steamboats made their arrival and a few crops were shipped on them. In the spring of 1828-1845 the Wabash was high enough to get small steamboats as far as Lafayette. Crops were shipped out. Supplies and settlers were shipped in. Once the Wabash & Erie Canal came the roads began to be built north and south.

When Fountain County was opened for purchasing land, Sandford C. Cox, a schoolmaster in Crawfordsville, wrote a diary that was expanded into a book in 1850. The book described the land sales. In it he states that Crawfordsville was the only town between Terre Haute and Ft. Wayne. It had a land office with Major Whitlock as receiver and Judge Dunn as registrar. On December 24, 1824, he said land sales began and the town was full of strangers. However, little bidding took place because the settlers had arranged among themselves that if two wanted the same land they would consent to be bought off by the other. The one who purchased the land from the government then paid the \$1.25 per acres and the other took his second choice. The land was sold in tiers of townships beginning in the south. Those who had already settled there asked that they be allowed to purchase their land before the others saying there would be plenty of land for all.

Fountain County has had 4 courthouses. The first two-story frame building was built in Covington in 1827. In 1829 plans were made to build a brick building, but due to an legislative act that called for moving the county seat and then deciding to keep it at Covington, it was not completed until 1833. The third courthouse was commissioned in 1856 and completed in 1857. In January 1860 the building was all but destroyed by fire and rebuilt and ready for use by January 1861. The current courthouse was built in 1936-37. Eugene Francis Savage and other citizens under his direction painted its walls with murals that cover

over 2,500 square feet of its walls.

When the Wabash & Erie Canal was being built in Fountain County many of the laborers died. Since the canal closely follows the Wabash river and runs through swamps and low lands, malaria and cholera became problems. The Irish laborers who came to work on the canal died by the hundreds. In Fountain County most of them were buried in the Maysville cemetery located on a plot of land in Shawnee Township on the Bodine farm.

It was necessary for the jigger boss to distribute large doses of quinine, calomel and "Blue Mass" to the workers along with the whiskey. He made his rounds three times a day and six times on Sunday. The plague was not the only threat for Irish workers who were just about equally divided from the north and south of Ireland from the counties of Cork and Ulster. They would bash each other's heads over religious differences as well.

At Fountain (Portland) the canal was narrow and the canal boats could not pass each other. There the canal was blasted out of the cliff and the rock put in the Wabash River to build up a towpath.

Canal warehouses were located at Maysville, Attica, Jamestown, Fountain, Covington, Sarah, Vicksburg and Silver Island. At Attica the dock was at the foot of Main Street and was a busy place for over 30 years. At Fountain the boats landed at the warehouse located near Main Street. The remains of the canal and towpath are visible between the old Fountain County home and Fountain. The dock was located at the base of Crocket Street in Covington.

The canal was used to move food and supplies during the Civil War. The years between 1846 and the end of the war were the best times economically for the canal. It stimulated westward immigration and hastened the development of the Wabash Valley.

As the towns grew, faster transportation was needed. To connect the Big Four Railroad at Veedersburg to the Wabash at Attica in order to reach the coal fields, a north and south rail line was constructed from Momence, Illinois to Brazil, Indiana. The line was known by many different names: The Dolly Varden, the Chicago and Indiana Coal Railroad, the Indiana

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North & South Line, the Brazil Division of the Chicago & Eastern Illinois Railway, and the Chicago, Attica & Southern Railway. By the 1870s it was extended to Veedersburg. The village of Rob Roy was made a station.

Later in the 1920s the small town of Rob Roy had a still run by the Rice gang, henchmen for Al Capone. Citizens became suspicious when cars sneaked in and out of the hills. Officials rushed the place. Later the locals hurried in to look at the still. The sight of the dead rats and debris floating on the liquor vats did much to discourage drinking.

One of Indiana's greatest orators came from Ohio and established a law practice in Covington. His name was Daniel W. Voorhees (1827-1887). He served as a congressman in 1861 and was later a U. S. Senator. He was instrumental in getting funding to build the Congressional Library Building in Washington, D. C.

Indiana's state song "On the Banks of the Wabash" was written by Paul Dresser. It is said that he was inspired to write it while sitting on the shore at Attica. Citizens of Williamsport will disagree and tell you it was written from their town.

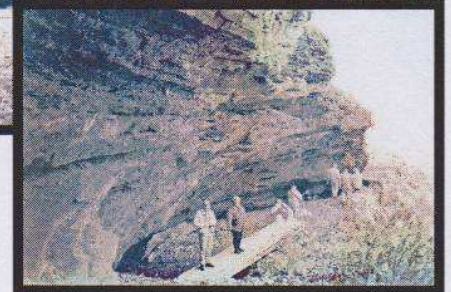
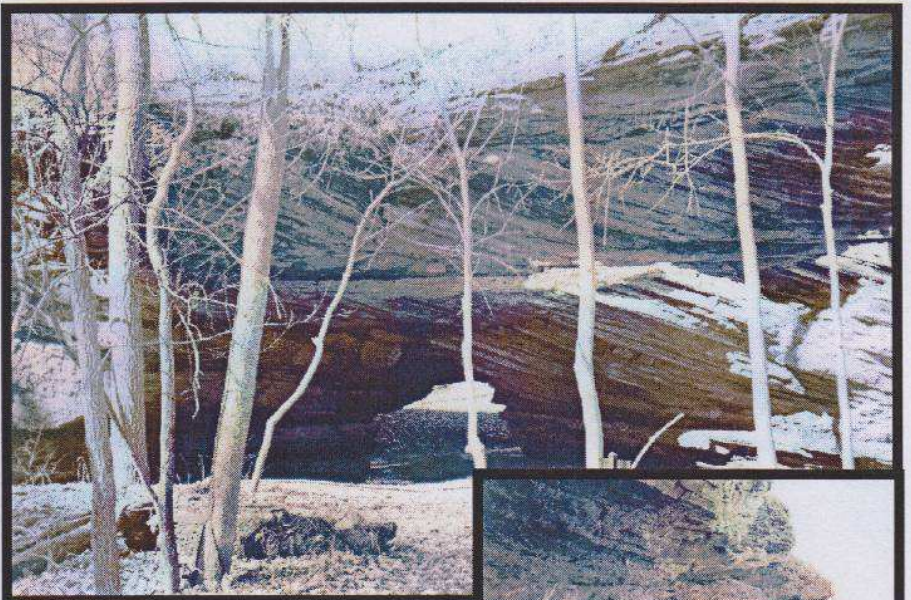
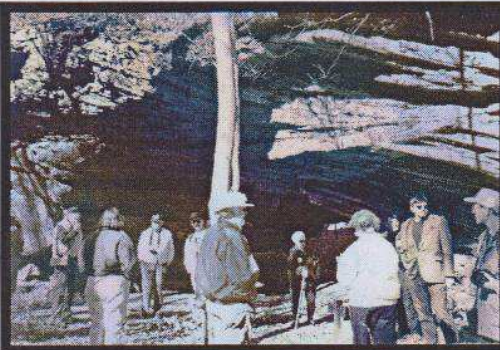
Approximately 84 per cent of Fountain County's land is used for agriculture. It also has a manufacturing industry. The population according to the Federal Census of 2010 was 17,240 with its highest population being 19,033 in 1980.

Its Portland Arch Natural Preserve has been designated a National Natural Landmark. The National Park Service and the United States Department of the Interior erected a marker there in 1973. The arch was carved out of the massive Mansfield sandstone formation by Bear Creek and a small tributary making it a natural bridge with a 12' by 30' opening. Its uniqueness was recognized by early settlers.

For over 150 years the site was a popular resort. At one time flat bottomed excursion boats carried Sunday visitors to the arch from Lafayette. The Wabash Railroad also ran three to four trips a year to the site.

A dam was built across Bear Creek, a dynamo was installed and light was supplied to the park for sixteen years. It has also been a Boy Scout camp and then a nature preserve. A trail from the first parking lot leads to the arch and passes a huge rock formation.

PORTLAND ARCH



Photos by Brian Migliore
and Bob Schmidt

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

1876

ATTICA

FOUNTAIN CO.

WABASH &
ERIE CANAL

YOUNT ST.
BRIDGE OVER
CANAL

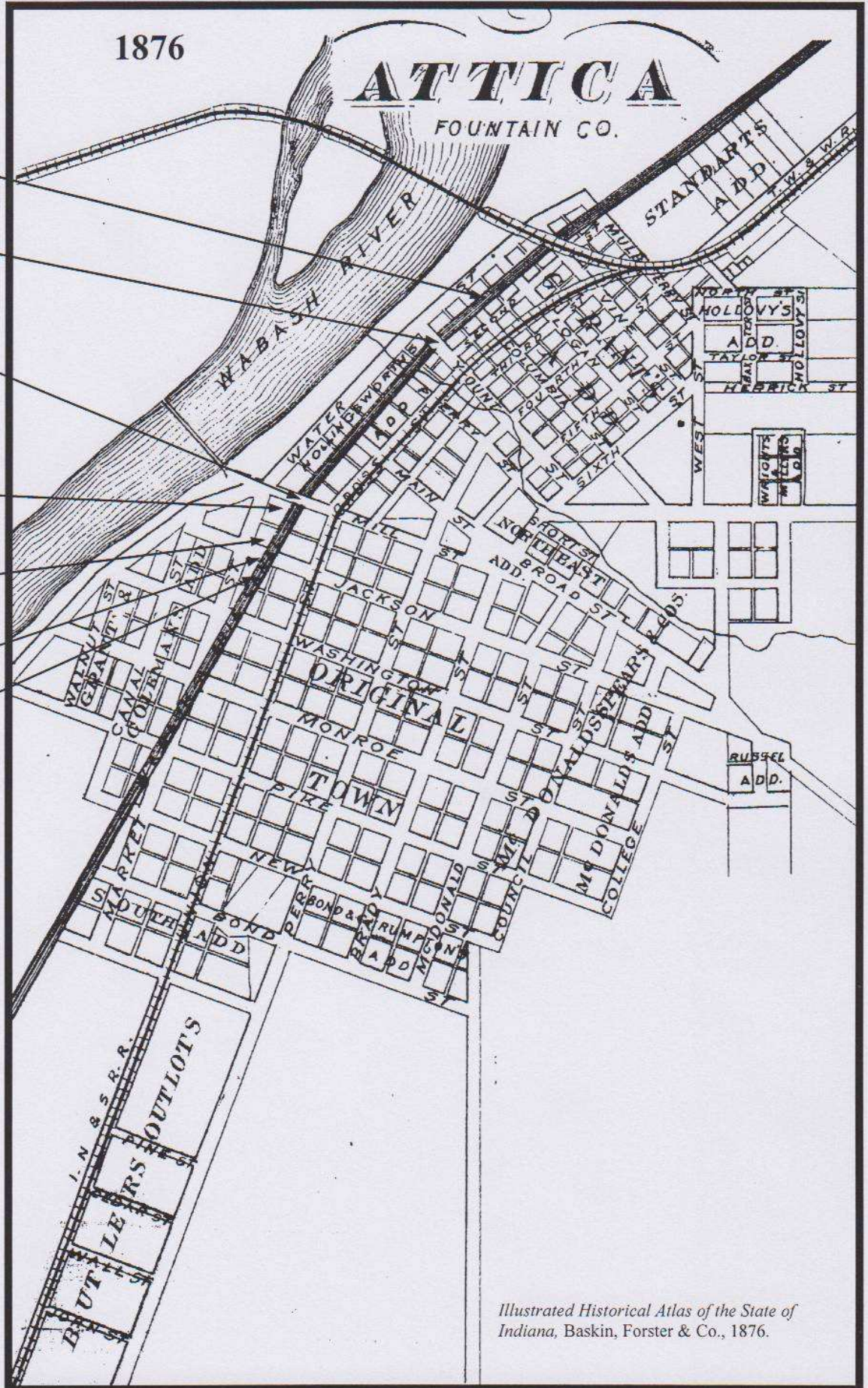
MILL ST.
BRIDGE OVER
CANAL

WHERE ATTICA
WEDDING
PARTY PICTURE
WAS TAKEN

WIDEWATER

BRIDGE TODAY
JACKSON ST.

LOCK NO. 35



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

~ATTICA~

Attica was built on the site of a famous Potawatomi settlement. At 206 Perry Street there once stood a huge oak tree under which Tecumseh, his brother The Prophet and the chiefs of the Kickapoo, Potawatomi, and Winnebago met in a great war council in 1807 and planned for the Indian military alliance that was crushed by General William Henry Harrison at the Battle of Tippecanoe on November 7, 1811. The tree became known as the Tecumseh Council Oak. The tree was felled in 1866 and its lumber used to build the Frank Merrick house on Jackson Street. A marker on the Attica City Hall at Jackson and McDonald Streets commemorates the meeting. Topenebee, chief of the Potawatomi, also lived on the Attica site. He fought unsuccessfully with the Indian defense both at Ouiatenon (outside Lafayette) and at Fallen Timbers (near Maumee, Ohio). He was one of the signers of the Treaty of Greenville in 1795.

The development of industry in Attica can be divided into three eras; the frontier, the canal and first railroad, and this century's industrialization. Initially essential articles for every day living were made for both individuals and the community.

Daniel Stump purchased the first land in December 1824 at Crawfordsville and filed the first plat on March 19, 1825 for Attica. He moved west and a second plat was made by George Hollingsworth in 1825. Hollingsworth operated a ferry that was poled across the Wabash River.

The first establishment was a store supplying iron, steel, dry goods, hardware, salt, etc. that was built by William Crumpton, who was also the local postmaster. Harmon Webb ran the first hotel, which was a small log house facing the river on Main Street. Soon to follow were three taverns. Joseph Peacock had a blacksmith shop built near the river. From 1826-1827 a cabinet shop, Orin Arms' fanning mill that separated the chaff from the grain and a tanyard joined the growing town. Joseph Collyer built the first industrial business in 1830, a combined grist-mill and still-house. In 1835 a steam operated saw-mill and grist-mill were constructed by William Crumpton. Following years saw the addition of a machine shop, a planing mill, a stave and cooperage works, a wagon works,

lumber yards, flour mills, grain elevators, a wooden utensil factory, and a drain tile works.

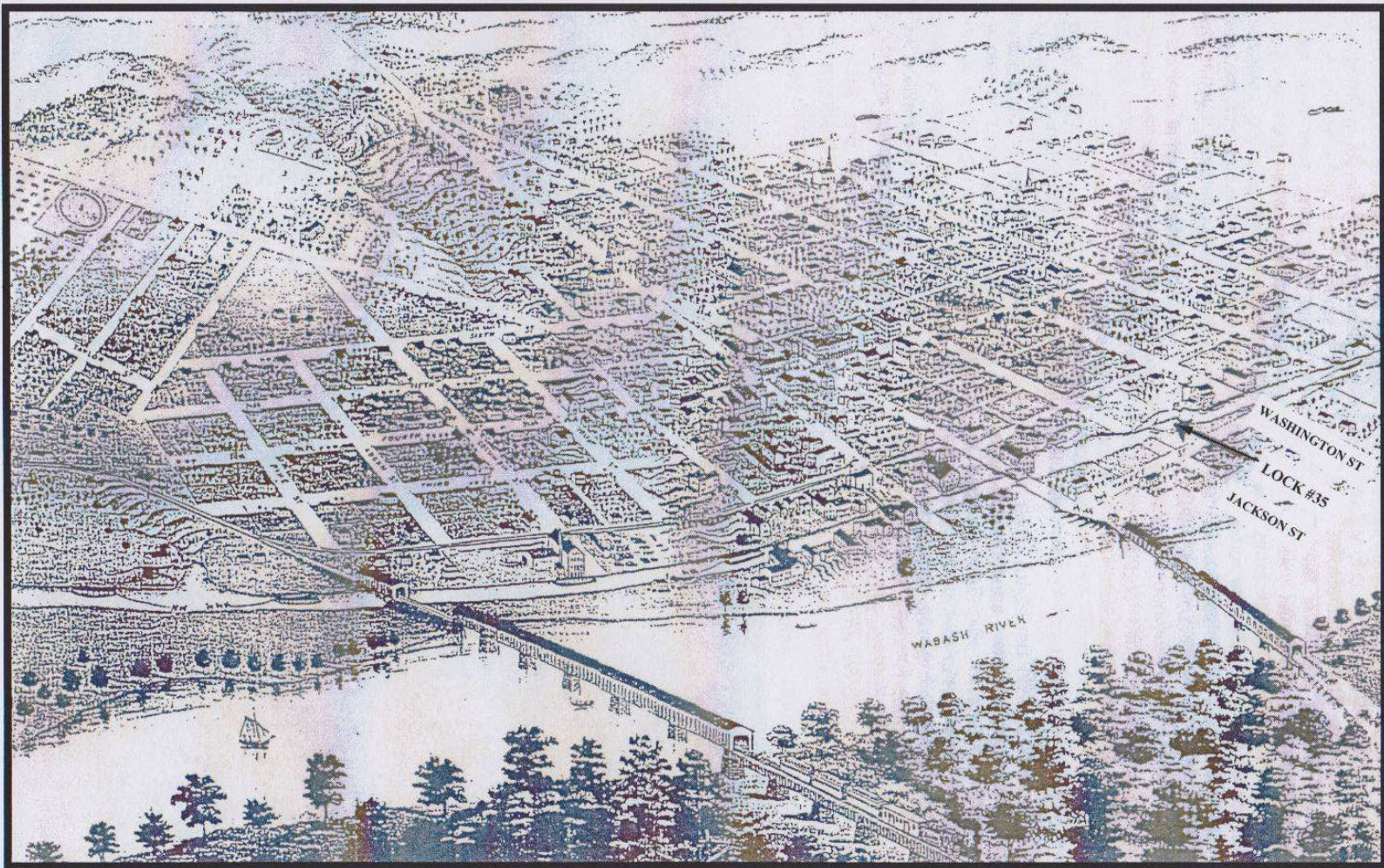
Quarries that furnished building and monument stone were started. Bricks were fired at Ravine Park and also at the end of the present day country club. Lime for mortar and building plaster was extracted from marl that was found in Ravine Park. The Yount Woolen Mill constructed a mill race in 1844.

Game such as deer and turkey, which was plentiful for the first settlers, was greatly reduced by the great snow of 1834. But prairie chickens were numerous. At times thousands would flock together and were easily killed.

A horse ferry was established in 1843 by Prescott and Conant Green (brother of Lon Green involved in the canal war). The ferries were the only way to cross the river until 1861 when a covered bridge was built. The bridge was destroyed by a tornado and replaced by a steel span bridge in 1866.

A stone quarry near Attica was a mile west of Riverside or a mile east of Fix schoolhouse (a subscription school). It was operated by Rev. James Killen and did a large scale tombstone business. Attica also has finely chiseled windowsills, lintels and door sills and wonderful old monuments in the graveyard. Some of the most skilled carvers and letterers were trained at the Killen quarry. It shipped the markers all over the state and brought more money into the vicinity than any other industry up until the canal. A stone quarry on one's property was considered a valuable asset. However, the canal brought in marble that, when highly polished, was preferred for tombstones and the quarry could no longer make a profit. Later stone was quarried at Williamsport across the river from Attica. Harry Brant operated the quarry along with Luke Whicker in Attica.

A rivalry grew up between Attica and Rob Roy to its south. Before the canal, Rob Roy was more prosperous than Attica having a number of stores, two large hotels, three pork packing establishments and other enterprises. Williamsport on the other side of the Wabash River also gave it competition. But once the canal came the merchants of these towns moved to Attica. Williamsport tried putting in a side-cut canal, but the cost of repairs was so great that the locks eventu-



BIRD'S EYE VIEW OF THE CITY OF ATTICA
FOUNTAIN COUNTY, INDIANA 1889
Looking Southeast

Drawing by A. Ruger

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

ally rotted down and the concept was abandoned.

Wabash & Erie Canal

The second developmental stage resulted in a business and industrial boom. This was brought about by the coming of the Wabash & Erie Canal (which replaced the steamboat on the river) and the first railroad that eventually replaced the canal boat. Before the canal, the cost to transport goods across the country was fifty cents a hundred weight. Four fifths of the price of a load of pork taken to Cincinnati was used to pay the transportation.

The stone for the aqueducts, locks and other purposes was quarried in the river bottoms. It was a very good quality of sandstone. Later, in 1890, contractors from Lafayette saw the quality of the stone and decided to operate the quarry. It was found to be almost inaccessible so they took their stone from a quarry near Riverside to build buildings in Danville, Illinois and Lafayette, Indiana.

The towns of Attica and Covington both lie within the boundaries of Fountain County and had been rivals since the dispute as to the location of the county seat established in 1830. The Wabash & Erie Canal reached Fountain County during Indiana's big drought and the drought is what actually brought on what is known as the "Attica/Covington War."

A marker has been placed at the lock entitled "Attica & Covington Canal Skirmish" since it was not



In 1995 CSI canawlers stood in the depression of Lock #35 while others stood on the railroad tracks laid atop the old Wabash & Erie Canal towpath in Attica, Indiana. The Wabash river is to the left of the picture.
Photo by Brian Migliore

an actual war. The story recorded in newspapers and passed down through generations is as follows:

Canal War ~ September 26, 1846

The opening of the Wabash & Erie Canal was badly needed to ship out surplus farm produce and to bring in supplies for the settlers. On the day water was finally let into the canal from the Wabash River at Wea Creek below Lafayette, it was found that there was barely enough water to flood the canal as far as Attica and certainly none for the portion of the canal into Covington. As soon as the boats could wriggle toward Attica they would leave Lafayette, proceed a few miles and get stuck in the mud because there was not enough water.

One boat, the "Daniel Webster," finally was the first to arrive in Attica after being dragged by twelve horses from Maysville, a mile north of Attica where she was stuck. Several additional yoke of oxen were added to the six teams of horses to pull her into port.

Davis Newell, the publisher of the *Attica Journal*, with tongue in cheek printed an exaggerated description of the boats arriving from the north saying "Boats beginning to arrive here, the Daniel Webster majestically sailed into port on Thursday."

When the article was read at Covington, her citizens were mad because there was no water in their portion of the canal. They saw Attica enjoying the monetary benefits of being the western terminus of the Wabash & Erie Canal for the summer. They knew that the cost of shipping a load of pork to market from Attica had originally cost four fifths of its selling price. Now canal rates were two thirds cheaper than the river rates. Attica's dockside and warehouse business doubled in a very short time. When the lock at Attica was opened and only a trickle of water came through the citizens of Covington suspected that Attica was closing off the flow of water to keep Covington from using the canal.

Senator Edward A. Hannegan of Covington just happened to be in Indiana instead of in Washington, D. C. He said he would accompany a local committee to Attica and use his influence and debating ability to induce the citizens of Attica to open the

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flood gate. The visit did not succeed. The committee returned home irate and ready to go back and open the flood gates themselves.

As the sun came up on September 26, 1846, 300 red-hot townsmen and farmers led by Senator Hannegan marched up the River Road carrying clubs. Jehu Wamsley saw the Covington army approaching from his home on a bluff above the road. He hurriedly grabbed a couple of shot guns, an old "yager," a pistol or two and galloped by horseback through the river and into Attica calling the alarm that the army was outside Attica. The Atticans quickly loaded a wagon full of men and met the Covington men midway down River Road. The Atticans were surrounded, captured, disarmed, and held prisoners while the Covington army forced its way to the lock at Attica. Lock 35 from then on was called "Battleground Lock."

Up until this time the Atticans thought the "war" was funny. Business shut down so the townspeople could gather on the towpath to watch the excitement. But once the invaders managed to open the flood gates at Jackson and Washington Streets in Attica and let water into the lower section of the canal, they became alarmed. James D. McDonald was the leader of the defense of Attica. Ezekiel (Zeke) M. McDonald and several others mixed with the crowd in a friendly way. A Covington man knocked Mr. Herr into the canal. Zeke McDonald attempted to aid Mr. Herr but was struck in the head by a club. Henry Schlosser, John Leslie (Lesly) and others were slightly injured. Shortly thereafter McDonald vowed to make Hannegan responsible for the attack and later search him out. Thirty canal boats that were full of cargo and worth great sums of money were in danger of being stranded unless the Covington army could be stopped.

The Attica forces were soon joined by addi-



**EDWARD
ALLEN
HANNEGAN**

Birth: Jun. 25, 1807
Death: Feb. 25, 1859
A lawyer
A Democrat.
Served Indiana House
of Representatives.
U.S. Congressman
1833-1837
US Senator 1843-1849
U.S. Minister to Prussia
1849-1850
Died from an overdose
of Morphine
Buried in Woodlawn
Cemetery in Terre
Haute, Indiana

tional townspeople. Crews from the canal boats swarmed down hoping to save their boats. They attempted a rush attack to close the flood gates. When this failed they began throwing straw and hay into the channel above the lock to plug it. In less than thirty minutes the boats lay every which way in the canal with their spilled cargoes in the mud. It looked as if Covington had won the battle. Ironically, neither side won. The water that was let into the Covington portion of the canal was absorbed so fast by the dry canal bed that there was not enough water to float a raft. Attica's portion was also dry. They both lost the ability to reach eastern markets for a time.

The deputy sheriff captured a boatman who was in the fight and was going to take him to Covington. An attempt was made to get bail for the man in Attica but was unsuccessful. While the deputy was searching for bondsmen and leading the prisoner around town, some of the Atticans attempted to make his team of horses run away. Mr. Wamsley picked up a broom that was in front of one of the stores and began beating the horses. Ambrose Kiff stood in front of the horses and held them steady so they would not run. When the prisoner was placed in the wagon, the Atticans were outraged. Lon Green seized the bridles of the horses and tried to stop the wagon. An officer drew a revolver and said "Get away from there, young man!" Lon, who always did what he was told to do stepped aside.

Six months later Zeke McDonald found Hannegan at the Brown Hotel in Covington. Hannegan was sipping a hot whiskey and reading a newspaper. McDonald saw him through the window, rushed in and said, "Ned, I swore I would whip you at the first time I met you, for the dunking you gave me at the Attica locks," and hit him twice knocking him on his back. Hannegan retreated to his home and returned armed along with approximately forty friends who demanded McDonald be surrendered to them. The hotel landlord lied and said McDonald had gone. Hannegan's men left to search for him. McDonald escaped by way of horseback along the Crawfordsville road.

McDonald went to Attica to get an affidavit from Squire Samuel Coleman, charging himself with assaulting E. A. Hannegan so that Hannegan would be forced to return to Attica. The constable, Frank Brady, was sent to Covington with a summons that Senator

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Hannegan should appear before the justice-of-the-peace and testify on behalf of the State. Hannegan failed to obey the summons and treated the whole proceedings with contempt. The feud was finally compromised when Hannegan came back from Berlin where he was the U. S. Minister to Prussia.

For a long time Covington held all the political offices in the county until two Attican Democrats were elected in 1860; Billy Kerr was county clerk and William Trullinger was the sheriff. It was the railroad that helped to restore friendship between the towns' residents. The people of Covington would come to Attica to take the train to points elsewhere.

Captain William Crumpton of Attica was blamed for not calling out the local militia and defending the lock. Others said it was Robert Hanna, one of the civil engineers, who should have stopped them. In a following issue of the *Attica Journal* there was an article that said the Covington people were ignorant of understanding that the upper levels had to be filled before the lower ones and accused them of assaulting peaceable and unoffending Atticans. It said that Attica wanted nothing more to do with them and "That the very air they breathed was contaminating and odious to Attica..."

To this the *Covington People's Friend* under Solon Turman said, "To be banished from the presence and society of Enos Cannut, Esq., proprietor, editor and devil, all himself of the *Attica Journal*, was indeed a heavy blow. Whether or not Covington would be able to survive this terrible deprivation was an unsolved problem whose answer was concealed in the mists of futurity."

The Wabash & Erie Canal's arrival in Attica in 1846 hastened Attica's growth into a town. Its goods could be shipped to eastern markets. The stage companies and canal companies competed with one another building docks, six new warehouses, packing houses and stables. A harness, saddle, collar and whip factory was built by H. T. Bettice & Bros.

Attica was incorporated in 1849. The first ordinance that was passed was to clean up the town because it was threatened by the Asiatic cholera. To raise revenue for the town, the two saloons were issued liquor licenses for twenty-five dollars a year.

In 1852 the St. Charles Hotel was built and followed by the Revere House in 1853. The Revere House was named for a two-story hotel built in 1837 that had stood on the same site and burned to the ground in 1844. Its name was later changed to Attica Hotel. It was known as "the traveling man's home away from home" and boasted of being the finest hotel in the Midwest. Many workers on the Wabash & Erie Canal made the hotel their home. It had bad luck in 1886 when the north wall was ripped off by a cyclone and had to be rebuilt. Then in 1908 fire destroyed the north wing roof just after the hotel had put in modern plumbing. The iron railing that graced the front of the building was donated to the World War I effort. Its heyday was 1920-1960 when it was known to be the best prime rib restaurant in the Midwest.

Mudlavia, located three and a half miles above Williamsport where therapeutic mud baths could be taken, also helped the St. Charles become famous. Bette Davis, Bing Crosby, Al Jolson and Alfonso Cagone were some of the celebrities hosted by the hotel. It was last operated as a hotel in the 1970s. In 1993 the owners started restoring the building and hoped to reintroduce the prime rib dinners. In 2011 one of its back walls was ripped off in a storm. Today it is once again a hotel and restaurant.

In the 1950s Vida Foxworthy, a chambermaid at the hotel, was murdered. Her ghost is said to have been seen by Maggie, the owner's dog who wags her tail at the ceiling; by a pool shooter who had his pool stick nudged in the game room; and by an advertising representative for a newspaper who had her back rubbed when no one was near her. The room in which the murder occurred was said to be twenty degrees warmer than any other room in the hotel during the winter of 1993-94 when there was no heat on the second floor.

Two carriage manufacturers were started early in Attica's history — Fisher-Arbogast & Co., and Shipp's Wagon and Carriage Shop (later called Leif Buggy Co.). Farm implement factories such as Hess & Harvey Wagon Works and Smith and Peterson's Wagon and Plow Works, and other industries such as Sylvester Pump Factory, John Schuessler & Bros. Foundry and Boiler Shop, and Trullinger & Co. Drain Tile plant also went into business. One of the most important of all was the McDonald Pork Packing Co.,

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A canal era stone foundation for a warehouse remains and can be seen near Lock #35 in Attica. Photo by Brian Migliore

The WABASH & ERIE CANAL Circa 1847 to 1875

This site is a reminder of the canal that once prospered the city of Attica. At this point a widewater and a docking pier (on left) served a granary. The railroad bed on the right follows the old towpath.

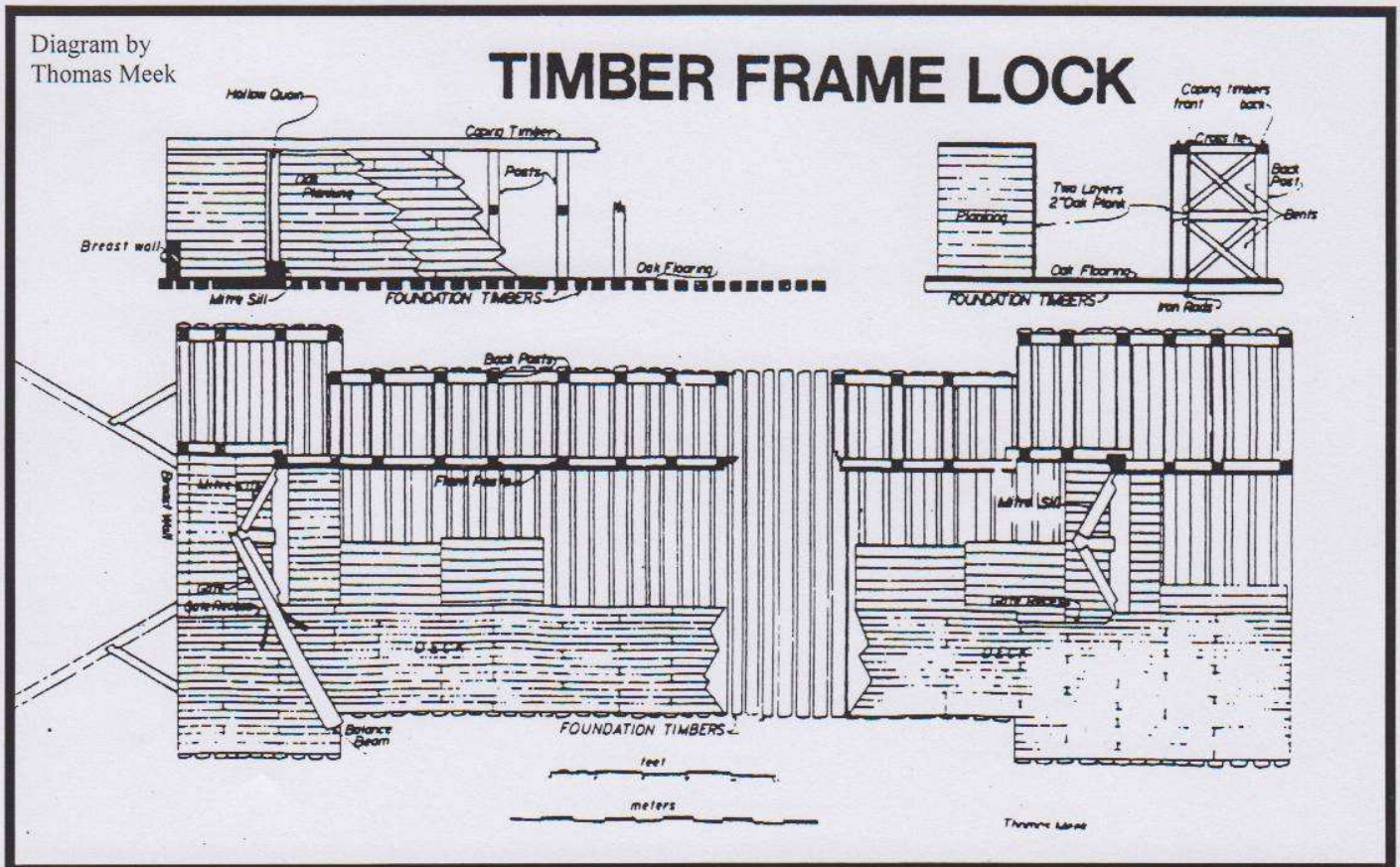
which shipped by canal boat. Also the Attica Mills Co. was a flour mill along the canal located just below the locks. It used the water power of the canal to grind grain. The Jones Brother's Elevator was located just across Washington Street from the mill and could load directly onto canal boats by way of a long shoot. The stone steps at the foot of Main Street marked the old canal boat landing site.

Today the foundation of an old canal era building and a historical marker are near the "widewater" and Lock #35 in Attica on Washington Street. The marker reads:

Nearby two signs mark the site of Lock 35. In addition to the three mentioned markers, an Indiana State Format Marker was placed in 1997 for what is historically known as the Attica/Covington Canal War but has been termed the Attica & Covington Canal Skirmish by the Indiana Historical Bureau and Historic Landmarks of Fountain County, Indiana. It reads:

ATTICA & COVINGTON CANAL SKIRMISH

In fall 1846, residents of Covington and Attica skirmished at Lock 35 over lack of water to Covington. Heavy rains eventually resolved the problem. Competition among canal towns was often intense. First boat reached Attica via Wabash and Erie Canal (connected Lake Erie with Ohio River in 1853).



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Lock #35, also known as "Battleground Lock," was constructed like the plan on the previous page. It is described in Jesse Lynch Williams' 1847 Chief Engineer's Structure Report, which gives the condition of structures along the canal, as follows:

Lock No. 35, 6.20 feet lift, of timber, built upon the frame plan, this lock appears to be well built and in good condition, may last six or seven years, the gates will last three years. The large horizontal braces were left out in building this lock and must be immediately added.

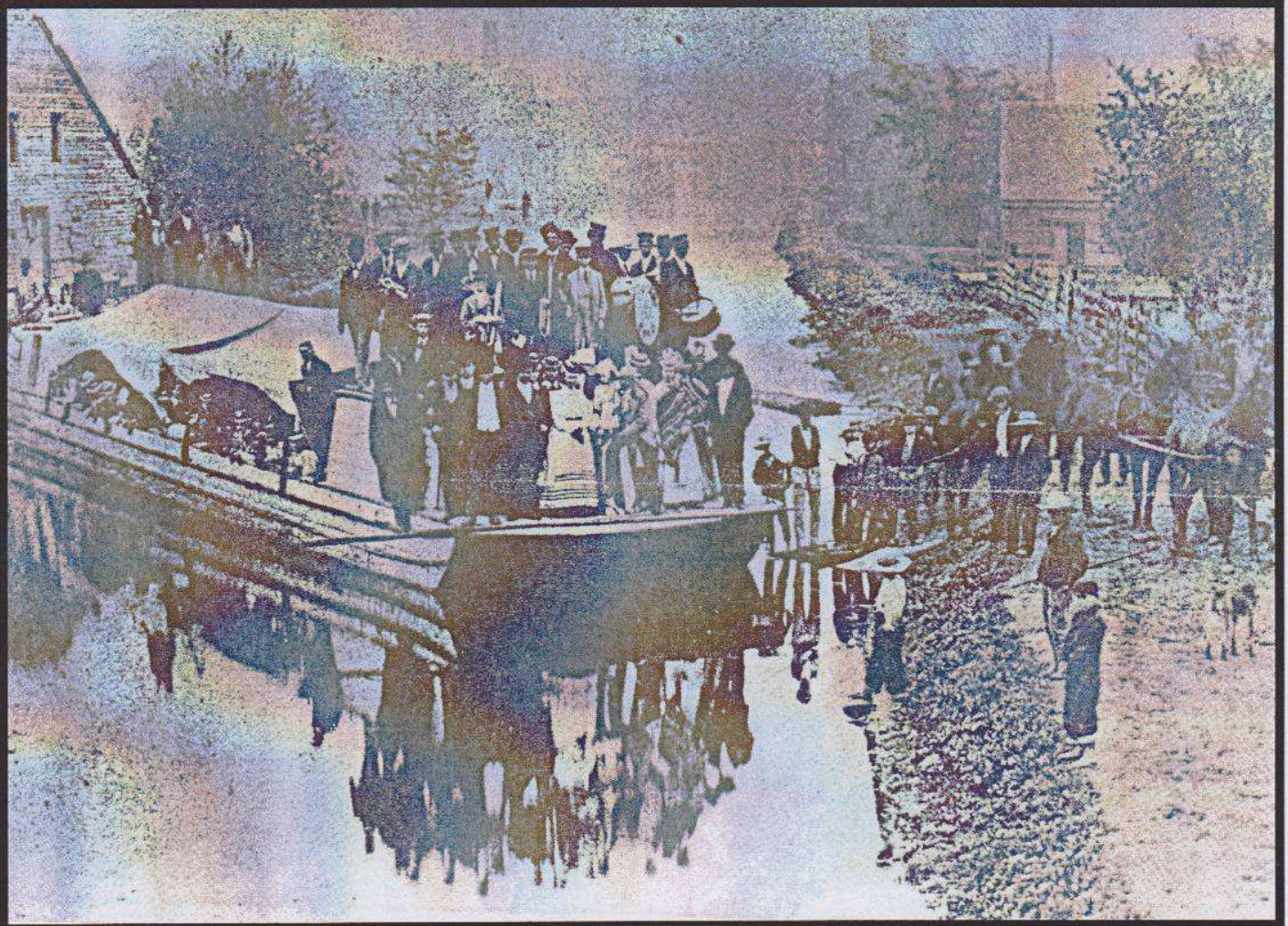
Over the years the main street (Perry) changed from a street of log cabins to one of three story brick

buildings. Many other small industries grew up during this period, each hiring fewer than twelve people. The Fisher-Arbogast Company employed 30 workers and made 125 carriages a year at a total cost of thirty-three thousand dollars.

P. T. Barnum's circus came to Attica on canal boats and gave an exhibition a little way south of the Wabash Depot. Tom Thumb was part of the entertainment along with three elephants, an animal menagerie, a band and clowns. Canal boats were also used for special occasions. A photograph of Ed Lippold and Lou Kopp's wedding party in 1872 hangs in MacDonalds at Attica. Ed. Lippold, a German immigrant, served in the Union Army during the Civil War. In the

ATTICA WEDDING PARTY

Ed Lippold and Lou Kopp were married on May 16, 1872 in Attica, Indiana. They celebrated their wedding with their attendants and friends aboard this canal boat. The picture was taken from the canal bridge on Mill Street looking south toward the lock. Two horses on the right are hitched in tandem ready to pull the boat along the canal while they walk down the towpath. The hoggee sits atop a third horse whose rear faces the boat. The Wabash River would be to the right of the picture. Sixty-eight people are on or near the boat and four men in the distance are watching the event. A band atop the boat has a bass drum, snare drum, and four types of brass horns. Boats were often rented for various party excursions.



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1880s Kopp and Lippold operated an arcade saloon on Perry Street between Mill and Main Streets. Both he and Lou are buried in Riverside Cemetery in Attica.

Find A Grave #41685485 and #41685470

On February 24, 1876 the Wabash & Erie Canal was auctioned off at Terre Haute. Jonathan K. Gapin bought the portion of the canal from Lafayette to the Indiana/Ohio state line. The other eleven parcels below Lafayette to Evansville were sold to other individuals.

Just below Attica the great gravel beds gave the canal builders a lot of trouble because they would not hold water. To provide more water for the canal, a feeder dam was built at Shawnee Creek and the entire volume of water from that creek was fed into the canal. Col. McManomy of Covington and Douglas Trott were completing the approaches to the feeder dam and the waterway to the canal. On one Monday morning they found the Irish laborers coming late to work. A dispute arose. A huge Irishman, still tanked from his Sunday carousal, took a position on a scaffold on which they had been wheeling dirt. Mr. Trott wanted past the fellow and struck him with his fist knocking him off. When he landed at the bottom he broke his neck.

The sad news was sent to his wife who was a cook at the camp. She cried and cried. It was soon discovered that she was not grieving over her husband's death but the fact that he had nothing but a dirty shirt in which to be buried. Mr. McManomy had on a new shirt, which he gave the crying widow. It was placed on the dead man and he was buried in a new shirt along the canal. The death of the Irishman was never investigated by the coroner or the grand jury. This is an example of how little value was placed on the lives of the Irish workers.

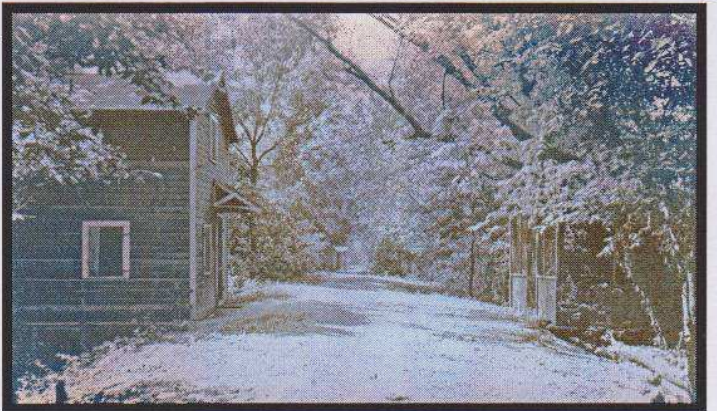
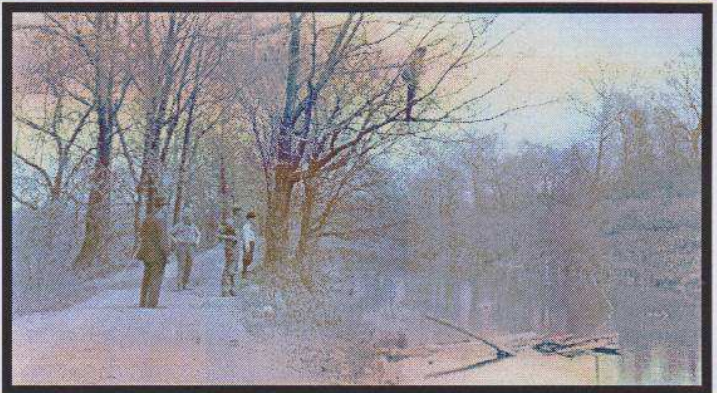
The canal met the expectations as a means of increasing production and facilitating transportation during the ten years in which it had no competition in the area. In 1850 the population at Attica was 1,000. Companies such as E. Hemphill, Wilson & Co., P. S. Veeder, Coleman & Lunday, Wm. Worthington, and McDonald Spears & Co. shipped corn, wheat, oats, flour, pork, wool and lard by canal boat. Statistics show that 9,400 hogs were packed in barrels. Coleman & Lundy shipped 178,437 pounds of hams and should-

ers, 10 barrels of tallow and 95 pounds of cured beef. Standart & Co. shipped 2,500 barrels of whiskey.

Near the final demise of the canal one young boy wrote about he and his father's last trips aboard the "Hoosier Boy," a freight boat. The boy's first trip from Attica to Lafayette carried a load of cordwood. It was hickory and sold for \$7.50 a cord. A few weeks later they took potatoes. The weather was cold so they covered the potatoes with straw. They didn't reach Lafayette until six at night and over night the potatoes on the top froze. The next morning they gathered up the frozen potatoes and hurried as fast as possible to unload the rest before they froze. They finally finished that night at five. They started back home at once, fearing the canal would freeze. They made it as far as the "widewater" at Riverside and had to abandon the boat. The boat stood where it was left for many years until it was finally torn apart for cribs and bins for their barn.

The last boat from Lodi to Toledo was the "Rocky Mountain" whose captain was David Webb. It stopped at Attica on October 26, 1872. The last boat to clear from Covington to Lafayette was the "Goodman"

The Wabash & Erie Canal between Lafayette and Attica was used by fishermen and their canal camps. 1911 photos by J.A.G.



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on November 14, 1875.

The canal bed fell into disrepair. Soon boats were idly rotting in the sun, docks were no longer used, stables were occupied by rats and mice, mules were turned out to pasture and the boatmen found other occupations. The canal became a haven for fishermen. Canal camps were built on either side of the old towpath, which served as the road.

When the Toledo, Wabash and Western Railroad was being planned there was a question whether it would cross the Wabash River at Attica or Covington. Covington was preferred by the promoters and they asked Covington for a \$5,000 donation. Covington refused and said the railroad should pay them \$2,000 for going through their town. After a much heated argument, Covington told the Wabash officials they could go straight to hell.

When the railroad officials returned to Attica, they were met by J. D. McDonald, who asked how much money they would want to cross at Attica. He was told \$1,000. McDonald said he would give them \$1,000. The railroad eventually crossed the river from north of Williamsport to Attica. At that time the citizens of Williamsport did not want the railroad in their town. Later Williamsport moved its courthouse and town up by the railroad costing the town thousands of dollars.

The Wabash and Western Railroad arrived in Attica in 1858. Thousands of people celebrated when the first engine passed Attica. The engine was a small boiler with bands of brass around it. It burned wood with beech being preferred. The rail ties were made from large white oak and burr oak, which were split in two and placed two to three feet apart. The grades were often steep, such as at the "Stone Cut" east of Riverside, and often the train had to be divided to make it up the hill.

A blind man by the name of Alf Boots lived near the track. He raised tobacco and broom corn and made cigars and brooms. He easily sold his wares. The train crew would chip in their money, the front brakeman would hop off the train, buy the items and hop on the caboose as the loaded train passed. Later the tracks were better made and the trains went faster putting Boots and the canal out of business.

The Irish who survived building the canal went on to construct the railroad, dig its cuts and make its fills. A young Irish boy from Bloomington, Illinois at first carried water to the section hands at Attica. Later he used a shovel and worked his way up to the pick and the bar. After the Civil War he was appointed an attorney for the Wabash Railroad. When it had financial troubles, he became the receiver of the Wabash system.

After the railroad was built a wagon bridge was erected over the Wabash River in 1861. This put an end to the ferries.

The New Albany and Salem Railroad extended to Lafayette dividing the commerce of the area. In 1872 the Indiana North & South Railroad opened from Attica to Veedersburg connecting with the I. B. & W. Railway running east and west. This gave Attica two competing lines to Eastern markets. In 1881 the Wabash Railroad built a branch line connecting Attica and Covington. The line was built, as so often was the case in canal history, along the old towpath. The railroad track was laid across the Wabash River on stone piers built by Ahren & Bernhart from stone from the Stanis Bernhart Stone Quarry west of the Wabash.

Dr. John Evans (1814-1897) was probably Attica's most prominent citizen. He was born in Waynesville, Ohio, graduated from Lynn Medical College in Cincinnati in 1839, and moved to Attica with his wife, living there from 1839 to 1846. His patients usually paid him with grain or livestock, which he shipped to New Orleans by boat and sold for cash.

His friends questioned Evans' sanity when, as a young doctor, he predicted that he would build a city, found a college, govern a State, serve in the United States Senate, and amass a fortune. His predictions turned out to be basically true. He was elected to the Indiana legislature in 1842. He introduced a bill that led to the Central Hospital for the Insane to be established in Indianapolis and was its first superintendent. He selected Evanston (name for him), Illinois as the site on which he and Orrington Lunt founded Northwestern University. He was an organizer for the Republican Party and campaigned for Lincoln. He was appointed by Lincoln as Territorial Governor of Colorado in 1862. When Colorado sought statehood, he re-

signed the position and was elected by Colorado to the U. S. Senate. However, President Andrew Johnson denied Colorado statehood and Evans never got to serve. He founded the Colorado Seminary, which is now the University of Denver, donated \$200,000 to help start it, and later gave it a large endowment. He built a railroad in Colorado and became its president. Colorado honored him by naming Mt. Evans, the highest peak in the U.S. that can be reached by auto, after him.

Another prominent man was George Dewey Hay. He was born in Attica in 1895. George worked to bring country music to the American public's attention. He was a reporter for the *Memphis Commercial Appeal* newspaper and an announcer on Memphis radio station WMC during 1923-24. He then moved to Chicago and originated the WLS Barn Dance. November 1925 found George in Nashville, Tennessee as manager of station WSM. He was involved in the station's programming and started a Saturday night jamboree called "the barn dance" which was later to become the "Grand Ole Opry." He wore an old fashioned coat and flowing necktie portraying himself as the "Solemn Old Judge" and announcing the acts in a sort of chant while carrying his usual cigar. He had his performers dress in farm folk costumes. He wanted the Opry to be neighborly, friendly and find neighbors everywhere. Failing health caused him to become the Opry's figurehead. He retired from the Opry in the 1950s and passed away in 1968. He was honored posthumously as a Sagamore of the Wabash in 1988.

Between 1896 and 1909 Attica's leading manufacturer was the Sterling Remedy Company. It produced Dr. Hobbs Sparagus Kidney Pills, Gum-To-Bac, and No-To-Bac and guaranteed a 30 day supply of the latter would cure the tobacco habit or money would be refunded, George Ade, an Indiana humorist was paid \$12.00 (later \$15.00) a week to write the company's advertising.

In 1995 Attica's chief employer was the Harrison Steel Castings Company, which was started in Converse, Indiana as the National Car Coupler Company. It moved to Attica in 1906, changed its name in 1927, and diversified its products. It employed approximately 650 people.

The population of Attica in 2010 was 3,245. It is the largest city in Fountain County.

Attica's Ravine Park is located where the trails of the Kickapoo, Shawnee, Potawatomi, and Ojibwa Indians once crossed the natural ravine. Logan Township's first settler, Casey Emmons, a tanner by trade, built his log home in 1825 on what is now park land. He made clothing and moccasins for the Indians. In the 1830s a distillery operated there. Discarded bricks from a former brick plant form mounds in the park. Later a chautauqua grounds replaced the brick plant. In the 1870s the park hosted county fairs and horse races. Annual chautauquas were held in the 20th century. The many crystal springs in the area provided Attica's water supply until the 1900s.

One of E. M. Viquesney's famous "The Spirit of the American Doughboy" statues (1927 World War I memorial) stands on the grounds of the Attica Public Library. Another copy of this statue along with one of a sailor "The Spirit of the American Navy" is in Memorial Park in Fort Wayne.

The Attica Presbyterian Church was erected in 1849-1850 and is Greek Revival in style. Its steeple was removed when it was a dance hall from 1907-1921. The First Church of Christ Scientists owned the building and held services in it from 1921-1984. The building was completely restored by John Cottrell in 1988-1989 after which he turned it over to Historic Landmarks of Fountain County to manage. Adjacent to the church were two houses built by Norman S. Brown. They did not originally sit side by side. The smaller of the two was built on Fifth Street in Attica (date unknown) and later moved to its present location near the larger house.

Norman S. Brown worked on the Wabash & Erie Canal and later became a contractor/builder/farmer in Attica. Norman's son, William, was given the little house as a wedding gift from his parents. According to the records, William A. Brown was born December 25, 1833, died March 7, 1907. In 1994 Attica was chosen as one of seven "Hidden Treasures" in Indiana.

Attica's most architecturally important structures surviving from the canal era are the 1850s Greek Revival style houses. Those that have been restored are on the National Record of Historic Places. The 1870s -1880s brick mansions are Italianate in style. Both reflect prosperous days of gracious living.

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

~FOUNTAIN~ (PORTLAND)

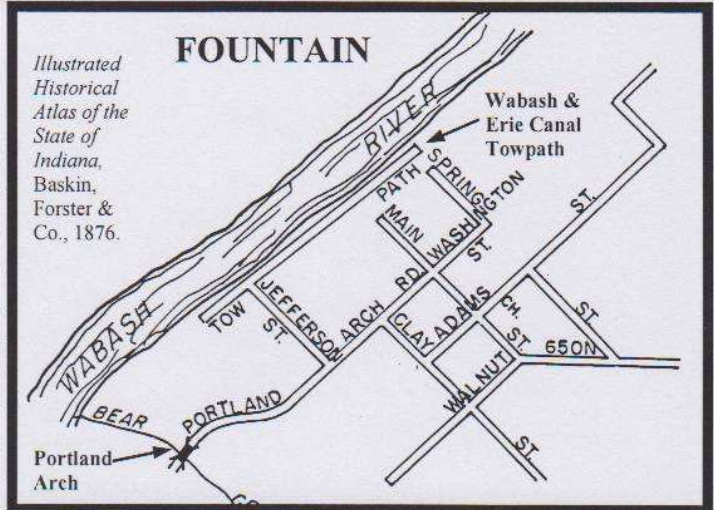
Fountain, which was originally named Portland when it was laid out in April 1828 by surveyor William Miller, Barnard Preble and Major Whitlocke, is an unincorporated town in Shawnee Township, Fountain County, Indiana. It is adjacent to the Wabash River about seven miles north of Covington. Sanford C. Cox in his *Personal Recollections of Early Settlements* lists it with the towns on the river that were ambitious to become the great emporiums of trade on the upper Wabash. Keep's store was one of the two businesses that furnished most of the goods used by people for a hundred miles up and down the river. It carried powder, lead, salt, iron, whiskey, leather, etc. which it exchanged for items such as beeswax, tallow, feathers, ginseng, furs, deer skins, wild hops, etc. that were produced in the area.

Bernard Pribble, who was born in Virginia in 1785, moved to Kentucky to marry Amelia Carr, and then with his new wife moved to Circleville, Ohio where he engaged in flat boating down the Scioto, Ohio and Mississippi rivers for 13 trips returning on foot. He moved to Portland as it was then known and established a ferry. His ferry was on the regular route of emigrants going westward and he derived a good income from this source. He owned and operated the ferry until his death in 1839. His heirs then managed it until a bridge was built across the Wabash River at Covington and diverted travel to that point.

Portland grew with the coming of the Wabash & Erie Canal, which extended along the east bank of the Wabash River. It supplied Fountain/Portland from 1846-1875. The towpath can be seen along the riverbank on the west side of town off Jefferson Street.

Fountain had eleven stores, a hotel, six physicians, thirteen saloons, various types of craftsmen, and a considerable population. It had its own post office from its beginning. The postmaster asked that the name be changed to Fountain because there was already another Portland near Richmond, Indiana.

With the passing years, changing businesses and the new bridge at Covington, Fountain experienced a decline. Once the canal was no longer used

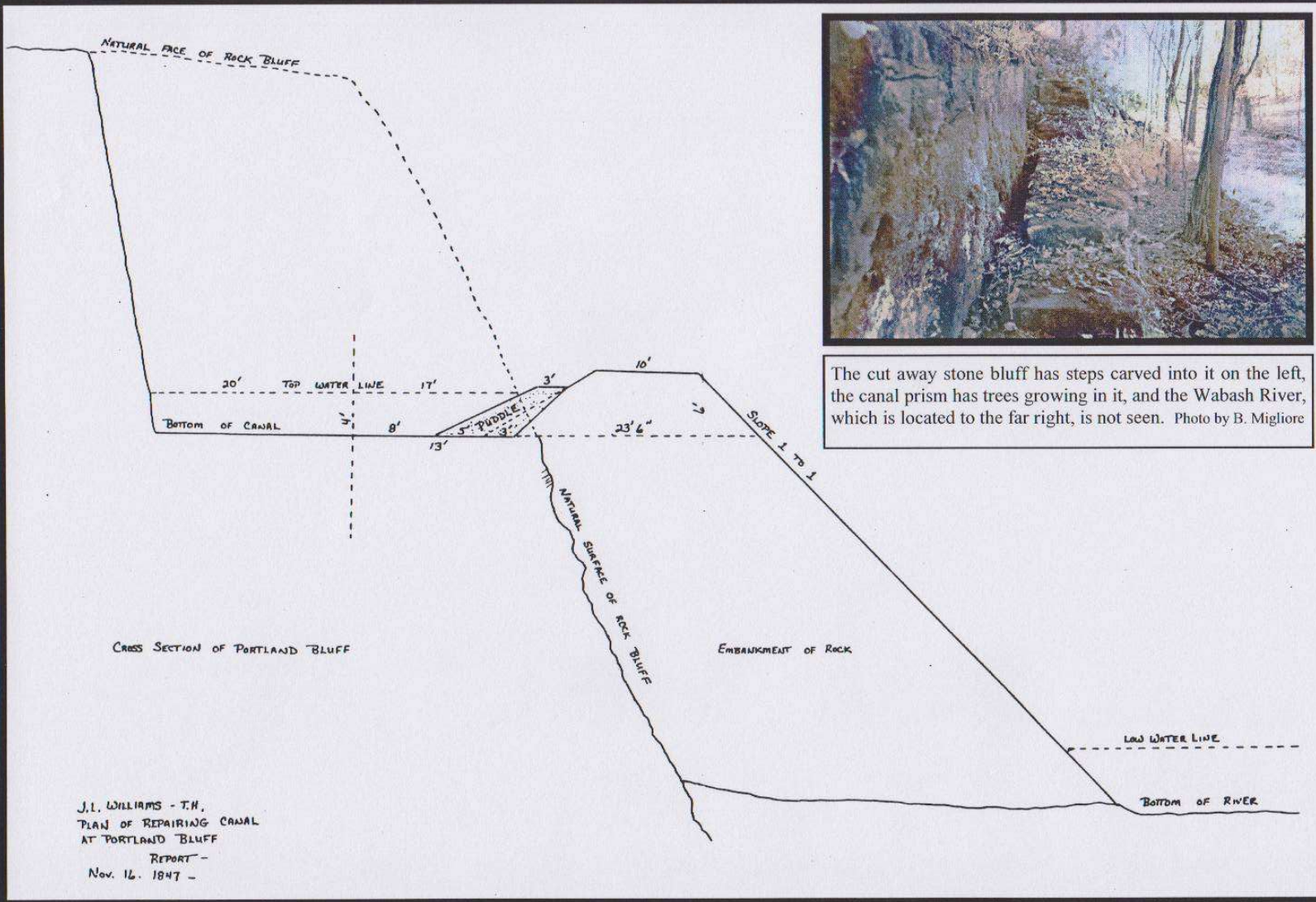


homes were built in the canal prism with the sheer cliff as their back yard. The street runs atop the towpath and is appropriately named Tow Path Road. It is all that separates the homes from the river. Today residents of Fountain are serviced by the post office at Covington.

Visitors come to see nearby Portland Arch Nature Preserve, which is located one half mile southeast of Fountain. Little do they know that nearby is one of the more interesting sections of the Wabash & Erie Canal south of Lafayette — the Portland bluff.

Stan Schmitt, in *Indiana Canals* Vol. 6, No. 4, 1995 writes: "At this point in Fountain County a part of the bluff over a half mile long drops off into the Wabash River some 60 feet below. Plans for the construction of the canal required that it be located along the river roughly half way up the face of the bluff. Although this would make the canal bank subject to erosion by the river, there was no other practical option.

"Construction of the canal required that a sec-



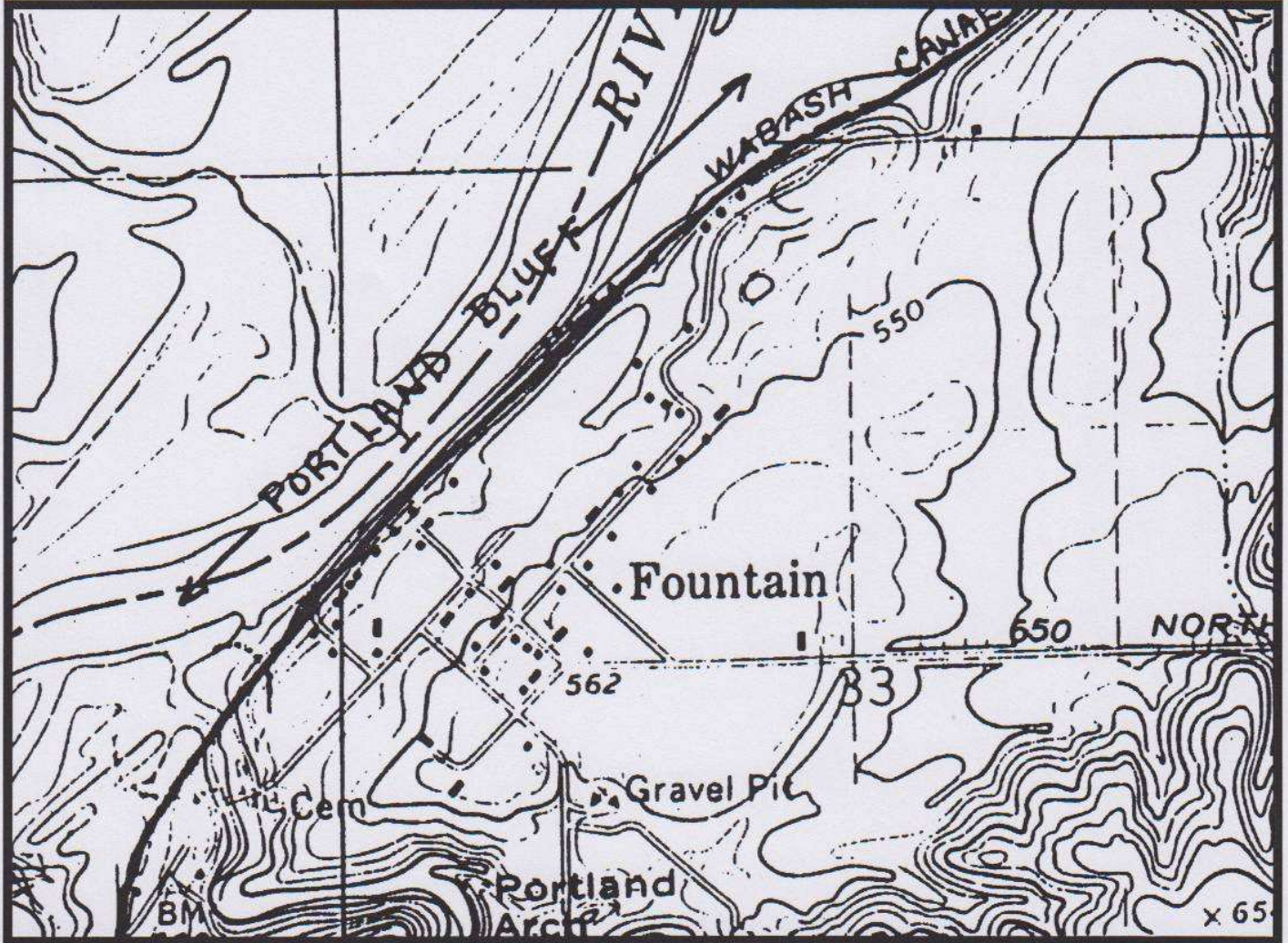
The cut away stone bluff has steps carved into it on the left, the canal prism has trees growing in it, and the Wabash River, which is located to the far right, is not seen. Photo by B. Migliore

WABASH & ERIE CANAL CONSTRUCTION AT PORTLAND BLUFF

This redrawn plan from the Indiana State Archives shows the work done at the Portland Bluff in Fountain, Indiana to pass the Wabash & Erie Canal around the bluff. See the extent of the rock excavation, the fill placed into the Wabash River, and the three to eight foot layer of clay puddle along the junction between the natural rock and gravel embankment to prevent future slippage.

Plan redrawn by Stan Schmitt

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT



tion of the bluff be cut away and the resulting material be used to form the tow path out in the river. Because of this, section 56 in division 2 was the most expensive contract on the canal line between Lafayette and Sugar Creek. The cost for the heavy rock excavation resulted in a cost of over \$11 per foot of the section's length. To accomplish this it was necessary to drill and blast into the rock to form the bottom and one side of the canal.

“When water was first let into the completed section of the canal in 1845 a serious breach resulted at the bluff. The pressure of the water simply pushed the recently constructed tow-path bank out into the river. The breach was repaired but throughout the following year the engineers found it hard to keep the canal filled because of heavy water leakage through the gravel banks at the bluff and other locations. Early attempts to correct the problem included diverting muddy water in the canal with the hope that it would settle and seal the leaks and in the worst area they lined the canal bed

with clay. Throughout the lifetime of the canal the leakage problem was never completely solved.

“Portland bluff experienced most of its problems during the summer and fall of 1847. In July a breach serious enough to impede navigation occurred. A temporary dam was constructed to enable boats to pass during the repairs. In October, 40 feet of the tow-path below the Portland warehouse slid into the river. The agent placed a full repair force on the break and it was quickly mended without the need of a coffer dam. In November the canal tow path slipped into the river for a third time at Portland. This was the most serious of the three breaks and required the construction of a coffer dam to allow the conclusion of the navigation season until the break was mended. It was at this time that the cross section drawing of the Portland Bluff [seen on previous page] was made. It is redrawn from an original in the Indiana State Archives. Unfortunately that drawing was heavily marked with tape during earlier repair attempts and not easily read.

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

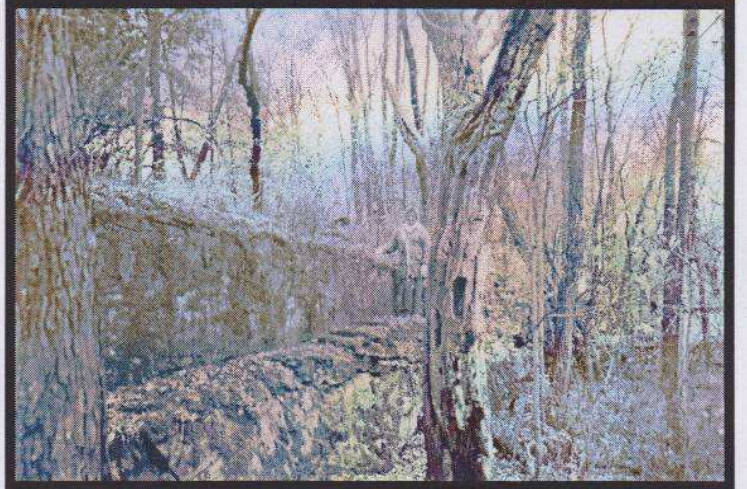
“The plan shows the extent of rock excavation, fill placed into the Wabash River and the attempt to prevent future slippage by placing a three to eight foot layer of clay puddle along the junction between the natural rock and gravel embankment. The repairs must have worked since there are no references in the canal engineers’ reports of future breaks at the bluff.

The Wabash & Erie Canal is long gone, but evidence of its existence at Portland Bluff is readily visible. The section of the bluff, complete with the tool marks from its construction over 150 years ago still remains.”

Lotta Belle Casner purchased as much of the canal in this area as she could to help preserve it. Although she eventually had to sell some of it, it is being taken care of by her son, Gordon Fleenor, and a neighbor Richard Waldron.

Stone steps, a walkway and a loading dock were carved out of Portland bluff. The part of the bluff that was removed was put in the Wabash River with the canal prism built on top of it. This portion of the canal was so narrow that boats could not pass and had to wait on either side of the bluff until another boat passed through.

Photos by Brian Migliore



W&E CANAL ~ ATTICA TO MONTEZUMA ~ AND WILLIAMSPORT SIDE-CUT

DIVISION No. 1 — Continued.

No. of sections.	Length in chains.	Estimated cost at contract prices.	Estimated val. of work done Dec. 1st, 1842.	Est. val. of work yet to be done.	REMARKS.
39	42	\$1,659 00	\$ 598 00	\$1,061	Plain.
40	42	1,743 00	306 00	1,437	do
41	39	1,597 00	576 00	1,021	do
42	42	2,160 00	430 00	1,730	do
43	42	4,585 00	970 00	3,615	Culvert & R. bridge.
44	39	5,398 00	1,139 00	4,259	Attica lock, No. 2.
Wea f. dam,		7,674 00	648 00	6,926	
Totals, 1,832		\$184,672 76	\$57,828 76	\$126,844	

Length 22.53 miles: average cost per mile \$8,196 70.

DIVISION No. 2.

Extending from Sections 45 to 65, both inclusive.

No. of sections.	Length in chains.	Estimated cost at contract prices.	Estimated val. of work done Dec. 1st, 1842.	Est. val. of work yet to be done.	REMARKS.
45	42	\$4,324	\$2,152	\$2,172	Heavy tow-path.
46	39	6,993	1,917	5,076	do
47	42	3,795	3,153	642	Plain.
48	42	3,352	2,293	1,057	do
49	39	7,211	2,959	4,252	Heavy tow-path.
50	42	10,617	3,829	6,788	Heavy embk't & culv't
51	42	25,559	6,977	18,582	Shawnee cr. aqueduct.
52	39	8,094	1,218	6,876	Heavy tow-path.
53	42	3,652	309	3,343	Plain.
54	42	2,888	1,674	1,214	do
55	43.74	3,490	1,508	1,982	do
56	56.85	43,560	26,505	17,055	Portland bluff.
57	41.20	14,456	7,420	7,036	Culv't over Bear cr'k.
58	155.65	33,652	22,754	12,898	North sec. of deep cut.
59	156.30	37,951	22,740	15,211	South "
60	42	2,797	2,190	607	Plain.
61	42	1,792	1,356	456	do
62	42	2,289	1,834	455	do
63	39	2,173	1,815	358	do
64	42	3,089	2,431	658	Culvert.
65	39	5,709	.....	5,709	Covington lock, No. 3.
Totals, 1,110.74		\$229,443	\$117,016	\$112,427	

Length 13 88-100 miles: average cost per mile, \$16,530 47.

DIVISION No. 1.

Extending from Section No. 1 to 44, both inclusive.

No. of sections.	Estimated cost at contract prices.	Estimated val. of work done Dec. 1st, 1842.	Est. val. of work yet to be done.	REMARKS.
1	\$1,449 00	\$ 186 00	\$1,263	Comint at Lafayette.
2	7,459 00	798 00	6,663	Durkey's Run.
3	2,977 00	1,673 00	1,304	Plain.
4	10,028 00	5,144 00	4,884	Heavy tow-path.
5	15,845 76	15,845 76	.....	Wea Bluff.
6	6,166 00	2,154 00	4,012	Heavy tow-path.
7	17,458 00	1,222 00	16,236	Wea aqueduct.
8	5,961 00	144 00	5,817	Plain.
9	4,710 00	1,784 00	2,926	do
10	7,319 00	1,145 00	6,174	Heavy tow-path.
11	5,004 00	3,897 00	1,107	do
12	8,358 00	2,861 00	5,497	Brush protect'n req'd.
13	4,676 00	971 00	3,705	Heavy tow path.
14	2,126 00	641 00	1,485	Wea plains.
15	1,672 00	.....	.....	do
16	1,911 00	1,998 00	1,585	do
17	1,367 00	.....	1,367	do
18	1,636 00	.....	1,636	do
19	1,321 00	.....	1,321	do
20	1,521 00	.....	1,521	do
21	4,027 00	1,016 00	3,011	do
22	3,480 00	1,021 00	2,459	Weaver's Branch.
23	1,346 00	685 00	661	Wet Prairie.
24	2,187 00	1,002 00	1,185	do
25	9,018 00	902 00	8,116	Flint cr'k aqueduct.
26	2,484 00	438 00	2,046	Plain.
27	1,531 00	478 00	1,053	do
28	3,775 00	569 00	3,206	Culvert.
29	2,649 00	180 00	2,469	Plain.
30	2,102 00	99 00	2,003	do
31	2,132 00	243 00	1,889	Small culvert.
32	1,622 00	819 00	812	Plain.
33	5,704 00	1,475 00	4,229	Maysville & Young's [branch.
34	1,936 00	994 00	932	Plain.
35	1,432 00	698 00	734	do
36	2,509 00	500 00	1,709	Small culvert.
37	1,481 00	949 00	532	Plain.
38	1,727 00	611 00	1,086	do

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

DIVISION No. 1 - Continued.

No. of sections.	Length in chs.	Estimated cost at contract prices.	Estimated val. of work done Dec. 1st, 1842.	Est. val. of work yet to be done.	REMARKS.
39	42	\$1,659 00	\$ 598 00	\$1,061 00	Plain.
40	42	1,743 00	306 00	1,437 00	do
41	39	1,597 00	576 00	1,021 00	do
42	42	2,160 00	430 00	1,730 00	do
43	42	4,585 00	970 00	3,615 00	Culvert & R. bridge.
44	39	5,398 00	1,139 00	4,259 00	Attica lock, No. 2.
Wea f. dam,	99	7,674 00	648 00	6,926 00	
Totals,	1,832	\$184,672 76	\$57,838 76	\$126,844	

Length 22.53 miles: average cost per mile \$8,196 70.

DIVISION No. 2.

Extending from Sections 45 to 65, both inclusive.

No. of sections.	Length in chains.	Estimated cost at contract prices.	Est. val. of work done Dec. 1st, 1842.	Est. val. of work yet to be done.	REMARKS.
45	42	\$4,324	\$2,132	\$2,172	Heavy tow-path.
46	39	6,993	1,917	5,076	do
47	42	3,795	3,153	642	Plain.
48	42	3,352	2,295	1,057	do
49	39	7,211	2,959	4,252	Heavy tow-path.
50	42	10,817	3,829	6,788	Heavy emb't & culv't
51	42	25,559	6,377	18,582	Shawnee cr. aqueduct.
52	39	8,094	1,218	6,876	Heavy tow-path.
53	42	3,552	309	3,343	Plain.
54	42	2,888	1,674	1,214	do
55	43.74	3,490	1,508	1,982	do
56	56.85	43,560	26,503	17,053	Portland bluff.
57	41.50	14,456	7,420	7,036	Culv't over Bear cr'k.
58	155.65	35,852	22,754	12,898	North sec. of deep cut.
59	156.30	37,951	22,740	15,211	South "
60	42	2,797	2,190	607	Plain.
61	42	1,792	1,336	456	do
62	42	2,289	1,834	455	do
63	39	2,173	1,815	358	do
64	42	3,089	2,431	658	Culvert.
65	39	5,709	.....	5,709	Covington lock, No. 3.
Totals,	1,110.74	\$229,443	\$117,016	\$112,427	

Length 13 88-100 miles: average cost per mile, \$16,530 47.

DIVISION No. 1.

Extending from Section No. 1 to 44, both inclusive.

No. of sections.	Estimated cost at contract prices.	Estimated val. of work done Dec. 1st, 1842.	Est. val. of work yet to be done.	REMARKS.
1	\$1,449 00	\$ 186 00	\$1,263 00	Com'nt at Lafayette.
2	7,459 00	796 00	6,663 00	Durkey's Run.
3	2,977 00	1,673 00	1,304 00	Plain.
4	10,028 00	5,114 00	4,884 00	Heavy tow-path.
5	15,845 76	15,845 76	.....	Wea Bluff.
6	6,166 00	2,154 00	4,012 00	Heavy tow-path.
7	17,458 00	1,222 00	16,236 00	Wea aqueduct.
8	5,961 00	144 00	5,817 00	Plain.
9	4,710 00	1,784 00	2,926 00	do
10	7,319 00	1,145 00	6,174 00	Heavy tow-path.
11	5,004 00	3,897 00	1,107 00	do
12	6,358 00	2,861 00	5,497 00	Brush protect'n req'd.
13	4,676 00	971 00	3,705 00	Heavy tow path.
14	2,126 00	641 00	1,485 00	Wea plains.
15	1,672 00	.....	.....	do
16	1,911 00	1,998 00	1,585 00	do
17	1,367 00	.....	1,367 00	do
18	1,636 00	.....	1,636 00	do
19	1,321 00	.....	1,321 00	do
20	1,521 00	.....	1,521 00	do
21	4,027 00	1,016 00	3,011 00	do
22	3,480 00	1,021 00	2,459 00	Weaver's Branch.
23	1,346 00	683 00	661 00	Wet Prairie.
24	2,187 00	1,002 00	1,185 00	do
25	9,018 00	902 00	8,116 00	Flint cr'k aqueduct.
26	2,484 00	438 00	2,046 00	Plain.
27	1,531 00	478 00	1,053 00	do
28	3,775 00	569 00	3,206 00	Culvert.
29	2,649 00	180 00	2,469 00	Plain.
30	2,102 00	99 00	2,003 00	do
31	2,132 00	243 00	1,889 00	Small culvert.
32	1,622 00	819 00	812 00	Plain.
33	5,704 00	1,475 00	4,229 00	Maysville & Young's
34	1,936 00	994 00	992 00	[branch
35	1,432 00	698 00	734 00	do
36	2,509 00	500 00	1,709 00	Small culvert.
37	1,481 00	949 00	532 00	Plain.
38	1,727 00	611 00	1,086 00	do

ABSTRACT

Of sections from Coal Creek to Terre Haute.

DIVISION No. 3.

From Section 66 to 92, both inclusive.

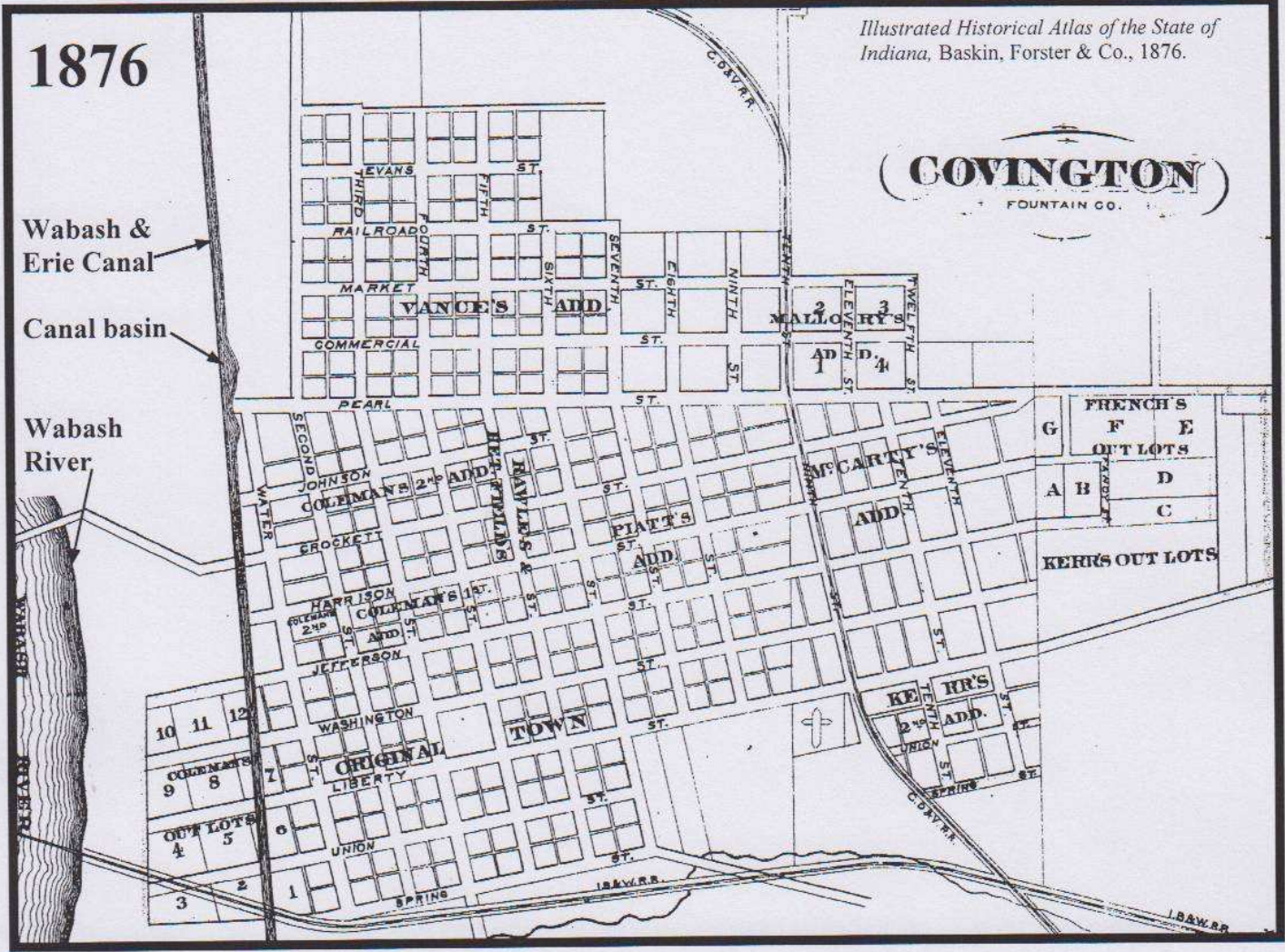
No. of sections.	Length in chains.	Estimat'd cost at contract prices.	Est. val. of work done Dec. 1st, 1842.	Est. val. of work yet to be done.	REMARKS.
66	45	\$4,252	\$2,654	\$1,598	Culvert.
67	39	1,263	704	559	Plain.
68	39	2,164	550	1,614	Culvert.
69	39	1,366	1,044	322	Plain.
70	39	2,387	775	1,612	do
71	42	3,323	803	2,520	Culvert.
72	42	2,600	1,431	1,169	do
73	39	2,863	1,574	1,289	Plain.
74	42	3,611	580	3,031	Heavy tow-path.
75	39	4,606	1,113	3,493	do
76	42	2,393	1,297	1,096	R'd bridge.
77	39	3,251	282	2,969	Culvert.
78	42	7,943	2,390	5,553	Lock No. 4, Perrysville.
79	39	3,536	2,550	986	Deep cutting.
80	42	3,088	618	2,470	Heavy tow-path.
81	42	2,949	2,272	677	do
82	42	3,149	200	2,949	do R'd bridge.
83	42	1,300	475	825	Swale back of Silver Is'd.
84	39	1,513	370	1,143	do
85	42	1,552	.....	1,552	do
86	39	1,511	.....	1,511	do
87	39	2,022	100	1,922	do
88	42	1,731	262	1,469	do
89	39	1,657	1,360	297	Plain.
90	42	1,228	798	430	do
91	42	3,700	414	3,286	do
92	37	4,216	3,473	743	R'd bridge—full emb't.
Totals,	1,096	\$75,174	\$28,089	\$47,085	

Length 13 70-100 miles : average cost per mile, \$5,487 15.

Section.	No.	Length in chains.	Estimated cost.	Character of work.
Coal Creek feed'r and dam, Section,	93	152 1/2	\$20,000 00	Feeder and feeder dam.
	94	39	23,269 00	Coal Creek aqueduct.
	95	39	2,964 00	Plain. (CHANGED TO DAM)
	96	42	4,890 00	do
	97	40	5,893 00	do
	98	42	8,166 00	Road bridge.
	99	39	6,570 00	Plain.
	100	42	15,081 00	Mill Creek aqueduct.
	101	39	4,893 00	Plain. (CHANGED TO CULVERT)
	102	42	6,693 00	do
	103	39	5,228 00	do
	104	42	3,346 00	do
	105	39	3,990 00	Road bridge.
	106	43	5,469 00	Plain.
Sugar Cr. feeder and dam, Section,	107	39	44,727 00	Sugar Cr. aq. and lock No. 5.
	77		25,274 00	Feeder and feeder dam.
	108	42	4,823 00	Plain.
	109	39	5,849 00	do
	110	42	3,206 00	Road bridge.
	111	39	2,953 00	Plain.
	112	42	3,943 00	do
	113	39	3,566 00	do
	114	42	2,859 00	do
	115	39	1,822 00	do
	116	42	2,192 00	do
	117	39	2,679 00	Road bridge.
	118	42	4,331 00	Culvert.
	119	39	1,834 00	Plain.
120	42	4,386 00	Culvert.	
121	39	2,143 00	Plain.	
122	42	26,181 00	Raccoon Creek aqueduct.	
123	39	2,229 00	Plain.	
124	42	6,130 00	Lock No. 6.	
125	39	1,919 00	Road Bridge.	
126	42	1,945 00	Plain.	
127	39	1,514 00	do	

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

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



~COVINGTON~

Covington, Indiana is located about 15 miles down the Wabash & Erie Canal from Attica on the Wabash River and is the county seat of Fountain County. It was platted in 1826 by Isaac Coleman, who hired Mr. Johnson to survey and lay out the town. The streets were made 66 feet wide except for Water Street, which was 80 feet wide, and Liberty Street, which was 60 feet wide. That same year Johnson also laid out Attica and Lafayette.

Mr. Coleman donated land for the courthouse, a seminary of learning, churches, schools, and a cemetery. The post office also opened in 1826 with Joseph L. Sloan as postmaster. A small frame courthouse was built in Covington in 1827, but it took many years to establish the county seat. Portland (now Fountain) wanted it and claimed to be more geographically located.

In 1829 and on through 1830 two groups formed and fought over the county seat. Both the pro-Covington group and the anti-Covington force did not get enough signers to their petitions. The group for relocation used names from local cemeteries and beyond to fill their roll. Covington supporters were not to be undone and secured their names from an old military muster list. When the signed petitions reached the state legislators and were reviewed, all had a good laugh and then sent a commission to Fountain County to settle the dispute. They chose Covington. By 1833 a brick courthouse was built in the center of the public square. It was replaced in 1859. The latter was considered unsafe by 1933 and replaced with the current courthouse in 1937.

The first settlers of the village were John Gillman and Joseph Griffith. Daniel Landers, an Indianapolis merchant, sent Joseph L. Sloan to Covington in the late 1820s to open a branch store. Sloan hired local

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men to build a log store and managed to get the merchandise there. It was fourteen by eighteen feet in size, one-story tall and had shelves made of riven boards and nails Sloan had brought with him.

A two-story log hotel was built by David Rawles of Terre Haute. It was sixteen by twenty-four feet and had two stories. Erected behind it was a rail pen covered in battens and clapboards where Mrs. Rawles did the cooking. The first boarders were Mr. Sloan, the "merchant," and his clerk. "Judge" Rawles organized a moot court at the hotel over which he presided. They called this the "Calisumpkin Society." Andres Ingram and Daniel Rogers set up law practices and appeared before the court. A common fine was to require a lawbreaker to dig up stumps thus helping clear the land.

The first physician was Doctor Hamilton. He was tried before the court for brushing flies from his face. His sentence was to dig up the biggest stump of all for which he gladly paid another man \$5 to remove it. Frank Merrill opened the second store. John McKinney started a tannery.

The first steamboat arrived on the Wabash River in 1826. By 1830 the population of Covington had grown to one hundred seventy-five people. By the mid 1830s Sloan had built a saw mill and distillery. In 1836 a steam grist mill was erected by Nichols and Company. In that same year Henry Commigore and George W. Snyder printed the first paper called the *Western Constellation*. The name was changed to the *Peoples Friend* by J.R. Jones. The Covington Mill was started by a machinist and millwright in 1855. A carriage factory was opened in 1868 by J. M. Rhodes and by 1869 H. M. Clark was manufacturing tile and bricks.

By 1830 the town had grown to 175 citizens. That year David and Frank Wallace opened a law practice and store. David Wallace was a resident of Covington when he was elected lieutenant-governor of Indiana in 1832 and in 1838 when he was elected governor. He buried his wife and child in Covington. Later he moved to Indianapolis.

The advent of the Wabash & Erie Canal in 1847 and the railroad increased the town's population. As of the Federal Census of 2010 it had 2,645 residents.

The canal was dug near the steam grist-mill of Nichols & Co.. Later another mill was built on the canal by Abram Gish.

Money was scarce at the time the canal was being dug to and through Covington so canal scrip was issued to the canal workers. The merchants of Covington exchanged goods for the scrip taking it at par and agreeing to wait until the completion of the canal to Covington. The paper really depreciated until it was going for 40 cents on a dollar. The Covington men were honorable and made good on their pledges. Joseph L. Sloan's fortune was lost and he never recovered. Doctor Hamilton lost thousands of dollars. When the canal failed it added more to the disaster. By the end of the Civil War Covington had not grown. Its population was about the same as before the war.

In 1869, the Indianapolis, Bloomington & Western Railroad was built. This destroyed the canal but led to new growth for Fountain County.

The last canal boat to pay a toll ("clear") at Covington from Lodi to Toledo was the "Rocky Mountain." Her toll was collected by Dave Webb on October 26, 1872. However, some local traffic occurred beyond this time.

The current Fountain County courthouse was designed by local architect Louis L. Johnson. It has two old canal toll books. Other canal toll books are housed in the Indiana State Archives. The courthouse is noted for the 2,500 sq. feet of seven murals and maps depicting the county's history. Eugene Francis Savage, a Covington artist, painted two of the murals and oversaw the others painted by local artists. The murals include the inventor of the riding plow and corn planter, Elijah Earl; a teacher who taught in Covington for 69 years, Olive Coffeen; and a weaver who was noted for his coverlets, Schuyler LaTourette. When La Tourette's parents came to Covington in 1826 they brought their loom from France.

The canal period from 1845 to 1855 is pictured on the east wall of the second floor of the courthouse. The panel starts with the county's organization at the left end. The day was very warm in the early 1820s causing the group to move out under a tree in the years of William Hetfield's home to complete their business. In the background of this group is the original county

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A canal packet boat with its captain is depicted before the Hilgel House in a mural painted by Covington citizens under the direction of Eugene Savage in the Fountain County courthouse in Covington, Indiana. Photo by Bob Schmidt

courthouse. Moving right above the door is the old mill at Hillsboro, depicting that period in the county's growth. Next is a picture of the court room showing Abe Lincoln speaking in court at Covington. In the center is a group bidding farewell to several men who are leaving for Oregon at the time of the boundary dispute there, when ever man left with Hannegan's slogan "54-40 or Fight" on their lips. The next group of men digging are the Scotch and Irish laborers who helped in completing the Wabash & Erie Canal. It shows them doing most of the work using a scoop pulled by a horse. Following this group is the completed canal, showing a passenger packet on it. In the background is the old Hilgel House, a tavern which was patronized by the canal traffic.

In the basement of the courthouse is an exhibit of Franklin County history and the bust of Gen. Lew Wallace by Randolph Rogers. Wallace was born in Brookville and moved to Covington with his family in 1832 at the age of 5. He served in the Mexican War, returned to Indiana, passed the bar in 1849 and opened a law practice in Covington in 1850. Lew Wallace wrote *The Fair God* in a home at the corner of Eighth and Crockett Streets. He was prosecuting attorney for Fountain County until 1853. He resigned and moved to Crawfordsville to avoid prosecuting his friend Edward Hannegan on the charge of manslaughter.

Edward A. Hannegan (1807-1859) was born in Ohio, settled in Shawnee Township in 1825, passed

the bar in Franklin County at age 20, was circuit rider in 1829, was prosecuting attorney in 1830, opened his law practice in Covington in 1831, was representative from 1832-1840, and was elected U. S. Senator in 1842. Daniel Webster said of this attractive impulsive man, "Had Hannegan entered Congress before I did, I fear I never should have been known for my eloquence." Governor Williard was heard to say, "Start Hannegan downstream at high tide and he can gather more driftwood than any man I know, but he isn't worth a curse to row upstream."

Hannegan was a major participant in the 1846 "canal war" between Covington and Attica. Hannegan led an angry group of Covington citizens north to Attica. They forcibly opened the floodgates. The Attica men were outnumbered and retreated. The Atticans threw straw into the canal above the locks thus blocking the passage of water.

Following this skirmish the *Attica Journal* related what had happened in an article entitled "A Dis-

John Duncan lived in this home in Covington, Indiana on the corner of 5th and Washington. He was shot here by Edward Hannegan, who lived further down 5th street.

Photos by Brian Migliore



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graceful Mob Headed by a United States Senator” that roasted the Covington gang for assaulting peaceful and unoffending Atticans. They said Covington was ignorant in failing to understand that the upper levels of the canal had to be filled before the lower ones and that is why the canal in Covington still had no water.

Following the article, a war of words took place for days between Solon Turman in his column in the Covington *Peoples Friend* and Enos Cannutt, Esq. in his column in the *Attica Journal* over the event. Anyone writing such things today would be sued.



Ezekial McDonald, a leader of the Attican defense, acted upon his grudge against Hannegan six months later. When he found Hannegan in a Covington Hotel he rushed in and struck Hannegan twice and knocked him onto his back.

Later Hannegan became known as one of Indiana's important criminal lawyers. He served as congressman from 1833-37 and U. S. Senator from 1843-49. Hannegan verbally attacked Polk before the Senate when Polk refused to compromise in the Northwest Boundary dispute. He originated "54-40 or Fight" over the Oregon boundary dispute. Polk detested Hannegan but forgave him when he cast the deciding vote to declare war on Mexico at a party caucus.

Hannegan was appointed minister to Prussia by Polk in 1849. The Queen was infatuated with his fiery color, firm build, charm and liveliness. Becoming jealous of Hannegan, Frederick Wilhelm IV demanded Hannegan's recall for publicly kissing the Queen's hand.

Hannegan entered the race for the Democratic presidential nomination. It was felt he could match

Daniel Webster. He had the support of nine states. Pierce was considered an unknown. Hannegan went home to rest after drinking heavily well assured he would get the nomination. Captain John R. Duncan, his wife's brother, told him he was drinking too much. They quarreled. Duncan followed Hannegan upstairs, called Hannegan a coward and slapped his face. Hannegan grabbed a dagger and stuck it into Duncan's throat. Duncan absolved Hannegan just before dying the following day, but the damage was done putting an end to Hannegan's candidacy for presidential nomination in 1852. He was released when the grand jury failed to indict him.

The last two years of Hannegan's life were spent in St. Louis. He was still eloquent and charming even though he drank too much and was addicted to morphine. He tried to please his friends and start over by speaking for Douglas. As he sat through a very long introduction of himself praising him and going over his long career his alcohol wore off and the morphine made him numb. His speech was a disaster. The next morning he was found dead from a morphine overdose.

Hannegan's close friend was Daniel Voorhees "the Tall Sycamore of the Wabash." He lived in Hannegan's residence after Hannegan left. He became the prosecutor following Lew Wallace's resignation. When he refused to act against Hannegan, the local press put on such pressure that he moved to Terre Haute. There he became a U. S. Senator for Indiana.

Another prominent Covington man was Robert Hetfield, who built a two-story Federal-style brick home at 417 Liberty St. He was a tax collector, sheriff, county recorder, Covington councilman, and held interest in the Hetfield flouring mill and the Sugar Grove woolen mills.

MAHON vs. POOLE

The following case, MAHON vs. POOLE, is a transcript of the legal proceedings of an 1847 lawsuit over the leaky canal boat "J. S. White," which took place at Covington in the Fountain County courthouse. It provides a look at the day-to-day running of a canal boat if you can sort through all the "legalese."

(Original on file at Huntington City/Township Library, Indiana Room, Huntington, Indiana.)

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Pleas begun & held before the Hon. Isaac Taylor President Judge of the First Judicial Circuit in the State of Indiana, and James Orr and Stephen Reed, Esq., Associate Judges of the Fountain Circuit Court on Monday, the fourth day of October, in the Year of our Lord Eighteen Hundred and Forty Seven at the Court House in Covington, Fountain County, State of Indiana.

Samuel Mahon
vs. **Daniel Poole**
Appeal

Be it Remembered That on the twenty fourth day of September, in the year of our Lord, eighteen hundred and forty seven, the following declaration and other appeal papers, were filed in the office of the Clerk of Said Court, by I.H. McCormick, Esq., a Justice of the Peace of said County, which said declaration reads in the words and figures following, viz:

Samuel Mahon complains of Daniel Poole of a plea of trespass on the case on the promises, for that the said Daniel C. Poole, heretofore, to wit: On the 19th day of June 1847, entered into a written contract with the said Plaintiff, by which Contract said defendant agreed to freight upon the Canal boat J. S. White, so called at that time, but the name since changed to W. J. Ball, from Covington to Lafayette, as much wheat as said boat could carry commencing on about the 23rd of June, and continuing from that time until the middle of the next October ensuing, at five cents per Bushel, and otherwise notified, the said Wheat was to be delivered at the Lafayette Mills, the said Plaintiff paying all tolls; the said defendant on his part by said contract, agreed to deliver full freight for said boat, without detention, and to furnish Bags, and pay said price per bushel, the grain to be delivered in like good order as received. It was further agreed that whenever, from low water, said boat could not carry more than two hundred bushels, one cent per bushel was to be added to the above rate; and it was also agreed that (Corn Shelled) should be taken instead of wheat, whenever said Poole should so order, at a reduction in freight proportioned to the diminished tolls & weight, and by said contract freight was agreed to be paid on the delivery of each load, accordingly to Bills of Lading to be drawn in conformity with said contract, & the said Samuel Mahon avers that on his part he has freely complied with said contract, and has made from the town of Covington to the town of Lafayette, from the 23rd day of June, named in said contract, until this date, ten trips with said Boat; and said Boat has been idle and unemployed for want of said freight, while she could have made ten other trips, which he was at all times ready & willing & offering to convey said freight, and was ready and willing, and demanded privilege of said defendant to freight wheat or corn, according to said contract, and could have at each one of said trips, conveyed on the said boat six hundred Bushels of wheat, but the said defendant has wholly failed and refused on his part to furnish grain or freight, although said Boat has for the times aforesaid made said trips without any freight, said boats being good and sufficiently manned and the said defendant has wholly refused to either furnish freight or pay for the same by means of which premises the said Plaintiff has sustained damages to the amount of One Hundred Dollars, and therefore he brings his suit.

Samuel Mahon August 24th 1847

And on the same day aforesaid, to wit: On the twenty fourth day of September, Eighteen Hundred and Forty Seven, the

following transcript from the Docket of said J. H. McCormick, Esq. was filed in the office of the Clerk of said Court, and said transcript reads in the words and figures following to wit:

Samuel Mahon
vs **Assumpsit Demand \$100.00**
Daniel Poole

On this day, to wit: The twenty fourth day of August 1847 a summons issued to C. S. Moore, Constable, returnable on the 30th day of August 1847, at 7 o'clock on said day. At the time set for trail, the parties, by Brier for Plaintiff, and Rice of Defendant, appear, the Defendant called for a continuance of the case for want of Wm. Foster, being a material Witness, in which case the Court granted a Continuance of the case to the 20th day of September, 1847, a 7 o'clock on said day. At which day, to wit: the 20th day of September 1847, said parties came, the Plaintiff by Brier, his attorney, and the defendant by Rice his attorney and the cause and proceedings, and all things touching the same, being fully heard and inspected, it is therefore considered that the said Plaintiff have & recover of and from said Defendant the sum of One Hundred Dollars for his damages and costs of suit, fixed at four dollars and sixty six cents, and the costs of transcript 47 cents.

J.H. McCormick (seal) Justice of the Peace

State of Indiana
Fountain county

I, John H. McCormick, a Justice of the Peace, of Troy Township, in said County, hereby certify that the foregoing is a full, true and complete transcript from my Docket of the proceedings and judgment in the above cause, all of which I herewith return, together with the Bond taken on the appeal of said cause, the written statements of the parties and all other papers and writings pertaining to the said cause, as fully as the same remain before me. Given under my hand and seal this 24th day of September A. D. 1847.

J. H. McCormick, J. P. (SEAL) Justice of the Peace

And on the same day aforesaid, to wit: On the twenty fourth day of September, A. D. Eighteen Hundred and forty eight, the following appeal Bond was filed in the Clerks office of said Court, by said J. H. McCormick, Justice of the Peace as aforesaid; and which said Bond reads in the words and figures following to wit:

Know all Men by these presents that we D. C. Poole and W. E. Ackley of Fountain County, and State of Indiana, are held and firmly bound unto Samuel Mahon, in the sum of \$200.00, to be paid to the ___ Mahon heirs, (Ex tia Adm rs), to which payment well and truly to be made, we bind ourselves our heirs &c jointly and severally, firmly by these presents. Sealed with our seals and dated this 23rd of September 1847. Whereas Samuel Mahon recovered a Judgment against the above bound D. C. Poole, Deft. Before J. H. McCormick, Esq., a Justice of the Peace of Troy Township in the County of Fountain for \$100.00— Damages and costs therein and the said D. C. Poole conceiving himself aggrieved, by such judgment, hath appealed therefrom to the Circuit Court of said County; Now therefore the Condition of the above obligation is such that it the said D. C. Poole, shall prosecute his appeal without unnecessary delay, and if he will pay the condemnation money and costs which may be adjudged against

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him, then this obligation shall be void, otherwise remain in full force and virtue.

D. C. Poole (SEAL)
W. E. Ackely (SEAL)

Taken and approved before me this 23rd day of September, 1847

J. H. McCormick (SEAL)
Justice of the Peace

And afterwards to wit: On the Eleventh day of October in the year of our Lord Eighteen hundred and forty seven the same being the Seventh Judicial day of the October Term of the Fountain Circuit Court, and before the Judges of said Court. "Come now the parties, and the said Defendant by the attorney moves the Court to dismiss this case which motion the Court overrules.

And afterwards, to wit: On the thirteenth day of October, in the year last aforesaid, and before the Judges of the Fountain Circuit Court, (the same being the Ninth Judicial day of the October Term of said Court.) "Come now the parties and the Court being sufficiently advised of the premises find for the Defendant. It is therefore considered by the Court now here that the said Plaintiff take nothing by his suit, and that the defendant go hence without delay and recover of and from the said Plaintiff his costs and charges in this behalf laid out and expended."

And afterwards, to wit: On the fifteenth day of October, in the year last aforesaid, the same being the Eleventh Judicial day of the October Term of the Fountain Circuit Court, and before the Judges of said Court, "Come now the said Plaintiff, and on motion files his Bill of Exceptions herein, as follows to wit:

State of Indiana, Fountain County,
Fountain Circuit Court, October Term 1847

Samuel Mahon

vs.

Appeal

Daniel Poole

Be it remembered, That on Tuesday the eight Judicial day of the October Term of the Fountain Circuit Court for the year Eighteen hundred and forty seven, the said cause was by consent of the parties, submitted to the Court, and the calling of a Jury waived. The following Evidence was Adduced and was all the evidence given on the trial of the above cause.

Seymour Abrams: being called by the Plaintiff Testified that he saw the Canal Boat under the charge of Samuel Mahon, now called the W. J. Ball, then called the J. S. White, last spring, that he considers the same as a good safe little boat. She is an old packet boat. I have known boats where it was necessary to pump half the time, and yet the same safe for freight — last week I looked at the timbers some lining at the bow and stern were taken off where boats most usually first decay. I did not see her mid-ship. I think it a very strong little boat and tolerably safe, I have run the boat the last ten days — Where a Canal is low, and a boat nibs occasionally on the bottom, as is the case on the Canal from Covington to Lafayette, the boat will leak worse than where there is plenty of water. I think said Boat could easily carry five hundred bushels of wheat safely. For the time I have run said boat it would rule it to pay expenses. With no delays a trip can be made to Lafayette & back in forty-eight hours. I don't pretend to know much about Boating. I am a kind of Carpenter to trade — have worked Considerable at repainting Boats.

Henry C. Crumley, being called for plaintiff, deposeth and saith, that he was on said Boat during one trip to Lafayette and back, in July last & has seen said boat frequently, seemed to be a tolerably good boat, although she leaked Considerably. I saw her as a new boat in 1840 or 1841. From her leaking I think wheat in her would have been in some danger, unless a good deal of care should be used by the hands on the boat. Plaintiff came down on the Boat from Lafayette the time I speak of going to Lafayette — the trip was made in forty eight hours — the Boat seemed to leak considerably and was rather a bad Boat. I have been a boatman on Canals some time. There was a leak in her stern, not a very bad one.

Alvah Griffith; being Called by Plaintiff, I commenced running the boat named about the last of July or first of August last. As the Master of said boat I called upon Wm. Foster, at the Warehouse in Covington. Mr. Foster gave me at one load over 500 bushels of Wheat. After this I demanded grain from him as freight for said boat, which he declined giving for the reason that he thought the boat unsafe. I was acting as the master of the Boat, and as such demanded freight. I consequently lay with the boat idle for five weeks at Covington for want of freight. I could make the trip to Lafayette and back in forty eight hours, with good water and no hindrances. The boat seems sound enough, I examined certain gunnels — they are nailed over with a plank, and the plank was corked round the edges, & I think these places safe. I have been on boats where it was necessary to pump half the time, and yet were safe, this boat required frequent pumping — the loads I took away went safe, the Bills were receipted in full. **Cross Examined** I made three trips in three days each, but was detained for freight at Covington. The Boat had to be pumped about two hours in the twenty four. I think when I spoke to Mr. Foster I think he said something about the hole made by a spike. I did not see the place where the privy gunnel had been. Seven or eight dollars would pay the expenses of the Boat each trip, but horses and horse feed would make it 3 or 4 Dollars more. The Boat during the time we lay here after freight was refused, ran up to Portland twice. It is seven miles. I have been on the canal a year.

John Griffin: Being Called and duly Sworn, for Plaintiff, says he has been aboard of the Canal Boat now called the William J. Ball and thinks said Boat could carry 400 bushels of grain at a load. She is tight as old boats usually are, & I think is safe. I have known many good boats where you would have to pump half the time and yet safe. **Cross Examined:** If there was a boat that leaked and one that did not leak, of course If I have choice I would take the one which did not leak. I have been a Boatman, but never run the Boat — and only went aboard to her to see her Condition.

David Dawson: A competent Witness being called and sworn for the Plaintiff says he has been running for some time on canal Boats, he went to see this Boat in company with John Griffin, She looks like a boat which would be safe for a load of 4 or 5 hundred bushels of grain. This is my first trip boating; don't know anything about it, therefore can't tell anything.

William Foster: A competent witness being called on behalf of the Defendant, being duly sworn says he is the agent of Poole the

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Defendant at Covington, that he always has had sufficient grain (to load said Boat,) belonging to Poole Defendant but that from the Complaint of the Boat hands, & what he saw of the Boat, having traveled on her he refused to put Defendant's grain on the Boat, believing her unsafe as a freight Boat. At first after the contract was made, Plaintiff took several small loads of 150 & 200 Bushes each trip — and in Witness's absence, the man he left in the warehouse put on 576 bushels — Plaintiff demanded for a load seven hundred bushels, but did not refuse to take less. This was about the 4th of August last. I refused as agent of Poole, any further grain, on my own responsibility, without consulting Poole. The boat sunk sometime after I refused freight, below the warehouse. Once the sacks came back wet. The first grain Defendant took was in sacks. Before the large load went Plaintiff took the lockers out of the Boat and the grain was then taken in Bulk. The grain went safe as far as I know. There was a great demand for Boats here the forepart of the season. I shipped grain for Defendant on other boats, and no case for a less sum in price of freight than Defendant was to pay Plaintiff, but at a higher rate and there has been plenty offering until a few weeks past — in one instance I shipped defendant's grain in an open Boat, — it was sacked. I have been in the produce business some years, and consider myself a tolerable judge of Canal Boats. I think this Boat unseaworthy and refused to load her from this consideration & no other.

Elias Wilcox: A competent witness being called for the Defendant and duly sworn, says he is a collector of tolls of the Port of Covington — that about the 7th or 8th of September last I observed a pile of rocks on the bow of said Boat, the W. J. Ball, where she lay in the Canal which depressed the Bow, and elevated the Stern, of same. There was considerable water in the Boat — this was while she lay idle on the 7th or 8th of Sept. last. Mr. Mahon, in the absence of Plaintiff, sent for witness, saying the Boat was about to sink. Witness went to the Boat and found some 10 inches of water on the Cabin floor. Witness went to seek some one to pump the Boat. When Witness came back someone had pumped or bailed out part of the water — there was then 3 or 4 inches of water on the floor — the boat sank four or five days afterwards. There were two Boats together when she sank. The Boats went down by the water being drawn off the canal and when this was down, the boats being on the slope of the Bank, the boat turned on her side, and when the water was let in the boats did not rise. The time the ten inches of water was in the Boat no pumping had been done for four days, as Mr. Mahon said. The man Plaintiff had left to watch the Boat was sick. I don't pretend to know much about Boats but don't think her seaworthy.

____ **Shafer**, a competent witness being called for Defendant, and sworn, deposes, that in July last he commanded for two weeks said Boat the W. J. Ball, she leaked a good deal, and I thought she ought to go on dock for repairs. I thought she was not very safe — she could get through with close attention. We often had to pump eight or ten times in twenty four hours. I had to pump considerably myself and was not very able to do so much labor as she required. I thought there was some danger of boat sinking. Once in unloading a large load at Lafayette, four or five Bushels of Defendant's grain got wet but I think it was owing to taking the grain out at one end, the other being heavier, sank it

too much, the load went safe — the floor leaked some — the time I speak of 4 or 5 bushels being wet the Bill of lading was receipted by the warehouse man. When I spoke to Defendant about the leaking, he promised to put the Boat on the Docks for repairs — But did not do it — and the reason I left — It was because I was afraid of her sinking on my hands — and could not stand the labor required to keep her up. Cross Examined States that he never knew anything about boating except the two weeks he ran this Boat. Is no great judge of a Boat. There was about the same pumping after the 576 Bushel load there was before. When Witness was running said Boat, Plaintiff swore she was not clearing expenses. Some of Defendant's sacks were wet one night by being forgot out on deck, where they were rained on.

Chauncey Scott: A competent witness being called and duly sworn, says about the 3rd of July last, I shipped with Plaintiff 236 bushels of corn at 3 cents per Bushel from my place, eight miles above Covington to Lafayette. I noticed the boat leaked some while she laid at Lafayette, and I saw some water on the cabin floor — My corn had got a little wet. The boat had lay from breakfast to noon, without pumping, or about three hours. Canal was low — there had been a break above at Flint, and where I live, When I went to bed there was but little water in the Canal, & I was surprised to see Plaintiff's boat down so soon. I think there was water enough then to boat. It would between six & 12 hours before a person could go with a Boat from there to Covington. Plaintiff had not made a contract with me to take that corn but said some days before he would take some up. He was running another boat called the Wabash. I kept a team for him about that time for him, which belonged to the boat Wabash.

William Foster: Being recalled says the first load he put on said Boat was the 16th of July, and the last 2nd of August.

Seymour Abrams: Being recalled says this Boat would take in a large quantity of Water in four days without pumping, and yet be perfectly safe; recently the Boat on a certain trip, struck the Bank, and started in the oakum — in one place she leaked badly — but was soon repaired — it probably would have done so with a new Boat — I ran the Boat one trip alone — steered the Boat and pumped myself.

Before any witness were examined in said cause the following Contract was given in evidence, after proving the due execution thereof by the Plaintiff and defendant. (here insert the same by the Clerk) which was all the evidence heard in said cause whereupon, and after hearing the evidence on Wednesday the 9th Judicial day of the term aforesaid, the Court found for the Defendant. Whereupon the Court order Judgment for Defendant. For cost. Which is done at the said 9th Judicial day of the Term last aforesaid. Comes the said Plaintiff by his Counsel, and moves for a new trial, on the ground that the said finding of the Court is contrary to Law, and the testimony in the Cause Which motion is by the Court overruled, to which decision of the Court overruling said motion the Plaintiff by his Attorney excepts, and prays that this his Bill of Exceptions, may be signed, sealed, and made a part of the ____ (manuscript ends)

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~PERRYSVILLE~

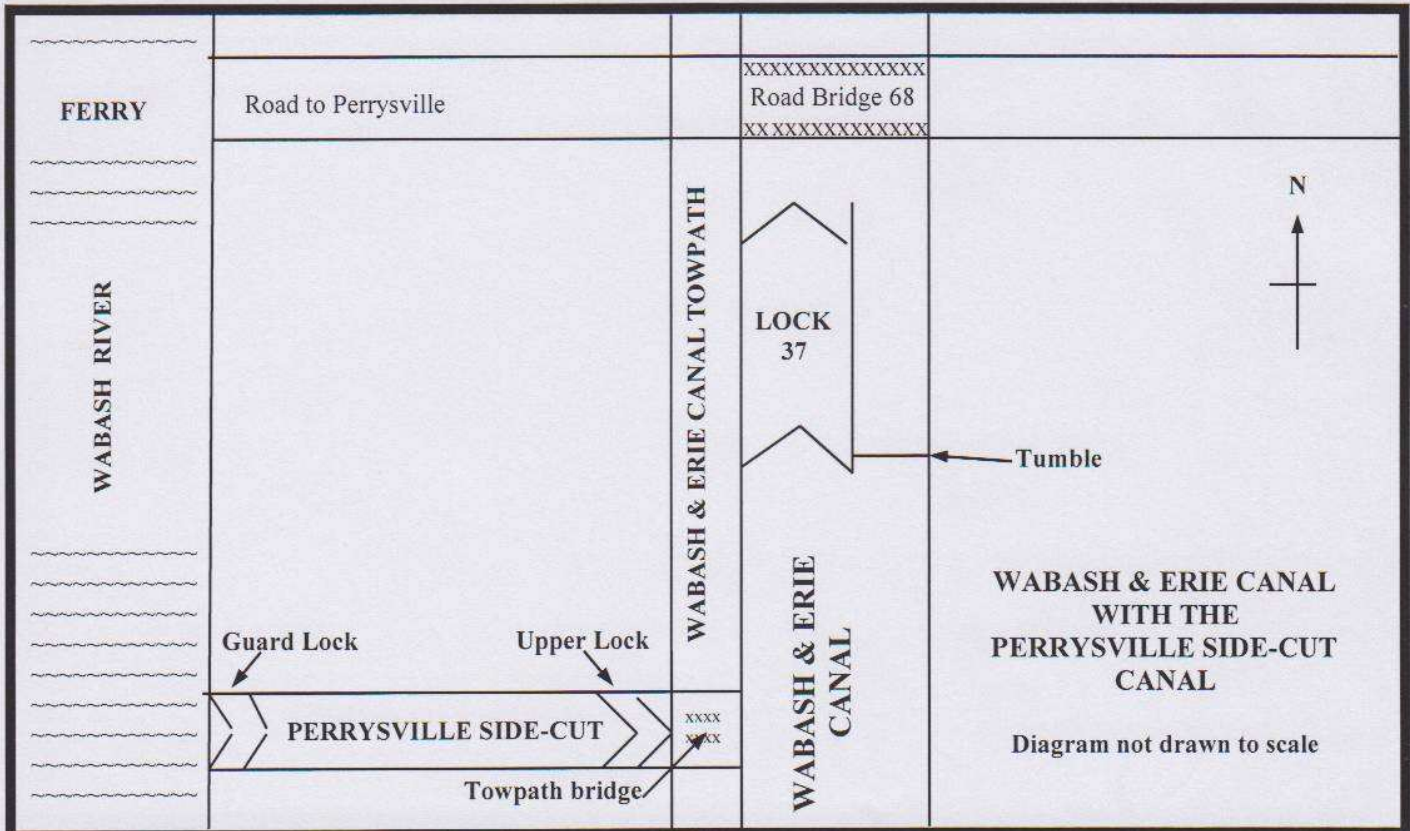
Although Perrysville is located on the west side of the Wabash River in Vermillion County, Indiana, it is included here because of its side-cut canal on the east side of the river to the mainline of the Wabash & Erie Canal. Perrysville, named for Commodore Oliver Hazard Perry, was surveyed and platted by James Blair in 1825 and sits on a high bluff. Because of its location on the river it is reputed to have been the largest town between Chicago and Terre Haute, Indiana at one time. It was incorporated on January 29, 1831 with Thomas Dill, Simon Turman, Austin Bishop, Philip H. Lingle and John Brown appointed trustees for the town.

Perrysville was a local center for shipping products by flatboat to New Orleans via the Wabash, Ohio and Mississippi Rivers. It was once known as the "Port of Danville." Steamboats could come upstream to deliver heavy equipment and manufactured items.

As early as January 30, 1839, after the 1836 Mammoth Improvement Bill authorized extending the Wabash & Erie Canal to Terre Haute, the State of Indiana granted the State of Illinois the right of way to

connect the Northern Cross railroad in Illinois, with the Wabash & Erie Canal at a point near to, or at the town of Perrysville, Indiana provided that the railroad in Indiana be commenced in three years and completed in ten. This act was repealed. Then on February 16, 1839 an act was approved that granted the State of Illinois, in its first section to connect the Northern railroad to the Wabash canal, at the towns of Covington and Perrysville, and to connect the railroad to the Wabash canal, near the town or Williamsport in the county of Warren. In its second section it authorized connecting the Alton and Shelbyville railroad with the Wabash river or with the Wabash & Erie Canal at Terre Haute.

On February 12, 1843 the Perrysville Canal Lock Company was incorporated. Those listed as the corporate body were Asaph Hill, Robert J. Guessie, A. B. Small, Joseph S. Ferrimore, Milo Gookins, William M. Porter, John N. Jones and Caleb R. Jewett and their associates. It was to construct a side-cut and locks connecting the Wabash & Erie Canal to the Wabash River at section No. 79 as designated in the late survey of Wm. J. Ball, Esq. In another section of the same law it was further enacted that James Goodwin, James Gregory, Isaac Bryer, Moses J. Linolin, James McDonald, Benjamin Crow Eleazer Purviance, James



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Bell, James J. McAlbley and Wm. M Hayes and their associates were a corporate body named the Williamsport Lock Company for the purpose of constructing a side-cut to connect the Wabash & Erie canal with the Wabash river, in the county of Fountain, opposite the town of Williamsport.

The Indiana Senate in 1844 passed a law to finish the Wabash & Erie Canal from Lafayette to Covington by September 1, 1845. It also ordered that three side cut canals be constructed connecting the main canal with the Wabash river, one at Clinton and one at Perrysville, both in Vermillion County, and one at Williamsport, in Warren County. Since the Perrysville Lock Company was ready to go, the Perrysville Side-Cut was the first of the side-cuts to be built.

In the Superintendent of the Wabash & Erie Canal's report to the General Assembly on December 1, 1845, it notes that the work remaining to be done on the mainline canal between Covington and Coal Creek was re-let on August last to Messrs. Barnes & Gookins of Perrysville and Mr. Thomas of Lodi. It goes on to say that "the citizens of Perrysville and the surrounding country, have now nearly completed a valuable and extensive communication between the canal and river, by means of a side-cut embracing two locks. If some additional assistance were rendered to the contractors so as to enable them to complete speedily the portion between Covington and this side-cut, it would form a valuable acquisition to the usefulness of the canal."

The one-mile-long Perrysville Side-Cut was completed by 1846-1847 just prior to when the mainline reached Attica. It joined the Wabash & Erie Canal just below Lock #37. It had a guard lock at the river and an upper lock at the mainline canal. There was a towpath bridge across this side-cut according to the Chief Engineer's report of 1847.

On November 20, 1847, the *Fort Wayne Sentinel* carried the following from the *Terre Haute Express* about the Wabash & Erie Canal: "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 handsome dinner was prepared, which was partaken of by ladies and gentlemen, and the day passed away in gen-

eral 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 waters of the lake with those of the Ohio."

In Jesse Lynch Williams' *Annual Report of the Chief Engineer to the Board of Trustees of the Wabash & Erie Canal* made on November 30, 1848, he states, "The loss of water at the Perrysville side-cut by leakage through the locks, is unnecessarily large, owing partly to the very defective construction of the lower lock. In the erection of new works, the defect could be in part avoided. The upper lock at Perrysville, however, seems to have been well constructed for a wooden lock, and when the water rests only against this lock (as is always the case except when boats are passing,) the leakage through these locks is believed to be no more than at the wooden locks generally on our Canal, and not greater than would unavoidably occur through the locks at the other proposed side-cuts, constructed as they must be of timber. During the past season, I have, at three several times, in passing through the line, taken observations and measurements of the water actually passed by leakage at the Perrysville locks — the water at the time resting against the upper gates of the upper lock. The average of these measurements shows a leakage of a fraction over 500 cubic feet per minute."

Report of the Trustees of the Wabash and Erie Canal for 1848 says, "The raising of the Dams at Delphi has secured the passage of sufficient water through the Lafayette level, and as far South as the Lock at Wea. The consumption of water on the long line of 48 miles thence to Coal Creek, is still found to be great, and including the water of the Perrysville side cut, requires more than the Superintendents have been able to pass through a forty feet Canal. With some further expenditure in puddling the Canal, at the points of greatest waste, the hope is indulged that they may furnish a better navigation during the ensuing year. The Trustees invite the careful attention of the General Assembly to the facts and statements contained in the report of the Chief Engineer, as they constitute the data — confirmed as they are by the personal observations and enquiries of the Trustees — in view of which they have been constrained to decide, that the construction of the side-cuts opposite Williamsport and Independence, in the county of Warren, lying within seven miles of each other, and both of them

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connected with, and (if made) to be supplied with water from, this division of the Canal, would be attended with irreparable injury to the navigation of the main line; and the Trustees see no reason to hope that such side cuts can be made on that division, without such injury to the Canal, and they feel it to be their duty to express this opinion, in the most explicit manner, at the earliest moment after having carefully investigated and considered the subject, and sought for and obtained the requisite information.”

It was determined that the Perrysville Side-Cut was using more water than was being added by the Coal Creek feeder dam at Lodi. The trustees refused to construct the Williamsport and Independence side-cuts. The citizens of Warren county filed suit against the trustees.

The 1858 Statement of Repairs from the engineers listed estimates that were deferred beyond the term of contract. It showed the guard lock below the Perrysville Side-Cut was under contract for \$300 and the guard gate at the Perrysville Side-Cut was under contract for \$150.

According to an article in the April 2012 issue of *The Numismatist* entitled “The Wabash & Erie Canal,” the mainline canal had money problems. “To keep contractors on the job in the 1840s, Indiana issued several different series of notes. The ‘Blue Dog’

notes, some of which paid interest, were receivable in payment for lands east and west of the mouth of the Tippecanoe River, which flows into the Wabash River about 12 miles northeast of Lafayette. In turn, contractors issued so-called ‘Blue Pup’ notes to workers. These notes were redeemable in Blue Dog notes that often circulated at significant discounts.

“Much rarer notes [were] issued by firms like the Perrysville Canal Lock Company, which wished to take part in the canal-building boom. A note issued by the firm is dated in 1854, a year after the Wabash and Erie Canal was finally completed. [see below] It seems strange that it is for \$1.50 since most scrip is in even dollar amounts. It’s doubtful the company survived for much longer, as demand for its products withered away. Some merchants even made their scrip payable in state scrip that could often be purchased at steep discounts and paid out at par over their counters.” The company also issued \$1.00 notes that are currently being sold on the internet.

Entering or leaving a side-cut canal from a swiftly flowing river was not easy. The *Prairie Farmer* of June 10, 1848 reports, “Canal Boat Sunk— The canal boat Iowa was staved on the lock at Perrysville Side-Cut, in the Wabash river. She was laden at Perrysville with between 900 and 1000 bushels shelled corn, a purchase by Mr. Hardy of this place, and in passing from Perrysville to the side-cut lock, owing to

This note was issued by the Perrysville Canal Lock Company, which was in business c. 1854 and probably closed shortly thereafter.



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Indiana issued "Blue Dog" \$5 scrip to canal contractors to forestall abandonment of construction contracts. The top note is non-interest bearing and good for land purchases west of the Tippecanoe River. The second note is interest bearing and good for land purchases east of the Tippecanoe River. The third note is "Blue Pup" and was issued in small denominations by contractors for work, material and necessities. It was payable in "Blue Dog" notes if asked for.

high water, failed in making a landing. She was jerked out her bow in the attempt, swung and struck a tree broadside and then sunk. Boat and cargo a total loss."

In a the Danville, Illinois *Commercial News* of November 3, 1940, Newton Lawlyes, an 82 year old minister, reminisced about Perrysville and the Perrysville Side-Cut Canal. He said that "Business was so good that teams and wagons often extended as far as two miles out of Perrysville awaiting their turn loading and unloading. Often when night came these teams were seen long after darkness fell."

"Newt," as he was usually called, experienced life on a canal with his father, Capt. Hiram E. Lawlyes

who operated a passenger packet boat on the canal until Newt was eight years old. At age 82 Newt was able to take a reporter to within 20 feet of where one of the canal locks was located. He dug aside some earth to expose an old timber from the lock. Lock 37 was located beside what was known as the "Tow Path" road that led south to Vicksburg. Bridge #68 from which boys waited for a canal boat to pass beneath and then jump onto its decks to ride, was located just above this lock. He recalled that the lock tender's name was Al Keith and that two old canal boats were said to have been covered up in the canal not far from there.

Most of his trips on a canal boat with his father were from Covington to Lafayette. His father carried him from the boat to a circus in Lafayette where an elephant reached for an apple he had in his hand and it scared him. He also remembered swimming in the canal; he, his brother and sister falling from the canal boat into the water; catching ducks that swam in the canal by baiting a fish line with corn and waiting for the duck to swallow it; and walking along the towpath where horses and mules walked while pulling the boats. He said sometimes the boatmen used 20-foot pike poles to push the boats through the water. Packet boats were faster than freight boats and their horses would travel at a lope.

Newt also remembered the steamboats on the Wabash with their black stevedores' voices raised in song as they approached Perrysville. When the boat docked they piled boxes, bales, and huge hogsheads of salt and sugar along the bank. He and his friends would pull the knots out of the barrels of sugar and let it run into their hats.

Stagecoaches frequently came through Perrysville because various roads intersected there with the plank toll road from Danville. Unfortunately when the railroads were built they did not pass through Perrysville, river traffic declined and Perrysville was no longer of importance. The Federal Census of 2010 shows its population at 456.

Parke County, Indiana

Past & Present

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, Indiana 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. He was born in New Jersey in 1777. He came to Indiana in 1801 at the age of 24, was 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.

In 1811 General William Henry Harrison along with his scout, Zachariah Cicott, took an army from Vincennes to the Battle of Tippecanoe through what became Parke County. They camped near Raccoon Creek for one night. Later a settlement was built near there and named Armiesburg.

The county was self sufficient from the beginning. The early residents boasted that if they could forego tea and coffee they would be independent of the rest of the world. Flax and a poor grade of cotton could be grown and sheep raised for their wool. Coal was in abundance. There was a salt lick, some iron and plentiful fire clay. All the cereal grains could be grown as well as sorghum, sugar can, broom corn and even a little tobacco. Hardwood forests produced lumber and nut trees and fruit trees grew everywhere. Most vegetables, fruits and melons were grown. Tallow was used for candles and hides for shoes. Their homes and sidewalks were made of boards or bricks.

Parke County did not become highly industrialized or urban like some counties. This kept it rural and unspoiled. Thirty-one covered bridges remain from earlier times. The county has put them on the Na-

tional Register of Historic Places and holds an annual covered bridge festival, which has become a nationwide attraction. As the bridges are replaced by more modern structures, they become the property of the County Park Board and are maintained as museum pieces.

Coal

The county lies on the eastern border of the great western coal field. Before the Civil War Professors Cox and Brown surveyed the county and showed that it was located on the Illinois coal field. Locals proved that the county contained enough workable coal to supply work for a thousand years. Later surveys lowered this claim a little but proved that the county had eight good coal seams. Mines were opened in every section of the county.

Transportation for taking the coal to market led to the laying out of five rail lines. Two were actually built. The first was the Logansport, Crawfordsville and Southwestern, which was surveyed to Rockville in 1870 and was completed by 1872. This line later leased part of the old Evansville & Chicago above Terre Haute and managed the rails from Logansport to Terre Haute. Rockville served as the northern terminus for 12 years. Once this line reached Sand Creek four miles east of Rockville, the small private coal operations boomed.

The Sand Creek Coal Company, the French Mine Company, etc. led to the springing up of a large flourishing village called Nyesville. However, development was hindered by strikes and other ill adjustments between labor and capital. Eventually the problems were worked through and the mines established reputations that made their coal preferred over others for heating and steam making. Also the small mines in Florida township on the Wabash bluffs received great stimulus and the village of Clinton Locks on the old Wabash & Erie Canal grew with the influx of miners and their families.

By 1910 Parke County produced 728,000 tons of coal and paid \$780,260 in wages. The mines names were Brazil No. 9 (seam four feet and three inches

thick), Superior No. 2 (seam four feet and four inches thick), Superior No. 3 (seam three feet and 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), and No. 1 (seam four feet two inches thick). By 1912 coal was retailing in Rockville at three dollars and twenty-five cents per ton.

Above the coal is a heavy deposit of glacial drift. All of Parke County lies within the glaciated region. This drift from a few feet to one hundred feet in depth spreads over the uneven base-rock formation and is composed of sand, gravel, clay and rock. Striated base-rock was discovered by John T. Campbell, the county surveyor. The glacier ice and melt water brought granite, quartz, flint and other types of stone that were not indigenous to the county from Lake Superior and Lake Huron. Even pieces of copper have been found in the drift. Boulders of granite, which are from the earth's original granite crust, are found throughout the county and are globular in shape. 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. These boulders were put to use by the early settlers as pillars for their houses and barns. They had to be cleared off in order to cultivate the land.

Limestone also 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.

A natural bridge of sandstone about thirty-five feet long by twenty feet wide was formed by water flowing from the summit of a hill and down a ravine

into a fissure, thus forming a channel under the out-cropping ledge of rock. This is located in the north-west quarter of Union Township. It spans the ravine at the base of a high hill overlooking the valley of Big Raccoon Creek.

The large sandstone deposit was the first natural deposit to be exploited in Parke County. The Mansfield stone is as well-known as Bedford-limestone. Mansfield was only one of the county's quarries. The foundation stone for the courthouse came from a quarry on Little Raccoon Creek on Adam's land and the stone for the Presbyterian Church foundation was from a quarry on Billy Creek northeast of Rockville. 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 overlays the sandstone. The fireclay 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 may be found above the clay.

Crinoids and geodes are found along all streams. Four miles south of Rockville in the bottom of a narrow ravine, a large deposit of geodes was discovered by G. W. Water. They are globular brown stones with interior cavities that are white and crystallized. Hundreds of all different sizes were found the largest of which weighed sixty-five pounds.

Parke County lies eight hundred feet above sea level of which five sixths is classified as upland and one sixth as 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 can be found between Little Raccoon Creek on the east and Sugar Creek and the Wabash River on the west, extending south to Big Raccoon Creek. This is the largest of the natural divisions and has the least amount of wasteland within it.

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The hills along this side of Sugar Creek are not as abrupt. The plane is wider in the northern part but narrows as it is followed south between sandstone hills that rise higher above it. The town of Montezuma lies within this division.

3. Another watershed lies between Big and Little Raccoon Creeks. One long inclined plane slopes eastward toward Big Raccoon and the other toward Little Raccoon. The composition of the soil and the good drainage has created an area for good farming.

4. Southeast of Big Raccoon is a diversified high table-land. In the north from Portland Mills to Limestone Branch there are gentle slopes. South of Limestone Branch the surface is so level that the drainage of the heavy clay soil is poor. The streams lie deep between high bluffs on both branches of Rock 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. An elevated triangle of table-land lies between the Wabash River and Big Raccoon Creek on the northeast and lower Otter Creek on the southeast. This plane lies about two hundred feet above the Wabash River and is nearly level.

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 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 had been found large bone heaps that include snails and mussels. The Indians who lived and hunted here did not eat snails and mussels so these heaps have been attributed to an earlier civilization. A pre-glacial stone ax was found locally but has since been lost.

Between 1615-1715 nobody actually lived in the area. The Iroquois, who periodically invaded it, kept away the other Indians living farther north around Lake Michigan. The coming of the French induced the more peaceful tribes to settle the area.

The first white men were the rugged and fearless coureurs des bois (Kooyers de bwa) who were hunters, trappers and traders under contract with the

French government. They were known as the "bush runners." They canoed up all the smaller streams throughout the Northwest Territory. They got along better with the Native Americans than the English and often married Indian girls. They were responsible for all the half-breeds. The only food carried with them was dried hominy, which they ate when unable to kill or dicker for food. They were very healthy and strong. They took tremendous loads of furs out of the area to Canada on each six month trip. With their pockets full of money they lived the high life until their money ran out. Then they returned to the wilderness for more furs. At that time the beaver pelt became the accepted medium of currency. An item would cost so many beavers.

As white settlement expanded into this region of the state, the original Indian inhabitants were pushed west. One reason given is that the tribes would set huge fires to drive the game. Thus the game was moved westward and the tribes followed. Illinois and Indiana are considered by some authorities as being turned into plains by these fires. The Miami (Oumami and Oumiami were the French spellings) nation was the primary Indian group when the land was finally populated. The Ouistanons (Weas), the Piankashawa and the Pepikakias were all separate tribes of the Miami Nation.

By the time the first settlers reached the county the mastodon, elk, and buffalo could no longer be found there. The buffalo were said to have been driven west across the Mississippi by the severe winter of the early 1700s, which killed off and weakened the herds and then were decimated by the Indians with their great fires. Some deer and black bear could still be found by the settlers along with numerous timber wolves, lynx, raccoon, opossum, mink, red fox, gray fox, and chipmunks. Some black squirrels and flying squirrels, some skunks and rabbits although not as numerous then as now, otter, which has now disappeared, and muskrats made their homes within the county. The groundhog was a menace to the farmer destroying much of his crops before they were mature enough to harvest. The fox killed or carried away the farmer's poultry, lambs and pigs. The Norway rat probably first came to the county by boat along with its first settler, Jephtha Garrigus in 1821. Garrigus brought his family and household goods down the Ohio River, up the Wabash River and into Big Rac-

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coon Creek. Later boats brought the rats to the towns along the river. The rats became numerous and very destructive causing farmers considerable trouble.

Another menace to the settlers were the venomous rattlesnakes, copperheads, and vipers which 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 rattlesnakes in the Rockville vicinity. The rattlesnake is no longer found in the county, but some areas still have the copperhead. Other reptiles such as the black garter and water snakes were also found in large numbers but were harmless.

Along the rivers and larger creeks the bald eagle, crane, snipe, killdeer and fish hawk (osprey) could be found. Swampy areas were havens for ducks. Wild turkey, which roamed the area, were thought to be extinct but have recently been sighted. The chicken hawk and the crow annoyed the farmer carrying away his chicks. The buzzard was a useful scavenger. The quail was hunted or trapped for food. The pheasant, lark, bobolink and oriole decreased in number while the robin and English sparrow increased. As the forests were cleared the whippoorwill, gray owl and other nocturnal birds began disappearing.

Shortly after the county was organized in 1821 the rush for land began. A land office was located in Terre Haute for some time, but by 1824-1825 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 good money back East for its purported medicinal value.

Parke County had its share of mills. Grist and planing mills were built first. Later machines for carding, fulling and weaving were installed. Besides the water powered mills there were horse-powered or "muley" mills. Often these mills worked 24 hours a day and 7 days a week. During 1850-1875 there were more than forty-eight mills operating in some capacity. Big Raccoon Creek sported Portland Mills (1825), Fairplay Mills (1835), Noble's Mill (1829), Mansfield Mill (1820/1900/1920) Bridgeton Mill (1823), Rose-

dale Mill (1819), Mecca Mill (1832-33), and Armiesburg Mill (1820s). Little Raccoon Creek had Wade's Mill (?), Barner's Mill (1830), Mortan's Mill (1840), Parker's Mill (1830), and Gilkerson's Mill (1823). Rubottom Mill (1827) was on Leatherwood Creek. Sugar Creek had Scott's Mill (1853), Delp's Mill (1840) Lusk's Mill (1826), Rockport Mill (1847) [included foundry store, factory, saw mill, cooper shop, blacksmith shop and general merchandise store], Beard's Mill (1822), Russell's Mill (1829), and Wilkin's Mill (1835). Other mills were Catlin Mill (1865), Marshall Mill (1896), Montezuma Mill (1868), Rosedale Mill (1866), Rockville Mill (1855), Church and Davis Mill (1854), Waterman Mill (1880), Lena Mill (1872), Moore's Mill (1853), Judson Mill (1872), Hudnut Mill (1848), Bloomington Mill (1864), and Rohm Brothers' Mill (1866). A network of roads were built to make these mills accessible.

Gravel was plentiful and at one time Parke County led the nation in the number and quality of rural roads. This fact along with the location on the Wabash River and the Wabash & Erie Canal makes the transportation history of the county interesting. Parke County had almost every inland form of transportation. There was the electric trolley from Clinton to Atherton to Terre Haute. They have the Port of the Woods airport. Now the only public transportation to the area is the bus.

The blacksmith shop was the most important establishment in any village. The smith shod horses, mended equipment, made nails and put iron tires on wagons. When the wagon trains began moving west, the Rockville blacksmith was said to be able to put tires on a wagon that would last the entire trip. Iron was so scarce and costly that if a horse lost a shoe, his owner would search for it until he found it and had it put back on. There was some iron ore in the county and some smelting and casting was done in Coke Oven Hollow, but the results were heavy and costly. Most iron was brought overland from Cincinnati by road.

U.S. Government surveyors had the practice of blazing trees to mark their survey. The land office record of the time shows that about three thousand trees called "Witness trees" were thus blazed in Parke County. In 1880 J. H. Beadle, who was considered an authority, claimed only a few were left standing. They

had been cut down by axes or died of old age.

Parke County lost all of its valuable public records except for record book "D" in a fire in November 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 Jessy 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. Women 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 awful mean to them or it could have been someone hunting squirrels...you know how those things happen.

Flatboats

Flatboat building and the shipping of pork down to New Orleans was one of the county's biggest and most fascinating industries as well as the most remunerative. The following concerning flatboat building was recorded in an interview with John R. Kelley:

"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 eight-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 of 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 were fastened in their places with wooden pins, it requiring from ten to twelve hundred of them to complete the job. It required 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 inferior lumber, save in the false floor. From twelve to twenty pounds of hemp were 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 gunnels 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 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 was 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

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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 pork loading platforms were along the bank at Rockport and also at Coke Oven Hollow, where Salmon Lusk packed pork in barrels below his mill. The present bridge can still be seen. Local coopers made the barrels, they were packed with 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 River, Big Raccoon Creek, Sugar Mill Creek and at Gilkeson's Mill.

Wabash & Erie Canal

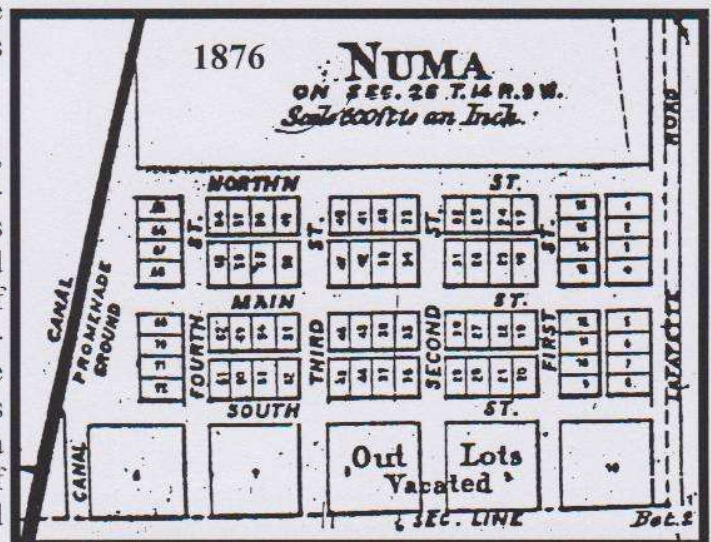
One thing that brought the biggest impetus of development to the county was the Wabash & Erie Canal. Montezuma was the most important trading town along the canal in the county. Howard, West Union, Lodi and Numa also prospered during the fifteen or twenty years it operated. It was opened in 1848 in the 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.

Many workers died from the 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 & Erie Canal included a feeder dam a little over a mile 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

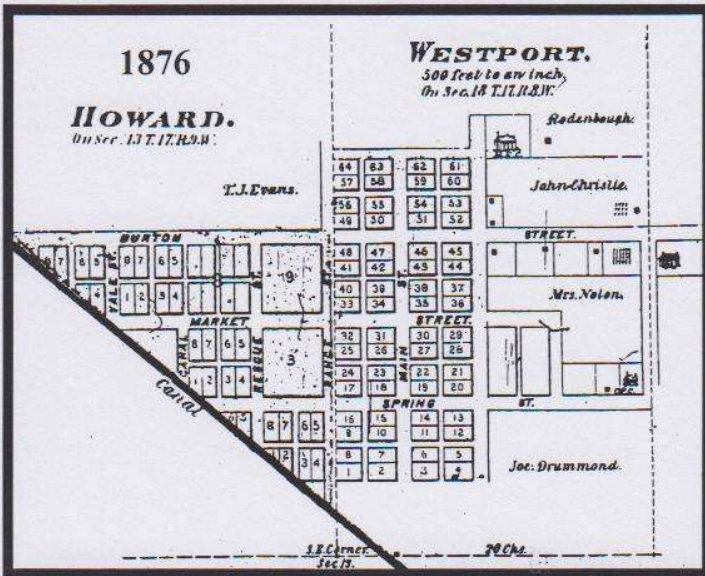
were found in these basins. Seining parties took place at the basins catching these fish from the Great Lakes.

The above mentioned Clinton Locks received their name for the town on the other side of the Wabash River, Clinton. In 1850 W. G. (John) Crabb built a warehouse on the bank of the canal at Lyford (Clinton Locks), what was two stories high and housed grain. It was later purchased by Hudnut and Company of Terre Haute. The warehouse was converted to a steam mill used for making hominy and meal with a capacity of 1,500 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 after 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 Lyford City. The name for this town changed from Clinton Locks to Hudnut to Lyford City and finally to Lyford as it is today.

The little town of Numa was quite a busy place during the building of the canal. It was settled by John Wilson and part of his farm was laid out in town lots in 1837. They sold at twelve to fifteen dollars. Almost everyone purchased a lot. Wilson erected a frame house to serve as a hotel. The sign above the door read "Entertainment for Man and Beast," but since it did not show a profit he tore it down and built a general store. In 1840 Mr. Gleason built a large frame building to be used for both a hotel and a store. Numa is surrounded by bottom land, which is farmed.



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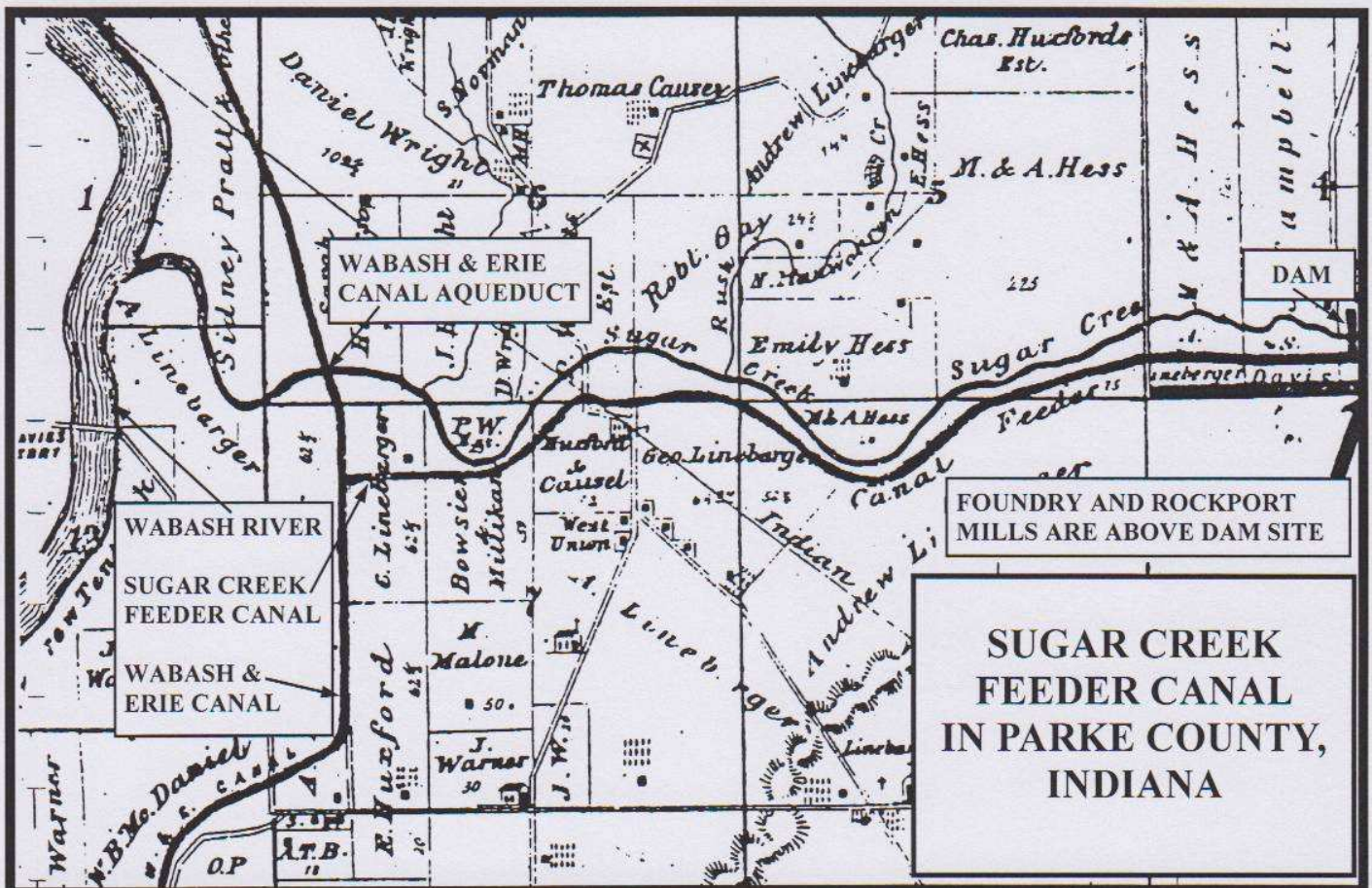


The 3-mile-long Sugar Creek Feeder Canal was constructed to feed the Wabash & Erie Canal below Sugar Creek in Parke County by building a 227 feet long and 9 feet high dam across the creek according to the engineer's report. Since the creek bed is gravel and sand, the foundation of the dam consisted of brush and trees. The brush extended up and down the stream for 70 feet and was laid 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 and the last course is 38 feet long.

Upon this foundation the crib of the dam is built, having a base of 30 feet and a 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 7 feet apart.

Howard also lies on the Wabash & Erie Canal. Burtons laid out the town in 1827, built a house and opened a store. It was a shipping port for grain by flat-boat. After the canal opened two large dry goods stores, two grain warehouses and a number of shops were started. Little is left of the town. On the long ridge of sandy soil north and south from Howard lies the best watermelon field in Parke County.

The cribs are filled with stone and covered on



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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 toe 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.

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. There are two road bridges on the Sugar creek feeder.

Parke County has some of the best and maybe the most remaining Wabash & Erie Canal prism in Indiana, which has a continuous road along it. However, much of it is along the flood plain and cannot be reached at times due to high water. The roads along most of it are gravel on which coaches do not want to travel because it clogs their filters. A covered bridge and other bridges with low tonnage limits prohibit coaches from using the roads. Traveling by car along the old towpath it the best way to see the canal remains.

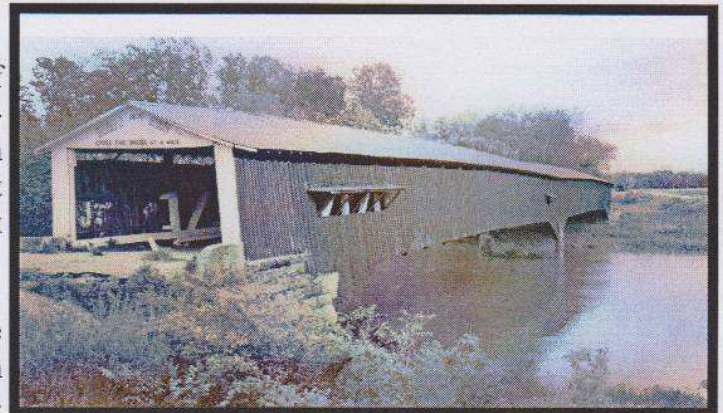
Covered Bridges

Parke County has many covered bridges because they were so well built. In Lucerne, Switzerland the Kapellbrücke covered bridge built in 1333 was destroyed by fire 660 years later in 1993 and rebuilt.

The world's longest covered bridge extended 5,690 feet on 56 piers crossing the Susquehanna River from Columbia to Wrightsville, Pennsylvania. It was

built around 1814 by Theodore Burr and was burned by local militia in June 1863 in an attempt to stop General Robert E. Lee from entering Lancaster County. Theodore Burr was noted for his "Burr" arch bridge that is found in most Parke County covered bridges and in steel bridges as well. The strength of the Burr arch is said to be limitless. There is no means of mathematically determining the strength. Load limits are determined by floor strength, which can be computed.

In Indiana Joseph 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. His West Union bridge outside of Montezuma was visited by the Canal Society of Indiana in 1995 and 1999.



WEST UNION BRIDGE 1876

Burr arch construction by J. J. Daniels Double span of 315'
Longest bridge in Parke County Crosses Sugar Creek

Photo by Bob Schmidt

J. J. Daniels was born in Marietta, Ohio in 1826 and died in Rockville, Indiana in 1916. 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 arrived in Rockville in 1861 under contract to build Jackson Bridge at Rockport 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

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were assembled during the summer.

Another famous Rockville bridge builder was Joseph A. Britton (1838-1929). He too was the son of a carpenter and self-educated. He and his three sons built Deffries Ford Bridge and Coxford Bridge. His son, Eugene, built Boshier Ford Bridge. His last bridge, Nevins, was built when he was 80. Twelve of Parke Counties remaining bridges were built by Britton.

The county's oldest bridge, Portland Mills, may have been built in 1856 by Aaron Wolfe or his father Henry. Henry Wolfe built Indiana's oldest bridge that has been moved from Raccoon, Indiana, 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.

Early elections in the county were interesting. Liquor flowed freely. Sometimes conflict of opinion arose as to the candidates qualifications. The first election was held 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."

In the 1849 Parke County's Joseph A. Wright was elected governor of Indiana. 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 even though he never owned 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.

Indiana's first State Park is credited to Juliet V. Strause of Parke County. Juliet was born and lived in Rockville. She was a nationally known writer and lec-

turer who used the pen-name *The Country Contributor*. She aroused public interest and secured influential aid when the Hoosier Veneering Company purchased at auction the tract called Turkey Run for lumber.

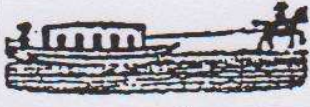
A joint senator from Parke and Vermillion Counties got legislation passed to provide the first public school for the deaf. A small private school was operated in Parke County. At the time many people actually believed that the deaf were without souls.

Before the Civil War there was a brief interest in petroleum. The interest was rekindled in the 1890s 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 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. Over one hundred years ago these "love apples" were thought to be poisonous and were used strictly for decorative purposes. Strawberries from the Rosedale area are also shipped outside the county.

As of the 2010 Federal Census Parke County had a population of 17,339. Its population has actually grown since 2000 with about 100 new residents.

COME ONE—COME ALL!



THE fine passenger boat, E.M. WEAVER, will ply regularly this season between Lodi and Lafayette—leaving Lodi on Mondays, Wednesdays, and Fridays, at 8 o'clock a. m. and Lafayette on Tuesdays, Thursdays and Saturdays at same hour. The traveling public will be treated to a nice canal-boat ride on the Weaver.

June 3, 1848. Capt. MAINES.

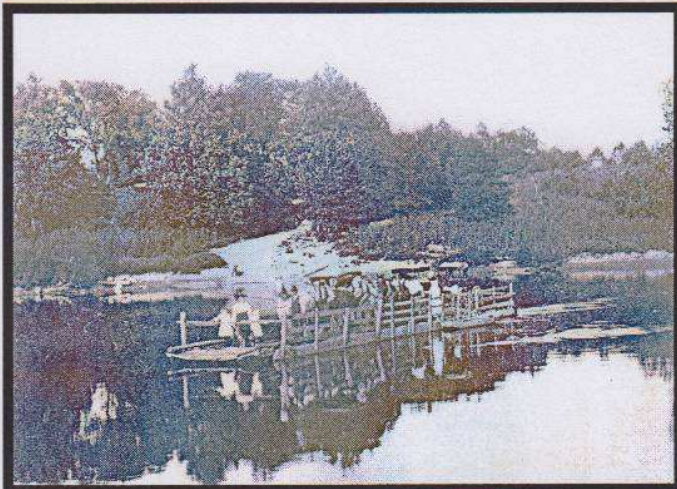
Few canal boats traveled the entire 468 mile distance of the Wabash & Erie Canal between Toledo, Ohio and Evansville, Indiana. The "E. M. Weaver" as seen in the above advertisement only traveled between Lodi in Parke County and Lafayette in Tippecanoe County for a distance of 51 canal miles.

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**~LODI~
(FULLERTON or WATERMAN)**

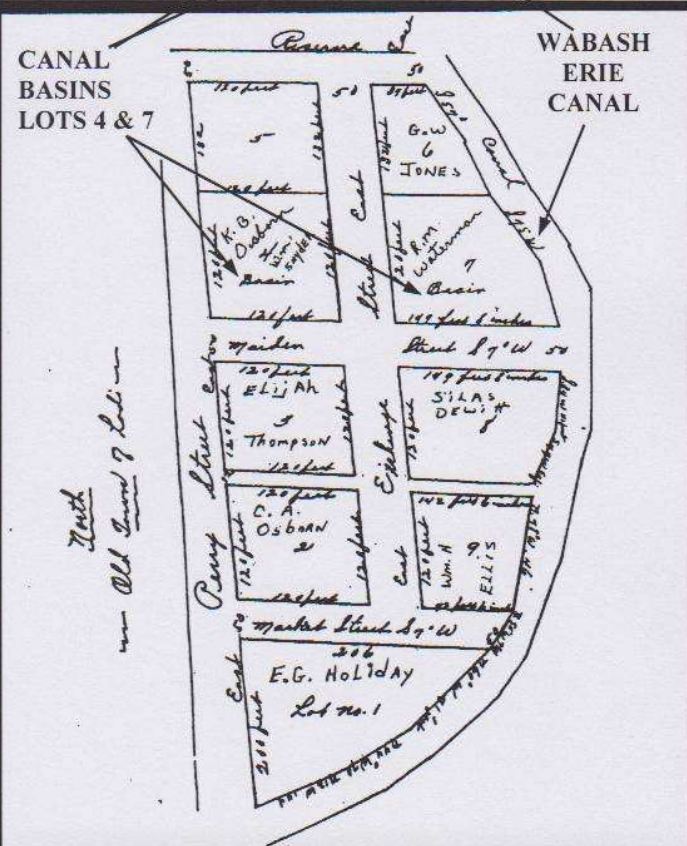
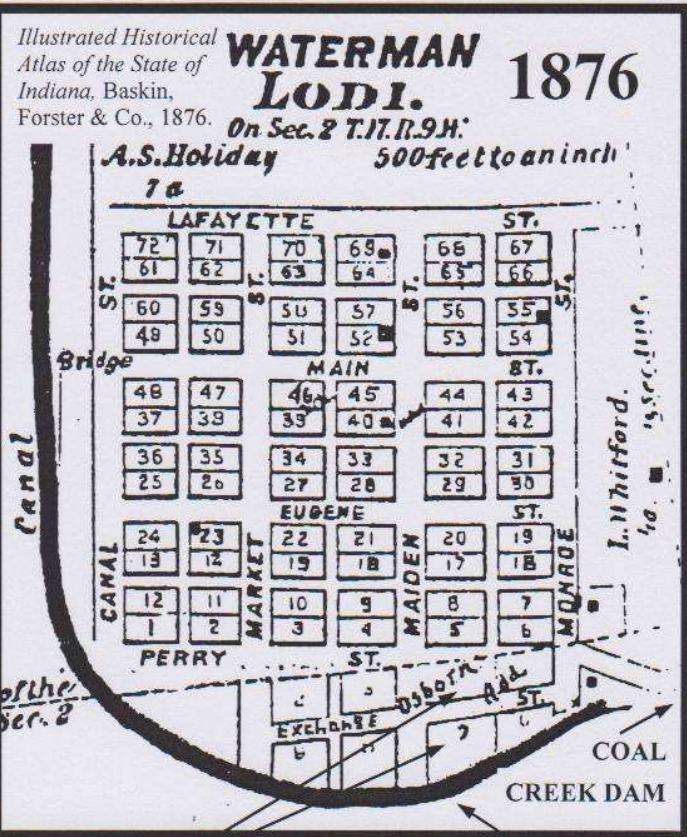
Lodi was originally called Fullerton after it was surveyed on April 11, 1836 by Peter Blakebell. It contained seventy-two lots 60 feet wide by 120 feet long and three fractional lots. On the land between the Wabash and Erie Canal and Canal Street, the streets and the alleys were given as a donation to 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 26, 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.



MILTON H. WHITE'S FERRY OVER THE WABASH RIVER 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 Wa-



The original plat of Lodi with the Osborn Addition is shown in the top map. Charles Davis has added the property owners on the Osborn Addition map at the bottom.

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bash. 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 of 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 pork 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 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 liv-

ing, 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."

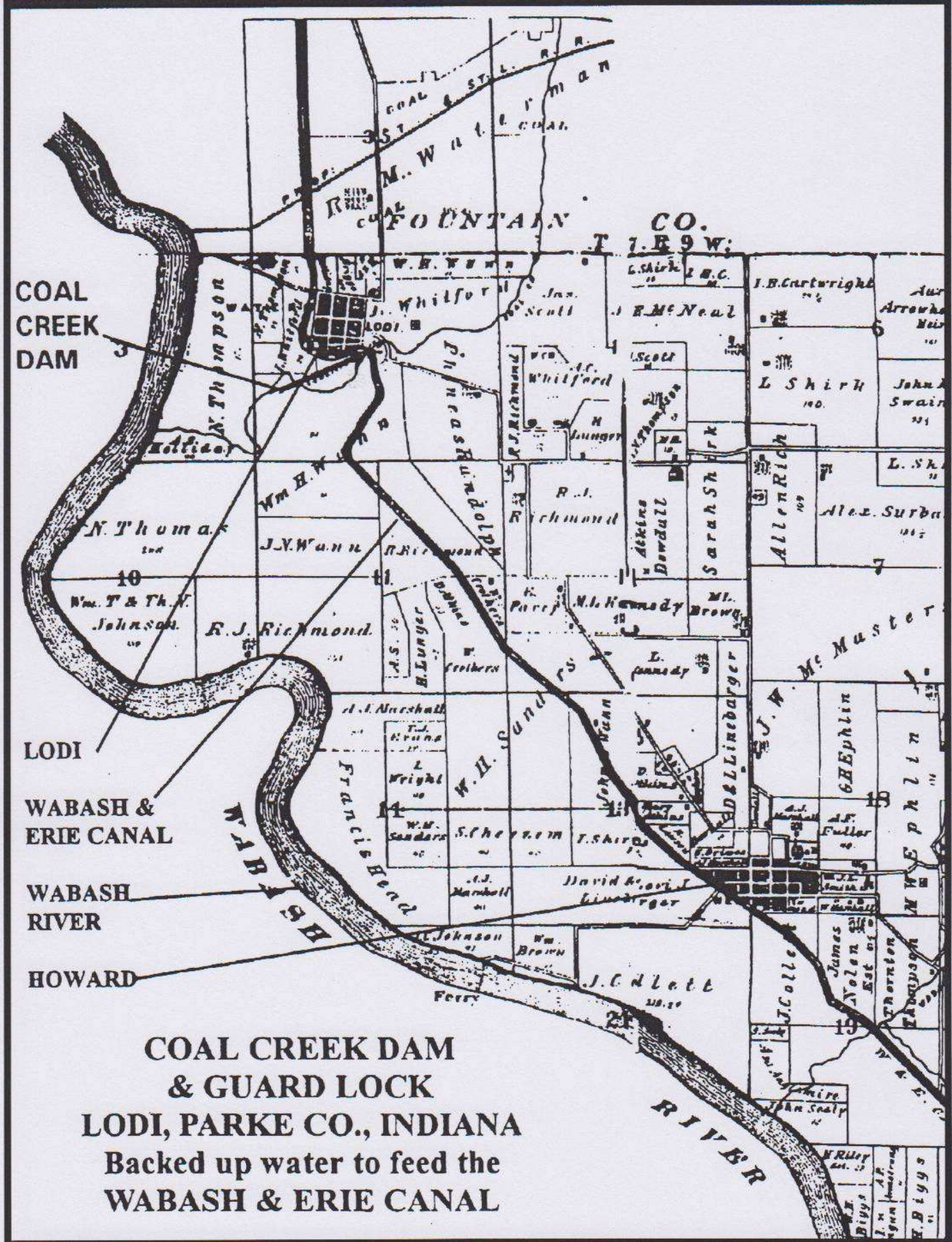
The ferry was taken over in 1904 by the pioneer preacher David Shirk's son, David Jr., who was a veteran of Co. K of the 97th Volunteers. He had a picnic grove near the ferry, which was in the exact spot as Randolph's boat landing. The Wabash river bridge was built in 1907. David Shirk Jr. Died in 1912. 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.

As the Wabash and Erie Canal was completed closer and closer to Lodi expectations grew. When it finally reached the town and a boat arrived there was much rejoicing that 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 the 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 the 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 (Terre Haute), and from that point (Coal Creek) 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

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**COAL CREEK DAM
& GUARD LOCK**
LODI, PARKE CO., INDIANA
 Backed up water to feed the
WABASH & ERIE CANAL

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

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 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 or the waters 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 the great western work, and producers will realize a profit from their toils, to which they are now strangers."

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

Elijah Thompson owned the basin on 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 Lots 7 and 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.

At Lodi the canal came to Coal Creek. To cross the creek and also to use it as a feeder, canal engineers decided upon a slackwater crossing. They built a dam across Coal Creek just east of Lodi. 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, Indiana 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*. The two of them 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 connection that I particularly want to speak. My recollection is that it was built by an English syndicate. The chief engineer, I think was Archilles Williams of Cincinnati, [Its chief engineer was Jesse Lynch Williams, the brother of Archilles Williams.] who was a cousin of Achilles Dix of this township whose name has already been mentioned as a brick mason. One of the contractors was a man by the name of Bodly [John Bodly]. 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. [17½ 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 [guard] lock at the southeast end [and northwest end of the pool created by] the dam across Coal Creek, made sufficiently wide to let a canal boat pass into it... The level of the water in the pond made by the dam is on a level of the canal with

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the creek, which was six feet higher than the level below the creek. [From the south heading north] 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 the dirt was shoveled into dump carts and pushed onto the towpath. It also made money plenty in the shape of canal scrip.”

“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, road way 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.”

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 William 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 7¾ 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 as follows:

“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:

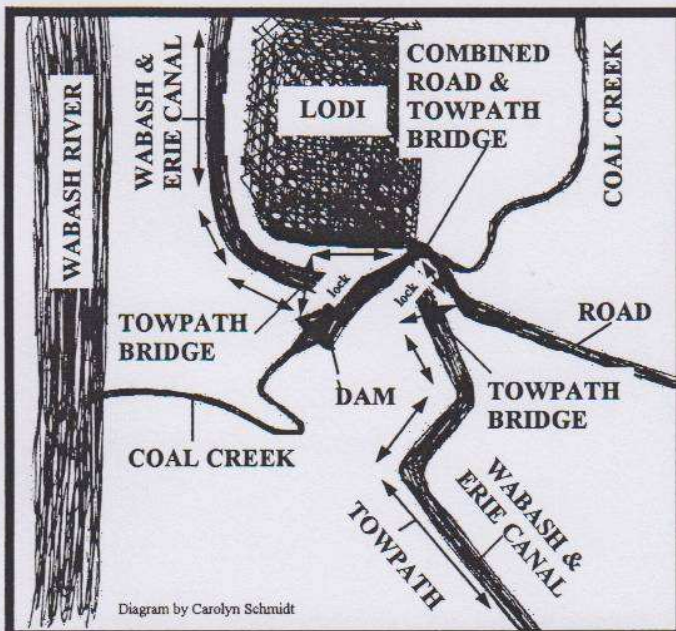


Diagram by Carolyn Schmidt

The above diagram shows how the horses on the towpath had to cross the canal, then cross the slackwater in the creek via the combined towpath & road bridge, and then cross the canal again to return to the west side of the canal, which was closest to the Wabash River. The towpath was generally on the side of the canal closest to the river because it helped to keep flood waters out of the canal. Note the guard locks on either side of the slackwater that could keep flood waters out of the canal.

This diagram is not drawn to scale.

The Wabash & Erie Canal ended at Lodi in July 1847 at the time it was taken over by the trust. Work then resumed and the 1853 structure report describes Lodi and the Coal Creek Dam as follows:

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

“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 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 overflowed its banks, swept off the bridge on the plank road, also fences, water gaps, and everything 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 — 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 on. On a little sluggish wet-weather branch, called Molasses Run, on the side of Little Raccoon (creek), 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 (Montezuma) the tow path 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 per-

haps; 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 level had fallen some 18 inches, but had been on the 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 inquiry 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 tomorrow night. Between Peru and the lower end of slack-water [Paragon], 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**

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and its abutments, with the two guard locks and bridges, are uninjured. In addition to the damage to the structures named, there are numerous breaks in the banks of the canal. The repairs have already been commenced, and will 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 on 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

Some interesting facts concerning Road Bridge #71 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 the 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 10/291.

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 Col-

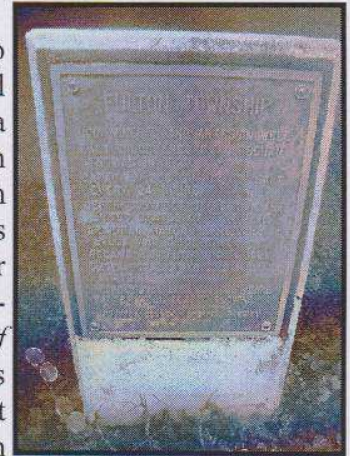
let on April 13, 1876. The property began at the Lock north of Coal Creek and extended westwardly ten rods. The price was \$5.00.

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* it 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.

As Lodi 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, 1885, 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 16 by 42 feet and cost \$1,000.

The *Rockville Republican* of 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



Fulton Township
Lodi mineral and artesian well. Salt discovered by Norburn Thomas 1829.
Capacity: 200 bushels of salt every 24 hours.
Depth: 1,135 feet. Deepest in the United States at that time.
Artesian water of medicinal value was discovered.
Became a health spa in 1921.
Water bottled and sold in many states. Recreational area several years after well ceased flowing. P - Bob Schmidt

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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.

"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 the 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 of 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 superintendent 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 their 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 in 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"

Norborn Thomas and Mance M. Thomas, his wife, of Fountain county sold lots 46 and 39 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 on May 4, 1855. The brick school house, which was still standing in 2003 became the Waterman Baptist church when the trustees sold it to the Baptists on June 11, 1945. From 1843 to 2003, the Baptists used it.

BENSON'S BASIN

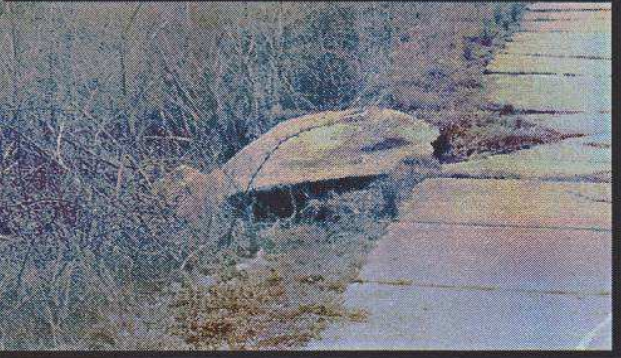
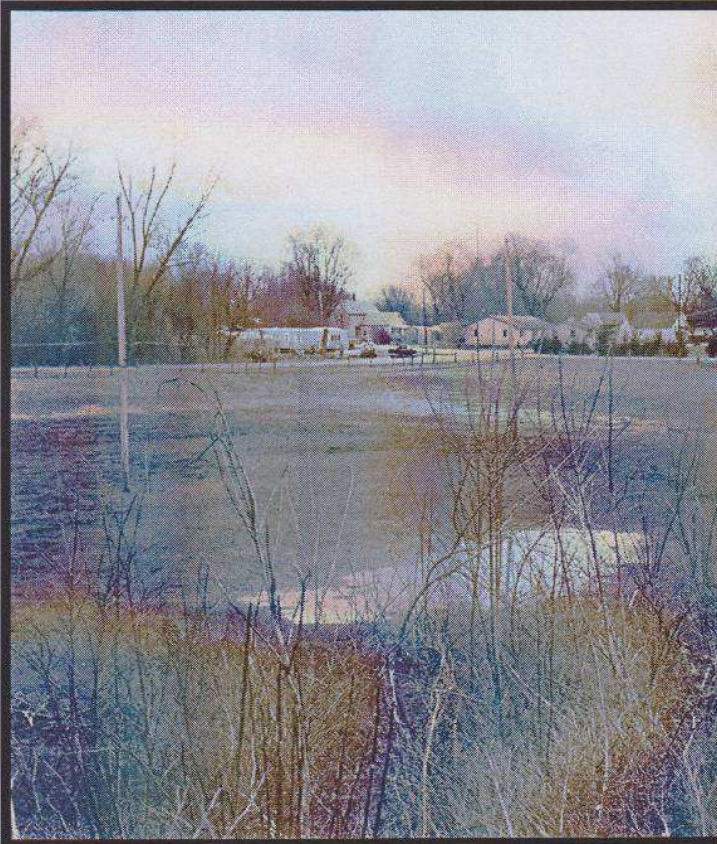
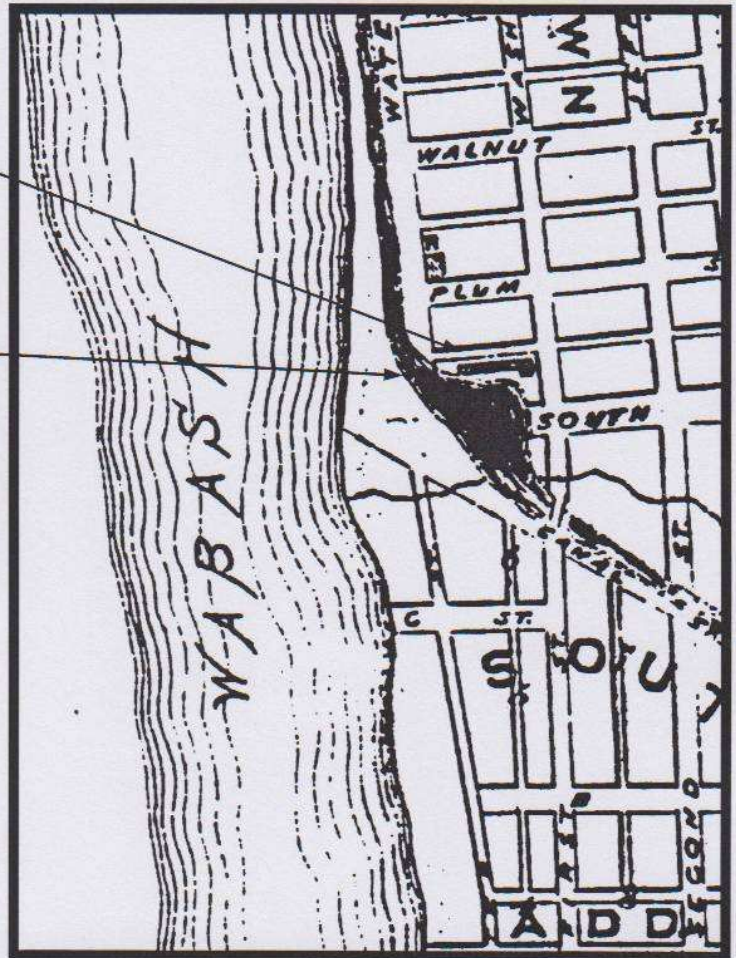
Benson's Warehouse



In Montezuma the Wabash & Erie Canal followed the Wabash River seen in the background of the above picture. It then entered a huge basin. The basin became known as Benson's Basin since Col. Erastis M. Benson had a large warehouse on it. Later a sanatorium was built there.

The pictures below show how the basin still holds water after a heavy storm.

Photos by Tom Grimes & Bob Schmidt



~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. It was 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 of which 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.

In 1821 a young German named Frederick Bertram Machledt II and his wife Maggie Mankin Machledt became coal and feed merchants, at first delivering in wagons pulled by teams of horses and then by trucks. Frederick had built bridges in Germany and when the canal came to Montezuma he built the bridges across it.

The town was laid out by Whitlock and Majors about 1824 and extended in size by Ambrose Whitlock on July 20, 1849 due to growth from the canal. The first store was owned by Joseph M. Hayes, the second by Nesmith, and the third by Feeny. Needless to say these stores did not compare to today's businesses. Nesmith's entire stock consisted of two bolts of cloth and a barrel of whiskey. The first justice of the peace was Mr. Chatsworth. Dr. Samuel was the first physician. The first frame house was built by Webster.

While the Wabash & 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.

Fred McIntosh's article in the *Montezuma Enterprise* of March 7, 1940 tells about the early canal days. "In the early forties when the excavating work was being done in building the canal, Montezuma had a larger floating population than 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

(Armiesburg) road and still is spoken of by the old timers as such.

"The country was mostly virgin forest, while a part have 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."

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. When the canal opened to Montezuma in 1848 the business grew into a wholesale buying and selling business and had a big warehouse on the canal basin, 150 yards north of the artesian well. This warehouse was managed by Septimus Vanlandingham. Since much canal business was conducted from Benson's warehouse, the canal basin became known as Benson's Basin.

In the early 1860s-70s Benson 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' coal yard. Hogs from Putnam, Vigo, Vermillion, Montgomery and Fountain counties were driven 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. On Saturdays all the kids in town that could possibly make it would be down to the old lard house where they did the rendering in great iron vats. Each kid brought a string to which he would tie pig tails and pork tenderloins and then throw them into the boiling fat to cook. When done they would commence to devour them with a relish.

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

The coming of the Wabash & Erie Canal in 1848 brought a commercial bonanza to Montezuma. 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. As stated before Frederick Machledt built the bridges over the canal.

According to the 1847 Chief Engineer's Report on Structures by Jesse Lynch Williams the two road bridges across the canal were # 79 in the upper part of Montezuma and #80 in the lower part of Montezuma where the canal entered the basin. Culvert #142 was near the end of the basin. It was 122 feet, 4 by 1½ feet clear. The top of the culvert was 10 feet B.

A large two-story frame house north of the bridge over the canal bed was built and operated in 1846 by Irishman 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 an old newspaper article old timers remembered the Brady Hotel. "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 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."

The Brady House was torn down by Paul Barlow in 1972 because it had become a "hang out." He remembered that the wall laths of the hotel were made of poplar and were 20 feet long. The floor joists 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 the Hotel Donaldson (1887) built by Judge Walter C. Donaldson on the corner of Jefferson and Adams streets and the King Hotel (1902) on Washington Street. The King Hotel later became Machledt's furniture store.

The 1870 Federal Census lists John Brady's brother Patrick as a "canal worker." This helps prove the Wabash & Erie Canal was in partial operation in Montezuma as late as 1870. The census also lists Zimri Maris age 34 as a Canal Superintendent, James Johnston age 55 as a Canal Superintendent, and Rolland Bently age 33 as Running Canal Boats.

From McIntosh's article of March 7, 1940 in the *Montezuma Enterprise* we learn about the following whose work was related to the canal

Charley Peer: Canal boat captain who was in partnership with Tom McIntosh as part owner of a canal boat.

Tom McIntosh: Dove a canal boat for E. M. Benson
Rolland Bently: Canal boatman

Charles Davis has also found the following who once worked on the canal:

James Mushett: Canal boat driver who was the first man to "drive" a canal boat into Montezuma

Jedidiah F. Stacey: Canal repairman in charge of canal and aqueducts from Sugar Creek to Armiesburg.

Montezuma thrived because of its transportation advantage. It had the Wabash River, 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." This heyday did not last long because of the railroad. Around 1865 the canal was no longer used.

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 lines intersected in Monte-

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zuma where freight and passengers could transfer rail lines. The east/west line connected Washington, D. C. with Springfield, Illinois and the north/south operated from Chicago, Illinois to Miami, Florida.

The first flour mill was built in 1868 by Joseph Bowsher. It had several owners and burned down in 1886.

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. The Indianapolis 500 Mile Race Track was originally constructed of paver bricks (made in Veedersburg) and still carries the title of the "Old Brickyard."

Following the Chicago Fire in 1871, that 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 Sanatorium and Hotel opened in 1906 and offered the wonderful curative powers of artesian well water. The hotel sat on the north side of what had been the Wabash & Erie Canal's Benson's Basin. It had 40 beautifully furnished rooms that mysteriously burned in 1907. Its pool and artesian well remained and were used into the 1930s. The pool was said to have curative powers for rheumatism and rheumatic gout, stomach trouble, chronic inflamed joints, chronic malaria, disease for the liver and kidneys, and many other diseases. It also had a bowling alley.

The sanatorium rates, including room, baths and bath attendant, physician's advice and examinations, ranged from \$12.00 to \$21.00 per week, accord-

ing to the location of the rooms. Hotel rates included board and lodging at \$2.00 per day. Baths with an attendant were \$.50. Tonic baths without attendant were \$.25.

At the time the sanatorium opened, Montezuma had a population of 2,000. It had fine churches, good schools, cement sidewalks, splendid shade and was surrounded by the most magnificent scenery, fine roads, beautiful drives, and good fishing and boating on the Wabash river. It had been made famous by the wonderful Indianola Mineral Water, whose medicinal properties had been known and recognized for years, according to the advertisement it ran at its grand opening. Although the sanatorium burned less than a year after opening, the swimming pool continued into the 1930s .

When Joseph Paul Machledt returned from World War II he was an employee of a natural gas company located in Montezuma. He decided to start converting coal heated homes into homes heated with clean gas. The success of the venture was spectacular. This was also the beginning of the home furnishing business known today as Machledt Furniture. This business is now located in historic buildings that cover over two thirds of a city block on the city's main street, Washington. They have been placed in Indiana's Historical Landmarks Registry. At one time the buildings housed the Joe Mankin Saloon (the grandfather of Maggie Machledt), a rooming and boarding house, a theatre building, a 40 room hotel, a grocery, a hardware store, a barbershop, doctor and dentist offices, and a funeral parlor. The theatre was air conditioned with blocks of ice. Theatre goers arrived an hour early just to get out of the heat. The old orchestra pit and stage are visible. The barbershop still has the original ceiling fan. An old hand pulled elevator still is in use to lift items to the second floor. A lovely fireplace, pocket door, and beautiful tin ceiling can be seen in the hotel lobby. One staircase banister is the old brass foot rail from the tavern. The original "Piled floor" with hails hammered into it for measuring rope and chain, which was kept in the basement, can be seen in the rear of the hardware store. Frederic Paul Machledt helped set up the Canal Society of Indiana's fall tour in 1995.

The population of Montezuma shown on the

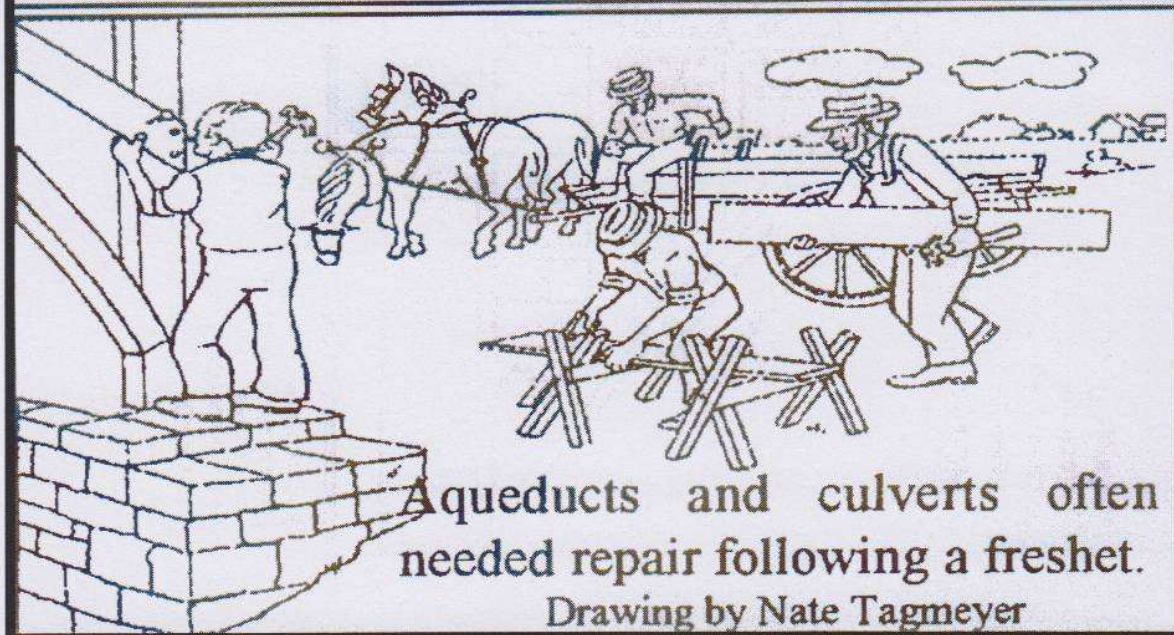
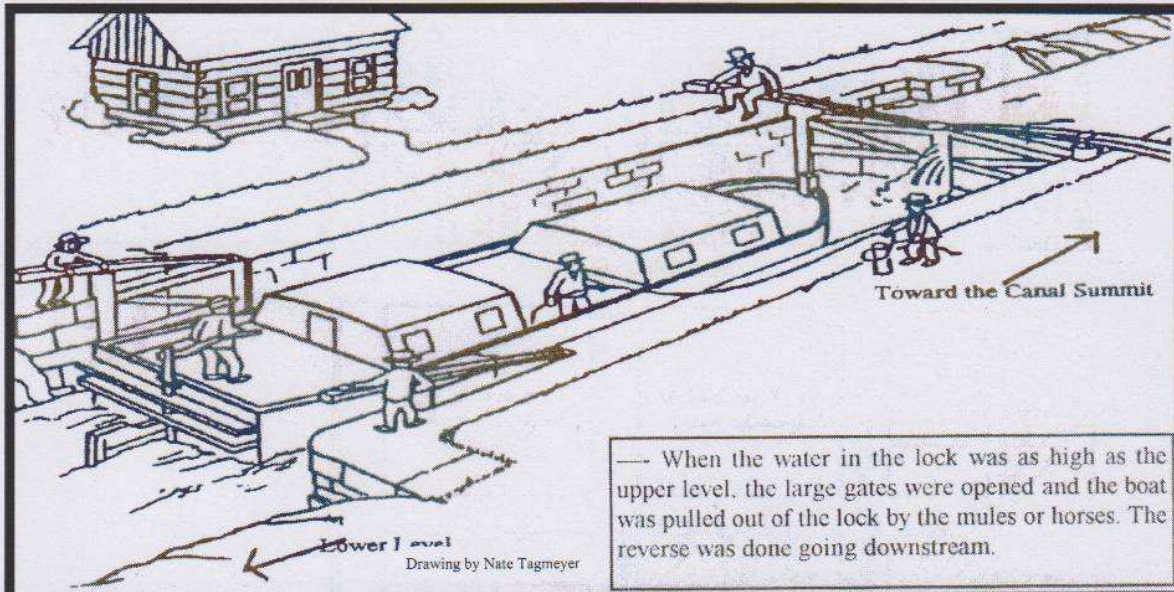
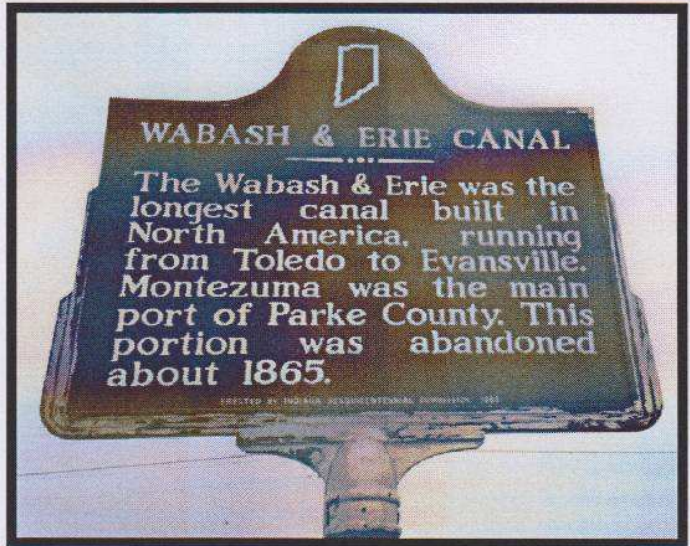
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2000 Federal Census was 1,179. The remains of the canal bed and the huge Benson's Basin where the canal boats were stored (loaded with products bound for New Orleans logs, grain and salt pork) and turned around are still visible. It is now a city park. .

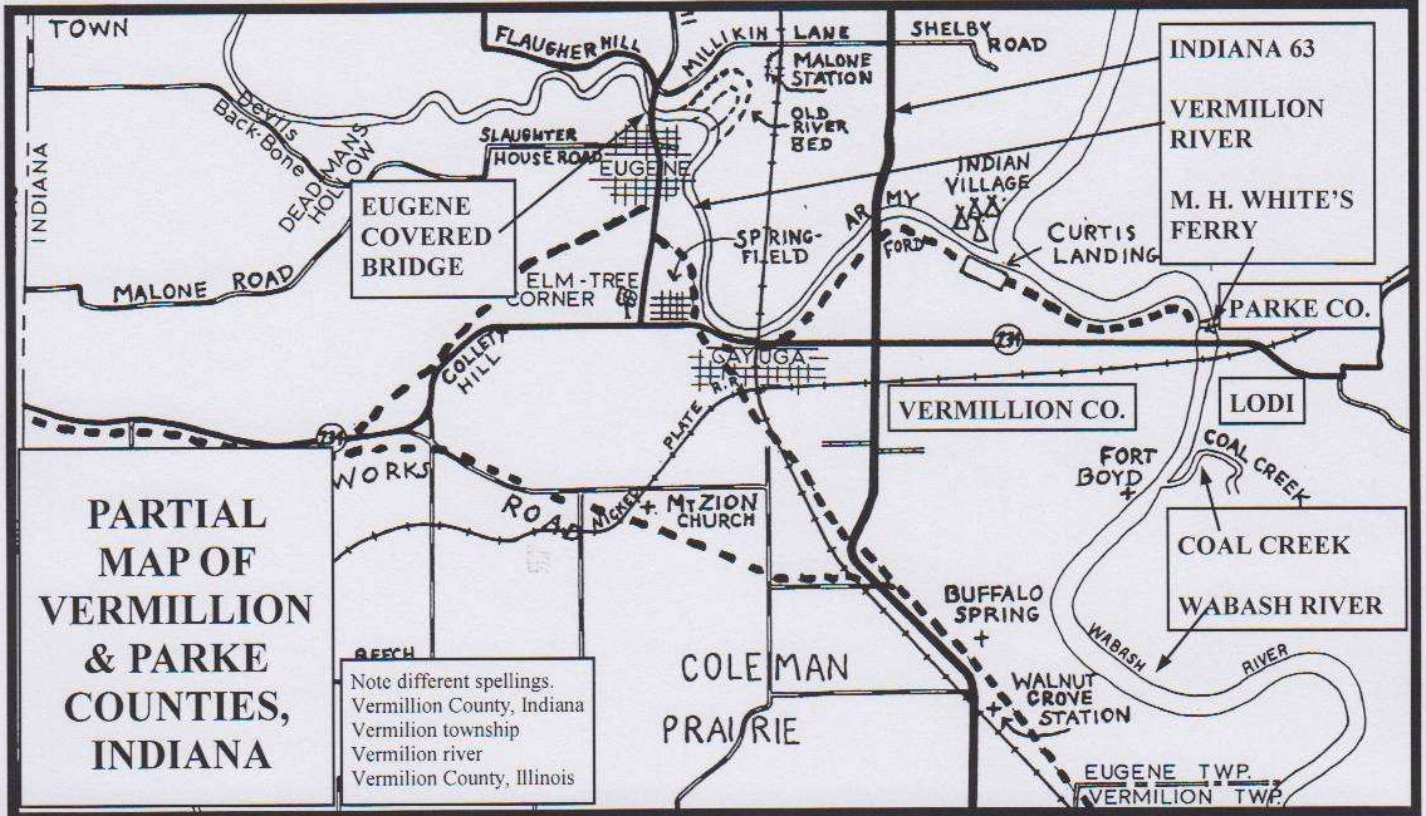
An Indiana State Format Marker located at the basin gives the following information:

WABASH & ERIE CANAL: The Wabash & Erie was the longest canal built in North America, running from Toledo to Evansville. Montezuma was the main port of Parke County. This portion was abandoned about 1865.

[Newspaper clippings show it in use around 1870.]



W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT



~EUGENE~

Eugene, an unincorporated town in Vermillion County, Indiana was supposedly laid out in 1827 by a local drunk who, when searching for his wife, would call out "Oh, Jane." Because he was inebriated it sounded more like "Eu, Jene." Much like the word "Hoosier" no one knows for sure why the town was named Eugene. However, *Indiana, A New Historical Guide* tells us that it was "platted by Stephen S. Collett, who with his brother shipped grain and pork to New Orleans. In the early days a big gristmill operated on the river, and a pork packing plant flourished in the village. Other local industries included a cooper shop, a woolen mill and a brickyard."

During these early days in Indiana, Eugene was a major pork packing station that like Danville, Illinois depended on the Wabash River to transport its products and supplies. According to *The History of Vermillion County, Indiana*:

"At first numerous flatboats of various sizes were loaded with pork, hogs, beef, cattle, corn, wheat, oats and hay and sent southward. Several hundred boats were often sent out of Big Vermilion River from

Eugene and Danville in a single season, and often twenty to forty would pass Eugene in a single day during the spring months. The down-river trips were filled with attraction that lured the adventurous youth into the occupation of flatboat commerce. Clinton, Eugene and Perrysville were the home of the early captains and each could relate thrilling experiences with the southern Indians and 'Murrell's Gang.'

"The first steamboat made its appearance on the Wabash in 1820, and it was a great and much-talked-of-event, creating much public excitement. The flatboats disappeared from the streams and the steamers became a common sight.

"In a few years wagon roads were constructed and improved, leading from the river ports to the important settlements farther inland. This was followed by the building of the present railroads, which furnish adequate facilities to better markets in the east, west, north, and south."

Another history of the county states that the flatboats ranging in size from forty, fifty, eighty, and one-hundred twenty five feet in length were built by the hundreds and thousands. During April, May and June floods as many as twenty to forty of them would pass Eugene. Manned by a steersman, who was also the captain; four oarsmen, who took long side sweeps

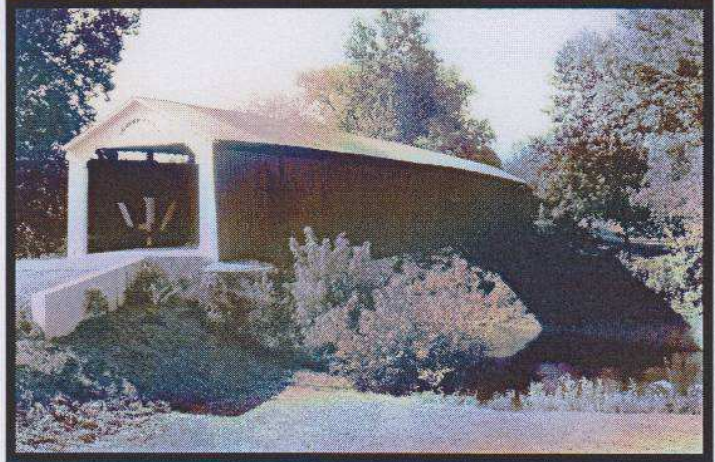
W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

with the oars; and a cook with food and about twenty gallons of whisky. Often these men would return by foot through the Cherokee nation and had to pass by Murrell's gang of robbers and murders in Southern Illinois and Western Kentucky. All the Vermillion County men fortunately came back safely.

With the arrival of the steamboats in the early 1820s more of them passed every day. Once when the Vermilion River was flooded and the Wabash River at Perrysville was obstructed by ice, as many as eleven steamers sought harbor at Eugene. Although the steamers offered some transportation up the Wabash River, they could not go very far before it became too shallow. A canal was needed to move farm products to eastern markets.

In his *Memoir* published in 1829, H. S. Tanner notes that "A canal about 100 miles in length, is proposed to connect Illinois river with Lake Michigan; to extend from the mouth of Vermilion river, along the valleys of Illinois and Plain rivers, and Chicago creek, to the town of Chicago on Lake Michigan."

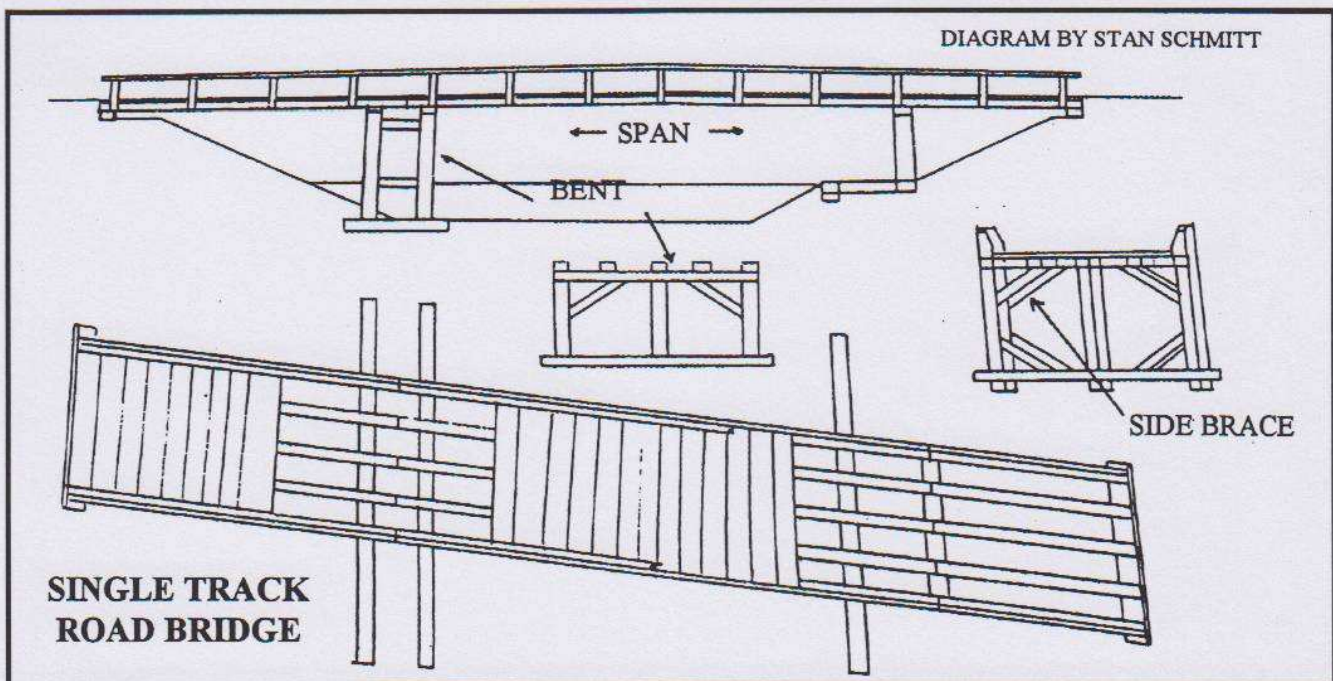
This canal was never built to the mouth of the Vermilion River, but that only made the residents of Eugene, Danville, Illinois and other communities west of the Wabash River more determined to get access to the Wabash & Erie Canal. Thus side-cut canals were built at Perrysville and Williamsport.



An Indiana State Format Marker at this site reads:
EUGENE COVERED BRIDGE

County commissioners ordered (1872) to replace unsafe bridge over Big Vermilion River at Eugene. Built 1878 by Joseph J. Daniels, Rockville Burr truss design, 180 foot span, using existing abutments. Closed to vehicle traffic 1974. Listed in National

Eventually roads were constructed. To cross the Vermilion River in Vermillion County a bridge was built. This bridge was replaced in 1878 when Joseph H. Daniels built the Eugene Covered Bridge atop the existing abutments. It is a single span Burr Arch Truss structure with a 10-foot overhang at each end. It is 15 feet wide and 13 feet high. This structure was bypassed with a new concrete bridge in 1973. It was listed on the National Register of Historic Places in 1994. The bridge was restored in 1995. Today, it continues to attract visitors to the area.



~DANVILLE, ILLINOIS~

Danville is located in Vermilion County, Illinois, which was founded in 1826 and included part of Champaign County. Most of its inhabitants had chosen to live in this large rural area because of the supply of salt along the bank of Salt Fork, which was about six miles west of Danville. Salt was a necessity of life for the settlers and their livestock. Salt fork was a determining force in the area with Indian trails, buffalo roads and then pioneer roads leading to it. It was the likely spot for the new county seat, but the land had been leased to an individual who had sunk salt wells and built a furnace to manufacture salt. He was not willing to relinquish any part of his lease. Consequently, a second selection for the county seat was located and was named Danville.

The second site was actually more suitable since its was on high, well-drained land and was fronted by streams on three sides. At first the salt works could be reached by stream during high water, but soon a road was built to it. People came from long distances to procure their salt and this led to Danville's economic and political growth and to a land office being established there in 1831. The works lasted until about the mid-1860s when the railroads brought in a better and cheaper product.

Danville was founded in 1827. Guy W. Smith donated 60 acres and Dan W. Beck 20 acres on which the town was platted by Amos Williams and Dan W. Beckwith. It was named Danville after Beckwith. Newspapers in Indianapolis, Indiana and Vandalia, Illinois advertised the sale of lots on April 10, 1827. In May of that same year Amos Williams established the first post office.

Danville's first merchant was Gurdon Hubbard, a fur trader who had marked out the fur trace from the springs to Chicago. People following his trace brought more business to Danville.

The Vermilion river and its branches - Salt Fork, Middle Fork, North Fork and Stony Creek - not only drained the town so that there was no standing water, the stream also furnished arteries of travel and commerce during high water when corn, pork, flour, etc. were carried down them to the Wabash, the Ohio,

and the Mississippi rivers and on to New Orleans. At that time Danville could have been called the Illinois head of navigation on the Wabash

Most of the year the Vermilion river was not navigable and products had to be taken overland to the Wabash river towns of Covington or Perrysville, Indiana and goods brought in on the river from St. Louis, Cincinnati, etc. had to be transported back to Danville. Sometimes the river was so low that the goods had to be taken even further downstream. Chicago was the only other market for Danville and it was a long overland trek.

Since transportation was a major problem for the young town, it attempted to get improvements to navigation and, when that failed, they attempted to become part of the charter grants for both the Northern Cross Railroad, and the Chicago and Vincennes Railroads in 1835. However, it took more than twenty years until the first railroad was completed to Danville.

About 1850 there was a plank road proposed between Danville and Covington, Indiana. By that time the Wabash & Erie Canal had been built. Although Perrysville could access the canal by poling boats across the river and into the side-cut canal to the mainline canal, it was thought it would be easier to take things directly to the canal at Covington via a plank road.

The rivers and streams influenced Danville's industrial development. Mill dams in the Vermilion river and on the North Fork attracted people from long distances to have their corn and wheat ground. By 1830 Danville had five grist and saw mills. Settlers chose Danville's mills rather than others since they could purchase their salt while their grain was ground.

Great oak and walnut logs and timbers were abundant for the settlers' use when building their cabins, houses and barns. Maple trees provided them with sugar. Oak and chestnut furnished the materials needed for tanning. The timber was also used to build flat boats, corduroy roads, and plank roads and used as fuel in brick kilns, steam engines, and evaporating the brine at the salt works.

W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

When coal was found along the streams, it was then used at the salt works. Settlers began using it in their homes. About 2800 bushels of coal were mined by 1840. Coal probably was more responsible for Danville's superior transportation facilities and its wealth than any other factor. After 1856 when the railroads reached Danville the mining of coal greatly increased.

The local clay soil was used for making bricks, but they were not of a great quality. They were used primarily in foundations. Coarse grained sandstone was also found in the area and used for bridge piers and street curbs.

Danville was an important coal mining area from the 1850s to the 1940s. On the "Danville Member," as its coal formation was named, some of the earliest open pit mining techniques were used. When the mines and some of Danville's factories closed, Danville's economy plunged. The pits were converted into lakes for fishing, recreation and parks.

Throughout this book the spelling of Vermilion has been seen as either Vermilion or Vermillion. The county and river in Illinois use the spelling like the red color Vermilion. The county in Indiana spells it Vermillion with two "l"s. The explanation for this was found on Wikipedia which states, "The county was named for the southbound Vermilion River, which flows nearby. The name is spelled in the French style with a double letter "l," in contrast to the English spelling of the adjacent Vermilion County, Illinois. This is one of only a few cases in the United States in which a county borders a county with the same name in another state."

Lincoln At The Fithian House

In 1834 while serving in the Illinois Legislature at Springfield, Abraham Lincoln made the acquaintance of a fellow Republican legislator from Vermillion County, Dr William Fithian. He was a physician and one of the early settlers in Danville. He arrived in 1830 and built his brick home at 116 Gilbert Street shortly thereafter. Lincoln served as Fithian's attorney in several court cases and they developed a warm friendship.

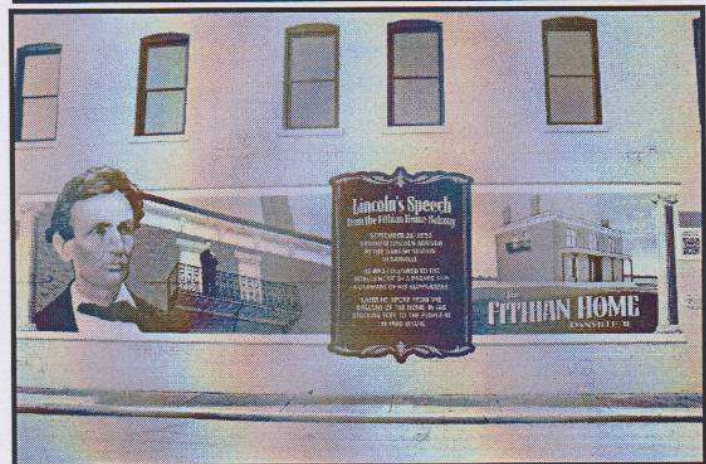
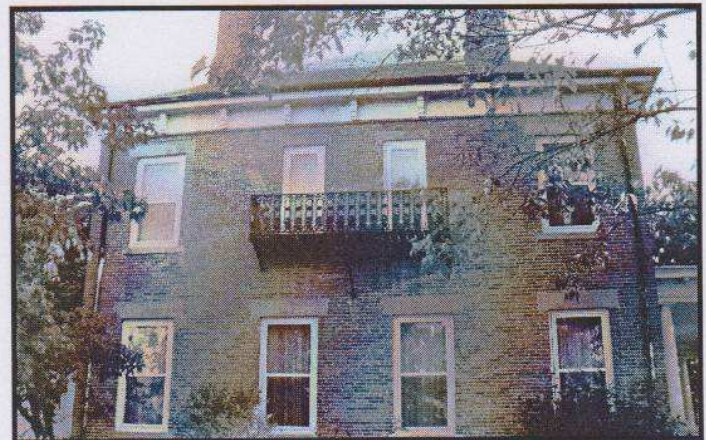
In the midst of the Senate campaign with Steven A Douglas, Lincoln stopped in Danville. During

the campaign, the candidates scheduled a series of debates that received national attention as they focused on the extension of slavery into the territories. In addition to the debates the candidates had individual stops throughout the state to talk with the people.

On September 21, 1858, Douglas spoke in Danville at today's Douglas Park. Arriving late in the day, Lincoln, who had not planned a formal speech or debate, walked from the railroad station to the home of his friend, Dr William Fithian. He was directed upstairs where he could remove his boots and rest for a while. Word leaked out that he was in Danville and a crowd gathered outside the south balcony of the Fithian home.

What political candidate could resist the cheering and crying out for a speech. To appease the crowd, Lincoln stepped out onto the balcony in his stocking feet and gave an impromptu address. We don't have a record of what was said, but we know that he lost his Senate bid only to become President of the United States two years later in the 1860 election. One of the Walldog murals in Danville depicts this event.

Photos by Bob Schmidt



W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

~JOSEPH GURNEY CANNON~

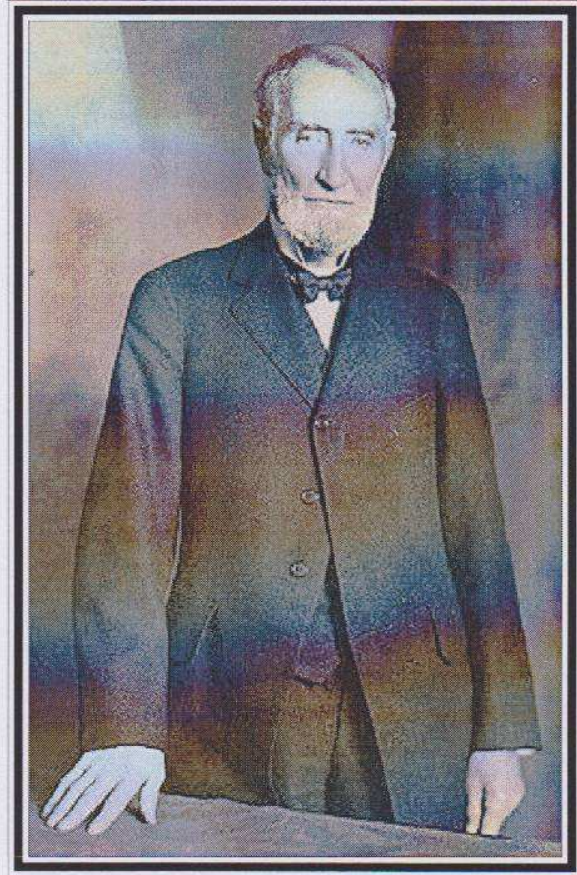
“Uncle Joe,” “Hayseed,” “Foul Mouth Joe”

1836-1926

Illinois Republican

U. S. House of Representatives

- 1836 Born Guilford, Guilford County North Carolina on May 7
- 1840 Moved to Annapolis-Bloomington, Indiana
- 1854 Studied law at Cincinnati Law School
- 1858 Admitted to the bar and practiced law in Terre Haute, Indiana
- 1859 Moved to Tuscola, Illinois
- 1861-1868 Illinois - 27th judicial district State's attorney
- 1873-1891 Republican 43rd-51st U. S. Congresses
Represented 14th District 1873-1883
Represented 15th District 1883-1891
47th Committee of Expenditures Post Office Department - chair
51st Committee on Appropriations
- 1878 Moved to Danville, Illinois
- 1890 Unsuccessful in reelection to 52nd Congress
- 1893-1913 - Elected to 53rd-63rd Congresses
Represented 15th District 1893-1895
Represented 12th District 1895-1903
Represented 18th District 1903-1913
54th-57th Committee on Appropriations - chair
58th-61st Committee of Rules
58th-61st Congresses
- 1903-1911 **Speaker of 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
- 1913-1923 Elected to 64th-67th U. S. Congress
Represented 18th District
- 1922 Declined re-nomination for 68th U. S. Congress
- 1923 Retired from public life
- 1926 Died in Danville, Vermilion County, Illinois on November 12, age 90
Buried Spring Hill Cemetery, Danville, IN
- 1842-1889 Spouse: Mary P. Reed Cannon
- 1864-1935 Child: Helen A. Cannon
- 1867-1930 Child: Mabel F. Cannon LeSeure
- 1908 First office building for congressmen outside the U.S. Capitol built. Named in honor of Joe Cannon in 1962



JOSEPH GURNEY CANNON

Find A Grave #10158

40th Speaker of the U.S. House of Representatives

Although much information can be found in books and on the internet about Joe Cannon's political life, little is related about his early life and what influenced him to become a politician. Probably one of the best sources about his teenage and early adulthood can be found in an article by Captain John T. Campbell entitled "Old Annapolis: Joe Cannon's Early Home, As He Was Then, Interesting Stories." Annapolis was a small village below Montezuma in Parke County, Indiana. Campbell begins,

I first saw Joe Cannon, to learn who he was, about the fall of 1853. I have 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 clothes. 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 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, then 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 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 new party to please the "Anti-Nebraska Democrats" of the state who were going into the new party. What a campaign it was for big meetings and long processions! All the party papers mentioned their crowds at 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 5,000 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 W. 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 which 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 backs," 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 the 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.

It would be impossible to write the career of anybody in that "ripsnorten-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, unsociable 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, 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. Can-

non 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, 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 an 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 the most like him — sound as a lug 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 Canon was deputed to bring them to Indiana, as they could not then be set free in North Carolina. Oh, what a howl of indignation was set up against him for that mission! He received several anonymous letters, 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 operation. 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 expelled 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 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 called over the rules for writing. Dot your i's as high as the t's. 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 shorten 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 into 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 at 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.

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 Canon 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, but 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 whip-porwill. His mother was a Hottentot and 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 and hobbled off rubbing the spot Belton had so suddenly warmed on him Belton then

mounted the block and began to sing "Lille Dale," in a most affected style. Ere he was half through the boys on the outskirts 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 knock down 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 his 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 this speech:

"Temperance is enborn and coonsteetutional weeth me. Eeet ees the pap wheech I sooked from me mooother's breast." &c.

The boys were want 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

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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 made 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 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 to 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 husbands 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 Holloway, 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 Holloway'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 knew the authors of, or could make a probable 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 this. "The steamship Kerr came into port of the 4th inst., loaded down to the guard with scandals, affidavits, witnesses, lawyers, 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.

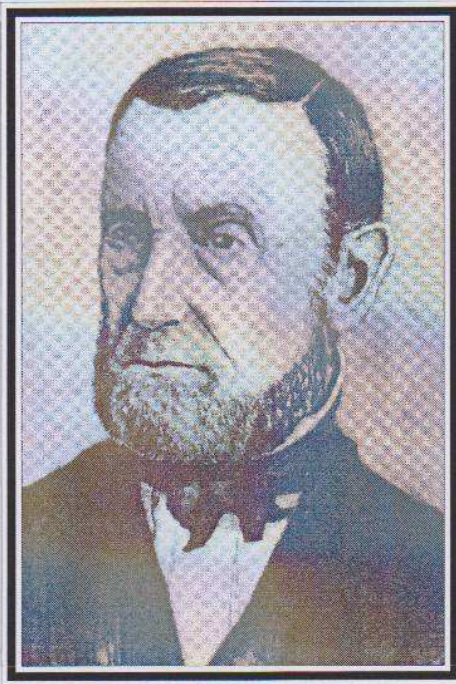
Ensey's store, a long, one-story building with a platform at the east end, was the common ground for loafing to assemble in the summer evenings to discuss the great trial till the subsequent papers produced such a crossed, oblique suspicion that the leading men refused to read or hear read any more papers.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

After the above article appeared in the *Rockville Republican* E. D. Laughlin wrote Capt. Campbell saying, "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..."

~CHIEF ENGINEER'S REPORT~

1847

~FOUNTAIN COUNTY~



JESSE LYNCH WILLIAMS

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 the structure descriptions. Some headings include current information. Some are repetitive to his report. Structures are listed under the counties in which they occur.

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.

Culvert No. 129

Culvert No. 129 - in Attica, of wood, 2 spans, 10 feet by 2 feet — submerged.

Road bridges Nos. 58 and 59

In Attica, there are two road bridges, Nos. 58 and 59 - will last five or six years. An agreement was made by the State officers, and not yet fulfilled, to erect a bridge in the upper part of Attica, in commutation of damages the cost will be about \$400.

Lock No. 35 (In Attica, between Jackson & Washington St. on canal, site of 1846 canal skirmish)

Lock No. 35 - 6.20 feet lift, of timber, built upon the frame plan, this lock appears to be well built and in good condition, may last six or seven years, the gates will last three years. The large horizontal braces were left out in building this lock and must be immediately added.

Road bridge No. 60

Road bridge No. 60 - for Williamsport road, will last six years.

Culvert No. 130

Culvert No. 130 - of wood, 11 feet by 2¼ feet - submerged.

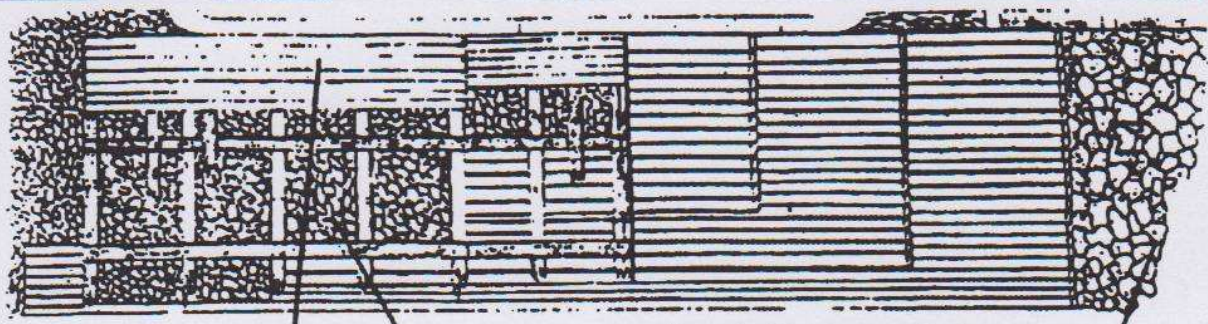
Road bridge No. 61

Road bridge No. 61 - may last six years.

Shawnee Creek Aqueduct No. 9 (Covered bridge style aqueduct)

Shawnee Creek Aqueduct No. 9 - one span of 80 feet clear. The trunk and superstructure are upon the same plan with aqueduct No. 1 over the St. Marys, to the particular description of which reference is here made. Abutments are of cut stone masonry, the whole work appears to have been well constructed and may be considered permanent, excepting the trunk, which will need renewal once in 10 years; as a further exception to this remark, it should be stated that the chords on which the whole structure depends are deemed insufficient in strength, and I have advised that additional strength be given it, by adding a strong iron

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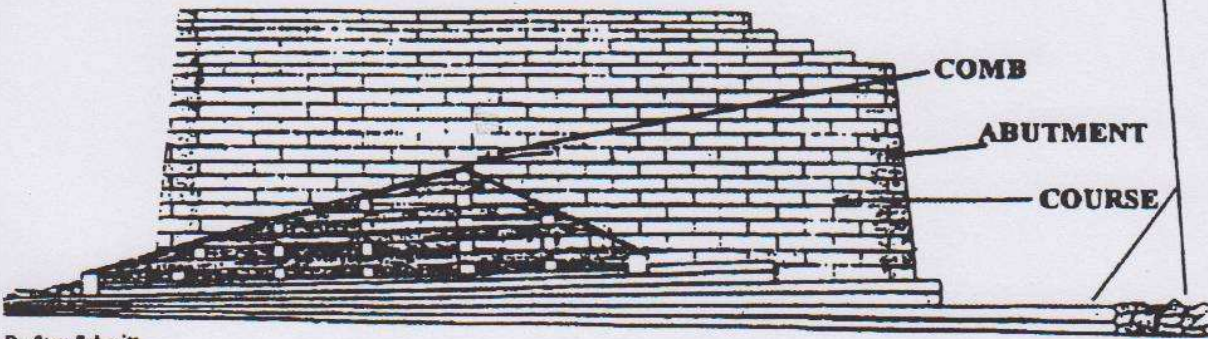
COVERING TIMBER

CRIB

DAM

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

APRON



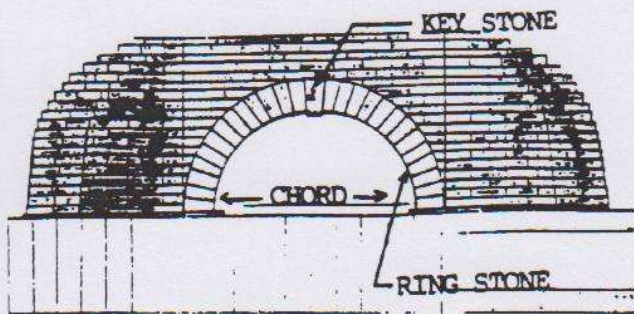
COMB

ABUTMENT

COURSE

By Stan Schmitt

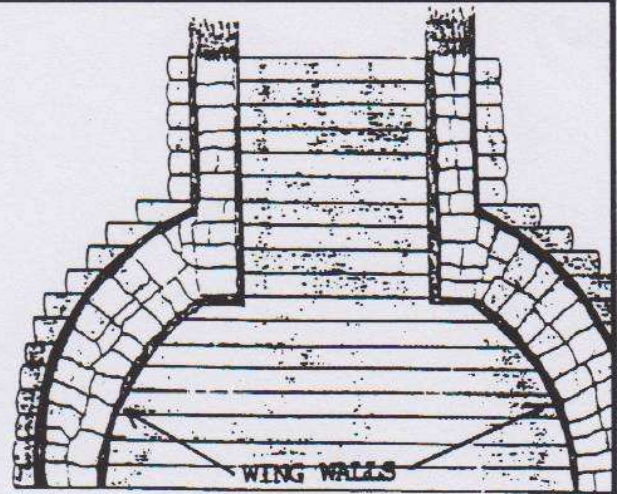
STONE CULVERT



KEY STONE

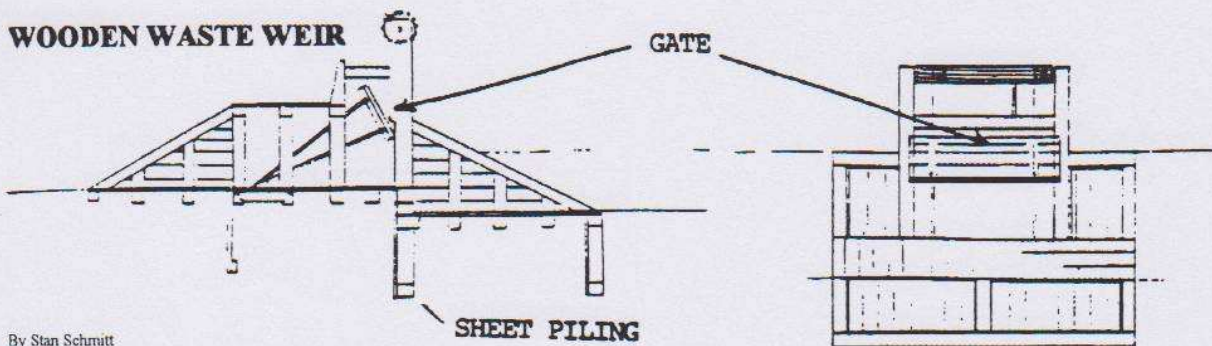
CHORD

RING STONE



WING WALLS

WOODEN WASTE WEIR



GATE

SHEET PILING

By Stan Schmitt

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chain or bar extending the length of the chord, and attaching to each foot of the arch. The expense may be \$300, and will be paid in the expenditures of 1848.

At the south end of this aqueduct, the Shawnee feeder is received. It is near one-half mile in length and twelve feet wide at the bottom.

Feeder Dam Across Shawnee Creek

Feeder Dam Across Shawnee Creek - 80 feet long and 8 feet high, built upon the usual crib plan, is in good condition and may be considered a safe structure. The abutments are of timber and may last seven or eight years.

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 lift, 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.

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.

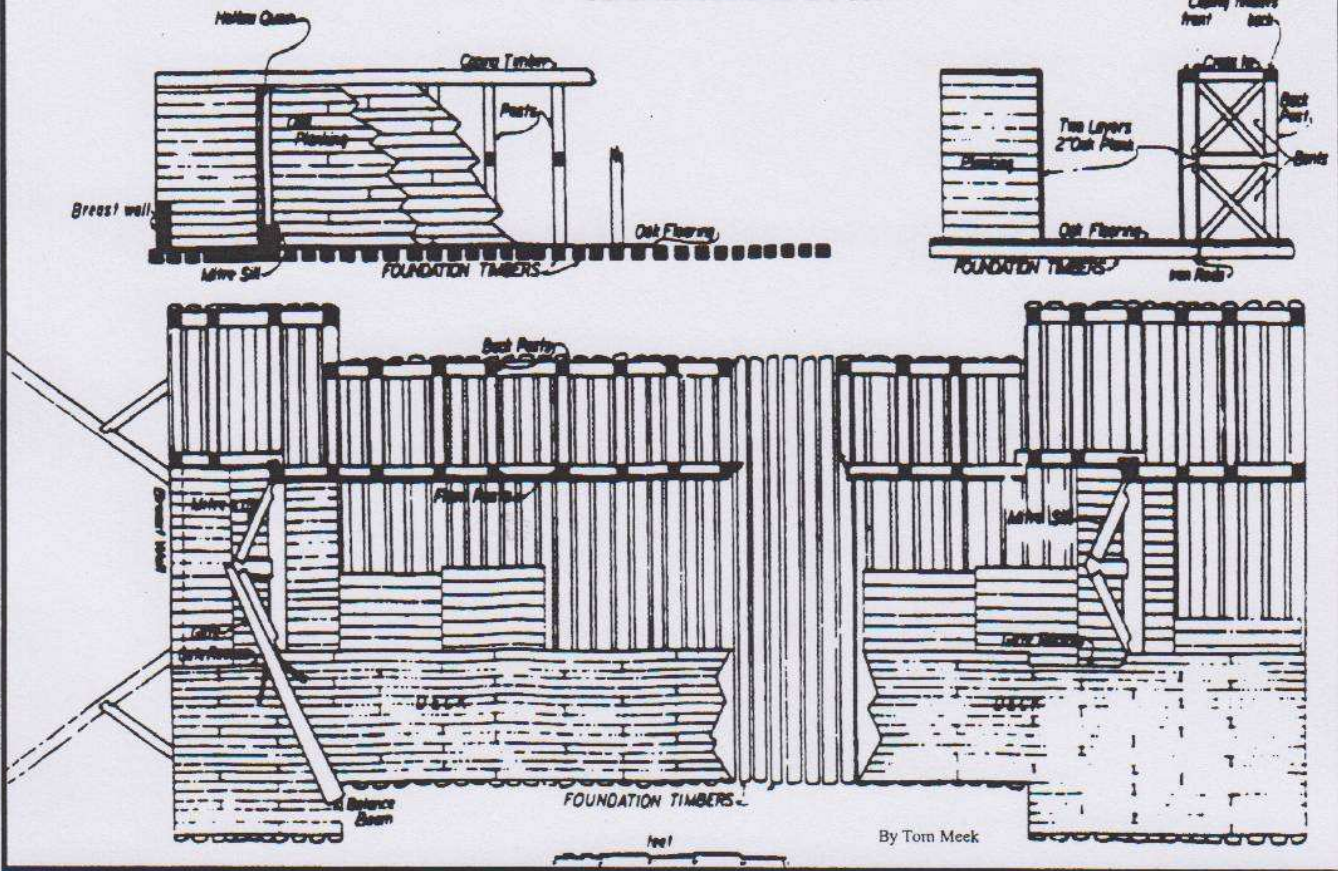
Road bridge No. 69

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

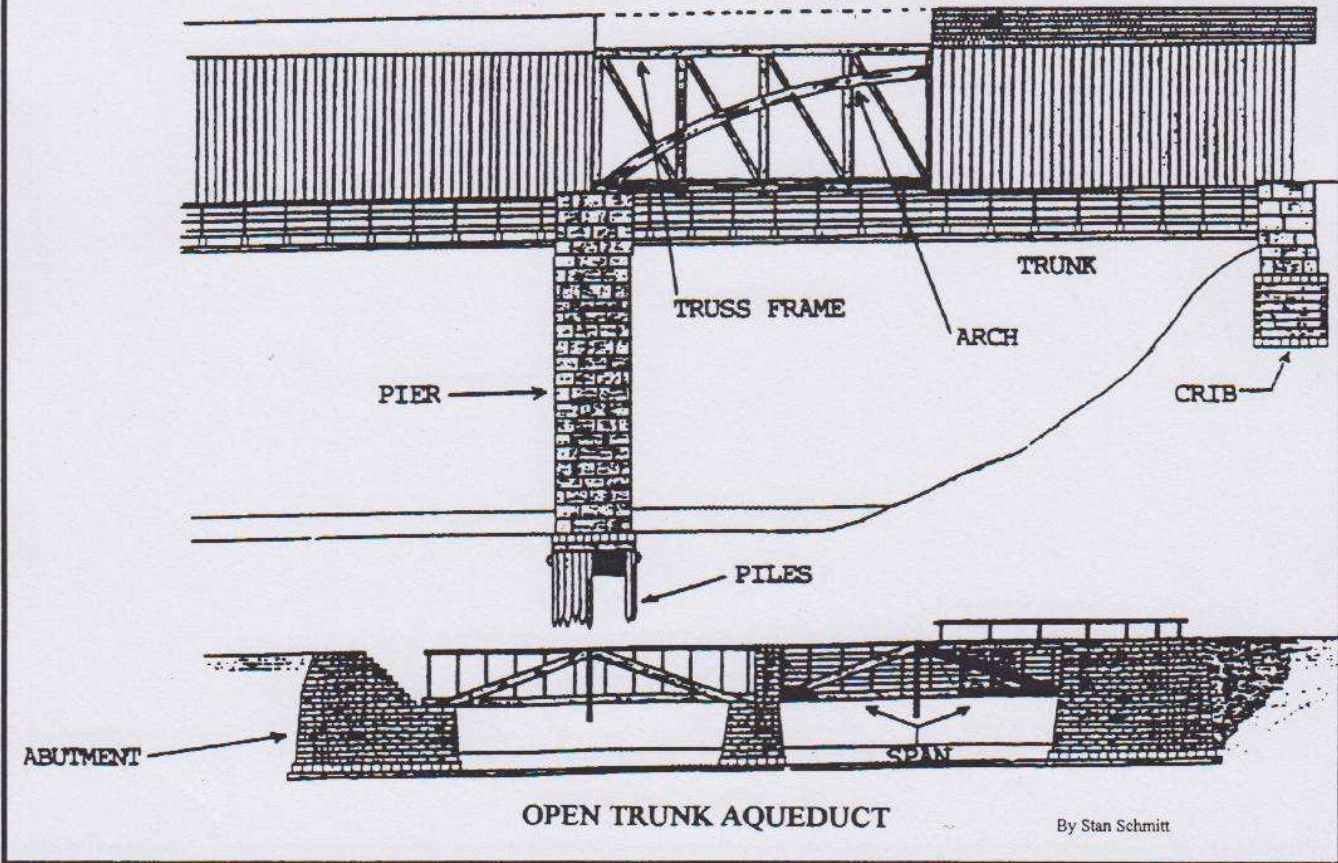
Culvert No. 140

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TIMBER FRAME LOCK



COVERED BRIDGE STYLE AQUEDUCT



W&E CANAL ~ATTICA TO MONTEZUMA~ AND WILLIAMSPORT SIDE-CUT

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 (At termination of finished canal)

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

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 is 13 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.

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 underside of the upper chord or plate. The lower chord is 18 inches deep.

Lock No. 38

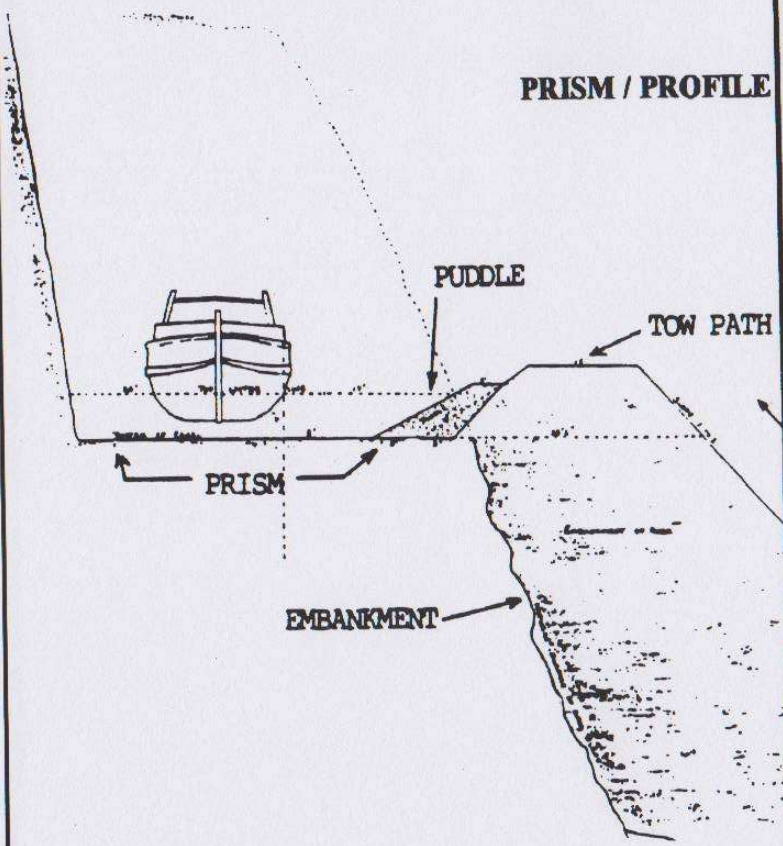
Lock No. 38 - Just below the Sugar Creek aqueduct, lock No. 38, of 6 feet lift, is introduced. This is built upon the frame plan, consisting of a double set of bents, one resting upon the top of the other, and secured by iron rods 1 1/8 inches diameter, placed immediately back of the front posts, and 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

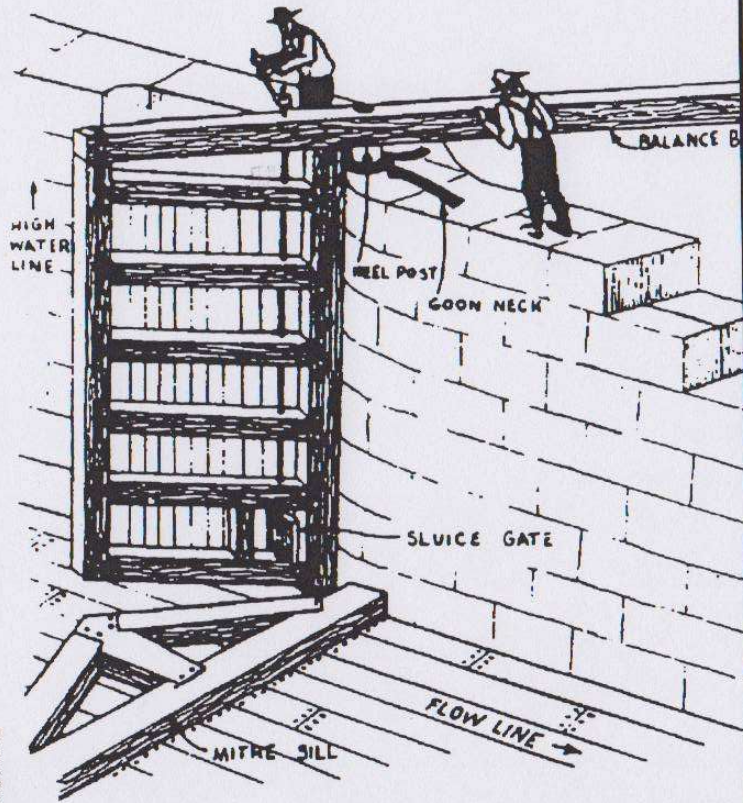
Sugar Creek Feeder, Dam & Guard Lock - 227 feet long 9 feet high, 3 miles in length (feeder)

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

PRISM / PROFILE



By Stan Schmitt



By Paul Baudendistel

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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 1½ to 1, and on the upper side 3 to 1. In the first course of 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 7 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 toe 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.

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 clear.

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

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