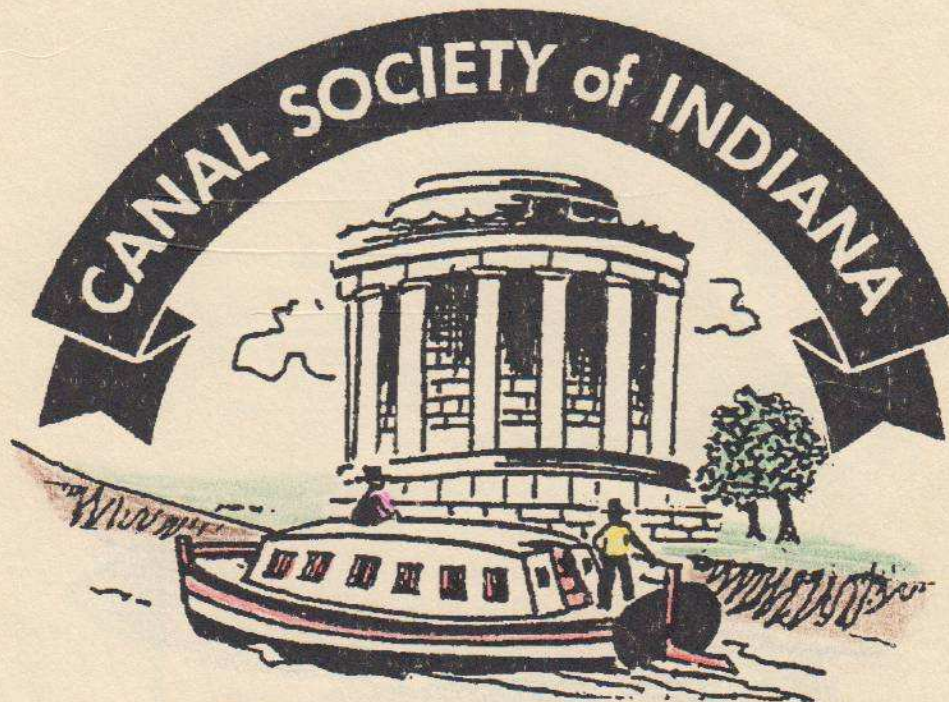


WABASH & ERIE CANAL

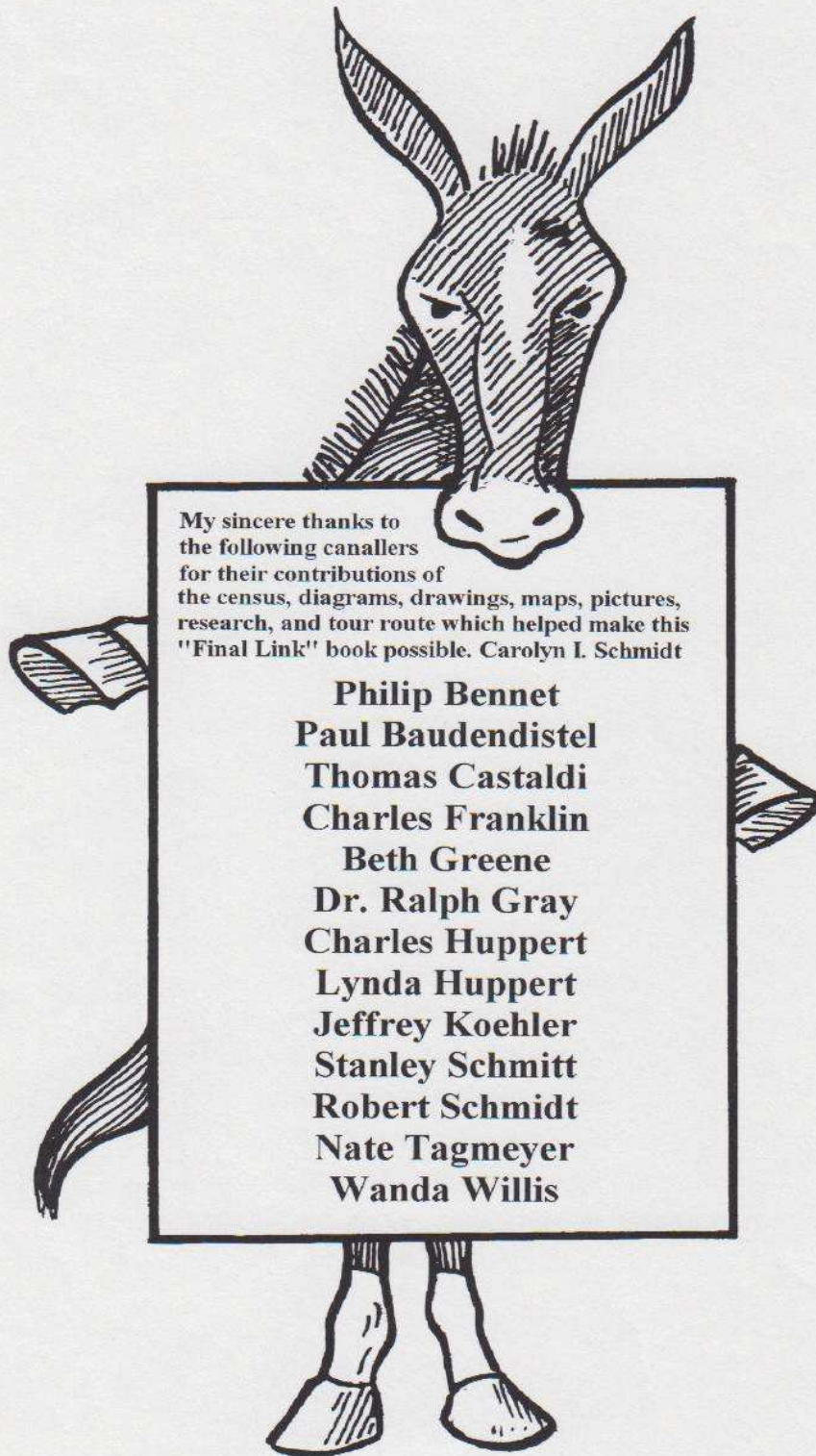


March 27-29, 1998
VINCENNES, IN

"THE FINAL LINK"

Gibson / Pike / Daviess / Greene
Counties

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

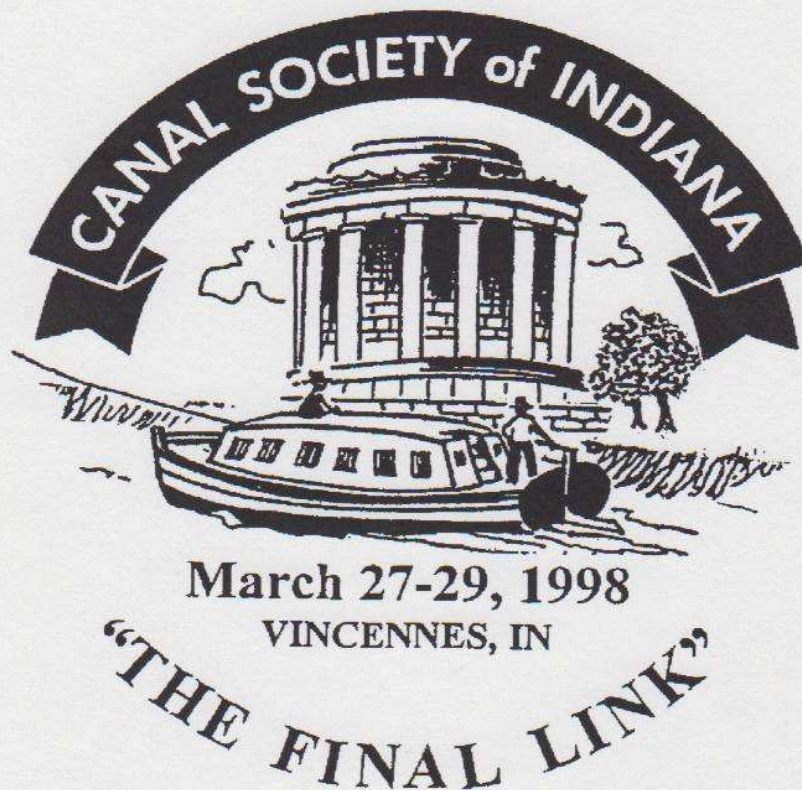


My sincere thanks to
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Robert Schmidt
Nate Tagmeyer
Wanda Willis

Canal Society of Indiana
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Fort Wayne, Indiana 46804

WABASH & ERIE CANAL



March 27-29, 1998
VINCENNES, IN

“THE FINAL LINK”

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ROBERT F. SCHMIDT

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FINAL LINK TOUR ROUTE

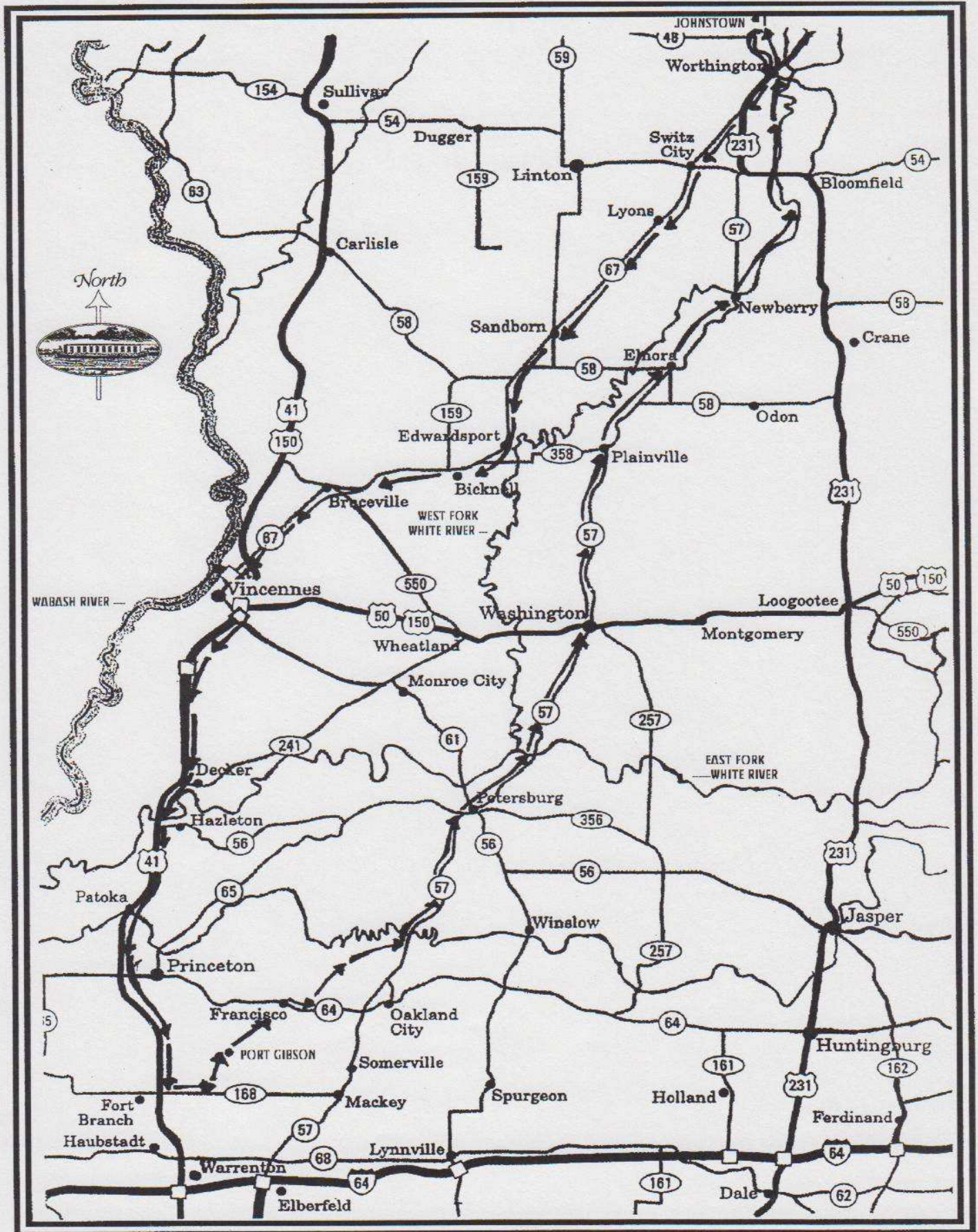


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Greene, Pike, Vigo, & Vanderburgh Co.**

THE FINAL LINK - Port Gibson - Worthington

Canal Contract Information

<u>Date</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
May 24, 1848	Terre Haute Crosscut Canal Clay / Owen / Greene Co.	Point Commerce	42
Nov 15, 1848	Point Commerce Greene Co.	Newberry	17 (Details Next Page)
June 27, 1849	Newberry Daviess Co.	Maysville	23
Nov 14, 1849	Maysville Daviess / Pike Co.	Petersburg	17
Sep 6, 1850	Petersburg Pike / Warrick / Vanderburgh Co. White River Aqueduct built in 1848	Evansville	*54
	Point Commerce - Evansville		111
	Surveyed R.H. Fontleroy July 2, 1845		
	*Petersburg - Pigeon Reservoir = 23 miles		
	*Pigeon Reservoir - Pigeon Feeder Dam = 13 miles		
	*Pigeon Feeder Dam - Evansville = 18 miles (built in 1836-38)		
	Pigeon Dam contract dated May 27, 1837		

Dates of Importance

Sep 1846	"Daniel Webster" - 1st boat to Attica
July 31, 1847	Wabash & Erie transferred by State to Trustees - Terre Haute
Oct 27, 1847	"Planet" arrives in Lodi
Oct 25, 1849	"EA Hannegan" & "GR Walker" - 1st boats to Terre Haute
May 12, 1850	"Aeolus" - 1st boat to Terre Haute from Eel River
June 5, 1850	Crosscut Canal opened to Point Commerce
Aug 21, 1852	Canal open from Toledo to Maysville
June 25, 1853	Canal watered to Evansville
July 29, 1853	"Pennsylvania" arrives in Evansville
1860	Canal south of Terre Haute abandoned
	Water maintained from Pigeon Reservoir to Evansville
1864	Canal bed filled in at Evansville

Compiled by: Robert F. Schmidt

Summary of Contracts

Point Commerce - Newberry November 15, 1848

Number of Section.	Length in chains.	Estimated cost at Contract prices.	Engineer's estimate of cost.	Description of Work.	Names of Contractors.
No. 81,	42	2,656 00	3,090 00	Road Bridge,	Laurens, Gallig'r & Co.
No. 82,	39	1,493 00	1,735 00	Road Bridge,	Solomon Clune.
No. 83,	42	4,964 00	5,824 00	Lock No. 6, #55	Allison, Hanch't & Co.
No. 84,	39	1,262 00	1,505 00	Plain,	Allison, Hanch't & Co.
No. 85,	42	1,053 00	1,346 00	Plain,	Patrick Kirney & Co.
No. 86,	39	1,022 00	1,235 00	Plain,	Robert Lowry
No. 87,	42	1,166 00	1,343 00	Plain,	Hugh Fulton.
No. 88,	39	960 00	1,229 00	Plain,	Hugh Fulton.
No. 89,	42	1,237 00	1,471 00	Plain,	Hugh Fulton.
No. 90,	39	2,717 00	3,078 00	Road Bridge,	James Byrnes.
No. 91,	36	5,345 00	5,196 00	Rock No. 7, #56	J. S. Freeman.
No. 92,	37	1,896 00	2,235 00	Plain,	James Byrnes.
No. 93,	42	4,520 00	5,009 00	Plain,	Hugh Fulton.
No. 94,	36	7,386 00	7,795 00	Wood Culvert,	Gallagher & Walters.
No. 95,	36	3,566 00	3,817 00	Plain,	James Byrnes.
No. 96,	39	5,833 00	5,546 00	Road Bridge.	James Adams & Co.
No. 97,	39	1,439 00	1,736 00	Plain,	Michael Harrington.
No. 98,	39	3,257 00	2,661 00	Plain,	Groverman & Bourne.
No. 99,	42	4,996 00	4,987 00	Plain,	H. & J. Hermeling.
No. 100,	39	2,044 00	2,630 00	Plain,	Robert Lowry.
No. 101,	42	6,271 00	6,904 00	Lock No. 8, #57	Clark & Ragan.
No. 102,	39	2,791 00	3,103 00	Plain,	White & Murray.
No. 103,	39	7,214 00	6,977 00	Wood Culvert,	H. & J. Hermeling.
No. 104,	42	4,343 00	5,094 00	Road Bridge, #58 & 59	J. & T. Tarvin.
No. 105,	48	30,601 00	30,759 00	Locks No. 9 and 10, and Tow Path Bridge,	Calvin & Kirk.
No. 106,	39	391 00	413 00	Tow Path,	Stewart & Knight.
No. 107,	42	185 00	185 00	Tow Path,	Stewart & Knight.
No. 108,	42	1,665 00	1,790 00	Tow Path,	Stewart & Knight.
No. 109,	39	1,106 00	1,200 00	Tow Path,	Stewart & Knight.
No. 110,	42	922 00	994 00	Tow Path,	Stewart & Knight.
No. 111,	39	2,141 00	2,337 00	Tow Path,	Stewart & Knight.
No. 112,	42	2,006 00	2,166 00	Tow Path,	Stewart & Knight.
No. 113,	39	1,260 00	1,369 00	Tow Path,	Stewart & Knight.
No. 114,	42	45,197 00	41,117 00	White River Dam,	Stewart & Knight.
		\$165,110 00	\$167,875 00		

Whole length 17 miles and 6 chains, or \$9,831 per mile.

Facts & Figures

	Miles	# Locks	# Stone Locks	# Aqueducts
State Line to Terre Haute	227	40	17	13
Cross-cut Canal	42	14	2	1
Point Commerce - Evansville	111	19 *	2	4
-----	-----	-----	-----	-----
Total	380	73	21	18

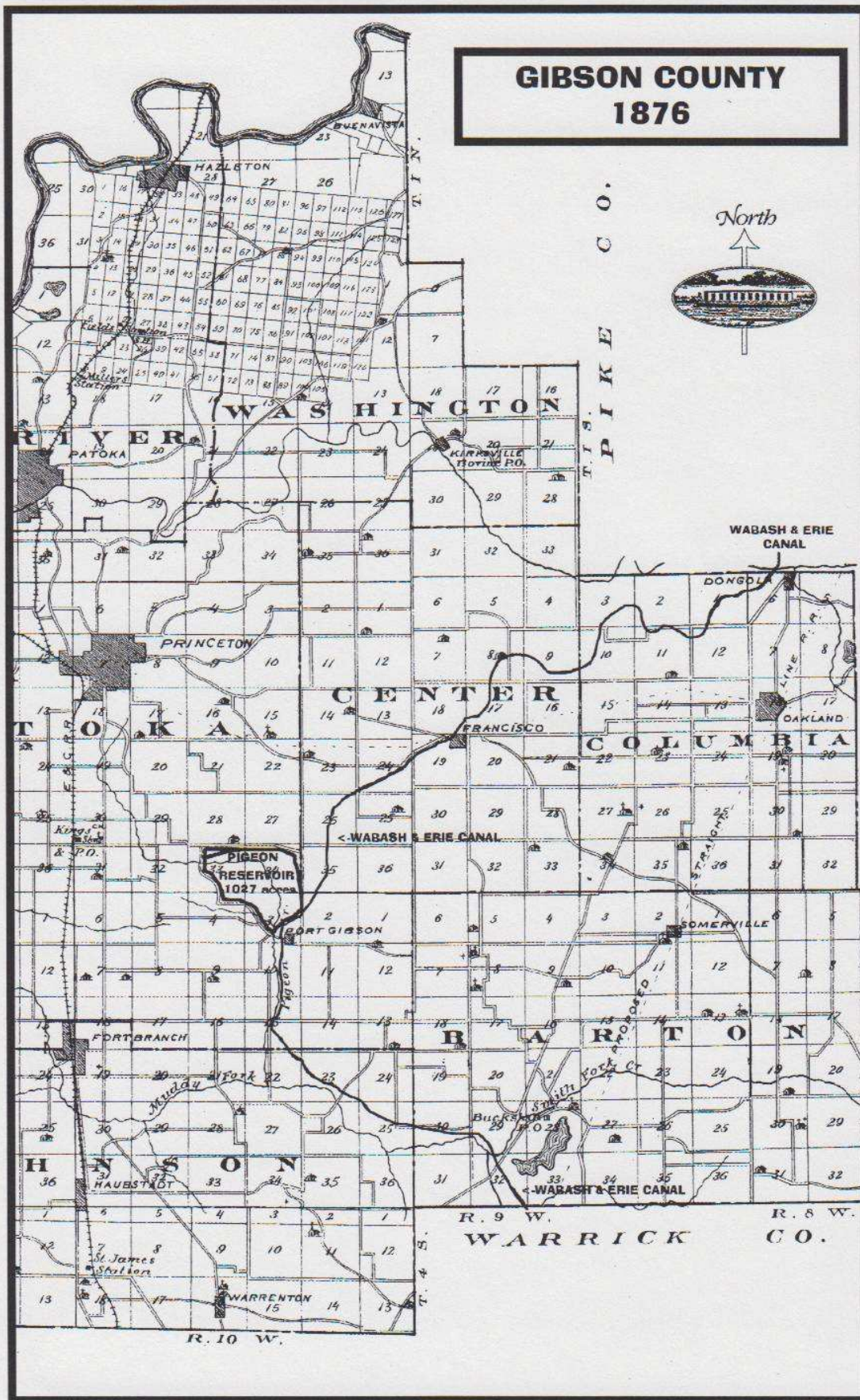
* 7 from Pigeon Dam to Millersburg - 19 miles
12 locks in remaining 92 miles

Aqueducts

- 510 ft - White River / Petersburg **Roofed**
- 240 ft - Sugar Creek / West Union **Roofed**
- 200 ft - Eel River / Logansport **Open Trunk**
- 194 ft - Patoka River / Glezen **Open Trunk**

Compiled by
Robert F. Schmidt

THE FINAL LINK - Port Gibson - Worthington



THE FINAL LINK - Port Gibson - Worthington

TOUR ROUTE DETAILS

INTRODUCTION

The Wabash and Erie Canal's final link that joined the Cross Cut Canal below Terre Haute to the Central Canal's completed portion out of Evansville at Port Gibson was built from the north to the south. This tour book is written opposite of the direction in which the canal was built but in the direction the tour will follow -- southwest to northeast. The tour has been changed from the direction usually followed on Wabash and Erie tours to ease the exiting of the buses in certain areas and to accommodate our lunch schedule. Anyone wishing to follow the route as the canal was historically built, must work from the back of this route to the front and change the direction of the turns. Remember once the canal was completed boats traveled in both directions.

This route is written in the following manner. The direction of the turn is given first and is followed by the general compass direction in parentheses. The name and number of the road/street or a general description of the turn is then given. This is followed by an approximate number of miles from the turn to the next turn.

(N) = North, (S) = South, (NE) = Northeast, etc.

US = Federal highway, SR = State Road, CR = County Road, St. = Street

Points where the tour will stop, places that will be pointed out while driving by, and alternate sites will be in **bold type**. These alternate sites cannot be reached by the bus due to tonnage limits on bridges, lack of turn arounds for the buses, low wires, etc. These can be reached by car and are worth seeing.

The stops will be fully described in the engineer's report and elsewhere in the book.



HEADQUARTERS AT EXECUTIVE INN VINCENNES

The buses will leave the inn and proceed south on US 41 to Fort Branch, Indiana where the "Final Link Tour" begins. This will take approximately 40 minutes and will give your tour decent time in which to give you a general orientation.

THE TOUR

Turn Left (E) on SR 168 -- 3.5 miles

Left (N) CR 350 E -- 1 mile by Kruse Cribbs

Left (W) CR 600 S -- 3/4 mile -- cross canal at Pigeon Creek

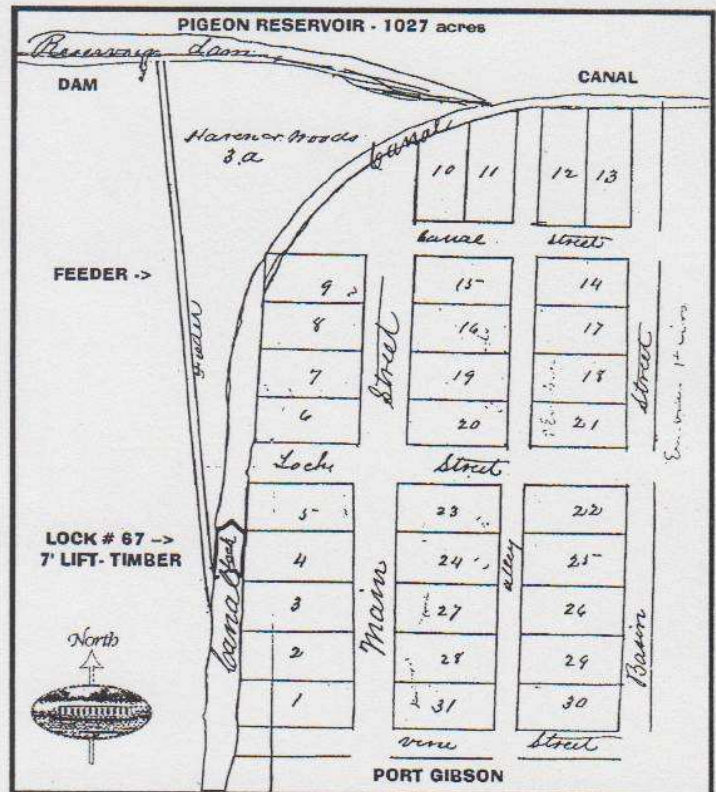
Right (N) CR 280 E which is first road on right -- 3/4 mile

Right (E) CR 525 S which turns and becomes CR 550 S - 14 ton bridge limit. The embankment seen here over which the road runs is for the reservoir dam. The bridge crosses the sluice for the canal feeder.

GIBSON COUNTY

STOP # 1 Pigeon Creek Reservoir

Located at pig farm

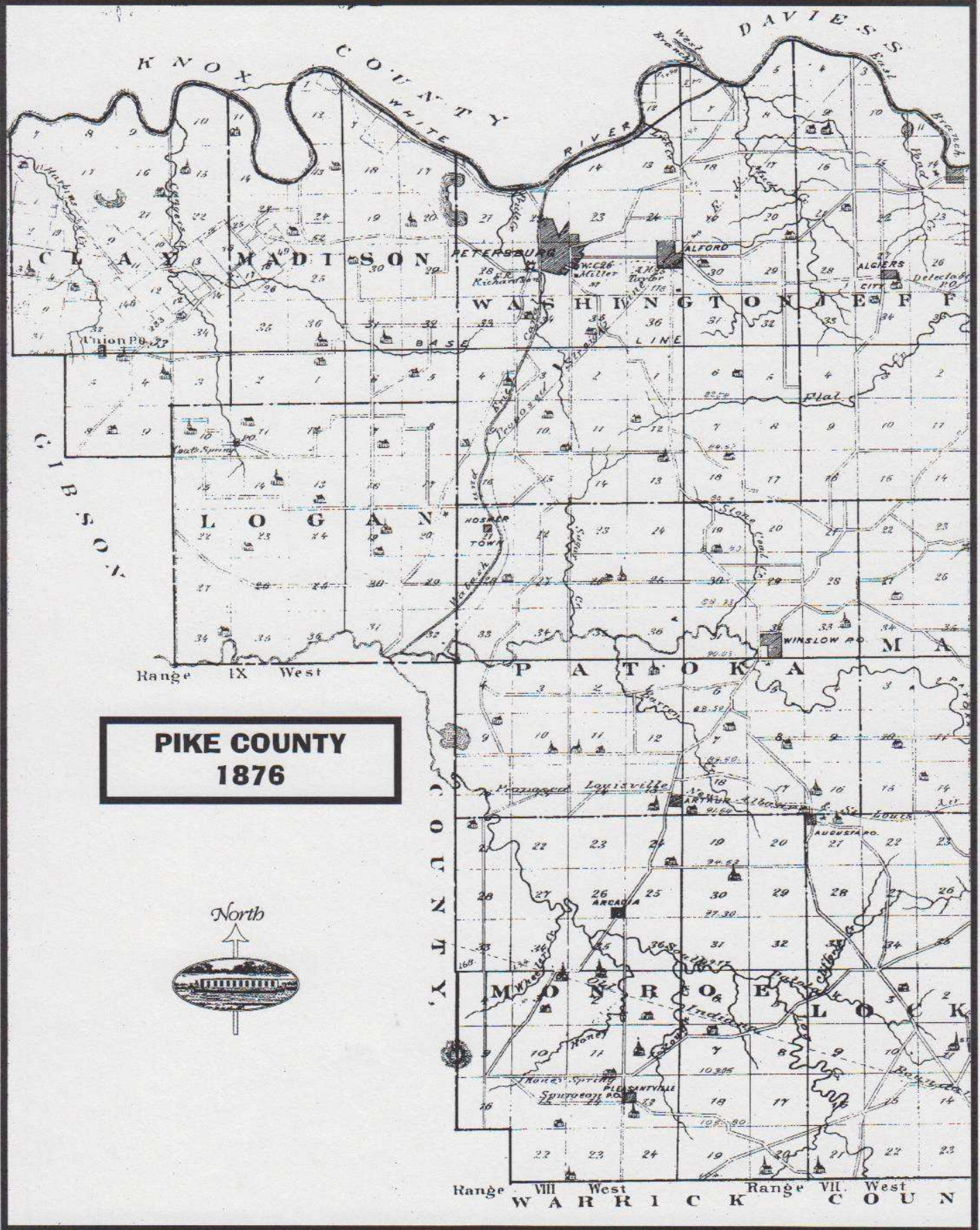


Continue (E) on CR 550 S

Left (N) CR 350 E -- 4 miles

Right (E) SR 64

THE FINAL LINK - Port Gibson - Worthington



THE FINAL LINK - Port Gibson - Worthington

Right (S) CR 450 E Fairview Church Sign

Left (E) CR 200 S comes out on CR 175 S

STOP # 2 Watered Canal Prism

We are on a high spot looking down into the prism. We will follow this watered area of the canal for a short distance.



Proceed into Francisco

Left (N) 550 E

Right (E) SR 64
-- 2 miles

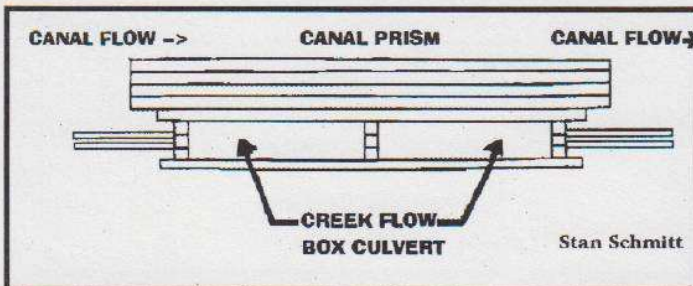
Left (N) 850 E Black Beauty Coal Company
-- 2 1/2 miles

Photo by Phil Bennett

After passing jog in the road an open area appears on the left and you can see the Keg Creek embankment. Note high canal bed profile to your right and left.

Right (E) 50 N

STOP # 3 Box Culvert No. 203 (Buck Creek)



Left (N) SR 57 Cross Patoka River -- 4.5 miles

This old canal town of Dongola was located on the south side of old Patoka aqueduct which crossed the Patoka River.

PIKE COUNTY

HISTORICAL CANAL MARKER at left side of road in canal prism. Note how high canal bed was above the current road. The canal angled across the road here. From this point and across the valley SR 57 is on top of the canal embankment.

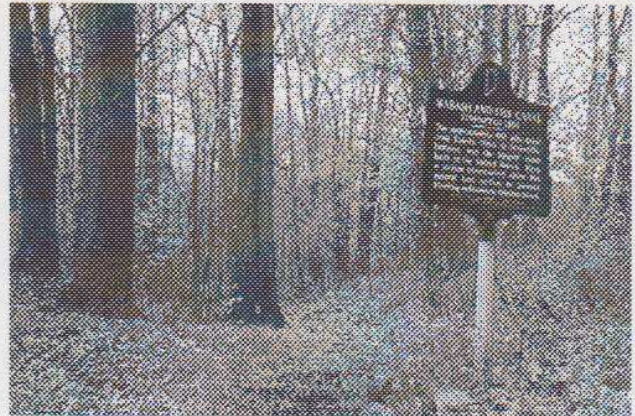


Photo by Bob Schmidt

STOP # 4 Deep Cut

The beginning of the deep cut is very evident along SR 57 after passing the site of former coal conveyor into the deep cut. The tour stop is located at right side of road between the towns of Glezen (S) and Willisville (N) -- place for bus to pull off road

Right (S) 50 W near Willisville

Right (SW) 125 W

STOP # 5 Watered Canal

Proceed on 125 W

Right (W) first gravel road to SR 57



Right (N) SR 57 to Petersburg

THE FINAL LINK - Port Gibson - Worthington

HISTORICAL CANAL MARKER at Dairy Queen on left side of SR 57 between 1st and 3rd streets where canal warehouse was located. <

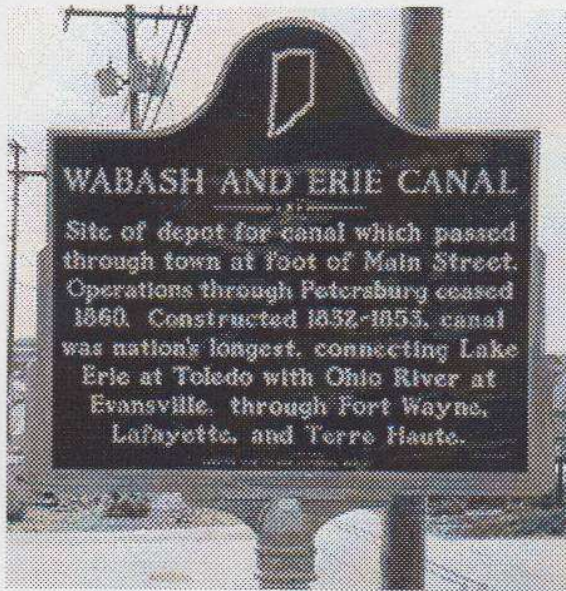
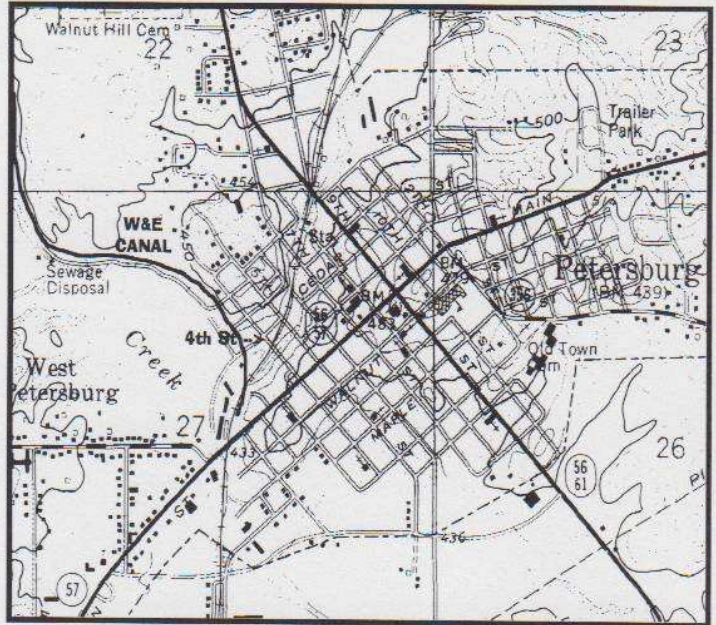


Photo - Robert Schmidt



BLUFFS PRISM - Behind Waterworks facility

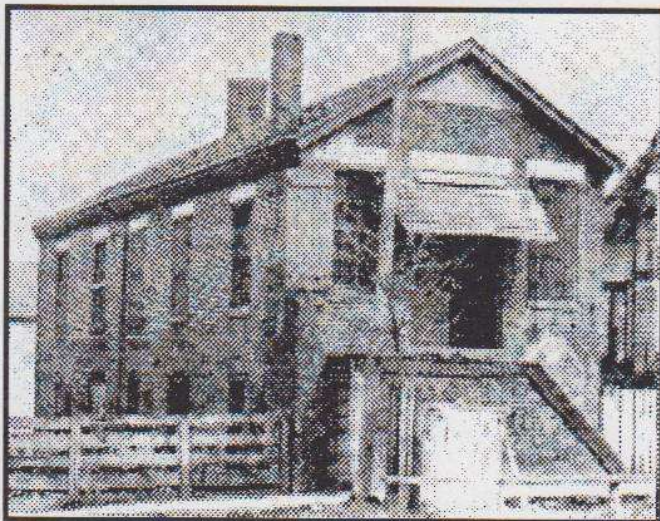
L on SR 57 to SR 61

L on SR 61 to River Rd.

L on River Rd. that winds through the hills along the bluff. Waterworks facility is on the left. You need to enter into the chain link fence and go to the back of the facility to see watered cut of canal bed. This is before Prides Creek and the river.

Back track route to SR 57

L on SR 57 to continue tour



CANAL WAREHOUSE 1849 PETERSBURG

ALTERNATE TOUR SITES (Car route)

SCHOOL HOUSE DEEP CUT - Behind Sewage Treatment facility

SR 57 to 4th Street in Petersburg

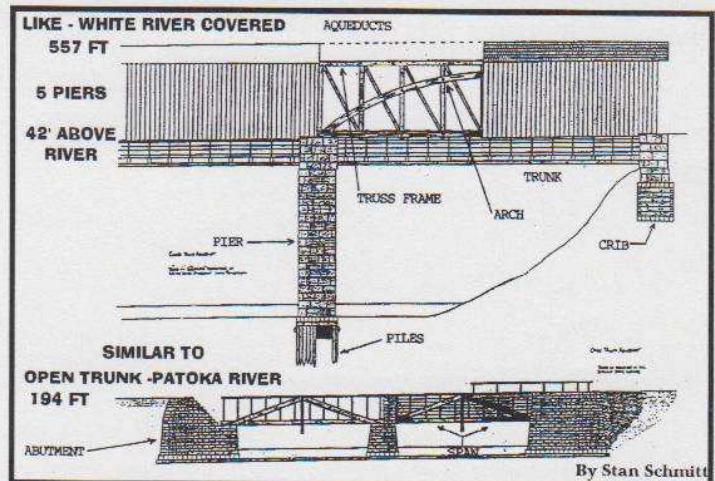
L on 4th Street

L on Spruce Street past treatment facility over rutted road to field -- Deep Cut is on your right

Back track route to SR 57

STOP # 6 Aqueduct Site before you cross the Gil Hodges bridge

This was the longest aqueduct on the Wabash and Erie Canal. The East and West Forks of the White River meet to the west of the bridge. Note how the canal was raised to cut through the low valley. On the north side of the river below the current railroad bridge some cut stones from the aqueduct are still visible. The south abutment of the aqueduct are still visible. The south abutment of the aqueduct were incorporated into the railroad bridge abutment.



THE FINAL LINK - Port Gibson - Worthington

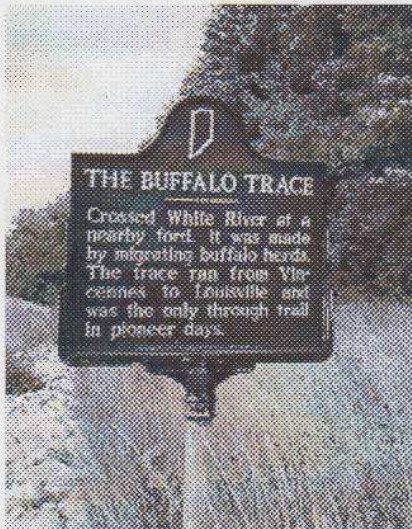
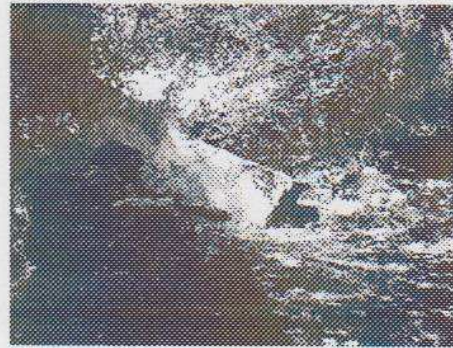


Railroad bridge across the East Fork of the White River looking to the south. This bridge is at the location of the longest aqueduct on the Wabash and Erie Canal. The southern abutment remains and is incorporated into the railroad structure. Photo - Robert Schmidt



Railroad bridge across the East Fork of the White River looking to the north. The aqueduct that crossed here sat 42 feet above the water level and was 557 feet in length. The railroad piers sit where the aqueduct piers once stood. The Gil Hodges bridge is on the right on SR 57. Photo - R. Schmidt

This huge stone block and the others scattered around the area nearby are from the White River aqueduct. These are found on the north bank of the river under today's railroad bridge. Many of them have been carried away over time by the flooding of the river. Photo - R. Schmidt

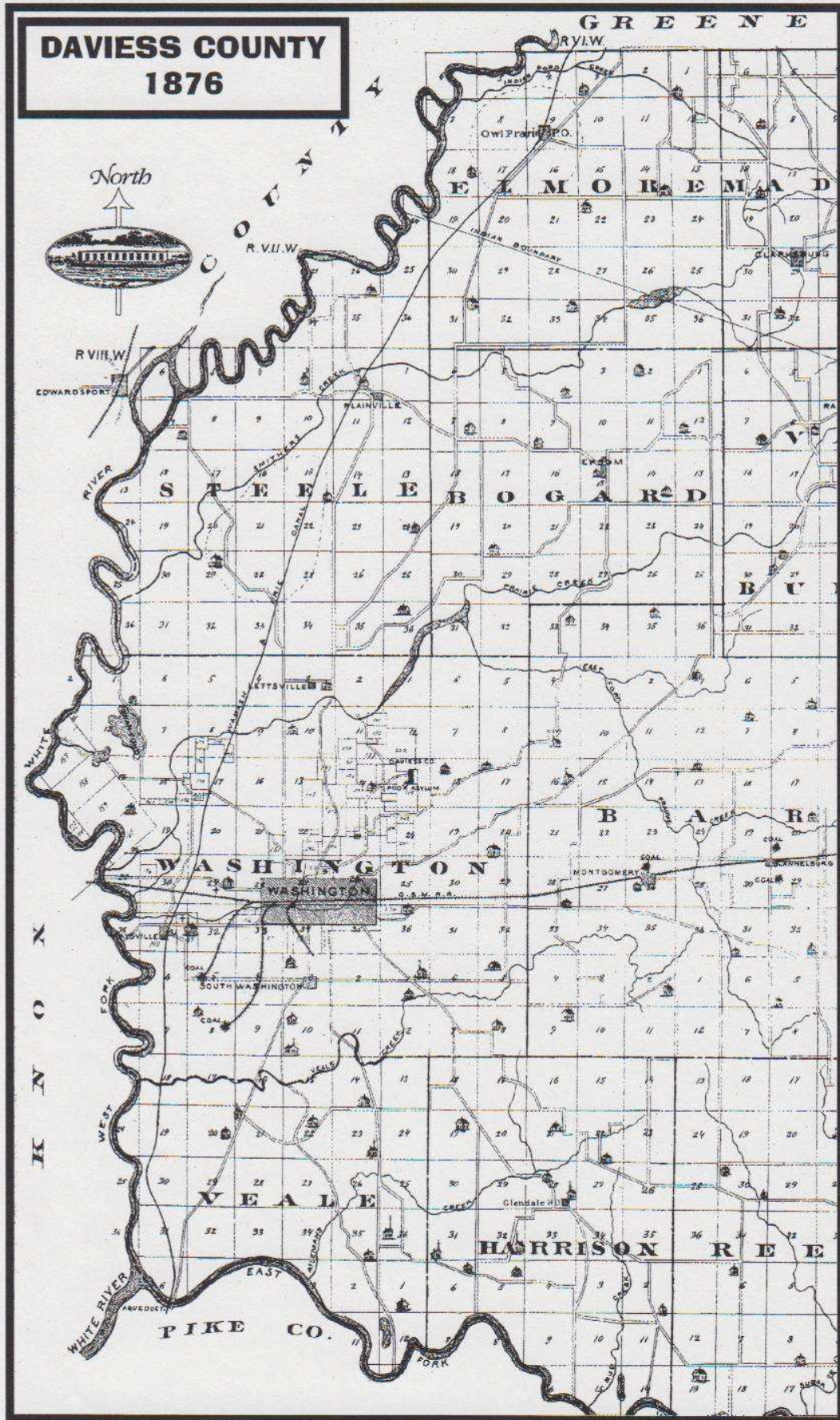


This Indiana State Format Marker sits northwest of Petersburg on SR 61. It marks the old buffalo trace that ran from Louisville, KY, to Vincennes, IN. Photo- R. Schmidt



The paneling in this room of the Barrett Memorial Pike County Library was cut from timber used in the old Wabash and Erie canal aqueduct across the White River. The planks were cut from oak and poplar timbers. Austin and Una Rudolph had them cut into paneling and donated them to the library. Photo - Robert Schmidt

THE FINAL LINK - Port Gibson - Worthington



THE FINAL LINK - Port Gibson - Worthington

DAVIESS COUNTY

Proceed north on SR 57 to Washington

Along this stretch of SR 57 for 2 1/2 miles north from the river the road occupies the canal embankment and the railroad occupies the towpath.

LUNCH

(Omit this section if doing a car tour)

Right (E) on National Highway to Montgomery and the Gasthoff Restaurant for lunch

Return to SR 57 and cross on National Highway to continue tour

Left (W) on National St. to Maysville -- 3 miles

Cross Railroad Tracks and make an immediate turn

Right (NE) 300 W -- follow tracks to Hawkins Creek

STOP # 7 Timber Arch Culvert No. 176 Remains
(Palmer's now Hawkin's Creek)

THE FOLLOWING EXAMPLE IS A STONE ARCH BUT IS SIMILAR IN FUNCTION TO A TIMBER ARCH AS FOUND AT PALMER'S CREEK

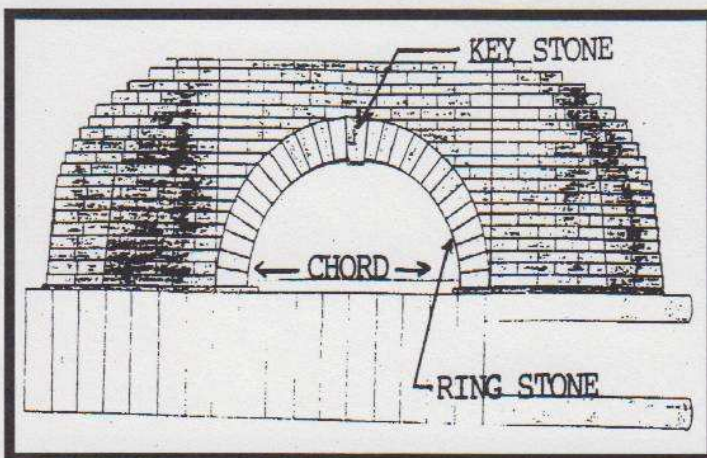


DIAGRAM BY STAN SCHMITT

Continue North on 300 W

Right (E) 50 N, becomes Oak Grove then McCormick Ave.

When you cross the railroad tracks you then cross the canal.

Right (S) on NW 16th St.

Left (E) on Walnut

Right (S) on NW 3rd. St.

Left (E) on Van Trees

Left on NE 5th Street which is SR 57

Proceed North on SR 57 through Plainville. Just outside Plainville the Wabash and Erie Canal prism is visible for miles on your left.

Continue North on SR 57 to Elnora. The canal is west of the highway along the railroad tracks.

ALTERNATE ROUTE (Car route) to canal prism

Left (N) on Washington St.

Left (NE) on Ellen

Right on Main

Left on Odon

Right on Adeline

Right on N. Spriger

Left on SR 57

GREENE COUNTY

Crossing the first creek (Slinkard's Creek) west of SR 57 was the location of the slack water dam and canal guard lock.

Proceed to Newberry

Left on 3rd St.

Right on Mulberry

Right on 2nd St. park buses on right - ORIENTATION

STOP # 8 Newberry Dam (dangerous)

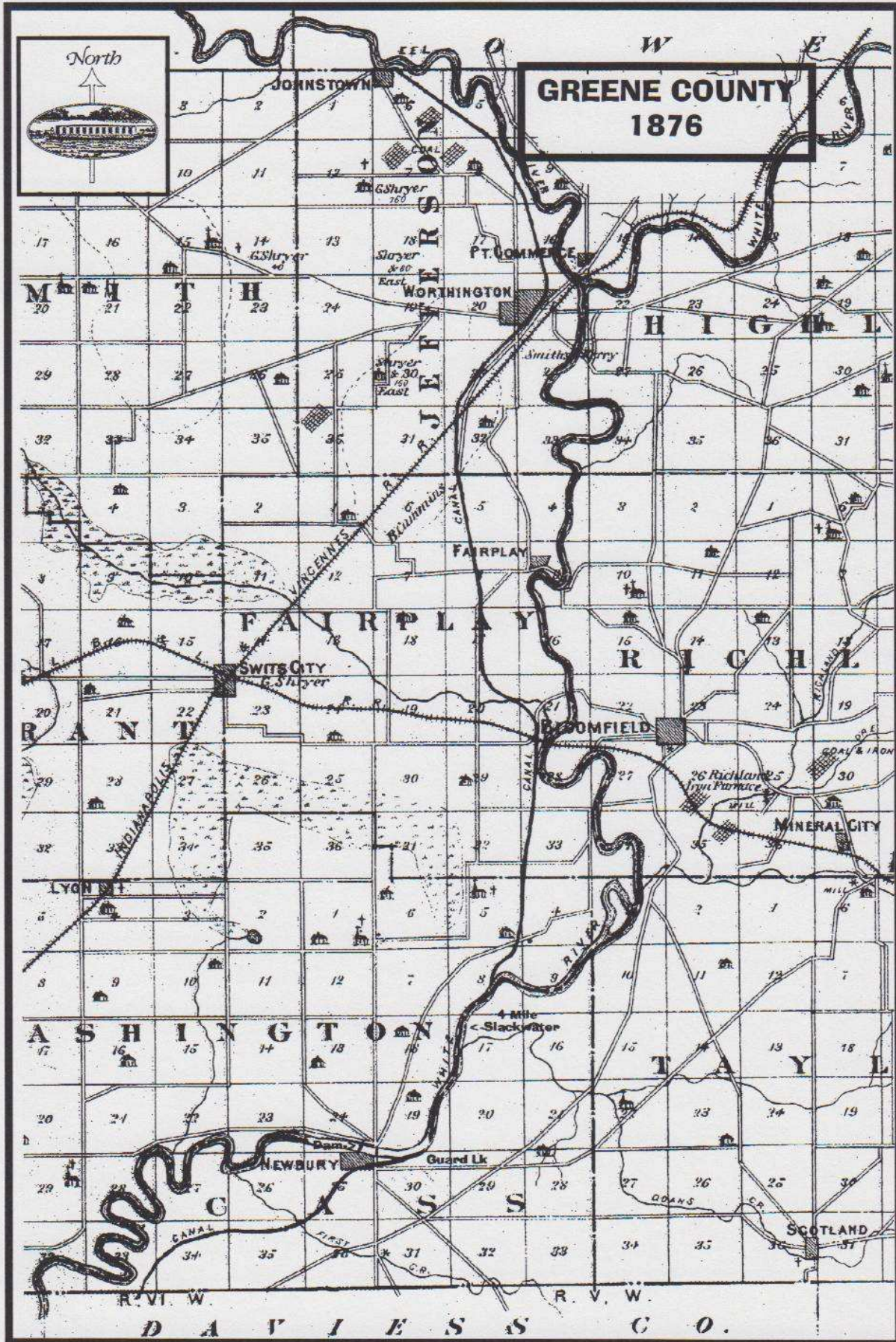
After orientation bus proceeds slowly across the bridge. The remains of dam to the left (W) can be seen at low water. To the right (E) the canal entered the White River at the bend upstream. The slackwater pool created by the dam was in this area and under the current bridge.

ALTERNATE ROUTE (Car route)

SR 57 in Newberry before reaching the bridge
L on Second Street

REMAINS OF NEWBERRY DAM

THE FINAL LINK - Port Gibson - Worthington



THE FINAL LINK - Port Gibson - Worthington

TIMBER REMAINS OF NEWBERRY DAM
PHOTO - BOB SCHMIDT



R on Franklin Street to railroad track -- this is on the canal. The house to the right of the corn cribs is private property. Ask permission to walk across the property to site of canal dam. On this side of the river was the river lock in the Newberry Dam. At low water dam remains and river lock remains are visible.

Back track to SR 57

L on SR 57 to continue tour route

Left on SR 57

Right (E) on SR 54 toward Bloomfield

Left (N) on 250 W by red barn before White River

We will follow the canal prism through this area riding first on the berm side of the canal and then crossing to the towpath side of the canal.

**STOP # 9 Timber Arch Culvert No. 166 Remains
(Latta's Creek)**



SEE REMAINING TIMBERS IN CREEK BED
PHOTO - BOB SCHMIDT

Proceed to SR 67

INDIAN MOUND on right where the road crosses a paved road and jogs from the canal berm to the canal towpath.

Right (NE) on SR 67 Cross Eel River

Right (S) on 710 N to Point Commerce (1 block)

Left at next road

Right at next road and up the hill

Left at next street, buses back up and wait

STOP # 10 Allison Home

Walk down road to home. Please **DO NOT** trespass onto property. Please stay on the road.

Buses backtrack to SR 67

Left on SR 67 or Commercial St. and cross Eel River to enter Worthington

Right on Third

Right on CR 157 and straight ahead onto gravel road until it comes out once again on CR 157. We will follow Cross Cut Canal prism through this area.

Right on CR 157 -- 1.5 miles

Right (E) on CR 990 N just before Owen Co./Greene Co. Line

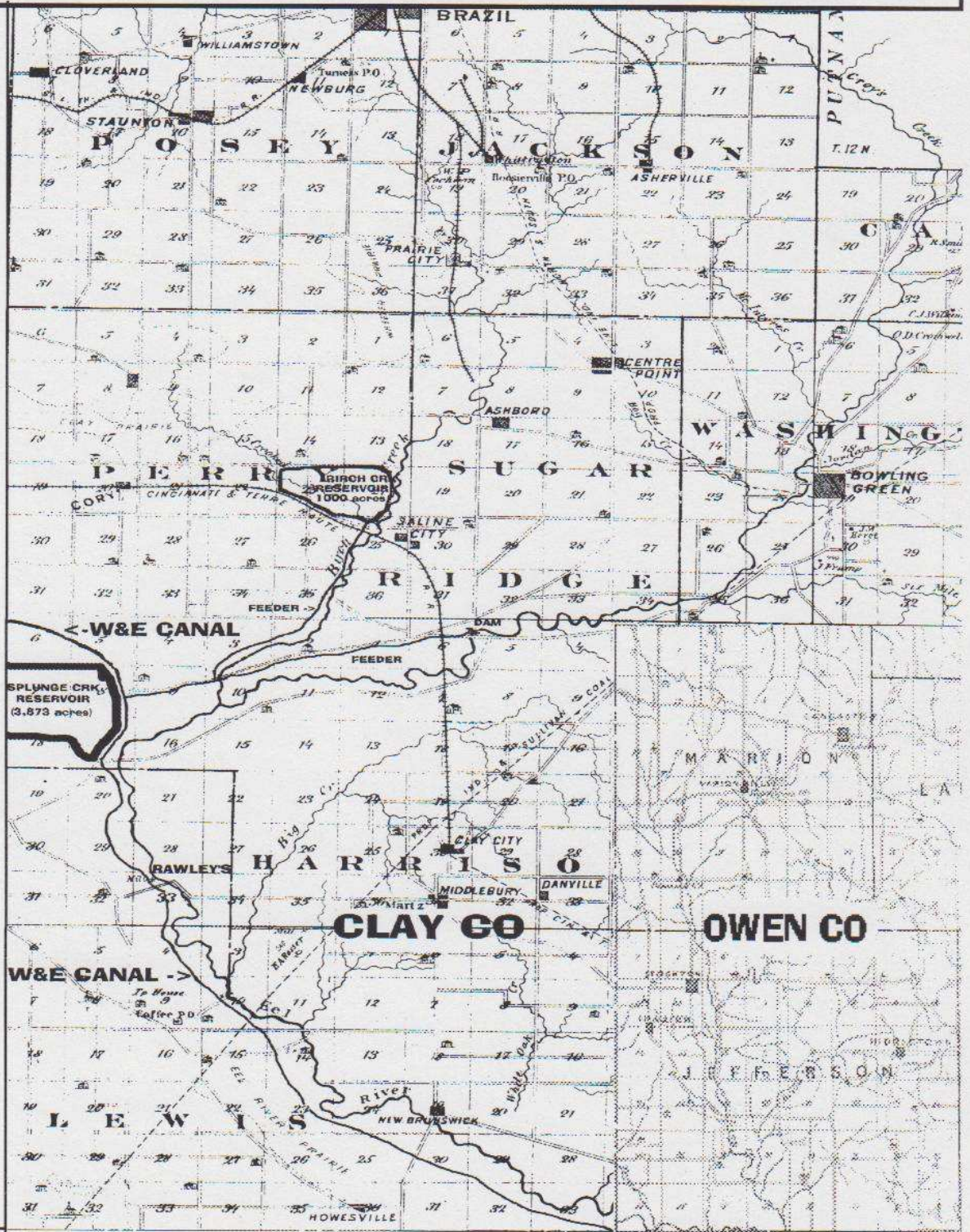
Park bus outside of Citizens Gas

STOP # 11 Hike the Canal Prism

Johnston, the canal port established by John Allison, was located along the canal in this area. Take time for a leisurely walk along a cleared path where you can see the canal prism for about a mile.

Back CR 990 to CR 157. To your right you can see the county line marker. The question often arises if the Wabash and Erie Canal entered Owen County. This proves that it did if only for a short distance. This is shown on the map on the following page of this book.

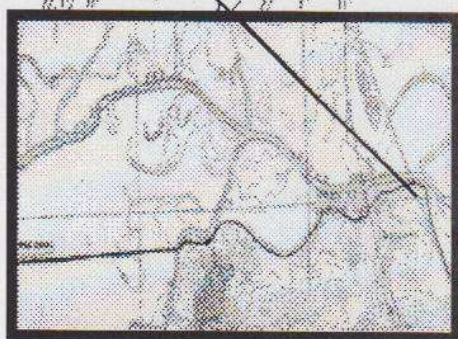
THE FINAL LINK - Port Gibson - Worthington



VIGO CO

SULLIVAN CO

GREEN CO



The map on the right shows the Wabash & Eric Canal as it enters Owen County. The arrow shows where this small loop in the Eel River is located.

THE FINAL LINK - Port Gibson - Worthington

Left on CR 157

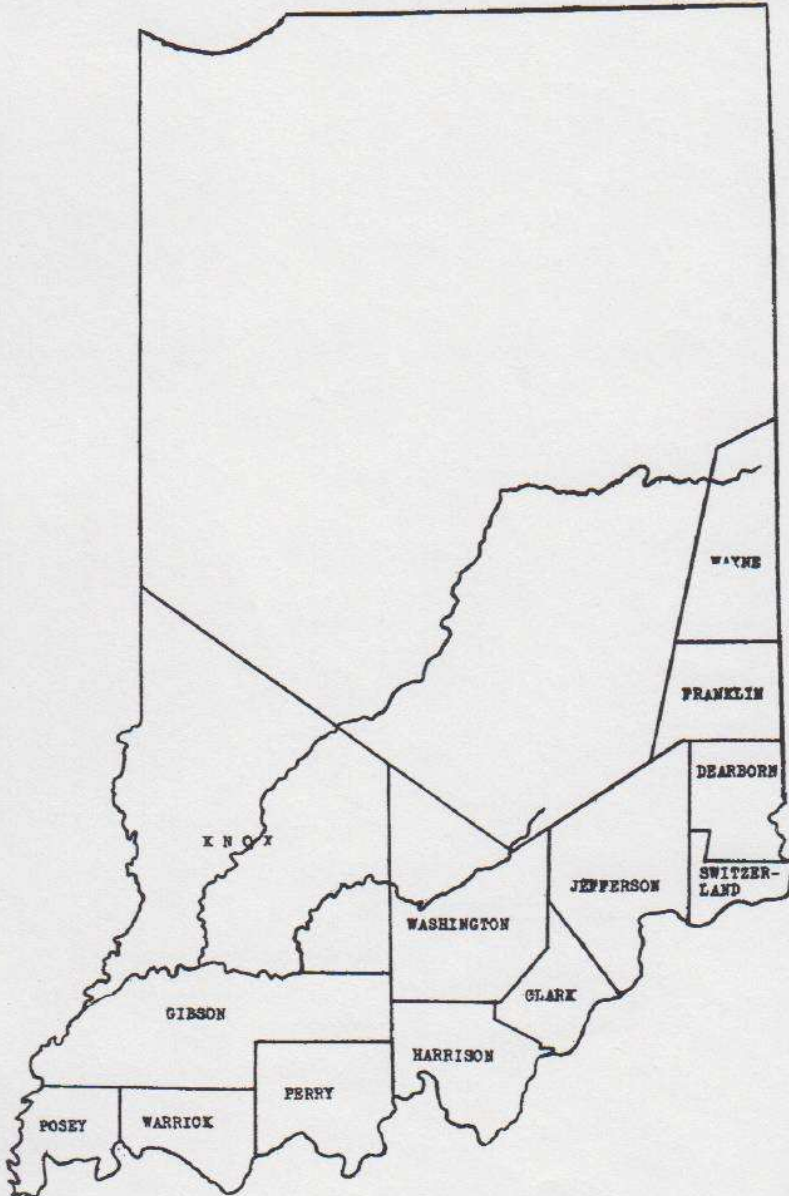
On the west side on the road about 1/8 of a mile was a canal culvert of the Cross Cut canal from Terre Haute. This canal joined the Wabash and Erie at Terre Haute with what was to have been the Central Canal at Worthington. It was 42 miles long. This all became the Wabash and Erie Canal.

Right (W) on Worthington to the park See the huge sycamore branch and note the plaque in memory of Jewell at the park's entrance.

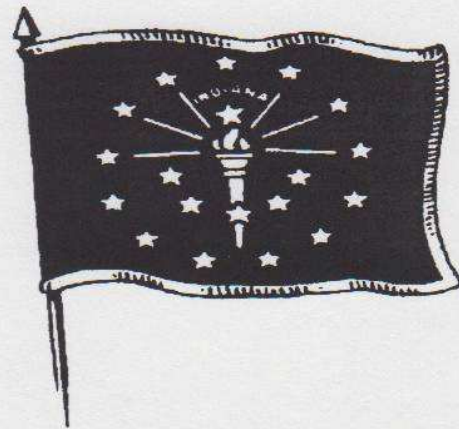
Left (S) on Dayton St. to SR 67

Right (SW) on SR 67 to Vincennes and the Executive Inn. This return trip will take approximately 45 minutes.

— END OF TOUR —



**COUNTIES OF INDIANA
1815**



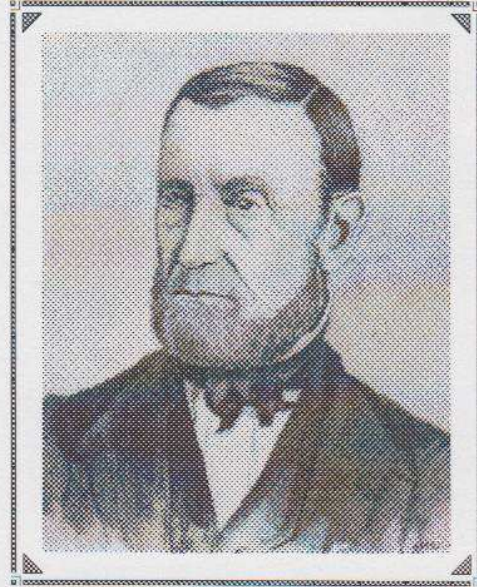
COUNTIES ORGANIZED

KNOX	JUNE 20	1790
GIBSON	APRIL 1	1813
PIKE	FEB 1	1817
DAVISS	FEB 15	1817
OWEN	JAN 1	1819
GREENE		1821
CLAY		1825

THE FINAL LINK - Port Gibson - Worthington

1853 CHIEF ENGINEER'S REPORT

The following 1853 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, headings and additional current information have been added in bold type before each of his descriptions. Some may be repetitive to his report. Stan Schmitt has provided much of the additional information such as lock names and the conditions at the sites when he last visited them.



JESSE LYNCH WILLIAMS

CLAY COUNTY

Lock No. 50:

Foundation timbers are exposed and are being undermined.

Lock No. 51:

There seem to be some foundation timbers in the ditch wall.

Locks Nos. 50 and 51. Near together; a short distance below the mouth of the Eel River feeder, each of 8 feet lift; built of timber on the crib plan. A tow path bridge is built over the lower end of the upper lock. The next structure is the culvert through which the water is drawn from Splunge Creek Reservoir into the canal. The work consists of a culvert 40 feet long, with two spaces of 8 1/2 feet by 2 feet clear. A breast wall 14 feet high, of timbers twelve inches square and 32 feet long. On the reservoir side there are wings framed into the breast wall, stepping off to correspond with the slope, and braced apart to retain the embankment. A course of sheet piling extends along the first stick of breast wall its entire length connecting with the plank wall in the reservoir bank; and the culvert and breast wall is well planked with two inch oak boards.

There are four cast iron sliding gates, working in cast frames, raised by wrought iron stems with screws at the top. This structure operates well, and appears to be entirely secure; but a small portion of it is subject to decay.

Road Bridge No. 112:

Road bridge No. 112; near the lower end of the reservoir.

Road Bridge. No. 113:

Road bridge No. 113.

Culvert No. 159:

Culvert No. 159. Length 111 1/2 feet. Three spaces 12 by 3 feet clear. Top; of the culvert 6 1/2 feet B. Top and portion of sides of culvert planked with two inch boards.

Bridge No. 114.

Bridge No. 114. At side of Hooker's Mill.

Road Bridge No. 115.

Road bridge No. 115. At Kossuth.

Waste Weir:

Waste weir. Built on the same plan as that at the mouth of the Eel River feeder.

(Waste weir at mouth of Eel river feeder, to draw water from the canal, and to fill the Splunge Creek reservoir, as occasion may require. This structure is built of timber. It consists, first, of two abutments, 50 feet apart, built in the form of an L - the lower side being stepped off to correspond with the slope of the embankment. The foundation consists, first, of two

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sticks of timber, 10 inches square, laid in the direction of the tow-paths, 7 feet apart - the lower side of the upper one corresponding with the upper face of the abutments. Along this upper stick there is sheet piling, 4 feet long, extending to end openings of abutments 10 1/2 feet each side.

On these lower sill there are nine cross timbers for sills of bents notched down, leaving the projections above 6 inches. The space between the cross timbers is filled with foundation timbers 6 inches thick. The timbers are 25 1/2 feet long, extending 5 feet above the upper sill, and an additional course of sheet piling is put in all around the upper end of the foundation, connecting with the first course along the wings of the abutment. The joints in the bents are placed at 4 feet A, affording a spill over the waste weir for about 40 feet. There are two gates, 5 1/2 feet long, raised by rollers and chains - gates suspended by iron bars working from centers at upper edge of foundation. Foundation planked, as also abutments. Top of foundation 1 feet B.)

Lock No. 52 (Kossuth Lock):

Lock No. 52. Of 7.10 feet lift at Kossuth; built of timber on the crib plan.

Culvert No. 160:

Culvert No. 160. Length 136 feet. Two spaces 10 by 3 feet clear. Covering secured by iron rods through side timbers into the foundations. Covering of culvert and part of sides planked with two inch boards. Top of culvert 6 feet B.

Road Bridge No. 116:

Road bridge No. 116.

Waste Weir:

Waste weir of timber, on the same plan as that at the mouth of the Eel River feeder.

Culvert No. 161 (Prairie Creek):

Culvert No. 161. Prairie Creek. Timber arch 15 feet chord clear. Length 100 feet from face to face. Foundation extending 4 feet beyond at each end. Ring 18 inches deep. Top of culvert 5.80 feet B.

Lock. No. 53 (Gallaghers Lock):

Lock No. 53. Of 6.6 feet lift. Just below Prairie Creek. Built on timber on the crib plan.

Road Bridge No. 117:

Road bridge No. 117. Road to New Brunswick; short distance below lock.

Road Bridge No. 118:

Road bridge No. 118. Road to New Brunswick.

Lock No. 54 (Ragans Lock):

Lock No. 54. Of 7 feet lift. Built of timber on the crib plan.

GREENE COUNTY

Culvert No. 162 (Lake Branch):

Now (Lagoon Creek)

Culvert No. 162. Lake branch. Timber arch 20 feet chord. Length 93 feet. Ring 18 inches deep. Top of culvert 2 feet B.

Culvert No. 163:

Johnstown

Culvert No. 163. 1/4 mile above Hubble's Mill. One space 10 by 1 1/2 feet clear. Length of culvert 130 feet. Top of culvert 12 feet B. Top and part of sides of culvert planked with two inch oak boards.

Road Bridge No. 119:

Road bridge No. 119. At Hubble's Mill.

OWEN COUNTY

Canal briefly enters Owen County and turns abruptly South returning to Greene County.

GREENE COUNTY

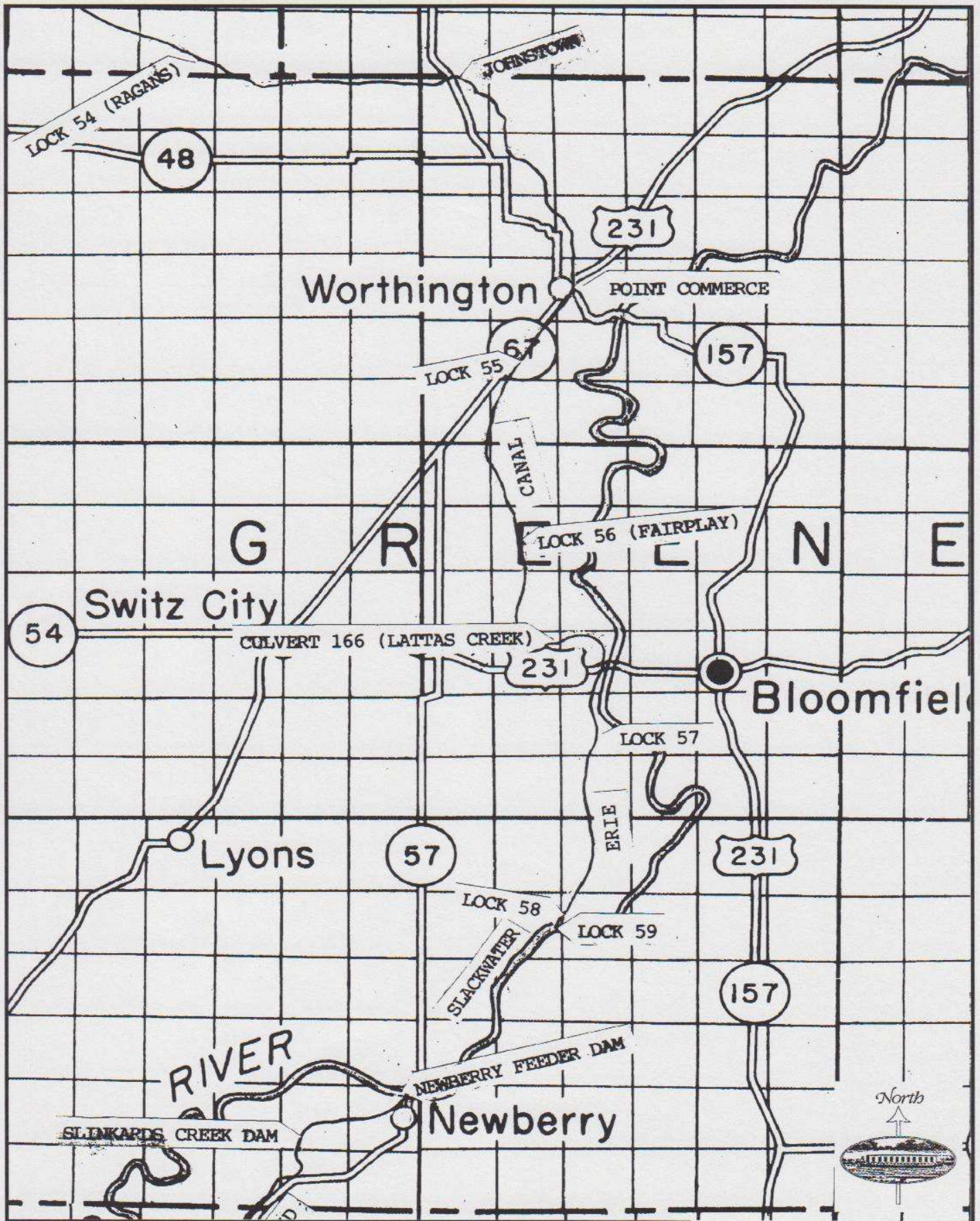
Guard Gates:

Guard gates, to be used in floods, to prevent the water of the Eel River running down the Canal. This structure consists of two short cribs on a foundation of timber and planks. The gate lies flat below bottom of canal when not in use. When required, it is raised and held in its position by the pressure of the water. Paddle gates are provided to draw the water down when the gate is to be lowered.

Waste Weir:

Waste weir. 2 1/2 miles above Worthington. This structure is built, in all respects, on the plan of that at the mouth of the Eel River feeder already described.

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Culvert No. 164 (Seaman's Creek):

Culvert No. 164. Seaman's Creek. Three spaces 12 by 3 feet in the clear. Length 108 feet. Top of culvert 6 feet B.

Culvert No. 165:

Lemon Creek

Culvert No. 165. Just above West Point Commerce. Length of culvert 98 feet. One space 3 by 1 1/2 feet clear. Top of culvert 3.1 feet B.

Road Bridge No. 120:

Road bridge No. 120. Road to Point Commerce.

Road Bridge No. 121.

Road bridge No. 121. Across the canal at Worthington. Small culvert in berm bank passing water into the canal.

Road Bridge No. 122:

Road bridge No. 122. Louisville road, 1 1/2 miles below Worthington.

Lock No. 55:

Lock No. 55. Of eight feet lift. One and a half miles below Worthington. Built of timber on the crib plan.

Road Bridge No. 123:

Road bridge No. 123. Fairplay road.

Lock No. 56 (Fairplay Lock):

Lock No. 56. Of 7 feet lift. 1/2 mile below Fairplay road. Built of timber on the crib plan.

GPS - N 39D 02.040M W 86D 5.253M

Culvert No. 166 (Lattas Creek):

Culvert No. 166. Lattas Creek. Timber arch 26 feet chord. Length of culvert 100 feet. Ring 18 inches deep. Head wall on the tow path side raised extra height to admit of road way over the creek. Top of culvert 2 feet B. Crown of arch planked with two inch boards. Tow path over culvert 10 feet A, and berm bank 6 feet A.

Road Bridge No. 124:

Road bridge No. 124. Road from Fairplay to Newberry.

Guard Gate:

Guard gate, consisting of two short cribs; pair of common lock gates with paddles. This gate is required to keep the floods of White River from running down the canal.

Road Bridge No. 125:

Road bridge No. 125. Road to Bloomfield.

Road Bridge No. 126:

Road bridge No. 126. Road to Bradford's Ferry.

Lock No. 57:

Lock No. 57. Of 7 feet lift. Built of timber on the crib plan.

Road Bridge No. 127:

Road bridge No. 127. Road to Bradford's Ferry.

Culvert No. 167:

Culvert No. 167. Timber arch of 16 feet chord. Length of culvert 102 feet. Ring 16 inches deep. Top of arch 1 1/2 feet B planked over with two inch boards. Tow path 10.4 A, and 6 feet A.

Road Bridge No. 128:

Road bridge No. 128. Bloomfield.

Lock No. 58:

Lock No. 58. Of 8 feet lift. Near the entrance of White River, four miles above Newberry. This lock is built on the combined plan. Against a dry wall of sandstone, studding is secured with iron rods and keys, to which two courses of planking is spiked. The foundation is made in the ordinary way.

Lock No. 59:

Lock No. 59. Of 8 feet lift. A short distance below lock 58, which brings the level down to the pool of Newberry dam. This lock is also built on the combined plan, but there is first a crib raised 4 feet high above the foundation and filled with stone. The top of the crib is covered with timber, the front sticks projecting beyond the face of the wall sufficient to receive studding. In all other respects this lock is built like that last described.

Slackwater to Dam

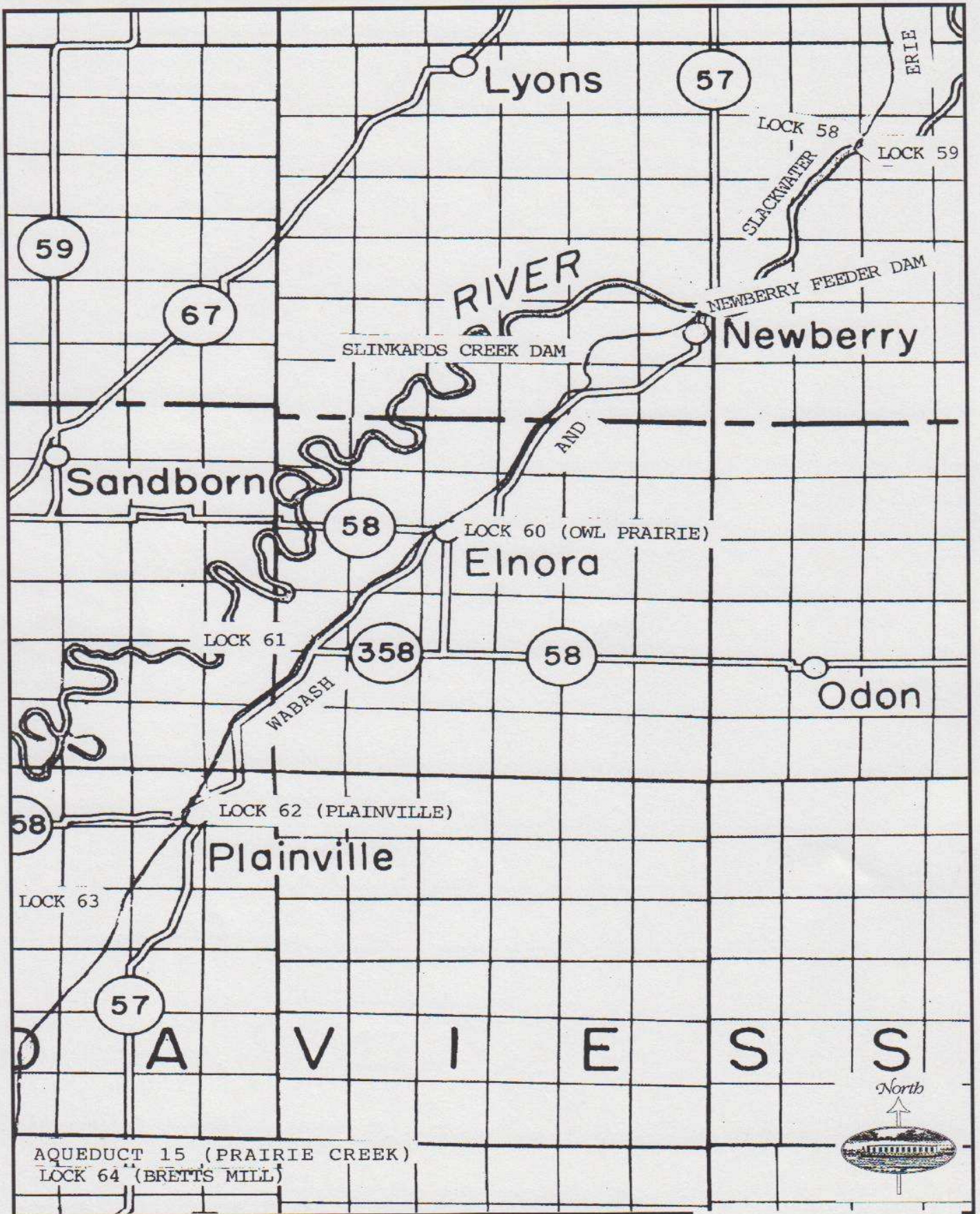
Towpath Bridge (Doan's Creek):

Tow path bridge over Doan's Creek 120 feet long; two spans of 60 feet each, with one bent in the middle. Bridge above high water of White River.

Towpath Bridge:

Tow path bridge, 50 feet long, half a mile above Newberry dam.

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GPS - N 38D 55.705M W 87D 01.194M

Newberry Dam:

Parts of the dam's cribs and ties are visible at low water. Some stone is visible. Very difficult to get there.

Newberry dam. This structure is 444 1/2 feet long and 12 feet high above low water of the river. About 290 feet of the dam is on rock, the remainder is on sand and gravel. The foundation is formed by, first, a course of brush about two feet thick with men standing upon it. Then six courses of ties, the first being 60 feet long and stepping off - the last 43 feet long. Upon this, there is built a crib 4 1/2 feet high at the lower, and 6 feet high at the upper sides, - 29 1/2 feet wide measured in the direction of the stream. The upper and lower sides of the crib, to the height above noted, are plumb. Between the first and second and third courses of timbers in the lower sides of the crib, a space of 6 inches is left to admit the free escape of any water that may get into the crib through the dam or apron timbers.

Upon the lower end of the crib are apron timbers 14 1/2 feet long, securely spiked to the timbers below and closely jointed together. The crib has five courses of lineal timbers in it, held together by round ties, dovetailed at the ends, and securely pinned at the points of bearing. From the apron, leaving a projection of 13 feet, the dam is raised the remainder of its height by 4 sticks of timber laid close together and forming a slope on the lower side of 1 in 4. - These timbers are secured in their position by round ties dovetailed into each other and into the upper stick of the square crib, and also by the covering timber and plank. The covering timber is 16 feet long, having their support in the middle. The first course of timber at the upper and lower side of the square crib is 18 inches square. The apron and timbers connected therewith, are held together by 700 spikes 22 inches long and one inch square, and 350, 18 inches long and 3/4 inch square. The whole crib is well filled with stone - care being taken to put the largest under the apron and the body of the dam, and the fine material near the upper side. At the upper side there is a course of sheet piling extending about 4 feet below the foundation, or down to the rock. The upper end of this piling is spiked to the upper toe-stick of the square crib. From this point up to the covering timber, the square crib is planked, making a joint with the covering timber.

Above the dam, raised to the height of the square crib, there is a bank of gravel and fine stone, topped off with larger stone. Below the foundation of the north-west side of the river, extending out from the abutment where there is no rock, there has been put a large quantity of brush rock, to protect the abutment

and dam from undermining. The comb of the dam was raised five feet A on the upper level from the guard lock down. The north-west abutment of the dam is a crib of timber 60 feet long, 20 feet wide from out to out, and 31 feet high. The upper four courses of the abutment are stepped off at the lower end. The abutment crib is held together with round ties dovetailed at the ends. The abutment is built on a foundation of hewn timbers laid close together, placed 3 feet below low water of the river.

Below the abutment there is a protection wall of timbers 40 feet long, raised 27 feet high, receding from the river at the lower ends as they rise, secured by round ties extending into the natural bank of the river. In front of this wall there is stone and brush protection.

River Lock at Newberry Dam:

Part of either the dam abutment or river lock is still visible.

On the south side of the river there is a river lock, admitting of the passage of flat boats, 105 feet long and 21 feet wide. The lock is built on the crib plan, and is of the same height of the north-west abutment. The crib next the river is filled with stone, and the other also to the height of ten feet. The foundation timber of this lock is placed on solid rock 3 feet below low water of the river.

Guard Lock at Newberry Dam:

Near the river lock and a little below the range of the dam is located the guard lock, through which the water is admitted to feed the Canal south from this point. The guard lock consists of Buttresses to receive and support the gates and cribs on each side between the same raised 5 feet high. Upon these cribs there are posts and cap raised to the desired height. The cribs of the guard lock are raised to the same height as the river lock - say to 22 feet above bottom of Canal, being 4 feet above extreme high water of White River.

In the upper gates of the guard lock there are eight paddle gates 2 by 3 feet, for the passage of water into the Canal. Just at the upper end of the guard lock there is a culvert for hydraulic purposes, with 4 sliding gates in it 2 by 4 feet.

Road Bridge No. 129:

Road bridge No. 129. At Newberry, a short distance below the guard lock.

Slinkard's Creek Dam:

Now (First Creek) Nothing found.

Slinkard's Creek Dam. 1 1/2 miles below Newberry. The bed of the structure is fine sand of the

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most treacherous kind. The foundation of the dam consists, first, of a course of brush about two feet thick, and then three courses of round trees - the first two 35 feet long and the upper course 25 feet. The dam is 100 feet long between the abutments, and is curved up stream, having a versed sine of 12 1/2 feet. Upon the foundation there are five courses of range timbers, each course consisting of five lengths of timber 21 feet long. To these timbers the apron timbers 13 feet long and 9 inches thick are secured by suitable spikes. The space between the lineal timbers and the foundation under the apron is filled with stone. The top of the apron is three feet above low water of the creek. From the center of the apron the breast of the dam is raised, consisting of seven courses of timbers 21 feet long and 12 by 18 inches, by which the arch is raised 7 feet high. In every alternate course the range is commenced with a short stick so as to break the joints. The whole is well secured with wrought spikes. The brush and trees are cut off smooth at the upper end and two courses of sheet piling 7 feet long driven the upper ends being spiked to the upper range of timbers under the apron. The piling extends out to the ends of the wings of the dam 22 feet. Above the dam there has been put in a large quantity of small stone, fine brush, and other material. The foundation of the dam was put in 4 feet below low water, and the comb is raised 5 feet above bottom of Canal, making the dam 10 feet high above low water.

The abutments of the dam are 50 feet long and 14 feet wide from out to out. The wings at the upper end are 22 feet long. The abutments rest upon a foundation of hewn timbers laid close together, and they are raised 18 feet high above the same. The lower ends of the abutments are stepped off - top course 34 feet long; wings, and part of face of abutments, planked.

Towpath Bridge above Slinkard's Creek Dam: Nothing found

The boats cross the pool a short distance above Slinkard's Creek dam by means of a tow-path bridge. This structure consists of one middle span of 60 feet, and two end spans of 40 feet each. The bridge is supported by two high bents resting on mud sill in the bed of the creek. On the caps of the bents there are sub-chords 30 feet long, upon which the chords are placed and securely bolted. The chords of the bridge consist of three sticks to each span 10 by 14 inches, and require no other braces except those extending from the posts of the bents to the ends of the sub-chords. The bridge is 7 feet wide, from out to out. Lateral bracing is introduced in the middle span.

Guard Lock at Slinkard's Creek: Nothing found

The Slinkard's Creek guard lock is located just below the dam. It is built upon the plan of the Newberry guard lock, having 8 paddle gates in the upper gates of the lock to admit the passage of water down the Canal. The buttresses of the lock are raised 23 courses high, making the top 22 feet above the bottom of Canal.

At the Newberry guard lock the level of the bottom of the Canal is depressed one foot giving five feet water in the Canal from Newberry to the first lock above Maysville.

Road Bridge No. 130:

Road bridge No. 130. One mile below Slinkard's Creek.

DAVISS COUNTY

Culvert No. 168:

(Weaver Ditch)

Culvert No. 168. Length of culvert 105 feet. Top of same 2 feet B. Top and portion of sides planked over.

Road Bridge No. 131:

Road bridge No. 131. Road leading to White River.

Culvert No. 169:

Culvert No. 169. One space 10 by 2 feet. Top of culvert 2 feet B. Length of culvert 101 feet.

Road Bridge No. 132:

Road bridge No. 132, Owl Prairie.

Lock No. 60 (Owl Prairie Lock):

Now Elnora

Lock No. 60, of 5 feet lift, walls 12 feet high, built on the crib plan, of timber.

Culvert No. 170:

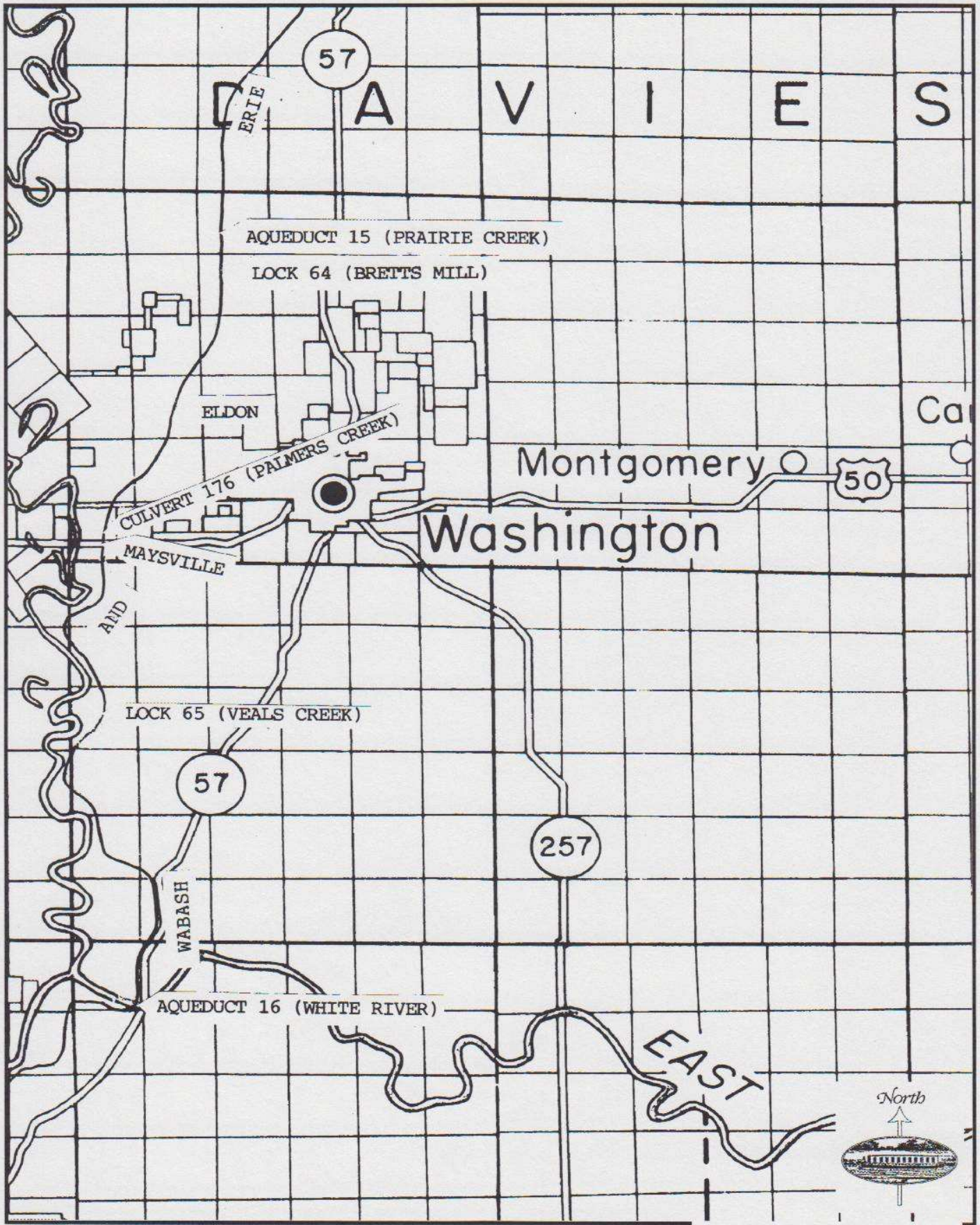
Culvert No. 170. One space, 10 by 2 feet clear. Length 99 feet. Top of culvert 2 feet B.

Canal visible along highway Indiana 57.

Waste Weir:

Waste weir with two large gates, 5 by 6 feet, to be hoisted with chains and rollers. The foundation of the waste weir consists of hewn timbers laid close together, extending ten feet above and nineteen feet

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below the gates. The stick immediately under the gate is of extra size, and along the upper side of this, and the wings of the side-walls on the same line, there is a course of sheet piling. Into this foundation stick three posts are framed, receiving a cap, the top of which is 5 feet, A. The outside posts are let into the side-walls 3 inches. The side-walls, or abutments, consist of timbers stepped off on the lower side, the lowest stick being 18 1/2 feet long, and the upper 6 1/2 feet long. From the upper end of the side wall timbers wings are extended out to the center of the tow-path. Timbers 7 feet long, half topped with the side-wall timbers. The side-wall timbers are prevented from pressing together by round ties running out into the embankment. On the upper side of the wings there are timbers 7 feet long, locked together in L form, which support the tow-path and sustain a bank of earth around the wings. The gates are supported by two rods to each gate, made in U form, of iron 2 by 1/2 inch, secured to a center point at the upper side of the foundation timbers, and to the gates by keys.

Lock No. 61:

Lock No. 61, of 6 feet lift, built of timber on the crib plan.

Road Bridge No. 133:

Road bridge No. 133, just below the lock.

Culvert No. 171:

Culvert No. 171. One space 10 by 2 feet. Length 101 feet. Top of culvert 2 feet B. Top and part of sides of culvert planked.

Waste Weir:

Waste weir just above Smother's creek. This structure is upon the same plan of that described just above lock No. 61.

Culvert No. 172 (Smother's Creek):

Culvert No. 172. Smother's creek. Four spaces 10 by 4 feet clear. Length of culvert 101 feet. Top of same 2 feet B.

Road Bridge No. 134:

Road bridge No. 134.

Lock No. 62 (Plainville Lock):

Lock No. 62 of 6 feet lift. Built on crib plan. Walls 13 feet high.

Lock No. 63:

Lock No. 63, of 7.3 feet lift. Walls 14 feet high, built of timber on the crib plan.

Tumble:

Tumble on berm side of Canal, to admit water from Lagoon pond and other branches that could not be passed under the Canal.

Culvert No. 173:

Culvert No. 173. Two spaces 10 by 18 inches. Length 98 feet. Top of culvert 1.50 B.

Road Bridge No. 135:

Road bridge No. 135. Road to Edwardsport.

Aqueduct No. 15 (Prairie Creek):

Prairie creek aqueduct, No. 15. This structure consists of 4 spans of 29 feet, the trunk being 24 feet wide in the clear. It is supported by two timber bents, and on crib pier 5 feet thick, in the center of the channel. The abutments are of timber, planked and sheet piled. The abutments and piers are protected with stone and brush.

Road Bridge No. 136:

Road bridge No 136.

Lock No. 64:

Bretts Mill

Lock No. 64 of 5 1/2 feet lift, built on the crib plan. The difference of level between the bottom of the Canal above and below the lock, is 5 1/2 feet, but the water above the lock is five feet deep, and below only 4 1/2 feet, consequently actual lift of the lock is 6 feet from surface to surface of the water.

Culvert No. 174:

Culvert No. 174. One space 10 by 2 feet clear. Length of culvert 98 feet. Top of culvert 1 foot B.

Road Bridge No. 137:

Road bridge No. 137. Road from Washington to mouth of Prairie creek.

Eldon

Culvert No. 175 not listed.

GPS - N 38D 39.080M W 87D 13.609M

Culvert No. 176 (Palmer's Creek):

Now Hawkins Timbers visible across bottom of creek.

Culvert No. 176. Palmer's creek. Timber arch of 18 feet chord. Length of arch from face to face, 86 feet. Ring 18 inches deep. Top of arch 1 foot B, covered with two-inch oak plank, extending 23 1/2 feet each way from the center line of Canal. There is also a short vertical wall of plank in the center of each bank, connected with the planking on top of the arch.

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Road Bridge No. 138:

Road bridge No. 138. In Maysville.

Road Bridge No. 139:

Road bridge No. 139.

Lock No. 65 (Veals Creek Lock):

Lock No. 65, of 3 feet lift. Walls 9 1/2 feet high. Water 4 1/2 feet A above and below the lock. Walls 9 1/2 feet high.

Culvert No. 177 (Veal's Creek):

One timber visible

Culvert No. 177. Veal's creek. Timber arch 26 feet chord. Length of culvert 125 feet from face to face. Ring 18 inches deep. Foundation 27 feet B. Top of arch 12 1/2 feet B.

Culvert No. 178:

Culvert No. 178. One space 10 by 1 1/2 feet clear. Length of culvert 156 feet. Top of culvert 7.75 feet B. Top and part of sides planked with 2 inch oak plank.

Road Bridge No. 140:

Road bridge 140. Road to Feisel's Ferry.

Culvert No. 179 (Wrangling Run):

Culvert No. 179. Wrangling run. Two spaces 8 by 3 feet clear. Length of culvert 143 feet. Top of same 15 feet B.

Road Bridge No. 141:

Road bridge No. 141. Washington and Petersburg road.

GPS - N 38D 32.453M W 87D 13.548M

Aqueduct No. 16 (White River):

South abutment intact (stone only). Masons mark carving visible. Piers have toppled and are visible at low water. North 1/2 of aqueduct in Daviess County.

White river aqueduct, No. 16. This structure is 557 feet long, consisting of six spans of 85 feet clear space, and sustained by five piers 42 feet high above low water mark. The piers and abutments are of substantial cut stone masonry. The masonry of the abutments extends six feet below bottom of Canal, resting on timber cribs raised from the natural surface of the river bank. The cribs are filled with stone and covered with hewn timber, laid close together, from which the masonry is commenced. The abutments are surrounded with the slope of the embankment, raised up to nearly bottom of the Canal under the trunk. The crib timbers being thus covered up and excluded from the

air, and being also kept moist, are believed not to be subject to decay.

The first two piers from the south side are founded on solid rock, and the north pier on piles driven about ten feet. The piling so arranged that the outside row comes immediately under the face of the pier all round. The piles are prevented from spreading at top by placing on each side a stick of timber the length of the foundation, and bolting them together with iron rods about thirteen feet long. The space in the middle, surrounded by the piles, is filled with stone to the top of the piles. The piles are cut square and smooth on top, and receive two courses of foundation timber laid close together, the first course being of short timbers laid crosswise.

The third and fourth piers rest upon platform of timber, the first and last courses in each being laid close together. The intermediate courses are laid about twelve inches apart. The third pier from the south side of the river has six courses of timber and the fourth pier four courses of timber in the foundation. It was intended to excavate the foundation for the fourth pier so as to admit of six courses of timber, but we found a large log in our way, and the alternative was presented of either risking it at that depth with the log under it five feet below low water, or defer the completion of the aqueduct a whole year. Sickness and other causes having retarded the work so much, that at that late period in the season, the delay incident to removing the log and continuing the excavation would have endangered the whole work, it was concluded to risk the foundation with four courses of timber, the excavation having been made to five feet below low water, and our judgment proved correct in this matter, as we had barely time to get in the foundations and secure them before there was a flood in the river. The position of the log was carefully ascertained, and small stones thrown in along its sides, covering the whole bottom of the pit, so that the foundation timber would not rest on the log. All the excavations below water were made without building coffer dams, or pumping out the water, by means of a scraper with long handles worked between gunwales floating upon the surface of the water, and pulled by oxen working in a large boat, anchored in proper position. This proved to be an economical and expeditious mode of excavating below water, and will answer to a depth of ten or even twelve feet. The foundation and slopes of the embankment and the ends of the aqueduct are well protected with stone.

The superstructure of the aqueduct rests on top of the piers and abutments 6 1/2 feet above the bottom of the Canal, the trunk being suspended from the arch

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by iron rods 1 1/8 inch in diameter. The trunk of the aqueduct is 16 feet wide in the clear and is calculated for 4 1/2 feet depth of water. There are four main chords consisting of five courses of oak plank 2 1/2 inches thick by 18 inches deep. On top of these are four additional chords composed of four courses of 2 inch oak plank 12 inches deep. There are four arches composed of nine courses of plank 2 1/2 inches thick and 12 inches wide. The truss frame is 18 feet 4 inches high from the bottom of the lower chords to the top of the plate or upper chords, composed of nine posts and braces between each pier, or pier and abutment. The arches are footed into the chord, the versed sine being 13 1/2 feet. The chord planks are bolted and pinned together, and bolted to the truss frame in the center between them. The arch plank are bent to the curve and spiked to each other, breaking joints and the whole are bolted together. The whole structure is roofed and weather-boarded and painted, to protect it from the weather.

PIKE COUNTY

Aqueduct No. 16 (White River) South 1/2 of aqueduct in Pike County. See description above.

Guard Gate at White River Aqueduct:

Guard gate just below the aqueduct consisting of short cribs, and one large gate swinging entirely across. This gate is suspended by iron rods from a post - the top of which is exactly vertical over the step of the gate. There are two paddle gates for the passage of water. This gate is required to be shut when boats are passing up through the aqueduct to check the strong current. It is to be opened immediately after the boat gets through.

Culvert No. 180:

Culvert No. 180. Small culvert to drain water from coal pit.

Culvert No. 181:

Culvert No. 181. Small culvert to drain water from coal pit.

Culvert No. 182 (Lick Creek):

Culvert No. 182. Lick Creek. Three spaces 8 by 3 feet clear. Length of culvert 156 feet. Top of culvert 18 feet B.

Culvert No. 183:

Culvert No. 183. One space 5 by 3 feet clear. There being rock in the bed of the branch no foundation

timber was put. Length of culvert 156 feet. Top of culvert 18 feet B.

Culvert No. 184:

Culvert No. 184. One space 8 by 2 feet clear. Length 142 feet. Top of culvert 14 1/2 feet B.

Culvert No. 185:

Culvert No. 185. One space 10 by 2 feet clear. Length of culvert 140 feet. Top of culvert 15 feet B.

Waste Weir:

Waste weir. This structure consists of, first, three sticks of foundation timber laid three feet apart, and timber abutments, built in the form of Ls. The lower side being stepped off to correspond with the slope of the embankment. The abutments are 60 feet apart. The top of the foundation is 6 feet below the bottom of Canal. The dam consists of hewn timber laid close together in a broken curve having a versed sine of 6 1/2 feet. The two end timbers in each course of the dam are 24 1/2 feet long, and the middle timbers 12 feet long. The dam is raised to 3 feet A. In front of the dam there is a course of sheet piling 4 feet long, and thence upwards the face of the dam is planked. In the middle of the dam at the level of the foundation there are posts framed in, leaving an opening 2 feet square, which is filled by a cast iron sliding gate, having an iron stem and worked by a screw at the top. A crib is built around the gate, raised to the bottom of the Canal, to prevent the earth from obstructing the gate. A large bank of clay and gravel and small stone is put in front of the dam. The foundation below the breast wall is planked, as also the wings of the abutments. The step timbers of the abutments are held out by round ties running into the embankment. Into the foundation and the top of the dam, posts are framed and capped, which support the tow-path bridge.

Road Bridge No. 142:

Road bridge No. 142. Leading from Petersburg Ferry above Petersburg bluff.

Road Bridge No. 143:

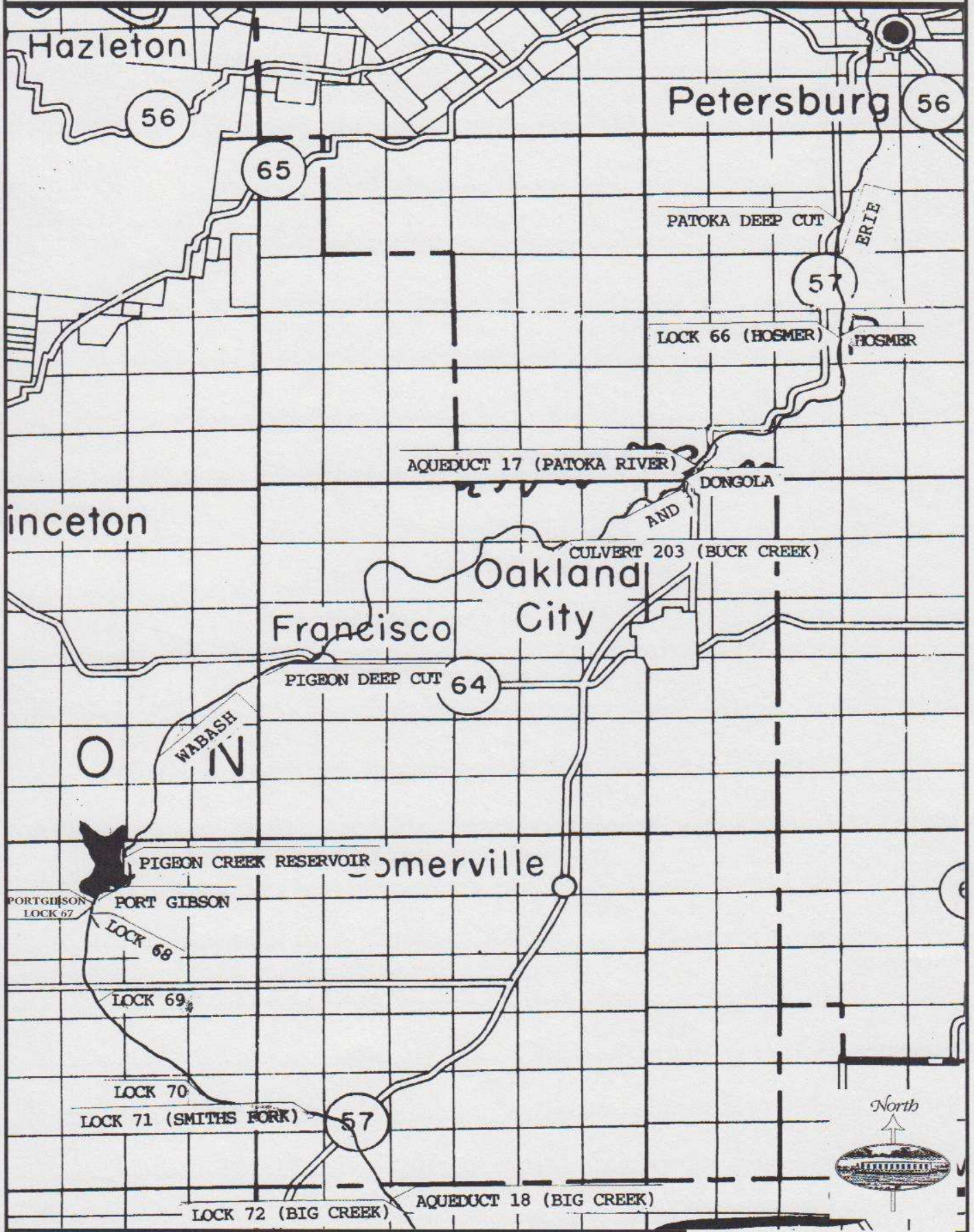
Road bridge No. 143. Leading from Petersburg to Wright's Ferry.

GPS - N 38D 29.650M W 87D 17.625M
School House deep cut. The canal is cut into the bluff like it was at Fountain near Attica.

Culvert No. 186:

Culvert No. 186, at Petersburg. One space 8 by 3 feet clear. Length of culvert 140 feet. Top of culvert 15 feet B.

THE FINAL LINK - Port Gibson - Worthington



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Road Bridge No. 144:

Marker

Road bridge No. 144; Petersburg; double track.

Culvert No. 187 (Pride's Creek):

Culvert No. 187. Pride's Creek. Timber arch 22 feet chord. Ring 17 1/2 inches deep. Length of culvert 105 1/2 feet from face to face. Top of culvert 6 1/2 feet B.

Culvert No. 188:

Culvert No. 188. One space 6 by 1 1/2 clear. Length of culvert 110 feet. Top of culvert 5 1/2 feet B. Top and parts of sides planked with two-inch oak boards.

Road Bridge No. 145:

Road bridge No. 145. Tow-path changed at this bridge.

Culvert No. 189:

Culvert No. 189. One space 10 by 2 feet. Length 112 feet. Top of culvert 5 feet B. Covering and part of sides planked.

Road Bridge No. 146:

Road bridge No. 146.

Culvert No. 190:

Culvert No. 190. One space 10 by 2 feet clear. Length 112 feet. Top of culvert 6 feet B. Covering and part of sides planked.

Culvert No. 191(Pride's Creek Summit):

Culvert No. 191. Summit branch of Pride's creek. Two spaces 10 by 2 1/2 feet. Length of culvert 100 feet. Top of culvert 5 1/2 feet B. Covering and part of sides planked with two-inch oak boards.

Patoka Deep Cut very visible and watered.

Road Bridge No. 147:

Road bridge No. 147. Road crossing on Patoka Summit.

Culvert No. 192 (Flat Creek):

Culvert No. 192. Flat creek, first branch south of Patoka Summit. This culvert crosses the Canal at an angle of 60 degrees. The length of the culvert is 116 1/2 feet. There are three spaces 10 by 3 feet. Top of culvert 2 feet B. The covering timber is bolted down by iron rods, passing through a timber under the foundation and one on top of the culvert. The top and sides of the culvert are planked. This culvert is not put in where it was located, and will always be troublesome although

there is a deep ditch cut from the lower side to carry off the water.

Culvert No. 193:

Culvert No. 193. One space 10 by 2 feet clear. Length 101 feet. Top of culvert 3 feet B. Covering and part of sides planked.

Culvert No. 194:

Culvert No. 194. One space 10 by 2 feet.

Lock No. 66 (Hosmer Lock):

Now Glezen, low spot

Lock No. 66 of 7.9 feet lift. Walls 14 1/2 feet high. Above this lock the water is 4 1/2 feet deep, and below 4 feet, so that the difference of surface is 8.4 feet. Built on the crib plan, of timber.

Culvert No. 195 (Little Flat Creek):

Culvert No. 195. Little Flat creek. Two spaces 10 by 3 feet clear. Length 136 feet. Top of culvert 14 feet B.

Culvert No. 196:

Culvert No. 196. One space 8 by 3 feet clear. Length 140 feet. Top of culvert 15 feet B.

Culvert No. 197:

Culvert No. 197. One space 8 by 3 feet clear. Length 150 feet. Top 18 feet B.

GPS - N 38D 22.859M W 87D 20.065M

Aqueduct No. 17 (Patoka River):

There is timber under the mud which is not visible. The embankment is visible and there is a marker. The North 1/2 of the Aqueduct is in Pike County.

Patoka aqueduct, No. 17. This structure consists of one middle span of 50 feet, and four other spans (two on each side) of 36 feet. The middle span is supported by two crib piers six feet thick, filled with stone, resting on foundation timber six feet below the water. The remainder of the trunk is supported by double bents, resting on foundation timber, placed in pits dug in the slope of the river bank. The abutments are of timber, resting on foundations six feet below the bottom of the canal, sheet piled and thoroughly planked. The superstructure is an open trunk 18 feet wide in the clear, and calculated for four feet depth of water. The chords rest of sub-chords on top of the piers and bents, supported in the middle by long braces footing in chords, needle beams and suspension rods. The middle span has double chords and double braces, one set of braces meeting in the center, the others being separated by a straining beam, three needle beams and three

THE FINAL LINK - Port Gibson - Worthington

suspension rods on each side. The foundations and all the slopes up to the abutments are well protected with stones.

GIBSON COUNTY

Aqueduct No. 17 (Patoka River):

South 1/2 of aqueduct in Gibson County. See above description.

Guard Gates at Patoka Aqueduct:

Former site of Dongola

On each side of the Patoka there is a guard gate, the gates of the upper one facing up stream, and those of the lower facing down stream. They are to be used in case of accident at the aqueduct, to shut the water off both ways. Slide gates are provided in the side of the aqueduct trunk to let off the water.

Road Bridge No. 149:

Road bridge No. 149, at Dongola. The tow-path changes here, the bridge being provided with additional track.

Culvert No. 198:

Culvert No. 198. One space 4 by 1 1/2 feet clear. Length 127 feet. Top of culvert 11 1/2 feet B.

Culvert No. 199:

Culvert No. 199. One space 9 by 1 1/2 feet clear. Length 142 feet. Top of culvert 15 3/4 feet B.

Culvert No. 200 (Hurricane Creek):

Embankment visible

Culvert No. 200. Hurricane creek. Two spaces 8 by 2 1/2 feet clear. Length 169 feet. Top of culvert 23 1/2 feet B.

Culvert No. 201:

Culvert No. 201. Small.

Culvert No. 202:

Culvert No. 202. One space 9 by 2 feet clear. Length 131 feet. Top of culvert 12 1/2 feet B.

GPS - N 38D 21.774M W 87D 22.756M

Culvert No. 203 (Buck Creek):

Culvert under road

Culvert No. 203. Buck creek. Two spaces 8 by 3 feet. Length 153 feet. Top of culvert 19 B.

Road Bridge No. 150:

Road bridge No. 150. Dongola and Princeton road.

Culvert No. 204 (Keg's Creek):

Keg creek, large embankment

Culvert No. 204. Key's creek. Four spaces 8 by 4 feet clear. Length 160 feet. Top of culvert 21 feet B. Side timbers secured by bolting post to them on the outside.

Road Bridge No. 151:

Road bridge No. 151. Princeton road.

Culvert No. 205:

Culvert No. 205. Small.

Culvert No. 206 (Lost Creek east fork):

Culvert No. 206. East fork of Lost creek. Two spaces 8 by 3 1/2 feet. Length 124 feet. Top of culvert 10 1/2 feet B.

Culvert No. 207:

Culvert No. 207. One space 6 by 1 1/2 feet clear. Length 103 feet. Top of culvert 4 1/2 feet B.

Road Bridge No. 152:

Road bridge No. 152. Francisco to Princeton.

Pigeon Deep Cut visible and watered

Waste Weir:

Waste weir with two large gates, supported by iron bars, working from a center, at upper side of foundation, raised by chains and rollers. This structure is built of timber and plank upon the plan described next before Lock No. 61.

Tumble:

Tumble in berm bank to let in branch. Culvert at this point impracticable.

Road Bridge No. 153:

Road bridge NO. 153. Boonville and Princeton.

Waste Weir:

Waste weir in berm side to pass water to and from the Pigeon Creek Reservoir.

Culvert No. 208 (Scaffold Lick):

Culvert No. 208. Scaffold Lick. Timber arch of 16 feet chord. Ring 16 inches deep. Top of culvert 2 feet B. Length of culvert 96 feet from face to face. Crown of arch planked. As the water in the reservoir rises above the bottom of the Canal on both sides of this culvert, it was necessary to secure it from rising by iron bands. They pass through a stick of timber under the foundation, and are strongly keyed together. The bars are 2 by 1/2 inch, made in pieces from 4 to 6 feet long.

THE FINAL LINK - Port Gibson - Worthington

Road Bridge No. 154.

Road bridge No. 154. Port Gibson, at lower end of the Pigeon Creek Reservoir.

GPS - N 38D 16.612M W 87D 30.552M

Pigeon Creek Reservoir Culvert:

Pigeon Creek Reservoir culvert, to admit water into the Canal from the reservoir, is built of timber upon the plan of the culvert for the Splunge Creek reservoir. There are four sliding gates for the passage of water. The foundation is rock, but not being very hard, timber was put in upon it on the ordinary plan, and the whole planked on below the breast wall.

Waste Weir & Road Bridge:

Waste weir at the west end of reservoir bank. This structure consists of timber abutments 66 feet apart, in the form of L's, with breast wall 3 feet high, and longitudinal foundation timbers 2 feet apart, filled in between and covered over with stone. On the breast wall there are posts against which the plank rest, raising to top water line of the reservoir, and upon which there is a wide cap, on which a man may walk, to remove the plank when a large discharge is required. From the waste weir there is a ditch to convey the water gently down to the level of the creek bottom. Across the Canal there is a road bridge about 30 feet long.

Lock No. 67 (Port Gibson Lock) & Towpath Bridge:

Site visible, some timbers visible, now a pig lot. Embankment of Pigeon Reservoir visible.

Lock No. 67, at Port Gibson. Lift 7 feet, but the walls are raised 15 feet high, to guard against overflow, in case the reservoir should break into the Canal. The gates are raised to correspond with the walls. The lock is built of timber on the crib plan. Tow path bridge over the mouth of feeder from the reservoir.

Lock No. 68:

Lock No. 68. Near Port Gibson. Lift 7 feet, built of timber on the crib plan.

Culvert No. 209:

Culvert No. 209. One space 9 by 2 feet clear. Length of culvert 103 feet. Top of culvert 4 1/2 feet B. Covering and part of sides planked.

Lock No. 69:

Lock No. 69. Lift 8 1/2 feet, built of timber on the crib plan.

Culvert No. 210:

Culvert No. 210. One space 9 by 2 feet clear. Top of culvert 2 feet B. Length of culvert 94 feet. Covering and part of sides planked.

Culvert No. 211 (Snake Run):

Culvert No. 211. Snake run. Timber arch of 16 feet chord. Ring 16 inches deep. Top of arch 2 feet B. Length of culvert from face to face, 86 feet. Crown of arch planked.

Road Bridge No. 155:

Road bridge No. 155. Warrington road.

Lock No. 70:

Lock No. 70, of 6.8 feet lift. Built of timber on the crib plan.

Culvert No. 212:

Culvert No. 212. One space 10 by 2 1/2 feet clear. Length of culvert 103 feet. Top of culvert 2 1/2 feet B. Covering and part of sides planked.

Culvert No. 213:

Culvert No. 213. One space 9 by 2 feet clear. Length of culvert 99 feet. Top of culvert 2 1/2 feet B. Covering and part of sides planked.

Culvert No. 214 (Smith's Fork):

Culvert No. 214. Smith's Fork. Timber arch of 28 feet chord. Ring 21 inches deep. Length of culvert from face to face 86 feet. Top of arch 1 1/2 feet B. Crown or arch planked.

Lock No. 71 (Smiths Fork Lock):

Lock No. 71, of 6 feet lift. Built of timber on the crib plan.

Road Bridge No. 156: (SR57)

Road bridge No. 156. Petersburg and Evansville Road.

WARRICK COUNTY

Aqueduct No. 18 (Big Creek): (Near SR 68)

Big Creek Aqueduct, No. 18. This work consists of three spans of 26 feet clear between the bents and abutments. The trunk is supported by two double bents resting on foundation timbers in the bed of the creek, planked up and filled with stone, and two timber abutments, resting on foundation timber six feet below the bottom of the Canal. The back, sides, and wings of the abutments are sheet piled and well planked. The foundations are protected with brush and stone. The superstructure is a simple trunk, consisting of string pieces, posts, and caps, being 18 feet in the clear, and adapted to four feet water above bottom.

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Lock No. 72 (Big Creek Lock):

Remnants were visible in the 1980s when Pigeon Creek was dredged.

Lock No. 72, of 6 feet lift; built of timber on the crib plan.

Road Bridge No. 157:

Road bridge No 157.

Culvert No. 215:

Culvert No. 215, one space 9 by 2 feet clear. Length of culvert 96 feet; top of culvert 2 1/2 feet B.

Culvert No. 216:

Culvert No. 216; two spaces 10 by 2 feet clear. Length of culvert 96 feet; top of culvert 2 1/2 feet B.

Lock No. 73:

Lock No., 73, of 6.8 feet lift; built of timber on the crib plan.

Road Bridge No. 158:

Road bridge No. 158.

Head Gates:

Rochester, some remnants

Head gates to pass water into the Canal from Pigeon Creek dam.

Pigeon Creek Dam:

Pigeon Creek Dam.

Culvert No. 217:

Culvert No. 217. Timber, rectangular, submerged.

Culvert No. 218:

Culvert No. 218. Timber, rectangular, submerged.

Culvert No. 219:

Culvert No. 219. Timber, rectangular, submerged.

Culvert No. 220:

Culvert No. 220. Timber, rectangular, submerged.

Culvert No. 221:

Culvert No. 221. Timber, rectangular, submerged.

Culvert No. 222:

Culvert No. 222. Timber, rectangular, submerged.

Road Bridge No. 159:

Road bridge No. 159.

Waste Weir:

Newark

Waste weir at Newark, built on plan last described.

Culvert No. 223:

Culvert No. 223. Timber, rectangular, submerged.

Culvert No. 224:

Culvert No. 224. Timber, rectangular, submerged.

Road Bridge No. 160:

Road bridge No. 160.

Culvert No. 225:

Squaw Creek. Stone was removed and some is at Millersburg.

Culvert No. 225. Arch of cut stone.

Culvert No. 226:

Culvert No 226. Rectangular, timber submerged.

Culvert No. 227:

Culvert No 227. Rectangular, timber submerged.

The canal is still visible from culvert 228 through culvert 234. There is a marker in Wesselman Park.

Culvert No. 228:

Culvert No. 228. Rectangular, timber submerged.

Culvert No. 229:

Culvert No. 229. Rectangular, timber submerged.

Culvert No. 230:

Culvert No. 230. Rectangular, timber submerged.

Culvert No. 231:

Culvert No. 231. Rectangular, timber submerged.

Road Bridge No. 161:

Road bridge No. 161.

Culvert No. 232:

Culvert No. 232. Rectangular, timber submerged.

Culvert No. 233:

Culvert No. 233. Rectangular, timber submerged.

Culvert No. 234:

Parts may still exist underground at Division Street.

Culvert No. 234, at Division street, in Evansville. This culvert is an arch of 5 feet chord (springing from abutments 2 1/2 feet high, to correspond with a sewer in the city leading to the river) of cut stone masonry. The foundation is a pavement of stone 12 inches deep, settled into gravel. The ring of the arch is 12 inches

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deep, abutments 18 inches thick. The arch is plastered on top with hydraulic cement, and covered over with gravel. The culvert is 100 feet long, connected at both ends with a brick sewer built by the corporation of Evansville.

Road Bridge No. 162:
Bridge No. 162, one mile above Evansville.

Road Bridge No. 163:
Bridge No 163, Walnut street in Evansville.

Road Bridge No. 164:
Bridge No. 164, Locust street in Evansville.

Road Bridge No. 165:
Bridge No. 165, Main street in Evansville.

Road Bridge No. 166:
Bridge No. 166, Sycamore street in Evansville.

Canal basin located at Road bridges 167-168. Marker on lawn of old court house about the canal.

Road Bridge No. 167:
Bridge No. 167, Vine street in Evansville.



REMEMBERING THE CANAL BUILDERS

THE FINAL LINK - Port Gibson - Worthington

By 1835 the Wabash and Erie Canal had been completed to Lagro, IN. and was in the process of being built to Lafayette where it was to terminate. At that time Calvin Fletcher, a lawyer in Indianapolis, had conversations with the Governor of Indiana, Noah Noble. Most of these conversations concerned internal improvements. Fletcher recorded in his diary the things he found most important every day. Part of the entry marked Thursday 15 October 1835 reads:

"Very pleasant. Govr. Noble called on me. Had further conversation in relation to internal improvements. He has just received a line from the Madison R. C. to procure the apparatus & assistance to survey from M. to Nepolian (sic) to intersect the Lawrenceburgh road in consequence I presume of the unexpected high estimate of the direct route. It is a favorable indication of the union of the two points. The route for a canal down White River to terminate at Evansville seems to be favorable & if the practicability of uniting the waters of Eel & the Wabash in Vigo County can be ascertained I look upon the whole project of internal improvements in this state to be the most interesting of any in the union & one that is more deserving. There will not be thirty miles in the state without a water communication or railroad."

In January of 1836 the Internal Improvement Bill was passed. The bill included extending the Wabash and Erie to Terre Haute; building the Central Canal from the Wabash and Erie Canal somewhere between Wabash and Logansport (Peru) by following the Mississinewa River, passing through Indianapolis, and running to Evansville along the White River; and joining the two canals via a Cross Cut Canal from Terre Haute to Point Commerce (Worthington). These projects were begun. Those working on the canal received high wages. Businesses got good prices for all kinds of provisions. It appeared that times were good.

Appearances were deceiving. Too much speculation and too much extravagance led to the crash or Panic of 1837. Indiana was in financial ruin. In 1838 Governor David Wallace said, "...never before have you witnessed a period in our local history which more urgently calls for the

exercising of all the soundest and best attributes of grave and patriotic legislation than the present."

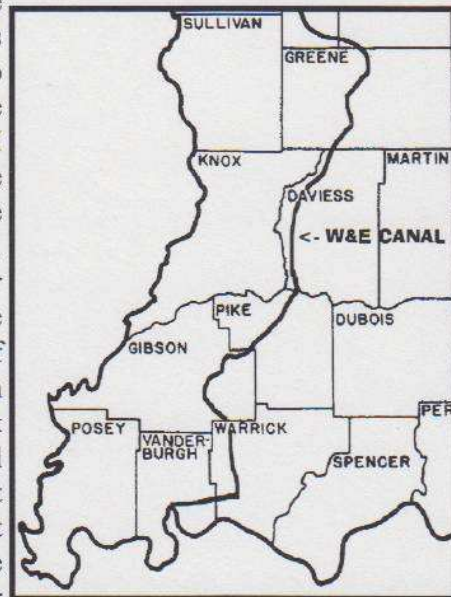
The state's dire condition led to the Depression of 1839. The canal workers laid down their tools and stopped the projects. This ended the role of the state of Indiana in canal building.

In 1846 Charles Butler, representing the canal bond holders, proposed to take the state's interest in the canal for one half of the debt and for the lands granted for its construction to complete it. He also proposed that the state issue new certificates for the other half of the debt and pay interest at four per cent yearly with the state reserving the right of redeeming the certificates. In July of 1847 the state turned over the canal to private ownership, the Trustees of the Wabash and Erie Canal. Ten years after the project stopped, work on the canal resumed under this new management. The Wabash and Erie was completed to Evansville by 1852, twenty years after ground was broken in Fort Wayne in 1832.

The 1847 Chief Engineer's structure report was made to determine the condition of the structures after the ten year delay before continuing the canal. A later structure survey was made in 1853 at the time of its completion. This tour book contains this report from Clay County to Vanderburgh County.

It was with great anticipation that the settlers of southern Indiana looked to having the canal completed through their area. This "Final Link" would join the Wabash and Erie Canal via the Cross Cut from Terre Haute to Point Commerce to the 20 miles of the completed Central Canal from Evansville following along Pigeon Creek. Upon completion, the entire canal would be known as the Wabash and Erie Canal, a 468 mile long waterway connecting Lake Erie at Toledo, OH to Evansville, IN at the Ohio River. This was the second longest canal in the world. It was only surpassed by the 1,000 mile long Grand Canal of China.

Our tour begins at Port Gibson in Gibson County at the Pigeon Creek Reservoir. This is just 13 miles north of the Pigeon Dam where the original work was done in 1836 on the Central Canal.



THE FINAL LINK - Port Gibson - Worthington

NOTICE TO CANAL CONTRACTORS.

WABASH & ERIE CANAL, INDIANA.

SEALED Proposals will be received at Princeton, Ind., until the 20th day of October next, for the construction of thirty-five miles of the above named Canal. The work consists of sixty sections, embracing much variety of excavation, including considerable rock, a number of *deep cuts* and *heavy embankments*, one aqueduct, eight locks, and many culverts. All the mechanical structure to be of timber, and will afford much work for carpenters.

There will be no stone masonry of any description. Of the excavation and embankment there is much more heavy work than is common on an equal length of line. Bidders from Ohio will find it most convenient to reach this work by way of the Ohio river and Evansville, as the south end of the work is only 18 miles north of Evansville—From the middle and north part of Indiana, it will be most convenient to reach the north end of the work at Petersburg, in Pike county. Bidders who are not known to the undersigned will be expected to furnish proper testimonials of character.

*Payments in money will be made at periods of about sixty days.

Plans and specifications of the work will be exhibited at Princeton, by the Engineer in charge, 10 days before the letting. The line will be in readiness for inspection by the first of October. For further information, persons wishing to examine the work can address W. J. Ball, Res't. Engineer, Terre-Haute.

SAML. FORRER;
SOLOMON STURGESS,
S. R. HASMER.

sept 18-11

NOTICE TO CANAL CONTRACTORS

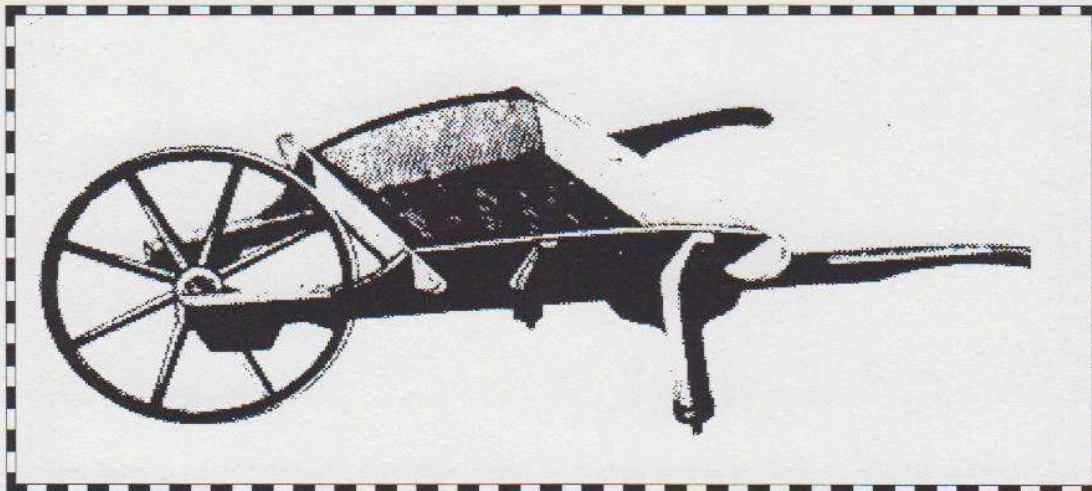
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SAML. FORRER;
SOLOMON STURGESS,
S. R. HASMER.



GIBSON COUNTY

Gibson County contains 498 square miles and is located in southwestern Indiana. It was one of the earliest counties settled because the emigrants followed the Native American trails into the state. One of these was the Red Banks trail from Kentucky that came up through what later became Vanderburgh County.

Gibson County originally encompassed most of Dubois and Pike counties. This area was the ninth county to be organized (1813) just three years before Indiana's statehood in 1816. Later it was reduced to its current size. It was named for General John Gibson who was secretary of the Indiana Territory from 1801-1816.

When the settlers arrived they found the western part of the county fairly level to undulating being mostly bottom land and some barrens. This rich fertile alluvial soil that was deposited by the rivers flooding was suitable for farming. The sandy ridges (barrens) lay between the bottom land and gravel terraces. To the east and northeast were elevated plateaus covered with excellent oak and poplar timber. Deep valleys ran through the plateaus. A ridge of yellow loam lay between the Patoka and White rivers. They cut their channels through limestone in the eastern part of the county and deposited it in a broad belt that lay southwest to northeast between what became Princeton and Owensville.

The stone found in the county is not of building quality being friable. Bituminous coal which lies between Gibson and Pike counties is of excellent quality. Gibson county ranks 4th in the state in coal reserves. Beneath the coal are clays that are suitable for the manufacture of tiles, fire-bricks, terra-cotta and pottery.

Though of importance to the county during its early years, natural gas supplies have diminished. In 1906 there were one hundred twenty-two gas wells that produced minimal amounts of gas. An oil field is located mostly in Patoka township near northwestern Princeton.

The sand ridges, which at first seemed of little value, led to the growing of melons. The county has become famous for its quantity and quality of melons. Cantaloupe season begins about July 15th and watermelon season begins about August 1st.

The county is basically agricultural. However, Toyota is building a huge truck assembly plant close to Princeton. Supporting industries will soon follow as well as housing and shopping.

Various towns and cities were platted in the county. Some fared well. Others are now defunct. These included Princeton (the county seat), Buena Vista, Dongola, Economy, Fort Branch, Francisco, Haubstadt, Hazelton, Johnson, Kirkville, Mackey, East Mt. Carmel, MaKaw Summit, Oakland City, Owensville, Patoka, Skelton, Smithfield, Summitville (Somersville), Warrenton, and Windham. Warrenton, an early stage coach stop and trading post, has the Log Inn, Indiana's oldest restaurant that was built in 1825. Canal towns were Dongola, Francisco, and Port Gibson. This book contains more information about the canal towns and mentions the others in passing.

Native Americans

Gibson County was home to the remnants of several Native American tribes--the Shawnee, Sacs, Fox, Kickapoo, Miami and Pottawatomies. Shawnee Chief "Old Trackwell" had a village on Indian creek about two miles northeast of present day Princeton. The Miamis, who claimed ownership of a portion of the territory, had a fort on the Patoka river. The last Native American village located two miles west of present day Owensville was destroyed by Capt. Jacob Warrick in 1807. After the Native American removal by Colonel Pepper and General Tipton in 1838 only a few remained. They too soon fled from the encroaching white settlers.

First Settlers

Gibson County's actual first settler was John Severns. He and his family came to America from Wales shortly before the Revolutionary War. John volunteered for the war. One day he returned to visit his parents. A group of Native Americans attacked his family killing his father, mother, sister and younger brother. They took and kept John and his older brother prisoners. After seven years John managed to escape and fled to Pennsylvania where he later married. He took a job assisting the government surveyors in Maryland and Kentucky.

In 1789 Severns and his family settled on the south bank of the Patoka River in a cave. Having lived with his captors he had learned their language and was able to

THE FINAL LINK - Port Gibson - Worthington

converse with Old Trackwell and win him over. After several months the local Native Americans allowed John to construct a crude hut of boughs, skins, and other materials. He planted apple and peach seeds from Kentucky and had trees producing fruit before 1802.

Severns was later allowed to run a ferry across the Patoka River (now known as Severns Bridge) if he furnished "fire water" to the Native Americans and let them use the ferry for free. He was known to smoke the peace pipe with them and is credited for preserving peace upon the arrival of other settlers. He was an interpreter and also dealt with the Indian agent.

Even though Severns participated in many of the Native Americans' hunting and fishing expeditions and their sports, he had a run-in with Old Trackwell. He made the mistake of beating the chief in a race. This angered the old chief who began dancing around Severns shouting loud war whoops. Another race was run and Severns was smart enough to let the chief win thus pacifying him.

The land on which Severns actually lived belonged to the Miamis. Their chief, "Old Never-Sleep," was friendly with Severns but basically ignored the other settlers.

In 1776 John Severns was made a Mason in Williamsburg, Virginia. He died around 1829 and was buried near where he settled.

Some of Gibson County's earliest settlers were the families of Gervas Hazelton and Daniel Hazelton, David Robb (1800), John Johnson (1802), William Hargrove and Joseph Milburn (1803), and James McClure (1805). After 1809 settlers came in more rapidly. The county's early settlers were principally from the Carolinas, Kentucky, Tennessee and Virginia. They were intelligent and pious which set the moral tone for the county.

During the summer of 1810 Tecumseh was stirring up trouble in northern Indiana saying the settlers were taking the land from his people and driving them out. The settlers in southern Indiana were fearful that the Native Americans would raid their settlements. At that time they built three forts in Patoka township where present day Princeton is located. These were Fort Branch, Fort Hopkins, and the stockade at William Harrington's. This scare slowed down settlement for a time, but by 1811 it was hard to recall all who settled in the county.

It is also noted that the first Gibson County Court of Common Pleas was held in the home of William Harrington on Monday, May 10, 1813 pursuant to the provisions of the enabling act for the organization of the county. Harrington was the president judge and his associate judges were Isaac Montgomery and Daniel Putnam.

Princeton

Princeton is the county seat and is located about six miles northwest of Port Gibson. It was founded on March 28, 1814 by Robert M. Evans but was named for William Prince, a local attorney and legislator. Princeton was located at the intersection of the Buffalo Trace and the Red Bank Trace which ran from Kentucky to Vincennes. It was Evans who was instrumental in getting the legislature to carve out portions of Warrick & Posey counties to form Vanderburgh (Jan 7, 1818). Evans also purchased land from Hugh McGary at the location of the new town of Evansville, which McGary named in honor of his supporter. Robert Evans was also the Representative who introduced the Internal Improvements Bill in January 1836. He had many connections with the canal.

The Wabash and Erie Canal

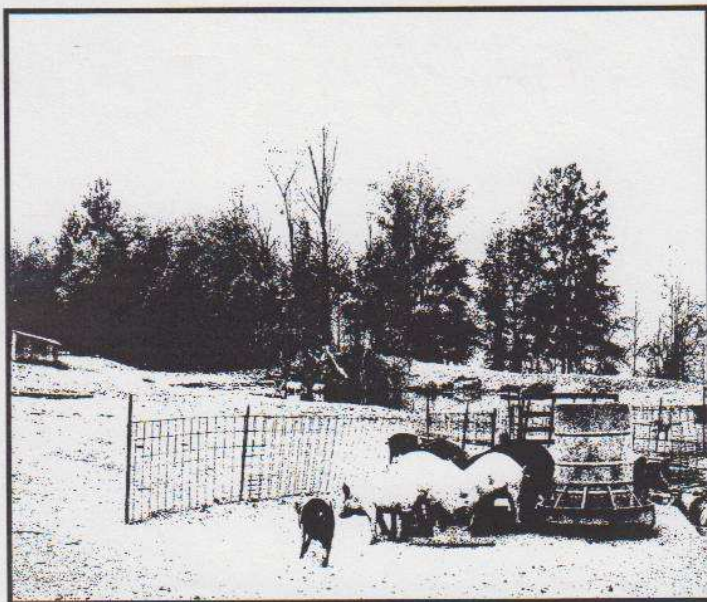
The last "golden sections" of the "Final Link" portion of the Wabash & Erie Canal were completed between 1849-1853 and connected with the Cross-Cut Canal at Worthington. At last the Wabash & Erie was complete.

Port Gibson

The first stop on our tour is Port Gibson. This was a small town on the canal but was strategically located at the Pigeon Creek Reservoir. The water supply is the most critical element in the operation of a canal. In southern Indiana this supply came from damming Pigeon Creek 18 miles and 24 chains north of Evansville by building a feeder dam and short feeder canal and by constructing Pigeon Creek Reservoir. The feeder dam and feeder canal supplied 915 cubic feet of water per minute to the main canal all the way to Evansville for eight months of the year. But during the other four month dry period, water was supplied from the Pigeon Creek Reservoir, which was located a little further north, to the feeder dam and then down the main canal to Evansville at the rate of 955 cubic feet per minute.

THE FINAL LINK - Port Gibson - Worthington

The Wabash and Erie Canal is visible behind the pig lot and in front of the tree line. Lock No. 67 was a short distance to the left of this picture. The Pigeon Creek Reservoir was to the right of the picture.



At first the southern most portion of the canal was going to be supplied from a reservoir at Flat Creek. However, this was found to be insufficient. In the Resident Engineer's Report of November 25, 1850 to J. L. William Chief Engineer from Wm. J. Ball, Ball states:

"Finding the Flat Creek Reservoir so unfavorable, an examination was made for an eligible site on the head waters of Pigeon Creek which resulted successfully. A suitable place was found for making a bank across the valley where its width is only 36 chains and the top water line of the Reservoir surveyed, including an area of 1486 acres. Ordinates were also run, by which the content of the Reservoir, when full, is ascertained with reliable accuracy, to be 387,814,680 cubic feet. Its maximum height will be 7 feet A, and the greatest available depth at the bulk head, 10 feet. For a considerable portion of the distance around, the banks are abrupt; another portion has a more gentle inclination, and a part of the border is very flat. A depression of 2 feet will expose 200 acres of land; a depression of 4 feet will expose 460 acres; and a depression of 6 feet, 680 acres. But around the flat portion of its border there are no settlements, and probably never will be. A very small portion of the entire area is arable land."

"The area of country inclining towards, and the drainage of which would be caught by the Pigeon Creek Reservoir, was ascertained by survey to be 14,876 acres, exclusive of the area of the Reservoir. The basis forming the Pigeon Creek Reservoir is remarkably well adapted to the retention of water, being a tight impervious clay soil; and the surrounding country is generally high and rolling, in portions broken, having also a clay soil is well calculated to drain off into the Reservoir, a large proportion of the rain that falls upon it."

"In my calculations of the probably available quantity of water to be laid up in the Pigeon Creek Reservoir, I have assumed an annual fall of rain and snow melted of 35 vertical inches, and that two-fifths of this, or 14 vertical inches, would flow into the Reservoir. This quantity would amount to 755,998,320 cubic feet. I have supposed an allowance of 4 feet vertical over a mean surface of the Reservoir (1,027 acres) would be an ample allowance for loss by evaporation and leakage, considering the peculiar tenacity of the soil. This would amount to 178,944,480 cubic feet, and being deducted from the drainage above, would leave a net supply of 557,053,840 cubic feet; which would afford 1,097 cubic feet per minute for 12 months. It is intended to raise the Reservoir bank 5 feet above top water line. It will be 10 feet wide on top, with slopes of 1 3/4 to 1 and in its centre there will be a tight wall of 2 inch oak plank, extending about 2 feet below the natural surface, and 2 feet above the top water line of the Reservoir."

"There is on the east side of the Reservoir a high point of land composed of hard clay, underlaid with soft sand stone rock, at a suitable level for the foundations of the Reservoir Culverts, rendering the location particularly eligible. From the culverts, a short and cheap feeder will lead the water into the Canal just below the Lock."

"At the North end of Pigeon Summit deep cut, a Lock will be put in having a lift varying from 1 to 3 feet; the latter being its lift when the Reservoir is filled to top water line; and through the Reservoir, the embankments are raised to an extra height of 3 feet to keep them at all times above water. The water will be admitted into the Canal from the Reservoir by suitable waste weirs, and at the north end of Pigeon Summit, a large waste weir will be provided to discharge any extraordinary floods that may

THE FINAL LINK - Port Gibson - Worthington

occur, and the excessive drainage of certain years. It is intended to put in 4 gates 2 feet square for drawing the water from the Reservoir to fill the Canal, and these together with the waste weirs at the North end of the Reservoir, will be amply sufficient to discharge unusual floods, and prevent the water rising higher than is intended. But the Reservoir bank is raised 5 feet extra height, and would safely bear a rise of 2 feet, which would hold half the largest monthly drainage that has occurred during the last 15 years. But it is not probable the Reservoir bank will ever be exposed to this extra pressure, and I do not think the extreme oscillations in the surface of the water, from the lowest stage in the fall, to the highest, probably in July, need exceed six feet. It is intended to clear 250 acres of the border of the Pigeon Creek Reservoir, which will be alternately covered with water, and then exposed to the sun, and prevent any just cause of complaint, that the health of the country has been impaired by flooding the land."

"It will be seen that the distance from Newbury (Newberry) Dam to the South end of Pigeon Reservoir, is 64 miles and 6 chains, and the estimated supply of water required, 4,338 cubic feet per minute. From the Pigeon Reservoir to Pigeon Creek feeder Dam, the distance is 13 miles and 9 chains, and the estimated supply of water required is 655 cubic feet per minute. From the Pigeon Feeder Dam to Evansville, the distance is 18 miles and 24 chains, requiring 915 cubic feet of water per minute."

"For the supply of the line from Newbury (Newberry) Dam to the South end of the Pigeon Reservoir, there is a great superabundance of water, furnished by White River, and there cannot be the least difficulty in sending forward an ample supply, considering the peculiarly impervious character of the soil, and also the enlargement of the Canal to 5 feet depth of water, to near Maysville, and 4 1/2 feet depth, to the south end of Patoka Summit; and the current, with the increased capacity, will be so moderate as not to impede navigation."

When completed the Pigeon Creek Reservoir was stocked with lake fish and became a fishing resort. Later when the reservoir was drained, the land was found to be good farm land.

In a History of Gibson County, Indiana, Gil

Stormont quotes JR Strickland. "The history of the rise and fall of Port Gibson is closely interwoven with that of the Wabash & Erie canal, a water-way project born in 1827...The canal extended through the eastern part of Gibson county and furnished a highway for the transportation of much of the products of the county...The little town of Port Gibson, on the southeast bank of the canal, thrived and waxed strong."

"The canal also built locks (No. 67 & 68) at Port Gibson and altogether the little settlement became an important station, in fact, the principal canal point in Gibson county."

During 1851-52 Elisha Embree, an attorney of Princeton, and Samuel Shannnon platted the town of Port Gibson and otherwise prepared for a permanent village. It was incorporated on May 26, 1852. By that time Port Gibson boasted of having a store, a blacksmith shop and a flouring mill, the latter being promoted by Mr. Iglehardt of Evansville. Later on 'Dud' Campbell started a saloon. For a time, after the completion of the canal, passenger traffic was quite heavy and the boats always stopped for an hour or two at Port Gibson."

Francisco

The canal continued northeast through the highlands of Pigeon summit that divides the watershed between Pigeon Creek and the Patoka river. The first settlers in the area near Francisco were William and Catherine Hensley Reavis who came in 1817. In 1818 William's two brothers and their families joined them. David Johnson moved from his original home in Gibson County, where he settled in 1810, to the area around Francisco in 1817. Other families drifted in and settled. But the advent of the canal spurred John Perkins to plat and lay out the town of Francisco in January 6, 1851 on the east side of the canal in Center township. Perkins built several business buildings, two flowering mills, and a sawmill. He was also a merchant and a dealer in real estate.

In the early 1850s there were two established roads that led to Francisco. One was a road that ran south from Hugh Murphy's blacksmith shop to Evansville and the other ran west from that shop to Princeton. Two other winding country roads ran to Somerville and to Oakland City. At that time the village consisted of about 12 homes. A grist

THE FINAL LINK - Port Gibson - Worthington

mill where John Shanner lived stood on the canal bank. South of it was located the saw mill and log house which stood beside the canal bridge. The post office, conducted by John Perkins, was on Main street. The mail arrived and was distributed every Saturday. There was a frame school house (16 ft. x 18 ft.) which also served as a church.

"Aunt Nancy" (Granny McConnell) was called in to help with all illnesses since there was no practicing physician. Her charge for obstetrics was two dollars and fifty cents. No road was too muddy, no woods too dark, no weather too bad for her to answer the call of someone in need.

In November of 1857 a tornado set down near the head of the old reservoir, proceeded northeast through heavily timbered land, and hit the town of Francisco. Several buildings were wrecked, some people were seriously injured, but no one was killed.

By 1858 Francisco boasted three large pork packing houses and warehouses, three large grain warehouses, several general stores and a few smaller businesses. The early pioneer businessmen were Reuben Baldwin, William Moore, S. G. Barnett and Moore & Knowles.

During the Civil War a stranger came to Francisco who was thought to be a southern spy interested in Morgan's movements. When some of Francisco's soldiers came home on furlough accompanied by some boys from southern states, it was mentioned that this stranger named Worrell lived among them. He came onto the street at about that time and one of the Tennessee soldiers (Wells) deliberately shot and killed him. Worrell was buried in the Francisco cemetery. Wells was quickly sent to Evansville. There were a few Francisco citizens who held southern sympathies. They were known as "Copperheads" or "Butternuts" and met secretly as the "Knights of the Golden Circle." Some of the women indulged in hair pulling when they heard treasonous words spoken by another woman.

Getting the news of the war was so important that clubs were formed that met at members' homes to hear the news. Since the mail arrived only weekly, they would send someone everyday to Princeton to pick up the mail from the Francisco box and bring back the Evansville Journal and the Cincinnati Gazette or Enquirer. If real important news from the front was to be reported, the church bell was rung outside of regular worship hours. Many learned of the death

of a relative in this manner.

Francisco was incorporated as a town in 1907. The Francisco State Bank was organized in 1908 and its building cost \$1,900 to erect.

Dongola

From Francisco the canal followed the lowlands of the Patoka river to Dongola which was platted on March 10, 1851 by William Carpenter and Isaac Steele. There the canal crossed the river on an open trunk aqueduct. The contractors on the section of the canal at Dongola and the building of the aqueduct were Stewart and Rockefeller. They, as was the case of most canal contractors, were honorable men who had many men engaged to work on their section. Shortly after beginning their section Bev Willis, a rather wild fellow, built a shanty boat (10 ft. x 15 ft.) on the Patoka river. It became a den of drunkards. Contractor William H. Stewart found his best men beginning to neglect their work and gave Willis one week to take away his boat and whiskey. Willis obeyed, sold his whiskey to another "doggerly man," tore up his boat and moved to California.



BY NATE TAGMEYER

Then Spradley came to Dongola to build a whiskey shanty. There were no laws against this at the time. Anyone who built a log shanty and purchased a barrel of whiskey at twenty-five cents a gallon could own his own "doggerly." Many of these drinking dens arose along the canal route. Spradley brought two barrels of whiskey from Warrick county and set up his doggerly. He boasted that the canallers

THE FINAL LINK - Port Gibson - Worthington

would have to get busy to get rid of him. Stewart took several of his bosses armed with picks to break open the barrels and dump the whiskey onto the ground. This ended the selling of liquor in Dongola.

The Irish were known for their drinking and fighting. About this time the Irish would get drunk and pick a fight with an American by calling him a "Know-Nothing." If he resented the remark about fifteen Irish would attack him. About noon of election day in 1852, Mr. Swallow was seen running down a road near Francisco being chased by a group of men who called him a "Know-Nothing." When he was near the crowded polls, he stopped, faced his pursuers, and clubbed two of them. Ed Mosley went to his aid and began knocking the Irish men about until the whole gang started to fight. Swallow bloodied the noses and heads of over half of the gang.

Most of the sections on the canal were a mile long. But in the case of a section that had lots of heavy work, it would be shorter so that the sections could each be completed about the same time. The canal towpath and berm were built of dirt that was hauled in one-horse carts. When the haul was not over two hundred yards, the usual procedure was to have four carts and four shovel men. When the procedure was done correctly, as a full cart left to be deposited on the bank another empty cart arrived to be filled with dirt.

Over each forty men and carts was a boss. Most of the shovelers were Irishmen. Most of the lumbermen who cut timbers for culverts or bridges were Americans. The workers were given a half gill of whiskey each day.

One of the heaviest work sections on the canal was that over Keg Creek and its bottoms. Its contractor was Ragon. The fill across these bottom lands was one hundred feet wide and somewhere between fifteen to eighteen feet to the canal's bottom. Along the sides of this fill was built the berm bank (10 ft. wide) and towpath. These were six feet higher than the canal bottom. It took a great number of men, many carts and many teams of mules or oxen. These teams often consisted of as many as eight yoke of oxen to pull one huge plow. It took a total of nearly three years to complete the work at Keg Creek.

The contractor for the heavy works across Hurricane Creek was Patrick Manning. Pat McTurbon worked for Manning for two years as his trusted bookkeeper. McTurbon was such a good civil engineer that

the resident engineer of the canal, Mr. Ball, said he was more competent than any other man working on the canal and offered him a job working for him with a good salary. McTurbon turned down the offer saying Manning was a good man and he'd continue with him until the work was completed.

One day a little lean man came to Manning to apply for a job and asked for light work. Manning hired him to replace his drunken jigger boss. Soon after hiring him, another man came from Canada and took a job as a shoveler. After several weeks of work, these men and McTurbon did not show up for work. McTurbon's shanty was locked on the outside as it usually was when he went to work, but strange noises emitted from the building. Manning had the lock removed and found the Canadian and jigger boss tied up in strait jackets and gagged. They were secured to the floor by a heavy stake. McTurbon had fled with his instruments and good clothing. He wrote the following note to Manning:

"Under circumstances over which I have no control, I am compelled to leave your service, which I sincerely regret. Your accounts and time are correct up to yesterday evening. You will, on the floor of my domicile, find two guests of mine that I part from with satisfaction."

It was soon learned that the men on the floor were Scotland Yard detectives from London, who had spent six years chasing down John Cecil (McTurbon). He had robbed an English nobleman of over five hundred thousand dollars of jewelry, mostly diamonds. They knew he was an engineer and had followed him all over England and America.

McTurbon always kept his shanty locked. The detectives discovered that there was a large log on the north side of it to make it sit level on the hillside west of Hurricane Creek. They wiggled under the shanty and pried loose a floor board while McTurbon was at supper. They planned to return in the dark of the night and search for the diamonds. However, McTurbon discovered the loose board and laid in wait. When the men crawled under the shanty the jigger boss removed the plank, handed it to his partner, and passed through the hole into the shanty. McTurbon hit him with a sandbag and knocked him out. Then McTurbon whispered to the man beneath the floor to come on in and as he did he knocked him senseless. He then tied them up and fled. The men weren't able to leave until ten days later due to their injuries.

THE FINAL LINK - Port Gibson - Worthington

The Irish

The workers, who were mostly Irish, lived in boarding house shanties some of which were as large as eighty feet long and were capable of housing as many as fifty men on bunks. Others only accommodated four to six men. There were a hundred of these shanties between the Patoka Summit in Pike County and the Pigeon Summit in Gibson County. Rough stables for the teams of horses, mules and oxen stood beside them along the canal. All these buildings looked like a string town along the canal.

The Irish drank heavily. With living and working in such close proximity to one another, such carrying on had never been seen before in Indiana. An example of how the Irish loved to drink and quarrel was reported by Gil Stromont as happening to him personally. He and young Pat Manning, the son of canal contractor Patrick Manning at Dongola, were unloading hay on Christmas morning in 1852 at the Manning home. Close by was a small Irish shanty. The man and his wife were thoroughly drunk and having a quarrel. All of a sudden the door of the shanty flew open and the Irishman's wife landed on the frozen ground. Pat jumped off the hay wagon and ran to the man knocking him down. The wife grabbed a shovel and struck Pat in the head saying, "Again, Mr. Manning, you will learn to keep out of our little pleasantries."

In another incident A. J. Malone was attacked by drunken Irish workers when he returned home from having a single-tree repaired. He used the single-tree as a club to knock down seventeen of them, but he was hit in the head with a pick handle and left for dead. His friends took him to his home. After several weeks he regained his right mind and described his attackers. He knew some by name.

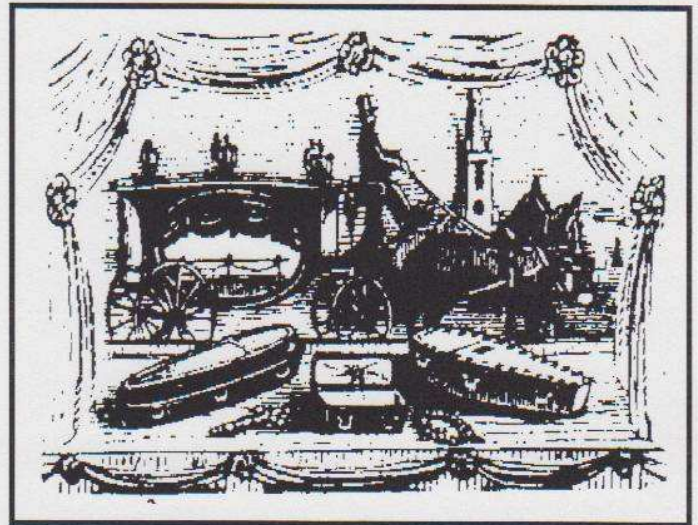
A twenty man posse armed with guns went to the boarding shanties. They forced the Irish to come out and pass through a double line of the posse to be identified. All but three had been tipped off and fled. The three that remained had been hurt so badly during the fight that they could not escape. John Loyd later killed one of them for bragging how he beat Malone. The other two mysteriously disappeared, probably killed by the Americans.

Asiatic Cholera

The cholera epidemics, which began in New York City in 1832 and continued intermittently through 1873,

soon reached Indiana and Gibson County. It was hit harder than most counties in the state with the exception of those heavily populated along the Ohio River. During the summer of 1852 eighty died. Whole families were entirely wiped out by the epidemic. Another twenty or more died in 1873. A few others recovered from the disease.

Fear was struck in the hearts of the people when they learned of the fatal plague for which there was no known remedy. It must be noted that at that time cholera was known to be a contagious disease. Not until 1884 was it discovered that it was caused by bacteria and could be controlled by quarantine and disinfection. Taking measures to insure cleanliness eventually led to the eradication of epidemics though some individuals still caught it.



THE UNDERTAKER

People became suspicious of one another dreading contracting the disease. Conducting business and pursuing pleasures was done only if necessary. Families who lost some of their members often had to bury their dead by themselves. However, sometimes there were men and women who were true heroes and heroines. They entered the homes of cholera stricken victims, cared for them, buried their dead and did not ask for compensation. After an epidemic the community was left with sadness and deep lasting impressions.

Cholera first reached the United States in 1832 spreading down the Mississippi River and through the Great

THE FINAL LINK - Port Gibson - Worthington

Lakes from Canada. It appeared again in 1848 always spreading along water or road routes. In 1848 New York City maintained a strict quarantine but New Orleans, Louisiana, had no quarantine facilities and the epidemic spread up the Mississippi and Ohio river valleys. By 1849 it reached Louisville, KY and Cincinnati, OH. In Cincinnati, one hundred sixty people died in one day.

It wasn't until 1852 that the epidemic reached Gibson County. It hit the Wabash and Erie Canal construction camp located about seven miles southeast of Princeton where between two to three hundred Irish immigrant workmen lived. Sanitation among canal workers and their shanties was terrible. Most of the men lived like animals. This left them open to disease. In less than three weeks eighty people had died.

Many people fled following this first outbreak. Bodies of the dead remained where they had died for days before burial. It was next to impossible to find men to bury them. Some of the Irish who had stricken family members remained behind and since they were already exposed they agreed to bury the dead. Long trenches near the canal reservoir were dug to receive the bodies. A few bodies were taken to Vincennes to be buried on consecrated ground. In most cases those who helped also lost their lives.

There were also deaths among community residents. The newspapers of the day only contain meager accounts of cholera attacks. A Mr. Woods of Princeton was one who died from it. A report written by Col. W. M. Cockrum states in one history that cholera along the line one summer and fall killed almost 1000 (sic 100) people in his estimation between the Patoka and Pigeon Summits. At the Potter farm, located three miles northwest of Oakland City, the death toll was so great that they brought Whitelock, a cooper from Francisco, to build coffins. After nailing his sixtieth body in a box, he said, "I have nailed the cholera up, and no more will die." A two short hours later his body was placed in one of his boxes and nailed shut. People fled the works like cattle in a stampede. Work didn't resume until cold weather came.

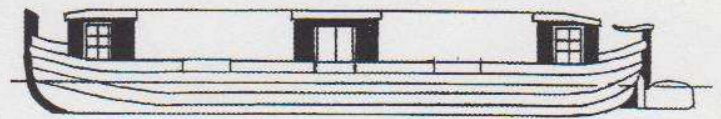
The scourge entered Gibson County again in 1873. It traveled up the Mississippi valley and became epidemic in Evansville and Mt. Vernon, IN, in Cairo and Carmi, IL, and in Paducah, KY. where many deaths occurred.

It is believed to have reached Princeton, IN, from

one of these infected places. At Princeton Mrs. John Seabrooks, an old lady who did laundry for a living, is thought to have become infected from handling the clothing of someone who had been in some infected territory.

Shipping By Canal

Once the canal was completed, shippers had the lowest rates that had ever been seen in Gibson County. One of the old record books, kept by James and Col. W. M. Cockrum for their pork packing and tobacco business in Dongola, showed that they shipped from Dongola to Evansville "tierces of lard, two hundred and fifty pounds, for ten cents each, barrel of pork for eight and a third cents each, and hogsheds of tobacco, sixteen to eighteen hundred pounds, for fifty cents each."



BY PAUL BAUDENDISTEL

Most of the boats that used the canal in this area were heavy freighters. But the "Prairie Queen" and the "Pride of the Wabash" were packet boats that ran from Evansville to Terre Haute on the canal. These could carry around thirty-five passengers each in finely finished sleeping apartments and could carry even more passengers if they provided their own sleeping needs. The packet boats ran day and night with four shifts of horses trying to cover one hundred miles every twenty-four hours.

Schools

About 1810 schools were started in small log cabins. The early teachers were Ira Bostwick, David Buck, Adley Donald, John Kell, and Major James Smith.

Physicians

Gibson county did not establish a county medical society until May 1, 1874. Before then so called "olden time" practitioners aided the citizens. These were Cook, Day, Downey, Fullerton, Graff, Howard, Kell, Littlepage, McCollough, Mumford, Neely, Patten, Pennington, Stockwell, Walling, and West.

Canal Letting.

NOTICE TO CONTRACTORS.

THE undersigned Trustees of the Wabash and Erie Canal, hereby give notice that they will receive sealed proposals at Point Commerce in Greene County, Indiana, on the 15th day of November next, for the construction of 17 miles of said Canal, extending along the valley of the west fork of White River, from Point Commerce to the village of Newberry in said County. On this division, there are to be constructed 6 Lift-Locks, one Guard-Lock, a Dam across White River, 12 feet in height and over 400 feet in length; together with the usual variety of work belonging to a Canal. The line will be divided into sections averaging about half a mile in length.

At the same time and place, proposals will be received for the performance of a part of the Rock Excavation at the Patoka Summit, in Pike county.—This section will embrace near 20,000 cubic yards of solid rock, varying in depth from 4 to 15 feet, together with a portion of earth excavation.

The work to be done will be ready for inspection for two weeks previous to the day of letting, during which time all necessary information will be given by the Resident Engineer.

Payments will be made as the work progresses, in par funds.

CHARLES BUTLER, }
A. M. PUETT, } Trustees &c.
THOS. H. BLAKE. }

Office of the Board of Trustees, }
Terre-Haute, Ind., Sep. 7, 1848. } sep 13-td

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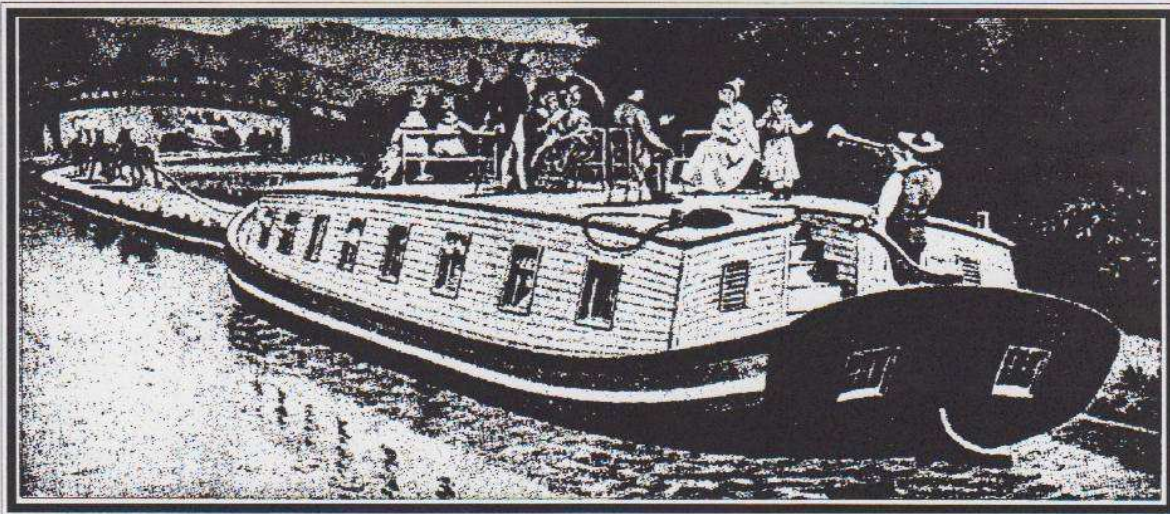
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Courtesy of Stan Schmitt



PIKE COUNTY

Pike County is located in southwestern Indiana and is the second county within the state from both the Wabash River and the Ohio River. It is bordered by Knox and Daviess counties on the north, Dubois County on the east, Warrick County on the south and Warrick and Gibson Counties on the west. The major rivers running through the county are the White and the Patoka. It covers 335 square miles of land. It ranks 74th in area and 83rd in population to Indiana's other counties.

The eastern section of the county is hilly with nice overlooks. To the west the land is more rolling. The southeastern portion of the county has been eroded from 120 to 160 feet since ancient times creating the hills and washing away fertile soils. Sand deposits, "barrens," are proof of the erosion. East of Petersburg the soil is black and rich and was the site of an early prairie. Bluffs over 100 feet high along the White River indicate the river's height in ancient times.

Several types of coal underlie the county, but valuable coking coal is predominant. Pike County ranks eighth of the 20 coal producing counties. Clay and sand for brick making and fire clay for pottery are available. Iron ore is found in the limestone beds of the Wabash and Erie Canal and along the White River north of Petersburg. The southwestern part of the county has clay iron stones which are good for paint. The county's sandstone is of good quality for building and weathering. Some limestone is found in thin layers.

The water north of the Patoka River found in springs and wells is fairly good, but that to the south is high in mineral salts and tastes unpleasant. Three of the mineral springs are supposed to possess high medicinal qualities.

Pike County is an agricultural county and ranks 80th in the state in farm acres. However, these acres outproduce most other counties in crops and livestock.

Bituminous coal deposits are being strip mined today. Some of the coal is used by the Hoosier Energy REC, Inc. and the Indianapolis Power and Light Company generating plants located just north of Petersburg on the White River.

Communities within the county include Alford, Algiers, Arcadia, Arthur, Augusta, Glezen (Hosmer), Hartwell, High Banks, Littles, Muren, Otwell, Petersburg, Pikeville, Pleasantville, Willisville and Winslow. This book will primarily cover those along the canal line--Hosmer (Glezen), Petersburg, and Willisville.

First Settlers

Woolsey Pride came to White Oak Springs, located just about one-half mile west of Petersburg, in 1800 accompanied by his family and most likely his brother, William. By 1807 he had built a block-house that was constructed of huge oak logs. It was a square building two-stories tall with port-holes in its walls. It was still in good condition when torn down in 1918. Pride was joined by Henry Miley (1802); Coonrod and Tislow families(1803); David Miley (1804); and Hosea Smith, Charles and Ashbury Alexander, and Jacob Chappell (1811).

When Hosea Smith arrived in 1811 he bought the block-house from Pride and built a log palisade that led from the fort to the spring. At the time the Native Americans were upset with the whites taking over their lands. Charles Risley and the Scallerhern and Walker families arrived in 1812. The block-house offered protection during the War of 1812 to many such families who came and then remained after the war.

Even before Pike was established as a county, Hosea Smith laid out a town in 1815 at White Oak Springs which he called Alexandria. He established the first post office at the "Springs" on the old Native American trace from Louisville to Vincennes and became the first postmaster. He was also a surveyor, justice of the peace, merchant and farmer. Had Smith been willing to donate the land for the county seat, it probably would have been in Alexandria (White Oak Springs).

The first mail carrier was Mathias Mounts. However, it was George Teverbaugh who carried the mail once a week on foot from the White River at Decker Ferry to White Oak Springs, then to Mud Holes, French Lick, Paoli, and ending in Louisville.

By 1816 the Petersburg area was settled by James Brenton, Peter Brenton, Thomas Case, Thomas Mead, John Flinn, Moses Harrell, John McIntire, Thomas Stewart, and the Sarter family. Hosea Smith surveyed the site and laid

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out 152 lots on April 3, 1817. The town was named Petersburg after Peter Brenton, who donated the main amount of the land for the county seat. On April 14th of that year the first lot was sold at a public sale to Robert M. Evans for \$144.00. This was the highest price paid for a lot then or at any later sale.

County Established

Pike County was formed out of parts of Knox, Perry and Gibson Counties by an act of the General Assembly of Indiana on December 21, 1816. It was named for General Zebulon Pike, who was killed at the capture of York, April 27, 1813, during the War of 1812 and who discovered Pike's Peak in Colorado. A commission of five men were appointed to select the county seat. In an election held in February the following year, the people of Pike County chose Paul Tislow, James Campbell and Harrison Blackgrave as county commissioners.

The county was in its infancy and had no courthouse. Meetings and elections were held in homes. At the first meeting of the commissioners in 1817, the report of the five man commission to select the site of the county seat was held. Petersburg was chosen because of Brenton's gift of land.

The county commissioners met on February 10, 1817 in the home of Hosea Smith to divide the county into four townships. For the use of his home Smith received sixteen dollars a year rental. The first three townships (Madison, Washington, Jefferson) were in what today is Pike County and the fourth (Harbinson) was is what is today Dubois County and a small portion of Perry and Martin Counties. Throughout the following years the county's and townships' boundaries changed. In 1824 Harbinson township was put into Dubois County and a part of Gibson County was put into Pike County to form Clay township. Monroe township was created in 1820 with a portion of it cut off in 1838 to form Patoka township. Madison township had Logan township carved out of it in 1846. Monroe township had Lockhart township created out of it in 1852. The final division was made in 1857 when Monroe township was carved from Patoka township. Today Pike County has nine townships.

Elections for the townships' justices of the peace was held on February 25, 1817. They took place in Madison twp. in the home of Archibald Pea with Zacharia

Selby elected, in Washington twp. in the home of Henry Miley with two justices elected, and in Jefferson twp. in the home of James Brinton with John Case elected. The commissioners also appointed John Butler constable and James Brenton inspector of Washington township. Elections were held again on August 4, 1817. For many years thereafter there were elections once or twice a year to elect township, county, or state officials.

Judge Hammond came to Pike County from Massachusetts with a wagon filled with "worldly goods" and glass in 1819 and settled at High Banks. When he built his home it had sash and glass windows. People came from miles around just to look at the house.

Not long after Petersburg was named the county seat, a log courthouse was built costing \$599.75 and a whipping post and log jail were erected. The \$1,340.00 two-story twenty-foot-square jail was constructed with double walls one foot apart with upright timbers filling in the one foot space. The cells were on the ground floor but could only be reached via a trap door from the upper floor. The post office was moved from the "Springs" to Petersburg with its postmaster being Major John McIntire.

First Mill

The early settlers raised some corn and hogs to supplement their diet of game and fish. They would grind the corn in a hollowed out tree stump that had been smoothed off thus forming a type of mortar. They used a large coarse stone the size of the hollow as a pestle. They would parch the corn and place a small amount at a time in the hollow. Another method was to make a grater and scrape the corn over the sharp points to produce a moderately fine grain. One can see why the advent of the mill was so important.

In 1822 Thomas Milburn built a horse mill which he sold to Henry Miley. Miley moved the two-horse mill to Washington twp. to a site near the cemetery in 1824. Its production capacity was only thirty-five bushels per day. Often farmers would come as far as twenty miles away and have to wait as long as thirty-six hours for their grain to be ground. During this time they camped out and engaged in shooting, racing and drinking. Miley's Mill is also noted as the first place that bolting cloth was used in the county (1829).

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A mill and copper distillery were built in 1826 by John Youngman at what is now Petersburg. He could produce about a barrel of whiskey per day. A bushel of corn produced a gallon of "spirits." The commissioners allowed him to charge 10 to 12 1/2 cents per gallon. In 1831 a fire raged through the mill and distillery stocked full of barrels of whiskey. As whiskey ran down the street in streams the local citizens, not wanting it to go to waste, took straws and sipped it up until they were senseless.



In 1827 a building was erected by Peter and James Brenton to house their carding machine. That year William Deadman built a log house in which he ran a hattery. He supplied hats that often lasted as long as ten years to a large area of the country. Boots and shoes were made by William Cargle and Aaron Grider. Meredith Howard and Chris and William Miller ran distilleries that supplied a large quantity of corn and rye. They were located on the creek bank. The Miller's grain for their distillery was ground using a tread-mill.

A major mercantile business was set up by Matthew Foster in Petersburg. Vincennes had been the major trading post up until this time. Judge Matthew Foster became a wealthy man through his pursuits and later moved to Evansville where he died in 1861. He was the father of John W. Foster, a minister to Mexico, and the great-grandfather of John Foster Dulles, Sec. of State under Eisenhower.

Foster went into partnership with Albert Hammond in 1828. They bought produce and shipped it by flat-boats to New Orleans. This type of transportation was begun in the area around 1825. The usual routine was to ship during the winter, sell the flat boat for its timber in New Orleans, and return home by steamboat, horseback, or on foot. These boats were called "Broad Horns." This helped life improve

for the settlers. They now had better means of obtaining supplies. Women's homespun dresses were replaced by calico and silk.

Also in 1828 a tanyard was built by Samuel Stuckey. It operated for more than fifty years. It produced about \$1,300 worth of leather per year. The tanner would keep one hide for every hide he tanned. This was known as "on the shares." He tanned "Murrain" cattle hides, and some deer and elk.

A saw and grist mill was built by Jacob Stuckey somewhere between 1828-1830 that was powered by a tread-mill. It was torn down at his death in 1838.

Wildlife

Hundreds of deer and wild turkey were hunted. On one trip Langworth took a flatboat load of deer hams and hides down the river in 1832. Five hundred of these pairs of deer hams were purchased from David and Ed Corn for 13 to 25 cents a pair. Another time Solomon Teverbaugh killed seventeen wild turkeys in one day and carried them six miles to his home. The next day he carried them thirteen miles on foot to Vincennes, traded them for a bag of salt, and returned home yet that day.

Snakes were also prevalent in the county. In Petersburg there was a spring known as "Town Spring" where eight rattle snakes were killed by Moses Harrell and Martin Miley. Peter Ferguson and his friends killed over three hundred snakes, mostly rattlers, in a well known snake den during the snakes' torpid period. At another time merchant George H. Proffitt killed several rattle snakes that had holed up under a goods box that he had placed outside his store for use as a step. They were discovered when John Stuckey's marble rolled under the box while he was playing marbles outside of the store. The largest of these snakes had twenty-nine rattles and was over eight feet long. When it was cut open, it was found to have eaten a quail, two rabbits, and many mice. Besides running a store Proffitt later served several terms in the State Legislature, two terms in Congress as Representative from the district, and was Minister to Brazil.

Businesses

General stores and groceries were built in the 1830s. The town of Petersburg grew slowly as did other small communities such as Winslow. J. W. Cockrum loaded

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a flat boat from Patoka with pork at Winslow in 1835. In 1838 George Dean set up a mercantile business in Winslow and became wealthy. His will set up a charity fund to provide relief for destitute widows living within eight miles of Winslow.

Wm. McCormack shipped the first hogshead of tobacco from the county in 1841. Its destination was New Orleans.

Annual Muster

Up until it was repealed in 1839, there was an annual autumn muster where officers wore dress uniforms. These consisted of a blue swallow-tailed coat trimmed with stripes of red tape on the breast, a double row of brass buttons down the front, and large brass tinsel epaulets; a pair of buckskin or homespun trousers; a three-cornered hat with a plume; a pair of moccasins; and a sword. The soldiers dressed in regular frontier dress and carried rifles or muskets. Many officers obtained their titles of Captain, Major, Colonel or General at these company, regiment, or brigade musters even though "not a drop of blood" was shed. Occasionally there was some excitement when an old dispute was settled through a bout of fisticuffs.

Wabash and Erie Canal

Construction of the Wabash and Erie Canal was begun in 1849 from Maysville to Petersburg which was thought to develop the resources of the area. In the Annual Report of the Trustees of the Wabash and Erie Canal of December 26, 1850 the trustees state:

"At the last named point (Newberry Dam), and at the several locks between this dam and Maysville, in Daviess County, there will be a larger amount of water power than on any other portion of the canal, the improvement of which will tend to develop (sic) the resources and advance the wealth of this portion of the State. It is in this light, chiefly, that the leasing of water-power on any portion of the canal is sanctioned. As a source of direct revenue, it is of but little consequence."

In 1850 the canal construction was extended from Petersburg to Evansville through Pike County and was contracted to Messrs. Forrer, Sturgess and Hosmer on September 6, 1850. The work was to be completed by November 1, 1852 according to the Engineer's Report of the Wabash & Erie Canal of November 18, 1851.

LETTING OF CONTRACTS



On the Wabash & Erie Canal

THE undersigned, Trustees of the Wabash and Erie Canal, will receive sealed proposals at Petersburg, Pike county, Indiana, on the 14th day of November next, for the construction of about 15 1/2 miles of said Canal, extending from Maysville to Petersburg. This division embraces a large proportion of the heaviest earth work on the canal, and is worthy the attention of contractors accustomed to heavy work. The line will be divided into sections suited to the shape and character of the ground, averaging near a half mile in length.

The superstructure of the Aqueduct over East Fork of White River will also be let. It is about 400 feet in length, consisting of four spans of near 100 feet, sustained by timber arches and truss-work, and enclosed from the weather.

The work will be ready for inspection for one week previous to the letting, and all necessary information will be given by the resident Engineer. Bidders not known either to the Trustees, or to the Engineers, will be expected to enclose with their proposals, satisfactory testimonials as to character and qualification.

CHARLES BUTLER, } Trustees of the
A. M. PUETT, } Wabash & Erie
THOS. H. BLAKE, } Canal.

Terre-Haute, Ind., Sept. 19th, 1849—sept 28.

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Courtesy of Stan Schmitt

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Asiatic Cholera

The canal was not completed by November 1852 due to circumstances beyond the control of the contractors. Besides extensive repairs that required extra time and funds, Asiatic cholera broke out in 1850 in Pike County. The child of an Irish canal worker was the first death due to the disease. Her father died soon after. Before long laborers and other Pike County citizens passed away. Stories were told how a wagon piled high with dead cholera victims would pass by late at night. They were taken to Washington, IN where a priest performed the last rites. They were either buried in a common grave or cremated.



At the stone quarry located along the Bluffs outside of Petersburg, several of the workers died. Some of them were buried in the Bluff Cemetery.

The frightened citizens of Petersburg fled. Only twelve families stayed. To their credit Dr. J. R. Adams and Dr. Alexander Leslie remained to give aid and to prevent the disease from spreading.

Canal Work Continues

William Ball in The 1853 Annual Report of the Resident Engineer dated December 6th, 1852 states:

"On the Petersburg Division, the payments amount to \$357,902.62 leaving a probable sum of \$11,600 yet to be paid. All the sections in this division have been completed except two, viz: Nos. 186 and 192, and upon these much more work has already been done than was contemplated in the original estimates. On each of these sections there is a river washed bluff, and at those

points the tow-path is necessarily made partly in the river and based upon a sloping rock. A portion of the material of which the embankment has to be made, seems to become semi-fluid and flattens out almost indefinitely. Other portions adhere together, but are continually sliding at the base. To remedy this evil on section 186, we have moved the line over into the bluff several feet, and cut nearly the whole prism of the canal through rock. On section 192 this plan could not be adopted, except at great cost, and our only resource is to continue to raise the bank until it acquire a sufficiently flat slope to ensure stability. It is expected that in a few weeks we may be ready to pass some water over these sections, and it is hoped that by working a force constantly the banks may be kept above the water as it is allowed to rise in the canal, until they become settled and stationary."

"In repairing breaches and lining the banks with clay at sundry points on this division, there has already been expended the sum of \$4,167.73. Much work of this kind remains to be done, which will swell the cost of the Petersburg Division considerable above the original estimate. Nor is it possible to say when these extraordinary expenditures are to stop. I have stated a probable sum to meet them, but there is no way of determining, a priori, the precise magnitude of such work. As the difficulties arise, we can only adopt the best apparent means of remedying them, and go on with the work until the object is accomplished."

"The aqueduct over the east fork of White river is entirely completed. Some weeks since, the waters of the west crossed the east fork of White river, and recently a boat has passed through the aqueduct. This structure is 557 feet long consisting of six spans of 85 feet clear space, and sustained by five piers 42 feet high above low water mark. The piers and abutments are of cut stone masonry, built in the most substantial manner. The superstructure of the White river aqueduct is built upon the most approved plan of a timber structure, combining the arch and truss frame, and the work has been done in a very perfect manner. The main bearing timbers are entirely above water, the trunk being suspended below, and the whole work is protected from the weather by roofing and weather boarding. Upon the whole, I have no hesitation in saying, that this is the most substantial and perfect aqueduct in the

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state, reflecting much credit on the contractors, Mr. James Kiney, who did the earth work and masonry, and Mr. A. Madison, the accomplished architect, who executed the superstructure."

White River Aqueduct

The White River Aqueduct was No. 16 and was in the area known today as Rogers. When it was started a construction camp was set up on the north side of the river in Daviess County called New London. It became a small village with some of the workers having their own homes while others boarded in the camps.

To build the aqueduct huge timbers were cut and hewn to lay in the bottom of the river. On top of this foundation was constructed huge piers and abutments made of sandstone. This stone was quarried by blasting it from a bluff north of Algiers and finishing it off to the required size. Ox teams hauled the stones that were placed aboard mud boats to the river. There they were loaded onto flat boats and floated down river about four miles to where the aqueduct was being built.

On top of these piers rested the bed of the aqueduct. It was built by pinning hewn timbers with wooden pegs. The timber was cut to the length needed. Then two sides were scored with a chopping axe. This would be smoothed off by a ten inch wide broad-axe. The log would then be turned over and its other two sides scored and smoothed in a like manner to whatever the width that could be gotten from the small end of the log. Holes were bored into the timbers and the pins locked them together until they had a 25 to 30 foot bed that was 557 feet long. Walls that stood 4 or 5 feet tall were built on both of the long sides of this bed. They were also pinned together. To seal this trunk of the aqueduct the seams had tow placed in them with pitch tar. Water later filled this trunk deep enough to float the boats. To protect the aqueduct from the elements it had weather boards and a roof like a covered bridge built above this heavy trunk. It was completed by 1848.

The White River Aqueduct was the longest aqueduct built in Indiana on the Wabash and Erie Canal. The south pier of the aqueduct is now used by the Big Four Railroad. A few stones of the north abutment remain scattered along the side of the river where the aqueduct once stood.

Jesse Lynch Williams states in his Annual Report of the Chief Engineer of December 7, 1852:

"In respect to the construction of the Southern Division, the report of the resident engineer will give full information. The water from the White river feeder has been introduced, and a boat has passed as far south as the vicinity of Petersburg. The first 20 miles north from Evansville having been heretofore filled and navigated, there is wanting but a short distance to connect the navigation. As there remains on the intermediate portion only the finishing up of some heavy section, it is supposed that a few weeks of favorable weather will complete the entire work. "

Patoka River Aqueduct

The Engineer's Report of 1853 shows Aqueduct No. 17 across the Patoka River as being made up of one middle span of 50 feet and four other spans (two on each side) of 36 feet. It was an open trunk aqueduct and was the fourth longest in the state on the Wabash and Erie Canal.

After the canal crosses the Patoka River and heads north, an Indiana State Format Marker sits in the canal prism. It reads:

GPS - N 3822.859M W 87D 20.065M

The Wabash and Erie Canal enters the south of Pike County in section 32 of Logan township and proceeds northeasterly through Patoka and Washington townships. One mile north of Petersburg it begins to parallel the White River and then leaves Pike County in section 7 of Washington township.



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After crossing the Gil Hodges Memorial Bridge and entering Daviess County to the north, the canal towpath is highly visible on the right side of the road.

A stone marker before crossing the White River into Daviess County gives the history of Gil Hodges. It reads:

"This bridge is named in honor of Gil Hodges born at Princeton, Indiana April 4, 1924, graduated from Petersburg High School 1941, played major league baseball 1943-1963 -- Brooklyn Dodgers 1943-1957, Served in U. S. Marines 1944-1945, Los Angeles Dodgers 1957-1961, New York Mets 1962-1963, managed Washington Senators 1964-1967, managed New York Mets 1968-1971 including World Series Championship 1969. As a player Hodges played in seven World Series, played on eight national league all star squads, hit 14 grand slams, hit 22 or more home runs in 11 seasons, had 100 or more RBI's in seven seasons, was 6th player to hit 4 home runs in one game, has world series record for most games played by a first baseman. Above all he was dedicated to God, family, country and the game of baseball. Died April 2, 1972. Buried in Holy Cross Cemetery, Brooklyn, N.Y.

The 1850 census shows Petersburg with a population of 480. The influx of a large number of Irish laborers working on the canal started Petersburg's climb to prosperity in the 1850s,

Charles Butler, W. R. Nofsinger and Thomas Dowling, trustees for the canal, stated the following in their January 1853 Annual Report of the Board of Trustees of the Wabash and Erie Canal to the General Assembly of the State of Indiana:

"At the date of the last annual report, the Newberry, Maysville, and Petersburg divisions were unfinished. The trustees have the satisfaction to report, that these divisions have, during the season been finished, and the work paid for, with the exception of a small balance upon sections 186 and 192 of the Petersburg Division, which they withhold until those sections are received by them from the contractors....."

The Wabash and Erie Canal and the passage of the first boat "The Pennsylvania" down its course on July 29, 1853 led to making Petersburg one of the best shipping points in southern Indiana. It was a major port with

produce arriving from Dubois, Pike, and parts of Knox and Gibson counties. Warehouses sprang up, pork packing became prevalent, and large quantities of all types of produce were shipped.

At the foot of Main Street was constructed the Wabash and Erie Canal Passenger Depot. At the time it was built this part of present day Petersburg was known as Canalport. Today an Indiana State Format Marker is placed near the street by the Dairy Queen. It says:

WABASH AND ERIE CANAL
Site of depot for canal which passed through town at foot of Main Street. Operations through Petersburg ceased 1860. Constructed 1832-1853, canal was nation's longest, connecting Lake Erie at Toledo with Ohio River at Evansville, through Fort Wayne, Lafayette, and Terre Haute.

GPS N 38D 29.281M W 87D 17.051M

Hosmer (Glezen)

Two other towns grew up along the canal. These were Hosmer (called Glezen today) and Willisville. Stephen R. Hosmer owned land on the Wabash and Erie Canal and laid out a town on February 28, 1854 in the northeastern corner of Patoka township. It was named Hosmer in his honor. Its streets were given names like those found in any large city. Once the town was platted Hosmer built a steam-mill and made other improvements. With the failure of the canal the town of Hosmer began to decay.

The railroad was completed through Hosmer in 1882. It stimulated the local lumber business and kept the town going. Then the deep vein coal mines were opened providing area men with jobs.

The town's name was changed to Glezen in honor of Mary Glezen in 1939. Miss Glezen established a successful insurance business in Petersburg in the late 1800s and was a Notary Public. Hosmer had two churches, the Presbyterian and the General Baptist. Miss Glezen drove to Hosmer every Sunday from Petersburg to teach Sunday School. Her unflinching service to the church endeared her to the citizens of Hosmer and led to the name change.

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Willisville

Willisville is located at the site of the Irish worker construction camp for the Wabash and Erie Canal. It is located about three miles south of Petersburg. It was named Willisville in 1962 in honor of Floyd and Inez Willis, who operated a grocery store there for seventeen years. Floyd is the great-grandson of Maxwell and Jane Willis. Maxwell was the cousin of John and Elizabeth Willis, the first of the Willis family to settle in Pike County in 1833.

A story is told of how John and Elizabeth made the trip from North Carolina to settle in Pike County. During the trip Elizabeth tired of riding in the covered wagon and would walk behind it where she could watch her baby son Burli where he sat propped up in the back of it. When they passed through Native American territory, the men carried loaded guns and walked on either side of the wagon. Whenever the family reached a stream or river they would cut down logs and fastened them together to make a raft. This raft was discarded once the stream was crossed. They lived off the land during this journey. They shot wild game and ate berries or fruits they found. They only brought corn meal with them.

Their teams were so exhausted from climbing the hills coming through the Cumberland Gap, passing through Kentucky, and entering Indiana that they rested for three weeks at French Lick before proceeding. When they saw still more hills in southern Indiana they were ready to head back to the Kentucky blue grass country. A traveler just happened to pass by on horseback and spoke with them. He told them that further west in Pike County was good spring water and pasture grass that would tickle his horse's stomach. They continued on and settled in White Oak Springs. Some of their descendants moved to the area later named Willisville and still live in homes in the area. The store once operated by Floyd and Inez was turned into a ceramic supply shop.

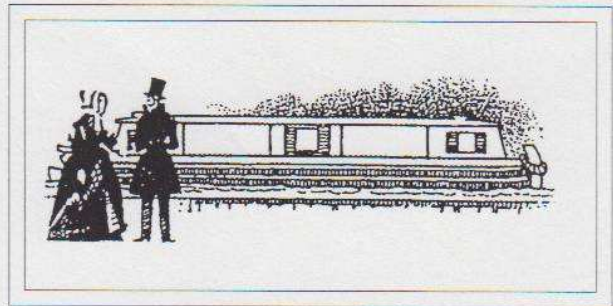
When the railroad replaced the canal with its tracks laid atop the old towpath, a whistle-stop was located just south of Willisville. It was called Clark's Station, but it was not a regular train station where the train stopped on schedule. Passengers wishing to ride the train had to flag it down and climb aboard.

The town of Littleton sits along the old canal bed. It

was settled after the canal era when the coal mines began operation. Therefore it was not a canal town.

The Canal's Heyday

The Wabash and Erie's heyday was between 1847-1856. The "Final Link" portion was completed during the middle of this time. The tolls and income from the canal reached their highest mark of \$193,400.18 in 1852. The canal was well maintained allowing passenger packets to run regularly. They would stop at every wharf for produce and passengers. While stopped the passengers could conduct business, visit friends, or pick fruits or berries. These leisurely trips were usually pleasant except for the mosquitoes. One passenger wrote: "...all the mosquitoes ever hatched in the mud puddles of Indiana seemed to swarm ravenously about the heads of the passengers!" Often passengers contracted malaria en route.



After the canal had stimulated new business and brought in so many immigrants, the volume of traffic increased to the point that it was obvious a more reliable form of transportation was needed. Even in the best of times the canal was plagued with problems. It would freeze and become impassable in the winter. Spring freshets would burst dams and erode banks. People opposed to the canal, because they thought it bred disease, drained the aqueducts. Others were opposed to the high costs of building and maintaining it. Repairs were extremely costly as often whole locks, dams and aqueducts were lost to raging flood waters.

As a direct result to the traffic increase and the canal's seemingly insurmountable problems, railroad systems, which were originally planned as ways to feed the canal from the state's interior, took over and ruined the canal system. The old canal bed was filled in or silted in over the years after the canal closed. It closed to the north of

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Petersburg first. For a time it continued operating to the south to Evansville. Water still remains in the old canal bed south of Willisville at Clark's Station.

After the canal was closed some of the old canal warehouses were put to use for a while as school rooms. They are long gone.

The merchants of the time were E.B. Boone, W.H. Connelly, P.C. Hammond, J.B. Hanna, W. and R.P. Hawthorn, T.M. Kitman, W.L. Minnick, T.L. Montgomery, W.L. Scott, J. Wilson, and Goodlet Morgan.

Goodlet Morgan

Goodlet Morgan's name appears many places in the history of Pike County. He was born February 26, 1825 to Simon and Rose Reed Morgan being one of their eight children. Simon, his father, came to Dubois County, IN from Virginia. He was county clerk from 1818-1839 and county recorder from 1818-1841. He also taught school and was a Jasper, IN merchant. From him Goodlet received much training.

To continue his education Morgan was sent from home to learn the flatboat business, farming and merchandising. He began living with Judge Matthew Foster's family in Petersburg at the age of fourteen. He remained with them for nine years and worked in Foster's store. He then opened and ran a store in Evansville where he met Emily Proffit.

Goodlet Morgan married George H. and Mahala Proffit's daughter Emily on November 24, 1848. In 1851 he returned to Petersburg. His home was begun in 1851 and completed in 1853-54. It has fifteen rooms and two baths. To the right of a spacious entrance hall are double parlors with matching fireplaces. To the left of the entrance are the downstairs bedrooms and bath, the library lined with bookshelves from the floor to the ceiling, the kitchen, the utility room, the pantry and the back staircase. The main staircase leads to the second floor's four large bedrooms, nursery and bath. The Morgan-Proffit house, as it is known today, was later sold to George H. Proffit. Proffit removed the tower which originally graced the front of the building. This home still stands.

The Morgans had eight children of which only one, his son Simon, survived him. Goodlet died October 13, 1907 and was buried in Walnut Hills Cemetery.

Morgan's life pursuits included various business enterprises. He took over ownership of Judge Foster's store. He eventually ran the largest merchandising establishment in Petersburg. He owned huge tracts of land. He handled large amounts of produce and livestock as well as being elected Pike County commissioner (1863) and county clerk and president of the Pike County Council. He and Albert Smith erected the jail in 1853 that was 40 ft. x 20 ft. and cost \$2,347.25. He leased 15 acres of land to the Pike County Agricultural Society for ten years at \$150 a year where they held fairs. He provided clothing, fuel and provisions to families of Pike County soldiers during the Civil War.

Morgan was very knowledgeable and wrote a four-part series in which he described Petersburg as it was in 1839. In it he names citizens and where their homes or businesses were located. He includes prices of produce saying they were low at the time--corn 10 to 12 1/2 cents per bushel, wheat 30 to 37 and 1/8 cents per bushel, pork \$1.50 per 100 pounds. He said prices of goods were high--chopping axes were \$2.50, nails were 12 1/2 cents per pound, domestic cloth was 16 to 20 cents per yard and calico and English manufactured cloth was 25 to 40 cents per yard. However, he notes that most trade was done by barter.

The Newspaper

"The Patriot," published in 1851 by editor John N. Evans and printed by Henry Stout of Vincennes, was the county's first newspaper. In 1855-1864 "The Reporter" was published by Joseph P. Glezen followed by a series of other editors. In 1856 the present day paper began and was called "The Messenger" in 1865 with the name "Pike County Democrat" adopted in 1869.



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The Railroad

The first attempt at a "Straight Line" railroad to connect Indianapolis to Evansville was begun in 1854 when the county donated \$100,000 and a large amount of labor to the project. It failed because the contractors did not pay for the labor or supplies. Many local citizens were financially ruined. It was eventually completed in 1882 by Mackey and brought prosperity to the county.

On June 23, 1855, Petersburg was officially incorporated by a narrow margin. There were 63 votes for and 61 votes against it.

Today's Pike County Courthouse is the 4th (erected in 1922). The first log courthouse was built in 1818 and was followed by two brick courthouses in 1836 and 1868. Behind it sits the jail built in 1853 and remodeled in 1885.

Petersburg Tornado

On June 7, 1990 twin tornados swept through Petersburg, a town of about 3,500 residents, and its surrounding rural coal mining communities. They left hundreds of people homeless and seven dead. They cut a 4 block wide swath through the town from Hornady Park to the Elementary School. The tornados first touched down in Union, bounced through the Bowman area, hit Petersburg, and proceeded just south of Alford. Damages were estimated to be between \$50 to \$60 million. In the city 114 homes were destroyed, 99 sustained major damage, and 170 received minor damage. In the outlying rural areas 40 homesteads were damaged.

Of the seven people dead in Pike County, six were killed directly by the tornado and one, Albin Harper, suffered a heart attack while watching it. Three of the deaths were within a block of each other behind the Petersburg Moose Lodge where between 200 to 300 people had gathered for a wedding reception. Two women, Giles Evans and Emma Willis were killed when the tornado obliterated their building. Probably much of its debris landed in the Moose parking lot where over a hundred cars were damaged. Billie Minniear died in his mobile home where he was trapped. Later Evaline Hilgeman died in an Evansville hospital from injuries suffered while trying to go from her home to a neighbor's basement. In Union Frank and Majorie Mallot were killed when the tornado leveled their home.

The tornado destroyed four churches--First United Methodist, Free Methodist, Nazarene and Wesleyan. Their members not only helped with cleaning up the remains of the churches and the town, they distributed food and clothing and started planning to rebuild their buildings. They received calls from other churches and people wanting to sell church furnishings or offering to help build new churches. Local churches offered their buildings for use by the congregations whose churches were demolished.

The Petersburg Elementary School was totally destroyed. Buildings that housed the city hall, police station, county sheriff's department, and city jail were heavily damaged. They hoped to build a new city-county building.

The Petersburg Health Care Nursing Center was destroyed, but due to the fast acting staff there were no fatalities. They quickly moved the residents to the center hall upon its approach. They laid many wheelchair patients on their sides and covered them with blankets.

Hornady park was destroyed when its shelters and buildings were blown apart. The caretaker and his family barely escaped when they ran from their mobile home to a nearby hillside and covered themselves with blankets. The tornado passed directly above them.

Electricity and water were major problems for everyone after the tornado - even those whose homes received no damage. They had to be shut off until repairs could be made. Lack of clothing and food, the reporting of damages and their repair, and the removal of debris from streets so that they were passable also added to the problems.

Everyone pitched in to help. Many people worked in the town, but it could not handle all the volunteers. Amish carpenters arrived offering their services as did the prisoners from the Training Center in Perry County. As people arrived from all over the state, they were assigned to crews on 25 farms and rural homesteads helping rebuild barns and other structures. Over 3,000 acres of farmland needed the debris removed before it could be planted in crops.

Food, clothing, books, and educational materials came from students in New Jersey who were penpals with the Petersburg Elementary School students. Many organizations throughout the state sent items lost by tornado stricken families.

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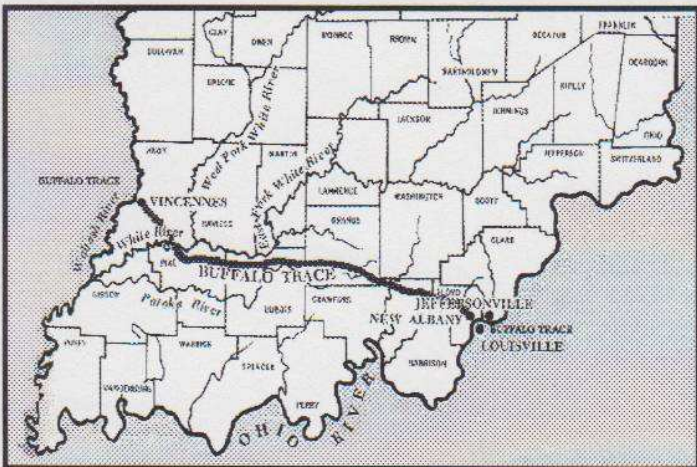
Money arrived from Allendale, Illinois where a tornado had ravaged the town a short eighteen months before. Money was collected by the namesake town of Petersburg, New York which sent \$518. Petersburg, IN is located in Pike County, one of Indiana's key coal producing and electrical generating counties. It has much in common with the Petersburg, NY community which is fighting "acid rain," an alleged by-product of coal fired electrical power generation.

Following the disaster everyone wanted the news. The Press-Dispatch in Petersburg normally runs 6,200 papers. They printed three more editions and sold out each time. Four thousand eight hundred papers of the July 2 issue were sold on newstands and there were three thousand five hundred papers mailed.

Buffalo Trace

Outside of Petersburg along IND. 61 stands an Indiana State Format Marker that reads:

THE BUFFALO TRACE
Crossed White River at a nearby ford. It was made by migrating buffalo herds. The trace ran from Cinchonas to Louisville and was the only through trail in pioneer days.



In an Act of 1935 the state legislature provided for the governor to appoint a three man commission to ascertain the historical route of the Buffalo Trace from the Ohio River to the White River and provide maps and drawings showing its exact route. A report of one hundred pages resulted

from studying government surveys made in 1804-10.

Great herds of buffalo passed over the same trail for years tramping over prairies and through forests in their annual migration. This trace was as wide as one mile in some places. More than two-thirds of the pioneer settlers of Indiana used it. It was also known as Lan-an-zo-ki-mo-wi by the Miami Indians and at various times throughout history as The Buffalo Road, The Indian Road, The Mud Holes Trace, the Louisville-Kaskaskia Trail, The Vincennes Trace, The Clarksville Trace, Clark's Trace, The Governor's Trace, and Harrison's Road.

The trace was recorded on the survey maps when the land was divided into congressional townships in 1804-5 for military purposes. It was marked where each section line crossed it. The commissioner's court of Pike County from 1816-1830 shows the trace passing through Pike and Dubois counties from White Oak Springs near Petersburg to the Dubois County Mud Holes. The trace passed almost directly west through Petersburg and by Woolsey Pride's Fort. The terminus of the trace was in Kentucky at Big Bone Lick, a salt lick.

Blue Jeans Williams

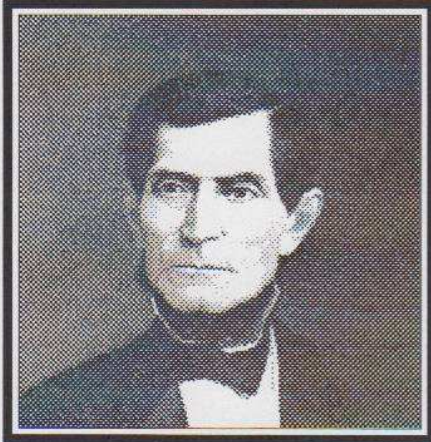
About 10 miles northwest of Petersburg along Ind. 61 is the town of Monroe City which is located near the center of the "Final Link" loop tour. It is near this town that the seventeenth Governor of Indiana, James D. "Blue Jeans" Williams, lived for most of his life. Close by in Walnut Grove Cemetery a 30-foot high monument stands atop his grave. The monument was erected in his honor in 1883 following his death on November 20, 1880.

"Blue Jeans" was a colorful character in Indiana's history. He was born January 16, 1808 in Pickaway County, OH. His family moved to Indiana in 1818, and to the homestead near Pond Creek Mills in 1823, when pioneer life was full of difficulties. They were a poor farm family and his education was gained not from books as much as it was from the world around him. He took on the responsibility of his five younger siblings at the age of twenty after his father's death. He had good common sense, was industrious, and was held in high esteem by those who knew him.

In 1839 Williams became a justice of the peace. He was known for being fair and honest even though he knew

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little of the law. He resigned this post in 1843 to sit in the Indiana Legislature as a Democrat. He held seats in both the House and the Senate between 1842 and 1874 besides serving on the State Board of Agriculture for sixteen years and on many committees.



JAMES D. "BLUE JEANS" WILLIAMS

In his first attempt at U.S. politics, he was defeated by Governor Oliver P. Morton in 1872 when he ran for Senator. In 1874 he got the Democratic nomination to run for Congress after defeating Thomas R. Cobb, an attorney from Vincennes, 107-64. The Republicans had difficulty in selecting a candidate. Williams easily won the election.

Williams always wore homespun clothing otherwise called Kentucky jeans. After the 1874 election the newspapers ridiculed him wondering if he'd continue to wear this garb to Congress. Not to be out done, he had twenty-five yards of cloth, made from the wool of his own flock, sent to a Vincennes tailor to be made into two suits. These suits included a long coat, vest, and pants worn with a white shirt and black neck cloth. They were blue in color.

Williams became the House chairman for the Committee on Accounts. He thoroughly scrutinized every penny spent and cut back needless expenses so much that jokes were made about him. He was called "the two and one half cent member from Indiana."

During the election of 1876 while running for Governor of the State of Indiana against Benjamin Harrison, the Republicans and the newspapers made a huge joke over his wearing blue jeans. The contest was said to be between a "Blue Blood" and "Blue Jeans," a dirt farmer. Instead of hurting him, this and his known economy led to his

popularity. "Blue Jeans" clubs were formed in Indiana. Huge rallies and parades were held. Wagon loads of young women dressed in blue jeans and others with railsplitters were a part of the parades. Campaign speeches were made to crowds of thousands. Over 30 speakers came from other states to stump for him. He won the election by more than 5,000 votes.

Williams died just before the end of his four year term as governor and shortly after his wife, the mother of their seven children, had died. He served his state well entering into no official act without thoroughly understanding its importance and its effects. It was during his administration that the building of the Indiana State Capitol was started. When the building was completed and furnished, its cost was within the \$2,000,000 appropriation of Williams' term. He and his associates were economical.



Dr. Ralph Gray at Williams' marker. Photo-Bob Schmidt

NOTICE TO CONTRACTORS.



CANAL LETTING.

THE undersigned, Trustees of the Wabash and Erie Canal, hereby give notice that they will receive sealed proposals at Washington, Davies county, Indiana, on the 27th day of June next, for the construction of about twenty-four miles of said Canal, extending from the proposed Dam across the West fork of White River, near the South line of Green county, to Maysville, in Davies county. On this portion of line there are to be constructed five Lift Locks and one Guard Lock, to be built of timber, a Dam across Slinkard's Creek, and one or two small Aqueducts, together with the usual variety of earth work common to a canal. The line will be divided into sections averaging about half a mile in length.

At the same time and place, proposals will be received for building, with cut stone masonry, the piers of the Aqueduct over East fork of White River. The stone for this masonry must be procured from the quarries of durable limestone to be found on or near either the East or West fork of White River, from which point they can be delivered by water.

The line to be placed under contract, will be ready for inspection ten days previous to the time of letting, and all necessary information in reference thereto will be given by the Resident Engineer.

**CHARLES BUTLER,
A. M. PUETT,
THO. H. BLAKE.**

TRUSTEES' OFFICE. }
Terre-Haute, April 23, 1849. } 3511
[Express copy.]

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(Express copy.)

Courtesy of Stan Schmitt.

DAVIESS COUNTY

Daviess County contains 430 square miles. It is bounded on the south by Pike and Dubois Counties, on the west by Knox County, on the north by Greene County and on the east by Martin County. It is located at the junction of the east and west forks of the White River which are fed by its tributaries — Aikman, Mul, Pond, Prairie, Purse,, Smithers, Sugar, and Veal creeks. It has heavily timbered areas. A wide variety of trees are located on the rolling hillsides or in the swamps. They are black and white ash; black alder; red beech; black birch; buckeye; cottonwood; box elder; black and sweet gum; shellbark and pignut hickory; ironwood; honey locust; sugar maple; red, black and white oak; persimmon; pawpaw; red bud; spicewood; willow; and black and white walnut. It has level prairie

lands and rich bottom lands of the White River and its east fork that are ideal for farming.

Although mining is not as extensive in Daviess County as it is in nearby counties, geological surveys have shown that there is a reserve of 200MM of coal present. This is mostly located in the southwest of the county, since erosion has removed most of it from the northern part of the county. A bed of coal around the town of Washington is about 5 feet thick where at Clark's Station it is a little over 1 foot thick. The northern portion of the county yields limestone, sandstone, and iron ore. In certain areas limestone above the coal ranges from 6 inches to that which is four feet thick near Aikman Creek. It polishes well, but it weathers easily and is not suitable for outside building use. Sandstone of durable building quality is found in the hills

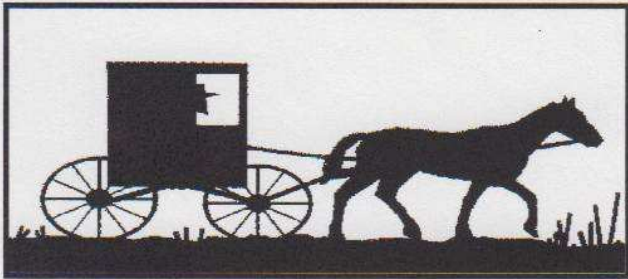
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north of Washington. Near Clark's Prairie bog iron is found that contains 40 to 50% metal. Clay ironstone and ochre are found near Alfordsville.

Daviess County has more farms than any county in the region, but has fewer acres in cultivation than its neighbors Knox and Gibson Counties whose farms are larger. Daviess ranks tenth in the state in livestock production which includes hogs, pigs, cattle and calves.

It is a rural county with about 46% of its population living in Washington, its county seat, or in Odon.

Good farmland attracted Amish settlers to the area around Montgomery in Daviess County. Their settlement covers 64 square miles. They strictly interpret the Bible, stress humility and simplicity in their life and dress, and are thrifty and industrious. Many horses and buggies are seen in the area today.



Early Settlement

The early settlers came to the area from the southern states. About one-half of them were from South Carolina, one-fourth from Kentucky and the rest from North Carolina and Tennessee. They came while Indiana was still a territory and game was their primary source of food.

Wildlife

Deer were plentiful especially on the barrens. An early settler claimed he could take a walk from his log home and return in an hour to get a horse to bring back the deer carcass he had killed and hung up to drain. By May 1822, Robert Stephens, who traded in pelts, reported having bought 800 deer skins during the winter that were killed that season. He also bought venison hams for 12 to 16 cents per ham.

Black bear roamed the area and many bear adventure stories were passed down. The bears loved the

honey found in hollow trees. At that time there were a great number of bees which would collect the nectar from the blossom of the "Spanish needle" and make it into honey. The Peterson brothers gathered the honey by the barrelful and hauled it to the Falls of the Ohio to be sold.

Lumber

Land was cleared of timber, marshes and swamps were drained, and prairie lands were cultivated. The ax, broadax, whip-saw, augur and draw-knife were used to fashion "lumber." Early log cabin floors were made of "puncheons," logs that were only hewn on one side. These were made to an even thickness at each end and a broad-ax was used to make a joint. They were laid with the hewn side up.

James C. Veal, probably the county's first settler after whom Veal township received its name, built the first saw-mill sometime between 1808-1810 on Veal's Creek. This mill made slabs that were better than the puncheons. The mill could not supply enough of them to meet the demand. The mill was washed away by a freshet in 1812.

The second mill built in the county was built on Veal's Creek by Eli Chapman in 1815. Both of these first mills were water powered. A third mill was built in Washington by William McCormick that was powered by three yoke of oxen walking on an inclined wheel. It supplied more lumber but still could not keep up with the demand for building materials. Finally a fourth mill was built in Washington by four men who not only met the county's demand for lumber but who were able to ship the surplus down river to southern markets.

Crops

Corn was the first grain grown in the county. It fed both man and animals. It had a faster yield than other grains. Crude plows, harrows, and cultivators made of rough green timber were used. James and William Thompson invented and built the county's threshing machine in McTagart's barn. It could thresh and clean 100 bushels of wheat in ten hours only requiring the labor of three men, three boys, and two horses.

The first grist-mill to grind both corn and wheat was built on Palmer's Creek by Richard Palmer about 1816. That same year William Hawkins built a mill on the same

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Creek. Both of these mills could grind about two and one-half bushels per hour.

Early clothing consisted of deer skin or cloth made from the flax that the settlers grew. An attempt to grow cotton was made, but the growing season was too short. Sheep were hard to protect from the many wolves, but once the wolf population decreased, wool became more plentiful. Eli Chapman's saw-mill built in 1815 had the first carding machine.

To satisfy their thirst, early "Teapot stills" were used. In 1810 "Obe" Flint built the county's first distillery just two miles south of Maysville in Veale township. The first store was opened about two and one-half miles southwest of Washington near Maysville in 1812 by George W. Curtis.

County Organized

Daviess County was originally a part of Knox County. An act that was approved on December 24, 1816, separated it with its boundaries being the forks of White River, down the East Fork of White River to the mouth of Lick Creek, then to the Orange County line, then north to where it meets the West Branch of White River, and then down the West Fork to the place where it began. It was to be named Daviess in honor of Captain Joseph H. Daviess, who was killed while leading his company in a desperate charge during the Battle of Tippecanoe on November 7, 1811. The same act appointed five commissioners to select the site of the county seat--William Bruce and Henry Ruble from Knox County, David Robb and William Barkers from Gibson County, and Thomas Fulton from Orange County. They selected the village of Liverpool which is now a part of Washington. Governor Jonathan Jennings then commissioned Obed Flint sheriff. Flint called an election in February 1817 at which the county commissioners were elected--John Aikman, William Ballow, and Ephraim Thompson.

The act establishing Daviess County took a large chunk out of Knox County making Daviess County fifty-seven miles long and thirty-one miles wide. It encompassed all of present day Martin County except the portion south of Lick Creek, all of Greene County east of the West Fork of White River and all of Owen County east of the West Fork of White River. The establishment of Greene County in 1821 and Martin County in 1820 took pieces of Daviess

County and brought it down to its present size. The county was divided into the townships of Barr, Bogard, Elmore, Harrison, Madison, Reeve, Steele, Washington, Van Buren and Veal. Towns that grew up within the townships were Alfordsville, Chelsea, Corbytown, Cornettsville, Eldon, Elnora, Epsom, Farlen, Glendale, Hudsonville, Lettsville, Maysville, Plainville, Rablesville, Smiley, South Washington, Tom's Hill and Washington. The towns not along the Wabash and Erie Canal will be mentioned only in passing.

Eldon

After the Wabash and Erie Canal and the Ohio and Mississippi Railroad were built through Daviess County, Seth H. Cruse, David H. Kennedy, and William S. Turner saw the intersection of these two transportation systems as a wonderful place to establish a town. Their 1857 plat contained eighteen streets, fifty-six blocks, and many lots. They told those who purchased lots that Eldon was destined to become a major metropolis. The canal only operated a few more years before failing. Eldon was doomed. In 1886 only one dilapidated shanty remained.

Elnora

Originally known as Owl Town with the postoffice called Owl Prairie, this village in Elmore Township wasn't laid out until September 25, 1885. William C. Griffith and A. R. Stalcup platted the town with nine blocks and fifty-three lots after the Evansville & Indianapolis Railroad was completed in 1885. It was named Elnora after William Griffith's wife. The Wabash and Erie Canal served the small community from approximately 1852 to 1860, but it was not a prime canal port. The railroad was thought to make it become an important buying and shipping point for corn, wheat and other farm products. The post office name was changed to Elnora on January 1, 1886. The businessmen in the town at that time were A.R. Stalcup, general store and livery; Taylor & Williams, druggists; George D. Abraham, dry goods; and John Edmundson, blacksmith.

Maysville

Maysville was located on Vincennes Donation Lands. In 1788 Congress granted 400 acres of land to the heads of French families that settled in Vincennes and to other persons for militia service. These lands were in Knox

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County, but when Daviess County was carved from Knox, some of the land was grant land. When Eli Hawkins came to Daviess County in 1806 from South Carolina, he purchased one of the 400 acre tracts.

It appears that Eli Hawkins, a master of slaves, brought them to Indiana Territory with him. Jacob and Ellen Embrey Hawkins were two of those slaves from Charleston, South Carolina. When Indiana became a state they obtained their freedom and Jacob took the last name of his master which was a common practice. At that time Jacob was sixteen years old. Through hard work and perseverance he managed to become the owner of over 1,000 acres of rich farm land. Charner Hawkins was born to Jacob and Ellen on March 29, 1831, the fourth of eleven children. Jacob died in 1864.

HAWKINS (PALMERS) CREEK CULVERT REMAINS

PHOTO
BY

STAN
SCHMITT



One history says that Charner Hawkins was the first owner of the land on which Maysville was platted. He would have been about three years old at the time since John McDonald laid out the town of Maysville in 1834. It had seventy-two lots and was located four miles southwest of Washington. It was an unincorporated village. It was the busiest and most important town in Daviess County during the 1850s when the Wabash and Erie Canal was in operation. The demise of the canal and the growth of nearby Washington left the area with tumble-down houses and a few farms. James C. Veale taught the first school in Daviess County in 1811 near Maysville.

Plainville

Plainville, which is located in Steele township about ten miles north of Washington, was laid out by W. D. McCleskey and Stephen D. Wright on December 19, 1855. It was formerly known as Stump Town because the stumps of many trees remained after they had been harvested. The

new name Plainville was decided upon because the land was level. It was an important port on the Wabash and Erie Canal during the 1850s having a flouring mill and several stores. The demise of the canal took Plainville backward, but the post office and a store or two continued to do trade. When the Evansville and Indianapolis railroad passed through the town in 1885 it once again experienced a growth of businesses.

Washington

David Flora erected a timber fort at what is now Main and E. 2nd streets in 1812 to protect early settlers from the Native Americans. Flora, along with George Curtis and Isaac Galland, laid out Liverpool in 1815. It was selected to become the county seat in 1817 and renamed Washington. Washington was about 2 1/2 miles from the Wabash and Erie Canal which seemed to have little influence on it.

It was the construction of the Ohio and Mississippi Railroad in 1857 that spurred on Washington's growth. By 1862 there were railroad machine shops but the big division offices, shops and yards weren't completed until after 1889. The Baltimore and Ohio bought out the Ohio and Mississippi. At one time their yards employed over 1,000 men and covered over 100 acres of land. In 1965 boxcars were built in these repair shops by Evans Railcar Company which bought the B & O shops. The operation shut down in 1980 following a strike and the jobs were lost.

First Courthouse

The first Daviess County Courthouse was built in Washington between 1818 and 1824. It was a two story brick structure that was located on the town square between Walnut, Hebron, 2nd and 3rd streets. On the west end of this square was built a log jail which had a criminal's room and a debtor's room. The second courthouse was built between 1838 and 1841. There were many delays during the time it was being built. The third courthouse designed by George W. Bunting and built of brick was completed in 1879 and was followed by of a new jail in 1884. Today's three-story limestone courthouse was completed in 1927.

Pork-packing was important in the area. Beautiful homes were built by William Helphenstine in 1847 and Hiram Hyatt in the late 1890s, men who had interests in this industry.

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Canal Men

Little reference is made of the Wabash and Erie Canal in Daviess County and littler still is made of the men who worked on the canal. Two of these men were A. J. Hart and James C. Spink.



A. J. Hart was born on November 15, 1831, near Washington in Daviess County to James and Sarah King Hart. James Hart was born in 1793 on the Atlantic Ocean coming from Ireland to America. James' family settled in Tennessee, moved to North Carolina where he married Sarah and then came to Indiana. Sarah was a native of central Tennessee. She died when A. J. was about 12 years of age and he continued to live with James until he was 18. At that time A. J. left home and began working on the Wabash and Erie Canal. In six months time he was put in charge of seventy-five to one hundred men and assumed the position of superintendent.

A.J. came back to Daviess County two years later with sixteen men to work on the Ohio and Mississippi Railroad. In 1853 he began farming and married Mary Arthur on February 8, 1854. In 1868 he began running a store in Washington that sold general merchandise. He continued this for three years before moving to Montgomery where he ran another such store and operated a coal mine. He returned to his 160 acres of land near Washington in 1876 and cultivated 120 acres of it. He was a Republican and a member of the Masonic Lodge.

James C. Spink was born in 1824. He was the son of Francis X. Spink from Maryland who came to Daviess County about the time that Indiana obtained statehood. Francis settled on a farm and taught James how to till the soil. He was a surveyor on the Wabash and Erie Canal when it was being built through the area. He later was a miller and became the senior member of Spink & Veal. He built "City Mills" in 1879 which he operated until his death in 1893. He married Ann Elizabeth Wright of Tennessee and their son, Thomas F. Spink, was born on April 29, 1865. Their other children were deceased by 1897 and were not named in the history book..

WABASH AND ERIE CANAL INDIANA

Canal Lettings.

THE undersigned will receive sealed proposals at Terre Haute, Indiana, on the 24th day of May next, for the construction of *Forty Miles of the Wabash and Erie Canal*, extending from Terre Haute to Point Commerce, on the West Fork of White River. The line will be divided into sections, about a half a mile in length, and will embrace the variety of work usually presented on a similar division of Canal; amongst which are reservoir, a number of lift-locks, culverts, &c. together with the rebuildings of a portion of Eel river dam and the guard-lock connected therewith.

Payments will be made as the work advances in par funds.

The line to be let, will be ready for inspection by the 15th of May, and by the 20th of that month, the plans, specifications, estimates and quantities, &c., will be exhibited at the Engineer's office in Terre Haute.

Dated, Terre Haute, 17th March, 1848.
CHARLES BUTLER,
THO. H. BLAKE,
AUSTIN M. PUETT.

Trustees of the Wabash and Erie Canal.

ap 6-6w

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ap 6-6w

Courtesy of Stan Schmitt

GREENE COUNTY

Greene County contains 540 square miles of land that lies seventy-five miles southwest of Indianapolis. It is located in the southwestern part of Indiana and is the second county from the state's western border. The county is almost divided equally by the west branch of White River. Other major streams are the Eel River, Beech, Black, Indian, Plummer, and Richland Creeks.

The county's hilly land lies to the east of the White river and has many rock bluffs. This land was heavily timbered with oak, poplar, walnut, sugar-tree, sycamore, ash, beech, cherry, locust, gum, and hickory when the settlers arrived. Most of this land has coal and iron deposits in abundance that are of excellent quality. It has the richest iron ore beds of any county in the state. They are from six to thirty feet thick. At some places huge masses of ore weighing several tons are on the surface heaved there by some natural force. The stratas of block coal are from four to eight feet thick. Mining is a large industry. As early as 1914 over 2.4 million tons were mined annually which was about the same mined each year from 1950-1970. It is estimated that the county still has 420 million tons of recoverable resources available. Limestone is abundant.

Level prairie land lies to the east of White river. The prairies are Half-Moon, Nine-Mile, Scaffold, and Four-Mile. Some of this prairie land is low and wet which makes it more suitable for pastures than for the cultivation of grain. The soil quality varies greatly from rich alluvial to stony clay. Some timber is found on sandy ridges called barrens. This timber is small hickory, short and rough black oak, white oak and some walnut. Good quality coal is in abundance. The county has never really developed or used its natural resources to their potential.

The towns of the county in 1875 included Bloomfield, Dresden, Fairplay, Jasonville, Johnstown, Jonesboro, Linton, Lyons Station, Marco, Newberry, Newark, Owensburg, Point Commerce, Scotland, Solsberry, and Worthington. Today Linton is the largest of the towns and some others are ghost towns. Most of Greene County's towns are not written up in detail in this tour book for they were not along the canal. The county has seven incorporated towns and 40 communities, only a few other counties can claim so many settlements. The average

population per square mile is 55 putting the county in the rural agricultural category.

The geography of an area greatly determined its pattern of settlement. This was especially true for Greene County. The Eel River and the west fork of the White River (Wapehani meaning "white" or "clear water") join at what was to later become Worthington and run through the county. Settlements grew along this early river transportation route.

Native Americans

Native Americans wandered along these rivers locating for short periods of time where they found a plentiful supply of game. One of their villages was at today's Worthington and another was at Point Commerce across the Eel River. A Piankeshaw village of several hundred wigwams sat on the site that was later to become Fairplay. The Piankeshaws were a branch of the Miamis. Shawnee also came to the area. The mound builders were the first to inhabit the area, there being no white settlers prior to 1810. When the white settlers came they traded with the Native Americans.

Stories have been handed down about that time. One tells about a Miamis village across the White River on the Dixon farm. There the Native Americans constructed sweat houses to cleanse the skin and tone up the systems of the braves. A sweat house was started by piling up stones, building a fire on top of them to heat them, removing the fire, and building a wigwam over the hot stones. The wigwam was then entered by the naked braves who threw water on the hot stones and danced around them sweating profusely much like today's sauna. Then they entered an adjacent wigwam, wiped dry, and put on warm buckskins.

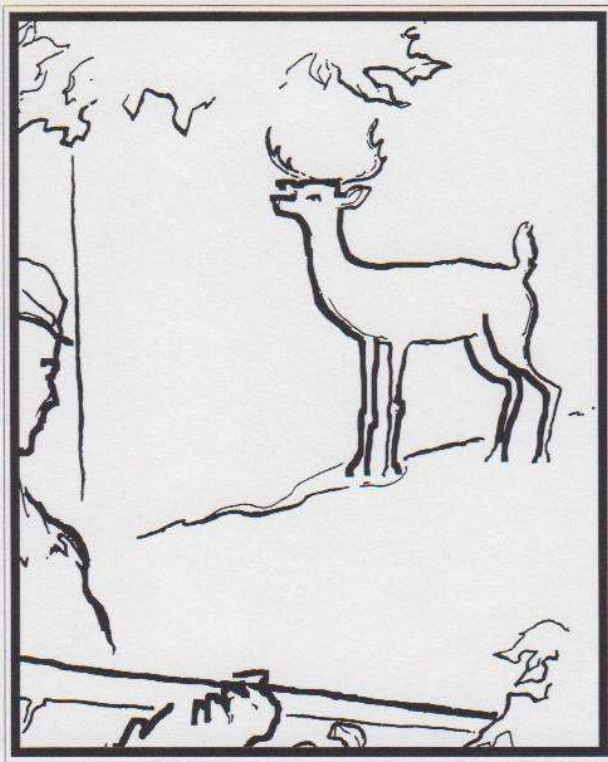
Another story tells of the part Greene County played in the conflict between the settlers and Native Americans. This was around 1811, the time of the Battle of Tippecanoe when Gen. Wm. Henry Harrison battled the Native Americans near Lafayette, IN. At that time the "natives were restless" and there were uprisings in southern Indiana and Kentucky. They wanted to protect their land and keep the white settlers out.

Harrison had marched his troops along the Wabash River from Vincennes north to Ft. Harrison at Terre Haute. There he was to be met by General Hopkins and a company

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of soldiers from Kentucky and then continue on toward Lafayette. The Kentucky soldiers set up camp for the night at Point Commerce in Greene County on their way to Terre Haute. Being unsure of the Native Americans who lived in a village where Worthington now stands, the soldiers stationed guards around their camp at what were thought to be points of danger. One of these stations was at the Old Indian Ford across the Eel River. John Shelton was to man the station on the hillside above the ford. He and the other guards were ordered not to shoot unless they were firing at an approaching Native American.

While John was keeping his watch, a deer passed by. The men were very hungry from their long trek. John just couldn't pass up the chance to secure some food. He fired and killed the deer. He ran to where the deer had fallen in the hollow and covered it with brush.



Meanwhile, an officer, who had heard the shot, came running with a group of soldiers to defend the camp from the Native Americans. John denied firing a shot or of seeing any enemies. The other soldiers hadn't heard the shot so they returned to camp. After things quieted down, John slipped back down the hollow, dressed the deer, and later took it to camp where the hungry soldiers and the general had a feast with no questions asked.

Years later John confessed to General Hopkins about firing the shot. The general replied that he was glad he didn't find out that night that John had violated his order, for he would have had to have John shot at Point Commerce.

Following the defeat of the Native Americans at the Battle of Tippecanoe, Gen. Harrison signed many treaties with them and purchased their lands. White settlers soon entered the county with the first white settlement being established in 1813.

It was probably the Piankeshaws that visited the area in 1819. A group of about 300 on horseback passed along the Old Indian Trail. They crossed the Eel River about a quarter of a mile north of the present day bridge at what was called the Old Indian Ford. This was just outside of present day Worthington.

A few days later on September 30, 1819, more Native Americans floated down the White River in canoes. They set up camp at the mouth of the Eel River. The exact date is remembered for on that Sunday John Fires and Martha Craig were married. Everyone in the town had gathered for the wedding celebration. They were scared of being massacred when they saw the canoes approaching. The wedding party, accompanied by others, walked down to the river to speak with the Native Americans.

A young newly married brave was the chief of the group. He was very pleased with 15 year old Martha Craig Fires' appearance. She had light skin and blonde hair. He offered to trade his new bride for Martha. This made Martha indignant. Her new husband refused to trade brides. Luckily the chief was appeased when his demands for a blanket and a bear skin were met. Why either of these two native groups were on the move at that time is unknown.

In 1820, the Native Americans were being removed to live on reservations in the west. While awaiting their removal from the area, they gathered west of Bloomfield on the White River's west bank and held ceremonies. These ceremonies were sometimes very solemn and quiet. But the white settlers became fearful of attack and fled to safety when other ceremonies became wild. No attack ever occurred.

These people left behind their marks on Greene County. They traversed the land along what is referred to as the "Old Indian Trail." They also built several mounds

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in the county, most of which have been excavated. The mound located where Worthington sprang up was a determining factor in the shape of the town. Two other mounds were located southeast of Worthington — one on the road that goes past the cemetery and another on the road that goes out to the gravel pit.

Greene County Organized

White settlement of the area began before Greene County was organized. In 1813 some settlers came to what was to become Point Commerce, a settlement that flourished for over fifty years. Shortly thereafter Fairplay sprang up on the west side of the White River just five miles south of Point Commerce.

Although the fourth largest county in area in Indiana today with property valued at \$86.38 million in 1981, it was at one time a part of Knox County which had Vincennes as its county seat. People wishing to purchase land or conduct business had to travel to Vincennes (settled in 1702). During the early settlement this seemed far away and difficult to reach.

Later when Sullivan County was formed, the Greene County area became a part of Sullivan County. Greene County eventually broke away when it had enough settlers to form a governing body. It was organized in 1821, a short five years after Indiana entered statehood, and held its first election for county officials in the home of Thomas Bradford. It was named after a Revolutionary War general, Nathaniel Greene.

The county officials wanted the first county seat to be located at what they thought was a prime spot. This was at the geographical center of the county, was on the east bank of the White River, and was directly opposite the settlement of Fairplay. It was to be called Burlington. They had a city laid out in what was a woods and a courthouse built costing \$250 on the land set aside for the town square. A road running east to west and a road running north to south were surveyed. This town was to be easily accessible with a ferry operating across the river to the homes and the few stores in Fairplay. Then they dug a well. No water was available. The best laid plans soon came to a halt. It appears that no town was ever established there.

The officials then decided to move the county seat. The citizens of Fairplay thought that Fairplay would be

chosen since it was nearby, was close to the county's geographical center, had a town already established and had a good water supply. But the officials were offered free land for a public square in Bloomfield. They decided to locate there. Bloomfield has continued as the county seat from 1823 to present. Fairplay experienced a severe cholera epidemic that almost eliminated it at the time. Fairplay no longer exists today.

The third settlement in the county was at Newberry in 1822 when John Ritter opened his store. The fourth was Bloomfield, the fifth was Scotland in 1834, and the sixth was New Jerusalem later to become Linton, the largest town in Greene County today.

Newberry

This town book is written from the south to the north along the canal. The first town inside Greene County from the south is Newberry which was first settled by John Ritter in 1822. It was laid out on John O'Neal's land and named for Newberry, North Carolina.

The first house was built by Moses Ritter. It soon had a grist mill and a ferry across the White River. Around 1827 Cary O'Neal opened a store with merchandise valued at \$500. Later Peter Lester and Mr. Hinds operated stores. Some of the leading articles of exchange were beeswax and honey. Benjamin R. Morse, also in the mercantile business, was the first postmaster. Before the canal was built the town had about twenty families who were blacksmiths, carpenters, coopers, shoemakers, and tanners.

When the Wabash and Erie Canal was built through the county it had to cross the White River. A wooden crib dam was built across the river to form a slackwater pool so canal boats could enter the river from the canal, go up or down stream and reenter the canal on the other side of the river. It was located to the west of the present bridge crossing the White River on SR 57. The slackwater pool was beneath the bridge and extended up stream to the northeast.

At the April term of the state legislature in 1852, the Wabash & Erie Canal trustees were indicted by the grand jury for being an alleged nuisance. "This alleged nuisance was the erection and maintaining a dam across White river at Newberry, and thereby backing the water over the lowlands adjoining the river." At the court trial the case was

LETTING OF VALUABLE WATER POWER AT THE NEWBERRY DAM.

THE erection of this Dam, 11 feet in height, across the West Fork of White river will create an extensive water power, well worthy the attention of manufacturers and capitalists. At the lowest stage of water in White river there is sufficient to propel a very large amount of machinery. The durability and certainty of the power, viewed in connection with the well known destitution of permanent water throughout that section of the State, clearly indicates this as an important manufacturing point. The adjoining counties are capable of producing a large surplus of wheat, and with the stimulus afforded by good merchant mills add the advantages of canal navigation, would undoubtedly furnish an abundant supply of this grain. There is now a communication by canal with Lake Erie, and by the fall of 1852, the same channel will be opened to the Ohio river at Evansville.

A portion of this water power, sufficient to propel not less than three run of 4 1/2 feet millstones, and also the power necessary for either one or two saws for lumbering, is now offered for lease to the highest bidder for the term of thirty years, with ground sufficient for the use thereof, lying immediately below the east abutment of the Dam. The minimum annual rent for each run of stones has been fixed at \$100, if a Breast wheel be used, and \$150 with a reaction wheel; and for each saw driven by a reaction wheel \$150, below which rates it cannot be leased.

Proposals, sealed and directed to the undersigned at Terre Haute, will be received until the 1st of September next.

In behalf the Trustees of Wabash and Erie canal.
J. L. WILLIAMS,
Chief Engineer.
jy19-d&w5w

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Courtesy of Stan Schmitt

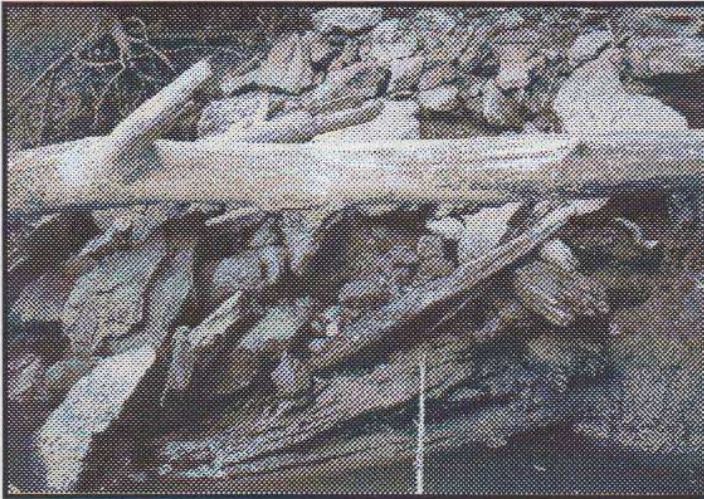
"held under advisement" until the September term. The defendants were found guilty and each of them was assessed a ten dollar fine that September. They appealed their case to the supreme court and the decision was reversed.

During low water the foundation timbers of this "alleged nuisance," the dam, are still visible. When this dam was built it was contracted that a steamboat lock be built into it so that steamboats could go up river. The river lock in the southside of the dam was built large enough to admit passage of flatboats but not large enough to accomodate steamboats. Its dimensions were 105 feet long and 21 feet wide.

The canal boats had to lock into the river to traverse the slackwater. This required two canal locks, Lock 59 and a Guard Lock, one on either side of the slackwater crossing. The southernmost lock on the north side at the slackwater pool formed by the dam at Newberry was Lock 59. In 1997 Jeff Koehler and a friend took a johnboat down the river in search of this lock's remains. They noticed that near the abutments of two train trestles (one of which is still in place) there was some cribbing in the very turbulent water. Looking more closely at this spot on the northwest edge of the river bank, they found wooden cribbing timbers, wooden cribs, and the crib stones. They determined that they had found the tail end of one wall of the old lock. These were the pads of foundation timbers and cribs on which the sandstone

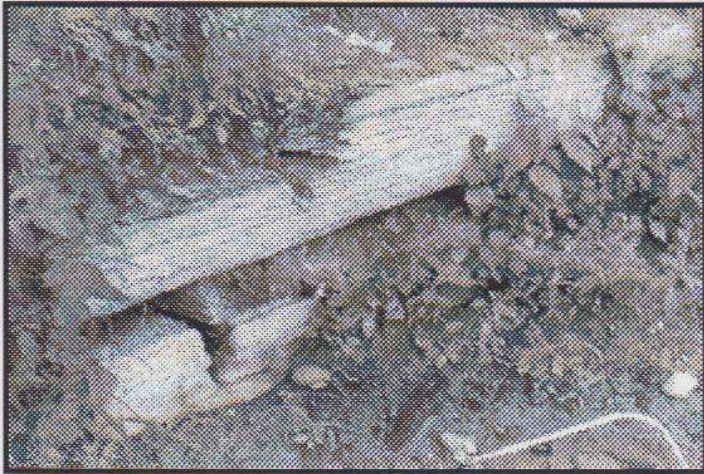
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combined lock rested. They were photographed and sent to CSI by Jeff.



W & E LOCK 59 PHOTO - JEFF KOEHLER

The Guard Lock was located on the south side of the slack water pool just above Newberry. (Let it be noted here that the guard locks were not numbered on the canal.) Thus there were three locks in total at or near Newberry. These were Lock 59, the Guard Lock that allowed canal boats to enter or leave the slackwater, and the river lock in the dam to allow passage of flatboats. All of this locking through process took time giving people on the boats an opportunity to do business in the town.



NEWBERRY DAM TIMBERS PHOTO-STAN SCHMITT

Logs were taken through the lock at the dam in huge rafts. A traveler's account records that John M. Leonard when "speaking of the rafting of the logs, he told of the Newberry dam, now almost destroyed (1899), where seven men had lost their lives."



NEWBERRY DAM REMAINS PHOTO-STAN SCHMITT



NEWBERRY DAM REMAINS PHOTO- BOB SCHMIDT

Although the canal was no longer in use in 1875, it had stimulated the growth of the town. At that time Newberry had four dry goods stores, three churches, two drug stores, two saddler's shops, two hotels, two school houses, one flouring and one saw mill, one blacksmith shop, one wagon shop, one tan yard, one shoe shop, one millinery shop, one planing mill and one cabinet shop. Today, there is little business and stores sit vacant. Homes dot the town, but many have fallen in decay. SR 57 does provide the gas station with business.

A traveler journeying on the river in 1899 recorded in his journal the following report on December 14.

"About four miles below Newberry we passed the remains of one of the old Wabash and Erie canal dams.

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The base is about twenty or thirty feet wide and it is all there, the river having cut a channel to the left of it. It was built of stone, and evidently to stay, as it defied the efforts of the farmers to destroy it until the river solved the problem by going around it. The river is very crooked along this stretch....”

The dam mentioned was built of stone. CSI is not sure what this structure was. The closest dam south of Newberry is that at Slinkard's Creek although that dam was 1 1/2 miles not 4 miles below Newberry according to the 1853 Chief Engineer's Report. Also it was built of timber and not stone. The engineer's report lists no other canal dams for many miles after that one. It can't be a lock for the only locks with any stone in them were locks 58 and 59 of the composite plan north of the Newberry dam. This is more likely to have been a mill dam. Not all recorded history can be trusted as being accurate.

In the Annual Report of the Trustees of the Wabash and Erie Canal, to the General Assembly of the State of Indiana that was submitted by Charles Butler, Thomas Blake and A. M. Puett on December 9th, 1848, the planned completion of this division of the canal was given as follows:

“On the twenty-fourth day of May last, another division of the Canal, extending from Terre Haute to Point Commerce, a distance of forty and a half miles, was put under contract at prices near the estimates, and the work has been pushed forward with great vigor, as is manifest in the heavy disbursements already made upon it in payments to contractors. This division, it is believed, will be ready for navigation some time next fall, and in anticipation of it, and to open the line further south as rapidly as practicable, another letting was had at Point Commerce on the 15th of November last for the construction of the division of the Canal from that place to Newberry, near the south line of Green(e) county, a distance of seventeen miles. At this terminus a dam is to be erected across the west fork of White river, 425 feet long and 11 feet high, with a river lock so constructed as to avoid any impediment to the river trade. The dam is made to answer both for a feeder and a crossing for the Canal to the eastern side of the river.”

“In the preliminary survey of the Canal route,

made in 1845, the line was run about three-fourths of a mile west of the village of Point Commerce, and a side cut was surveyed and reported, extending from the main line to the bank of Eel River, opposite the village. Before making the final location of the work, a petition was received from the citizens of Point Commerce, praying a change of plan at this point, by which the side cut would be dispensed with, and the main line brought a little nearer to the town. Finding from the surveys and report of the locating engineer, that the change of plan devised would not increase the cost, nor otherwise affect unfavorably the public interest, while it would better subserve the wants of this village, whose accommodation was manifestly the only object of the construction of this side cut, the Trustees ordered the Canal to be located in accordance with the petition.”

“The repairs on the southern end of the Canal, between Pigeon Dam and Evansville, embraced in the plan of the Trustees, to be made this year, have been made.”

“There has been paid for construction, during the year ending the first day of December, instant, the sum of \$341,953.16, and it is expected that throughout the present winter, as it was the last, the force now employed upon the canal work will be kept up. The present force employed upon the Canal is equal to 1780 men. There are 96 miles of the main line under contract, from Coal Creek to Newberry, besides the work at Patoka Summit. There remains 72 miles of the line, from Newberry to Pigeon Dam, to be put under contract to complete the entire line.”

In the Report of the Resident Engineer of the Wabash and Erie Canal of November 30, 1848 by William Ball to Jesse Lynch Williams, the canal in Greene County was planned.

“In March last a locating party was organized, and the line from Terre Haute to Point Commerce, a distance of 42 miles and seven chains, and also including the Eel river feeder and dam, was prepared for letting the 24th of May, at which time the contracts were all disposed of. This portion of the line is estimated to cost \$273,631.46, and is now under contract, after several re-lettings, to be constructed for the sum of \$275,319.39. The estimate on

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this division, made the 10th of November last, amounted to \$77,187.00, leaving work yet to be done to the value of \$198,132.39. The work on this portion of the line, has generally been prosecuted with energy by the contractors, and should the ensuing Winter not be very unfavorable, the entire line to Point Commerce may be completed by the 1st of November next. There are now employed 1,250 laborers, and an effective force, equal to 1,780 men on the entire line from Coal Creek to Point Commerce. The force South of Terre Haute in 850 men, and an effective force equal to 1,215 men."

"This division of work embraces 14 locks, nine on the North side of the Summit, having an aggregate lift of 78 feet, and five on the South side with a total lift of 37 feet; the extension of the Eel river feeder dam 82 feet, and the raising and repairing the old dam, the entire length of which will be 264 feet, and height 16 1/2 feet above low water; a reservoir bank containing 97,000 cubic yards of embankment with a protection wall of two inch plank in its centre the whole length; three arched culverts; two small aqueducts; 14 rectangular submerged culverts, and 17 road bridges".

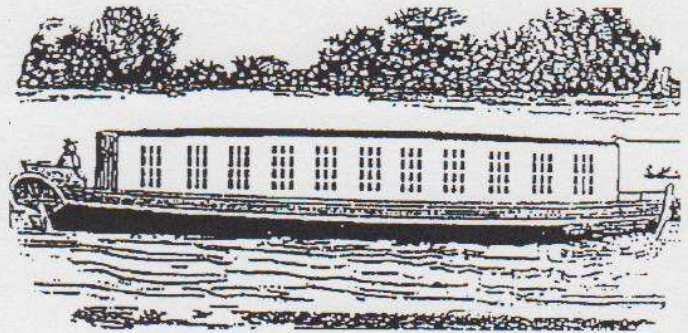
"In August last, a locating party was put in the field, with Mr. William P. Whittle at its head, to re-locate the line from Point Commerce to Newberry (and make some surveys and examinations at, and in the vicinity of, the Patoka Summit.) The line adopted follows down the East side of the prairie, from Point Commerce to Latta's Creek, a distance of six and one-half miles, thence, after crossing that stream is traced along the foot of the hill bounding the river bottom, except in a few instance, where too much distance would be lost by following its sinuosities, down to a point where the river comes into the foot of the bluff, thirteen miles below Point Commerce. Here two locks are introduced, and the river crossed in the pool of the Newberry dam. After crossing the river, the pool of the dam will be the Canal, and the river bank the tow path down to Newberry, a distance of four miles. Upon this portion of the line there will be five lift locks, one guard lock at Newberry, two culverts, three tow path bridges, one of which is for the crossing of White River; and the feeder dam at Newberry 425 feet long and eleven feet high from low water of the river. Pains were taken to get accurately the level of the high water marks of the great

fresh of January, 1847; and in all cases, except from the crossing of White River above to Newberry, the tow path will be raised one foot (above) this flood. In the estimate of the dam at Newberry, provision is made for a suitable lock to prevent interruption to the navigation of the river."

"The duties of the locating party for the season having been closed, it was disbanded on the 25th of October, and the camp equipage carefully stored at Point Commerce, in order for next year's operations. A sufficient number of assistants, and chain and axe men were retained to prepare the line for contract from Point Commerce to Newberry, the letting of which transpired at the former place on the 15th of November. The contracts were taken at fair rates, amounting in the aggregate, for this portion of the line, to \$165,110.00, the estimated cost of the same being \$167,875.00. Length of line 17 miles and six chains."

"It is due to our numerous contractors to say, that with but few exceptions, they have conducted their work with spirit and energy, having in many cases, gone through with their contracts under the certain prospect of realizing little or no profit on their work. These men deserve the patronage of the Board of Trustees, and I beg leave, through you, to bring them to the favorable notice of the Board."

"In conclusion, it affords me pleasure to say, that the gentlemen who have been associated with me as assistants, viz.: Messrs. J. H. Nelson, James Johnstone, R. B. Hanna, William P. Whittle, N. R. Wild, John Berdan, and J. P. Pope, have performed their several duties with energy and fidelity, having during the past season performed an amount of labor in their several departments, never surpassed, if ever equaled."



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William Ball submitted another report from Terre Haute to Jesse Lynch Williams, Chief Engineer, on December 6th, 1852, which is recorded as the Annual Report of the Resident Engineer.

"The finished portion of the canal extending to Newbury (Newberry), 59 miles from this place (Terre Haute), was opened for navigation in March, and the division extending from Newbury (Newberry) to Maysville, a distance of 23 3/4 miles, was prepared for navigation in June last."

"...On the Newbury (Newberry) Division there has been paid the aggregate sum of \$162,976.91, on account of construction including payments for extra bridges, waste weirs, and ditches, amounting to \$3,662.43."

"The works about Newbury (Newberry) have been finished in a substantial manner. The dam, 12 feet high above the extreme low water, and 444 1/2 feet long, is I think, the best in the State. It was originally intended to build this dam on a plan similar to those in other parts of the State, but at your suggestion a material modification was made, by which the serious difficulties heretofore encountered from drift-wood and undermining at the lower end of the foundation, is entirely avoided. These important objects having been fully accomplished by the plans adopted, I regard this as a model dam. During the past season a large amount of gravel has been filled in above the dam, effectually stopping the leakage, and rendering the whole secure from undermining."

"The cost of completing the works at Newbury (Newberry) was increased some six or eight hundred dollars, by the failure of the contractor to comply with the agreement, upon which, he relinquished the work. We were much delayed, and finally had to procure and pay for all the necessary material."

In the Annual Report of the Chief Engineer of December 7, 1852, Jesse Lynch Williams reports that:

"The two very important and expensive structures, by which the canal is carried over the two forks of White river--the dam across the west fork (at Newberry) and the aqueduct (aqueduct at Petersburg) over the east fork--have been fully completed, and are believed to be safe and

durable works. The dam is considered a model structure of its kind. The new and improved form given to the lower slope, dividing it into two successive falls, with horizontal aprons to each, is found to pass off the drift wood with the least possible injury to the dam. The aqueduct (aqueduct) is an imposing structure, of great height and length, and is believed to have been well constructed, both in its masonry and superstructure. The construction and finish of the timber superstructure reflects great credit upon the builder."

"The number of boats employed on the canal during the whole or a part of the season is 249, showing no material increase over 1851. The regularity of the navigation, and freedom from interruptions, have enabled the same number of boats to do the enlarged business by making a greater number of trips. But it is apparent that the means of transportation is inadequate to the increasing freight, especially in view of the extension of navigation to the Ohio river, now near at hand."

Charles Butler, W. R. Nofsinger and Thomas Dowling, trustees for the canal, stated the following in their January 1853 Annual Report of the Board of Trustees of the Wabash and Erie Canal to the General Assembly of the State of Indiana:

"At the date of the last annual report, the Newberry, Maysville, and Petersburg divisions were unfinished. The trustees have the satisfaction to report, that these divisions have, during the season been finished, and the work paid for, with the exception of a small balance upon sections 186 and 192 of the Petersburg Division, which they withhold until those sections are received by them from the contractors...."

"In the construction of the canal south of Terre Haute, they have generally adopted the location and plans originally contemplated by the State, except that the river lock at Newberry, on the west fork of White river, has been made much longer and wider than was proposed by the State Officers, with a view of more fully accommodating the trade of that river. The aqueduct (aqueduct) on the east fork of the White river has been built on the same level originally contemplated, but the spans have been increased from 45 to 85 feet, thus greatly facilitating (facilitating) the passage of flat boats."

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"The Trustees refer with satisfaction to the character of these structures, both in design and execution. They will compare favorable with similar structures on any public work in this country, and they reflect credit upon those who have had the immediate supervision of their construction."

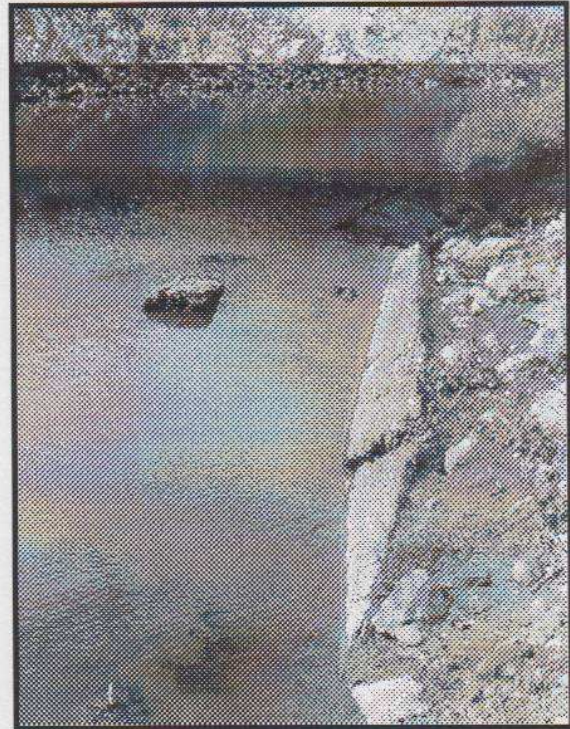
"It is proper that the trustees should state, in this connection, that to their surprise, they were indicted in the Circuit Court of Greene County, for erecting and maintaining the dam across the west fork of White River, and the proceeding was sustained by the court: and notwithstanding the provisions of the 28th section of the act creating the trust, they were fined by the court in a small sum. The trustees have been since notified that a second indictment has been found by the grand jury of Greene County against them for the same cause; and they respectfully submit to the Legislature, whether they ought not to be protected by a further act of the Legislature, declaring that no suit or indictment shall be allowed against them for the construction and maintenance of such structures as are required to be built in the construction of the canal, which form a part of its established plan, and which are indispensable to its very existence. Of this character are the dam and lock on the west fork of White River, and the aqueduct (aqueduct) across the east fork. "

North of Newberry there are still remains of the culvert which crossed Lattas Creek. These are visible at low water.



LATTAS CREEK CULVERT
PHOTO-STAN SCHMITT

GPS - N 39D 02.040M W 86D 59.253M



LATTAS CREEK CULVERT REMAINS
PHOTO - STAN SCHMITT

Bold Bluff (Point Commerce)

The first white settlement in what was to become Greene County was begun in 1813. Five families arrived being led there by John O'Banyon and his family. They built their cabins high atop "Bold Bluff" overlooking both the White River and the Eel River. The village later became Point Commerce.

Alexander Craig, a Shaker from Sullivan County, saw the commercial advantages of the bluff. It would not flood and had two navigable rivers for shipping and trading products. Rivers at the time were the only transportation routes since no roads had been built. Craig brought his family and several other Shakers to join O'Banyon's families on the bluff.

The Shakers, a religious group, had lived in a commune where all property was group owned. They were industrious and worked hard for the benefit of all. They had lived in large dormitories where men were separated from women. During their daily rituals of dancing and the chanting of words, they would have shaking spells.

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Those Shakers who accompanied Alexander Craig changed their communal living habits. They built cabins scattered around the area and lived as families. A grist mill was erected and run by Craig. The others operated a cotton gin, a blacksmith shop and a distillery.

Sadly, the first death in the township was that of John O'Banyon. There was no sawmill in the area and no lumber to build his coffin. The men from both groups worked together to fashion his coffin from an eight foot poplar log. A huge slab was split off one side of the log. Then they hollowed out enough space to contain O'Banyon's body, placed him inside, hammered down the slab using wooden pins and buried him.

When others died they used a log coffin or sometimes a bark coffin. The latter was made by slitting and removing the bark from a log and placing the body inside the bark tube. Once lumber was available crude wooden coffins were made to fit those who died.

The reason is unknown, but shortly after O'Banyon's death, those who had followed him to the bluff left the settlement. A few years later Alexander Craig died and the settlement was abandoned by his followers as well.

The bluff again was home to a few families in 1824. This was for only a short time of several months and they too left. But below the bluff some individual families were scattered around who had built cabins, cleared the land, and done some farming.

The Wabash and Erie Canal

It wasn't until 1835 that the bluff became a truly successful settlement. The Internal Improvement Bill was passed that year by the Indiana State Legislature. It included the construction of three canals, a railroad, and several turnpikes. The project was to cost \$11 million. This was at a time when Indiana's tax receipts were \$50,000 annually. The Central Canal was to connect Fort Wayne via the Wabash and Erie Canal at Peru to Indianapolis and then follow the west fork of the White River to Evansville passing through Greene County. The Crosscut Canal was to connect these two main canals starting at Terre Haute and following the valley of the Eel River to what is now the town of Worthington.

Canal Men

K. B. Osborn was the W & E Canal Superintendent for the canal from Lafayette to Evansville. He was born in Cayuga County, New York in 1822 and came to Indiana in 1842. He came to Greene County in 1849. He was in the hotel business following the canal building. He was also a charter member of the Odd Fellows in Worthington and a stockholder in the Worthington Advertiser, a Whig paper.

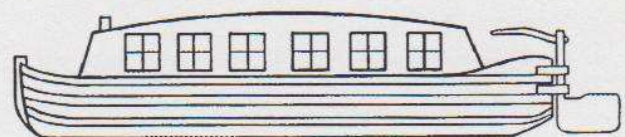
William H. Osborn was born on April 3, 1822 in Cayuga County, New York, and came to Indiana in 1859. He was one of the contractors on the canal. He began issuing an independent paper, the Worthington Sun, in 1874 which he sold in 1876. He was in various businesses, not all successful, but he owned a lot of property.

Alonzo Knight, Joseph Knight and Hugh Stewart were also canal contractors. Their contract was for the feeder dam, the guard bank, the locks and five miles of excavation above. It was estimated that the value of this contract was \$140,000.

Burdan, Hutchinson, Pole and Whittle were the engineers. The survey for the canal was taken in 1848. Jesse L. Williams, Chief Engineer of the Canal, and W. H. Ball chose the site for the dam. Others who worked on the canal were James Rouquet, architect; Owen and Bynum, treasurers; and John F. Slinkard, clerk.

James R. Aydelotte, a native of Delaware and Ohio, came to Montgomery County, IN in 1837. He moved to Clinton County, IN around 1842 where he took large contracts to build the Wabash and Erie Canal. He continued aiding in the work until the canal was completed. Then he moved to Gibson County where he resided until his death in 1876. His son, Thomas Aydelotte, was a doctor in Worthington.

When the survey was completed and also when the contracts for the construction of the canal were let, large crowds gathered. Seeing the route and hearing the bidding were great events at that time.



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Point Commerce

Two enterprising brothers saw the proposed junction of these two canals as a prime spot to set up business since transportation at the time was still by boat. These were entrepreneurs from Spencer, IN., James M. H. and John F. Allison.

James Montgomery Higgins Allison was born in Elizabethtown, Maryland, on September 11, 1802. His parents, Mr. and Mrs. John B. Allison, were of British descent, were wealthy and owned many slaves. He was a large portly man, weighing over two hundred pounds. He supported the Whig Party, attended the Methodist church and was described as both a generous person and a businessman. He was married twice. His first wife, Julia Ann Payne, died childless only nineteen months after their marriage. In 1828 he remarried taking Julia Ann Applegate, a daughter of a wealthy tobacco dealer of Louisville, Kentucky, as his wife. They had thirteen children, nine boys and four girls.

John Fletcher Allison, was born in Bourbon County, Kentucky on July 10, 1814, and was a brother to James. When he inherited his father's slaves, he freed them. He believed that one man did not have a right to own another. He was a Whig. He later served three terms in the state legislature, two in the house of representatives and one in the senate. He was an advocate of the Butler Bill. He traveled around the country meeting many people and was well known and well liked. Following his term in the Senate he returned to Greene County where he bought, drained, and sold land south of Worthington. He was an advocate for building the Great Air Limited, a railroad project. He donated 1,200 acres of land for the project valued at that time at \$8,000. He also donated \$1,000 toward the Indianapolis & Vincennes Railroad and assisted in promoting it. He led numerous public projects over the years making great sacrifices of his time and money for the good of the community.

The Allisons began buying up land on both sides of the Eel River where the Cross Cut Canal was to be built. This land included what was "Bold Bluff" soon to become Point Commerce. Their land lay as far north as Johnstown on the river's east side and some of it was on the west side of the river, a part of which is now Worthington.

John F. Allison began surveying the land on the

bluff in April 1836 for the town the Allisons named Point Commerce, a trading place for goods. They anticipated it becoming a huge commercial center. There were 35 lots on the plat they registered on April 22, 1836. They decided to move their store from Spencer intending to buy and ship produce down the river and later, when completed, down the canal. The lumber for their store was obtained at Littlejohn's Mill in Owen County and was floated down the White River from Spencer.

People from Indiana, Ohio, and other states also recognized the potential of the area. They began arriving in covered wagons overcoming many hardships to get there. A town of 500 people arose in less than two years. The new residents painted their houses white using whitewash made from the lime gotten by burning mussel shells. The hillside, covered with white houses, white out buildings, and white fences amid a green forest, was a beautiful sight for those approaching the town by the river thus the town became known as "Whitetown." At a later time the population of Point Commerce reached 1,200.

The Allisons built a 22 x 40 foot large frame building to house their store. This was named Allison and Allison.

John F. Allison was in charge of the outside branch of the store while James ran it. Their extensive merchandise costing them around thirty thousand dollars annually included all the things that people needed at that time. They bought their stock in New York, shipped it to Pittsburg, then shipped it down the Ohio River to Louisville, and then hauled it by wagon to Point Commerce. They traded this merchandise for produce from the surrounding area since money was in short supply. After



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shipping and selling this produce, they paid their customers' taxes. This was the only way to raise money for County and State expenses. They continually employed fifty to one hundred men.

John made trips to New Orleans by flatboat to sell produce from the area. Sometimes he went to Louisville and Pittsburg. He also established another store north of Worthington named Johnstown after himself, John Allison. It was an important place in canal times. There was bad blood between the people of Johnstown and Point Commerce over the river dam at Point Commerce which backed up water to Johnstown. After some litigation the trouble ended.

The Allisons also built a steam saw and grist mill in 1836 at the mouth of Eel River. Then they built a pork house where they inspected and shipped the pork products from 2 to 4 thousand hogs annually. They built a large warehouse to receive grain, tobacco and all the various other types of produce. They usually shipped around 25 boat loads of produce a year.

Junction House

The Junction House hotel was built at Point Commerce in 1837 by James Allison. It was named Junction for the junction of the two canals and the junction of the two rivers. James did not have the time to run it himself. He asked his brother-in-law, Dr. David Shepherd, to be the landlord. Shepherd was married to Mahala Allison, James' sister.

At that time hotel or tavern rates were set by law. These were: Dinner (Lunch) - 25 cents, Breakfast - 20 cents; Supper - 20 cents, Corn and Hay for the Horse - 25 cents, 1/2 Pint Whiskey - 12 1/2 cents, Quart of Whiskey - 25 cents, 1/2 Pint Rum - 37 cents, 1/2 Pint Brandy - 50 cents, Board and Lodging for One Week - \$2.00.

The Junction House was important to the local people as well as to travelers, for it housed the post office. The arrival of the mail was probably the most important weekly occurrence. Through a Star-Route Contract, mail that arrived in Washington, IN was taken to Sullivan, IN and then to the Junction House by James Stalcup who rode the 40 mile route. If the weather was good the mail carrier would charge a fee and drive a hack bringing passengers and produce with him. If the weather was bad he would

ride horseback or walk. He would announce his arrival as he came into the town by blowing a bugle. This would alert the citizens to pick up their mail or bring letters to be sent. It was an occasion to gather at the hotel and visit with others from the community.



Once inside the hotel, the carrier would dump the mail onto a table or the floor. Then the postmaster would call out the name on the letter or package. When his name was called, a person answered "Here" and the letter was thrown over the top of the general mailboxes which stood seven or eight feet tall. There would be a scramble to catch the letter. If the person missed the calling of his name or if the person was not present, the letter was placed in alphabetically arranged pigeon holes in the general mailboxes to be claimed later at the window. These general mailboxes were not open to the public on the outside. The recipient of the letter would pay 25 cents to receive his mail. The sender did not pay.

Church services were originally held in private homes, but as the population grew the Junction House was put to use. Sometimes the crowd was too large to be accommodated in its dining room and the doors to the bar room had to be opened.

The Junction House was razed after the decline of Point Commerce by Tip Osborn in 1880. Its lumber was used to build the Hedden Hotel in Worthington.

The same year that the Junction House was built (1837), Dr. Shepherd built a one story brick house. It had two small porticos and a back porch. This plan seems to have been copied by John Allison on the lower floor of a home he built a few years later. The house's foundation was of stone. Its walls were very thick. Many of the rooms

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had old fashioned chair rails, wide baseboards, and heavy doors that swung on three hinges.

Just north of Dr. Shepherd's home were buried the first citizens who died in the community. Their bodies were later moved to the Hays Cemetery, east of Point Commerce, on the farm of Mark Hays.

Allison House

It wasn't until 1838 that James Allison brought his family to Point Commerce. They lived in a cottage just east of the Junction Hotel. As he gained in wealth he built them a brick home in 1844. This house still stands today though it is in very poor condition. It has no trespassing signs and a caved in roof. It was an elegant building in its day, a show place in the community. It stands on the hill overlooking the junction of the Eel and White Rivers and had a commanding view at the time the trees were cleared. It is a two-story building with ten rooms and high ceilings. Big fireplaces, wide baseboards, impressive chair rails, deep window ledges and six-inch-wide floor boards were used in most of the rooms. Under one of these rooms is a large fruit cellar. The rest of the house sits on a foundation of large sandstone blocks. It has three porches, a small portico on the front that opens into a hall, a small one on the west side, and a large long double verandah on the east side with a long enclosed room above it. On the same property was built a dairy house that has architecture corresponding with that of the main house.



HOME OF JAMES ALLISON BUILT IN 1844
PHOTO - BOB SCHMIDT

Across the street from this home John Allison built a white two-story frame house. His home was arranged exactly like James Allison's home, even down to the dairy house. Its outside appearance was different in that it was built of wood. It was sold to Sam Hays and then to Taylor Messic. Messic tore it down to build another home on the hill from its lumber.

The Courthouse

The courthouse that was to cost \$5,157 was started by C. B. Hartwell, but after being paid his first payment, he left the state. Andrew Downing and Samuel Simons, his sureties, had to complete it. It was finished in 1839. Downing later built the jail in 1859-60 for over \$9,000.

Andrew Downing owned a blast furnace about one mile from Bloomfield which was known as Richland Furnace. It made pig iron and cast stoves, etc. He hauled the products from his furnace to Louisville, KY about 100 miles away paying the teamsters \$5 per ton. When steamboats began running on the White River he purchased one and named it "The Richland." In 1855 he organized "Downing's Bank of Indiana at Richland Furnace" and began issuing wild cat currency. In 1856, Henry Irons, a manager of an iron furnace in Kentucky, took charge and transported the products via the canal. At this time a thriving little town grew around the furnace. Later when the Canal Company no longer kept the southern portion of the canal in repair, the furnace "blew out."

The traveler journeying on the river on December 13, 1899 says, "Here was the famous Richland furnace, whose output of iron went to nearly all parts of the world....The ore here is from twelve to twenty feet in thickness, both the brown and red menitite ores smelting 58 per cent pure. Here, also, is the coal so free from sulphur as to make it fit for use in smelting without being coked. Here, also is the limestone for fluxing, all of which is procured in taking out the ore."

Andrew Downing heard about cholera in 1832 while he was away on the river. When he returned home he learned the county clerk, Thomas Warnick, had contracted it and was being given calomel by the doctor to no avail. Downing whipped up his horse and quickly arrived at Warnick's home where he found Warnick with "the cold sweat of death already on him." He boiled ears of corn in a huge kettle, wrapped them in cloth so that they wouldn't

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burn Warnick, packed them around his body, arms and legs, and held Warnick still so the covers would stay in place when reaction set in. This hot pack apparently helped and Warnick lived for many years. The person who had experienced cholera in 1849 in New Orleans explained "the agony of reaction. This is dreadful... When the blood goes back in the cold feet and legs it hurts like hot needles. All this is just like a sinking chill."

The School

Point Commerce was in need of a school and a place to worship, so in 1849 a two-story brick building was erected. It was 40 foot by 80 foot in size. It stood across the street from Dr. Shepherd's home. The bricks for the building were made from the soil between Dr. Shepherd's home and that of Ben Hays. When completed the lower floor was used for schoolrooms and the upper floor for religious services. A stone slab proclaimed the building as the "Wesley Chapel, ME Church, 1849." James Allison contributed \$3,000 to the building fund. He also was very active in securing a teacher and preacher for the building. When the church was razed in 1882, the slab was used to cover the cistern on the property of Mark Hays. Later it was moved to the yard north of the Worthington Methodist Church. The bricks from the church were used to build the home of Hays. The people of Point Commerce believed in recycling building materials.

Contributing to the growth of Point Commerce were the two ferries which provided a way of crossing the rivers. Smith's Ferry was located just below Point Commerce. Osborn Ferry was north of the town. With this easy access to the town, a flouring mill that was run by water power was built on the west side of the Eel River. Nearby was once located a dam that pooled the water for the mill. The mill was the only one in the county. Farmers would travel two to three days from as far away as Sullivan County to have their wheat ground. They tried to have a years worth ground at a time since the journey was so swampy and muddy that it took teams of oxen to pull the wagons.

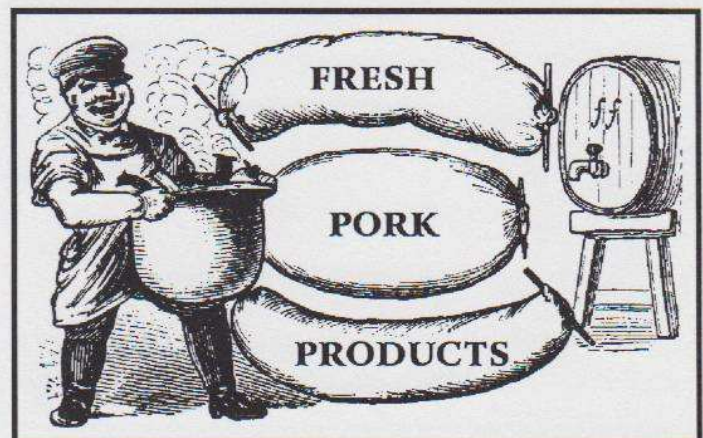
The mill had several different owners and operators. Sam Miller ran it for many years. Henry Newsom was the last owner. The mill was finally destroyed by a fire that was set by a group of Native Americans passing through the area. It is unknown why they did this.

A bridge across the Eel River was erected around 1843-44. Its estimated cost was \$736,55.

In 1864 Sam Miller built a home that stood on a stone foundation, the stone having been quarried near the Devil's Tea Table located east of Point Commerce. This quarry also provided the foundation for the old Eel River bridge. When Sam died his son, Frederick, occupied the home until 1888, when he sold it to Ben Hays. It was a big two story house that in later years was painted yellow. It was razed when the new State Highway 67 was built.

Before long Point Commerce was a thriving town with over 100 houses scattered over the hillsides. It had a main square of one block. The school house sat on one of the lots and there were other lots to the east. It sported blacksmiths, coopers, doctors, gunsmiths, milliners, shoemakers and tanners. There were also saw mills, coffee houses and distilleries. For many years it was Greene County's model town. It was noted for its thrift and enterprise, its cleanliness, its advanced commercial activity, and its progress in education and religion.

All of these businesses and people needed the supplies the Allison's store provided and business boomed. Their store dealt more in trading farm produce for their store's stock than in cash since money was scarce. This caused the Allison's little problem, because they simply shipped this produce down the river to New Orleans. It was not uncommon to ship as many as 15 to 25 flatboat loads of produce in a year. A major part of their cargo was pork packed in barrels and covered in brine. The only problem to this type of transportation was that the rivers were too high and the current too swift in the spring, they were frozen over in the winter, or they were too low to float a

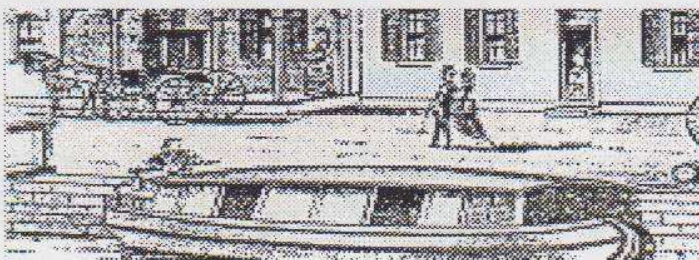


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boat in late summer. The Allison's had to be selective in when they shipped. They often had in their warehouses and pork houses a stock of over \$40,000 worth of pork and produce waiting for the river to reach boating stage.

A traveler journeying on the river on December 11, 1899 tells what happened to these warehouses. He writes, "There used to be huge packing establishments along the river at this point, but they passed with the flatboat into oblivion and the town relies now chiefly upon the fertile farms that surround it. There are some good coal fields within a short distance, but they are worked in such a primitive manner as to be scarcely profitable...."

William C. Andrews was also one of Point Commerce's early settlers. He was born in Essex County, New York in 1812, and moved to Franklin County, Ohio, where he became a clerk at a store in Worthington, OH at age 12. He clerked in Gambier, OH from 1837-1839 when he came to Greene County with Dayton Topping. He and Topping were in the mercantile business and he was married to Topping's sister, Eunice. They had three children. Eunice died on April 30, 1852. Andrews then married Josephine Stalcup and they had three children. He was a lawyer admitted to practice in 1859. He and J. E. Miller went into a partnership in merchandising from 1865-1871 when Miller moved his woolen factory to Worthington. He then went into partnership with C. J. Barrackman in the mercantile business which they moved to Worthington. One year their business purchased 15,000 bushels of wheat to be shipped to market via the canal. He was Justice of the Peace in Point Commerce and later in Worthington for more than 25 years. He was elected Clerk for Worthington in 1874, a town trustee in 1878 and served the last three months of 1879 as trustee succeeding J. M. Foster. He was president and stockholder of the Worthington Bank in 1875. He also was a stockholder on the Worthington *Advertiser*. He was considered a radical but participated in the Whig and later the Republican parties. He was a member of the Odd Fellows and of the Protestant Episcopal Church. He later participated in real estate, collections, and insurance.



Failure of Point Commerce

Point Commerce eventually failed and is little more than a few buildings on "Bold Bluff" today. What factors contributed to this decline?

1. In 1851 a huge cholera epidemic spread throughout the country. Greene County and Point Commerce were no exception. The town's four doctors were hit first which left Point Commerce without medical help. Over 125 people in the town of 500 died. Perhaps this number would have been fewer if medical aid had been available. Others fled the town hoping to escape the disease.

2. James Allison became ill. They thought he would die. The Allison brothers had been overly generous to the community with their resources and the firm of Allison and Allison had made some imprudent business ventures. Their finances crashed in 1852.

3. A huge fire swept through the town about three years following the cholera epidemic.

4. The proposed junction of the Central Canal and the Cross Cut canal at Point Commerce never materialized.

Both of the Allison brothers, who risked so much for the proposed canal, later died in Indianapolis, John in 1877 and James in 1885. John's body was brought back to Point Commerce for burial alongside his wife in Hays Cemetery. Many other settlers were buried there as well.

In 1917 a new cut was made for the Eel River that was half way between the railroad bridge and the wagon bridge. This cut completely changed point Commerce's landscape. The few homes that remained in the area did not get electricity until October 21, 1929.

Platting Worthington

Before 1849 and while Point Commerce was still thriving, two of her influential businessmen, William C. Andrews and Christian J. Barrackman, purchased several hundred acres of land on the west side of the river. They were ready for the announcement on April 1849 that said the Wabash and Erie Canal was to be completed and rerouted. They hired a surveyor and platted out 94 lots on both sides of the canal's route. Mr. Andrews had come

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from Worthington, OH and gave this new town the name Worthington in its honor. The citizens of Point Commerce didn't want another town so close to theirs. They tried to block the sale of the lots.

Mr. Barrackman told the surveyor that he wanted all the streets to run north to south and east to west. But he hadn't taken into consideration the large Native American mound that was in the way or the old roadway that ran northeast to the river. Therefore, one north-south street had to be located west of the mound. This is today's Washington Street. The old roadway paralleled the canal and entered the area at an angle. This was left in place becoming Commercial Street or State Highway 67.

The junction of Washington Street and Commercial Street was 500 feet south of the Native American mound and a triangle was formed that became the public center of the town. The mound was located at the base of the triangle. It covered most of the block that is now occupied by First Farmers State Bank, True Value Hardware, and others. This public triangle made Worthington unique in that most towns have public squares.

The Mound

This Worthington mound was a very large, slightly oval mound which measured 360 feet wide north to south and somewhere between 360-390 feet long from east to west. At its highest point it was 9 feet 6 inches high. It was built from nearly 4000 cubic yards of soil that was transported from a marsh one-quarter to one-half a mile north of the site. The Native Americans did not have an easy way to transport the dirt. They probably used baskets. A calculation has been made that figures it would have taken 200 persons about 60 days to move over 108,000 baskets of soil.

The excavation of the area's mounds was done by Dr. Black from Indiana University and Fred Dyer and Bernard Bucher from Worthington. In the Worthington mound they found indications of a communal home built within the mound with an earthen roof and sides. There were ashes in what was once a fireplace and the remains of a chimney. The ashes contained broken bits of household pottery and bone and stone implements. No war like objects were found indicating a peaceful people. Indications of poles used to support the earthen roof were seen. Some authorities believe it housed a large communal tribal

family. They also found a crushed skull indicating murder by a hard blow. It is thought that the murder might have made the mound taboo to habitation and then it became a dedicated burial spot.

Earlier William C. Andrews excavated a portion to the east side of the mound while building the Franklin House. At that time he found an eighteen inch thick sandstone wall surrounding an elliptical oval vault eight feet long, five feet wide, and three feet deep. The floor of the vault was covered with thin flagstones. This vault is thought to have been built after the mound was abandoned and used as a temporary receiving vault for bodies of those dying between the Native Americans' epochal national funerals. Several Native American graves were found near the surface of the mound.

By March of 1880 the Terre Haute & Southeastern Railroad reached Worthington and needed to be connected to the Indianapolis and Vincennes Railroad. In order to do this, the abandoned Wabash and Erie Canal bed had to be filled in. This was accomplished under the direction of Calvin S. Taylor, who took the earth from the mound being very careful to preserve the relics found and keeping measurements of the finds. Today the mound is gone and forgotten. When planning the tour several business people were questioned as to where the mound was located. They didn't know. One older man questioned worked at True Value Hardware which was built on the mound site.

The Triangle

Worthington's Main Street was at the southern boundary of Samuel Harrah's holdings. It crossed the tip of the triangle. Harrah built a store on the corner of Main and Washington. He then decided to beautify the town and planted 100 hard maples along Main Street.

The triangle served the same purpose as most town squares. Hitching rails were placed around it for farmers to tie up their horses when doing business in town. A well was dug on the triangle in 1884 to provide water for the horses and their owners. It had a roof over it that made it a shelter house. It had seats to rest on and a fence around it.

The was replaced with a fountain that operated with water from an artesian well when the earlier shelter became run down. The water was thought to be healthy and people came to fill jugs with it. Over the years this fountain

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was replaced with a concrete one and then with a fountain much like the first one.

The Cotton Field

Worthington was actually built on the site of an earlier 50 acre cotton field. This field had 5 acre plots that local farmers cultivated. Anyone with any knowledge of cotton knows that cotton requires intensive work and small fields are all an individual farmer can manage. The farmers would hire young people to pick the cotton at harvest. They would hold picking bees that were major social events.

Cotton gins were built to clean and remove the seeds from the cotton. To add strength to its fibers for knitting socks, the women would add wolf or fox hair. But the cotton growing season was really not long enough. Often the cotton hadn't ripened before the fall frost and the crop was lost.

Wool was a stronger fiber and made more comfortable clothing. Mr. Black decided to bring sheep to the area. Wolves, panthers and other predators were so common at the time that the sheep had to be watched constantly.

Worthington Settled

To get their newly platted town going, Andrews and Barrackman decided to move their store from Point Commerce to Worthington. Other merchants followed suit and the town grew.

Andrews and Barrackman's business was much like that of the Allison's. They bought produce, pork and grain from the farmers, built flatboats, and shipped the cargo to New Orleans. In one record year they shipped 15,000 bushels of wheat by canal boat. They also donated the lot upon which the Protestant Methodists built a frame church.

A problem arose as to how to get the money (several thousand dollars in gold and silver) back to Indiana after one very successful trip to New Orleans. Mr. Andrews found it too hard to carry on his person and was afraid of being robbed. He put the money in a barrel, unknown to anyone else, and had the barrel shipped to Louisville, KY. He and a trusted assistant traveled as passengers on the boat and took turns guarding the barrel.

When they docked in Louisville, Andrews put the barrel on a wagon and hauled it back to Worthington.

Wabash and Erie Canal

The route of Wabash and Erie Canal was changed to run to Evansville. The Cross Cut Canal had been completed from Terre Haute to where Worthington would be built. A 20 mile portion of the Central Canal had been completed northeast from Evansville. The Wabash and Erie took over these completed portions. The "final link" was built joining the Cross Cut to the Lower Central Canal between Port Gibson and Worthington.

The new route of the Wabash and Erie Canal passed through Greene County where Worthington now stands. It was completed through the county during the years of 1849-50. It ran north to south as is described in the History of Greene & Sullivan Counties published in 1884 as follows: "Entering the county at Johnstown, thence down to Worthington; thence along the west side of the river to Newberry, where a dam was built and the river crossed; thence southwestwardly into Daviess County."

The canal was dug in the standard way of the time. Men with money contracted to build sections of the canal. Irishmen provided the labor using spades, shovels, picks, wheelbarrows, one-horse carts, and sometimes scrapers.



The citizens of the county awaited the opening of the Wabash and Erie (Cross Cut) portion of the canal. There was a great celebration in 1850 when the first canal boat the "Aeolus" arrived carrying passengers from Terre Haute. Quite a few of the citizens from Greene County went to Terre Haute to ride that boat into Worthington. Others took a "grand excursion" up the canal to Terre Haute from Worthington when regular canal boat traffic was opened to the north in 1850.

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By 1853 the canal was opened all the way to Evansville. The owner of the iron furnace, Andrew Downing, owned two canal boats on which he shipped his iron products to Evansville. He was also a merchant in Bloomfield. His canal boat captains were Paul Thompson and his brother, Alexander Thompson, who joined the Thirteenth Battery, Light Artillery for the Civil War in 1862. One of Downing's boats was wrecked at the Richland cut-off where its remains were imbedded in the canal bank.



Other boats were owned by Start & Co., Worthington flour merchants, and by Peter C. Vanslyke, Bloomfield shipper of grain and other products. Vanslyke started his small horse mill in Bloomfield to supply meal to his distillery which had a production capacity of twenty gallons a day. He had two canal boats named the John H. Eller and the H. T. Ford. The Ford was said to be a very rapid sailer.

Even though there were six locks on the Wabash and Erie Canal in Greene County to control the water levels, heavily loaded boats could not use the canal in this area. There simply wasn't enough water available to maintain the proper depth of water to float them.

From 1851 to 1859 business on the canal was fairly good. The canal system operated from Worthington south to Evansville for about 6 years and from Worthington to the north about 10 years. Then it was almost abandoned. At various times they tried to revive it. It did some business until about 1863, but it could not be depended on. It soon became an eyesore and was regarded as a nuisance. The upkeep of the canal was too expensive. But it must be remembered that the canal is why Worthington was originally built.

The Newspaper

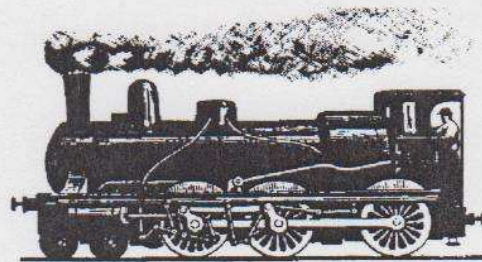
The Advertiser, Greene County's first newspaper, was established in 1853 by two men who had been

publishing a paper in Salem, IN. They came to town with a full outfit to print the 6-column folio. The first paper cost subscribers \$1.50 a year. Through its 148 years the owners and the paper's name changed as follows: The Hoosier Blade, The White River Valley Times, The Worthington Gazette, and The Worthington Times.

The Railroad

August, 1869 saw the Indianapolis and Vincennes Railroad completed to Worthington. A crowd of around 6,000 citizens, many who had never before seen a train, gathered as it puffed into town. The Terre Haute and Southern reached the town ten years later. These railroads further stimulated the growth of the town. One of them purchased the canal and laid its tracks on the tow path. At that time soil from the mound was used to fill in portions of the canal bed.

Worthington had a water tank to supply the steam engines' boilers with water. It also had a turntable for turning the trains around. Trains became more numerous and profitable. At one time there were 25 trains passing through the town daily.



It wasn't until the spring of 1870 that Worthington's citizens petitioned to hold an election to decide if it should incorporate and have its own town government. The vote was favorable. This new government constructed wooden sidewalks which through the years were changed to brick and then concrete. They also drained the stagnant water from the remaining canal bed in town and filled it in with dirt. They had a 10 ft. by 6 ft. jail that was 8 ft. high built for \$150.

The Bank

The first bank with a stock of \$20,000 was organized in 1872. This was followed by another bank three years later and others over the years. Sometimes one bank bought out the other.

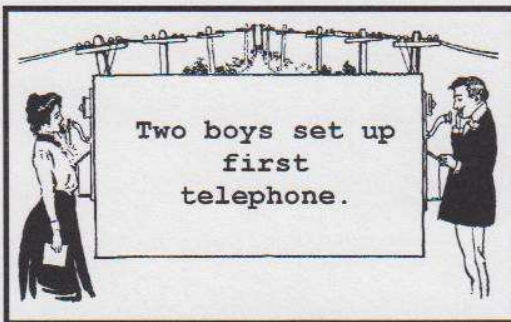
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The Flood

Worthington encountered a major flood in 1875. Trains could enter the town from the north, go as far south as possible before the water put out the fire in the firebox, and reverse using the remaining steam to get back into town. This kept the town from being completely inaccessible.

The Telephone

It seems reasonable that the first telephone lines ran from Worthington to Bloomfield, the county seat. Oral history tells us that two of Worthington's boys became fascinated with the railroad's telegraph system. One boy's father encouraged his son by buying two telegraph sets so that the boys could communicate from one home to the other. When the boys learned of the invention of the telephone, their interest was transferred to it. Soon they set up a telephone line from Worthington to Bloomfield. A telephone company establishing a system for the town purchased the boys' line.



Worthington's Industry

As the population grew, industries boomed. By the 1880's it had a large business center. "The Big Mill" owned by Mr. Darnell covered 5 acres at the junction of the Eel and White Rivers. It sawed the logs that were floated down the river and shipped the lumber by rail. One year it shipped over 4 million board feet of walnut lumber to New York. Other lumber shipped was cottonwood, gum, hackberry and sycamore. It had a 72" saw, a 64" circular saw, and planers with which they finished the lumber for home building.

The clay about four miles north of town was of exceptionally good quality. Worthington Potteries owned by Esquire George Wills of Northampton, England, made fruit jars, milk platters, and butter crocks which were

purchased locally or shipped by rail. Worthington Brick and Tile Company was located on the Terre Haute Road west of town. This yard produced as many as 30,000 bricks in a day. It employed 15-20 men.

Boilers and hoisting machinery were made at a foundry and machine works. Two mills ground wheat into flour, Worthington Flouring Mill and Gilt Edge Flour Mill. Plow handles, clothes pins, screen doors and other wooden items were made at the Bentwood (Beachwood) factory. Five thousand bobsled runners were ordered and produced in this factory one year.

There was a large poultry packing house and two smaller ones. Poultry was put in refrigerated railcars for shipments directly to New York. The Armour creamery shipped to various cities closer to home. Farmers brought their milk to the creamery for processing. When the building burned down in 1925, over 60 people were without jobs.



Other establishments included eight grocery stores, six churches, five saloons, five dry goods stores, three hotels, three drugstores, two undertaking businesses, a laundry, a butchering business and a weather station. The daily weather report was reported to the local citizens by raising signal flags atop a flag pole located on the triangle in front of Dr. Squire's office. The Dr. would get the daily report by telegraph and hoist the flags.

The Hotels

This was before the time of advertising and ordering from catalogs, newspapers, magazines, and television. Salesmen called on the businesses to demonstrate and sell their products. These traveling men needed places to stay overnight. As early as 1853 the Osborn House registered 437 guests in one month. The Franklin House located on the old mound and the Williams House built by Mr. and Mrs. Henry Williams in 1890 also

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accommodated the travelers. The Williams house was "modern" for the time. It had a basement which not only provided storage space for food but had room for a furnace to supply the rooms with heated warm air. The local people also enjoyed the comfort of the hotel. It served dinners to them as well as the travelers. It also sponsored dances.

The large front porch of the hotel was against the sidewalk with a second story porch above it. To enter the hotel the traveler climbed a wide set of steps and came in through two sets of double doors. One set of doors led to the hotel's main floor with its large lobby, dining room, kitchens, and living quarters for the Williams family. The second set opened to a wide stairs to the second floor where there was a large room lighted during the day by a skylight and at night by hanging lamps. Off this room were four halls. Guest rooms lined the halls and each hall had a large washroom. There were no private baths.

Much of the time the salesmen came to town by rail. They would then rent a horse and perhaps a wagon or buggy to call on the area's businesses to sell their products. They were known as "drummers" for they went around "drumming up trade."



The Homes

It appears that there were two men who worked together to build most of the early homes in Worthington. These were James M. Dyer and John Kayser. Dyer selected and provided the materials with which to build the homes. He later established a lumber yard on Commercial street that burned down in 1991. Kayser was the actual builder of the homes.

The early homes were built on the east side of town where the land was higher. This was smart as proven by the flood of 1913. At that time the railroad grade which was thought to protect the town was broken through by the flood water. Several homes in the northern part of town were flooded and the families had to be evacuated. The roads around the town were all flooded and with the rail line washed out, the town was isolated.

The Schools

Students from Worthington at first attended the academy that was on the hill at Point Commerce. It compared to today's high school and had two teachers.

The citizens of Greene County knew the importance of education. Elementary grades were taught by Miss Julia Taylor in her home and by another man in a log house. As early as 1830 education was available at the five or six one-room elementary schools in Jefferson and Eel River townships. School often only lasted about three months during the winter. One recorded fee prior to 1850 was \$1.50 per student. By 1870 when Worthington was incorporated, there was a school on South Myra Street and another one-story brick school on the corner of another street.

The first high school was organized in 1875 in Green County and was the area's only commissioned high school for many years. It was located in a large building built that year to house both elementary and high school grades. Students would often come from Coal City and Bloomfield and live with friends or relatives so that they might attend the school. The school added a gymnasium 2 1/2 blocks away in 1945. In 1955 the present school building was constructed adjacent to the gymnasium to house both elementary and high grades. Worthington High School is one of the oldest high schools in the state.

The Churches

Recorded history mentions an early log church built on high ground on the west side of Jefferson Street in Worthington. The church floor was built about three feet above the ground. At that time livestock roamed the streets at will. A bunch of hogs were attracted to the shade provided under the church floor and they moved in. The animals would squeal and fight and they smelled bad. They could not be driven away. Finally things became so intolerable that the people were driven away.

1850 saw the building of the Protestant Methodist church which remained active until after the Civil War. In 1859 the brick Christian Church was built on the hill on the east side of town. Prior to that its members worshipped in homes and school houses. Through the years its ownership transferred to the Nazarene Church and then to the Living Christian Church. The Christian Church built its current

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building at the corner of Main and Lafayette Streets in 1915.

St. Matthews Episcopal Church's frame building stood on Main Street where the present day GTE Telephone building is located. The congregation of the Methodist Episcopal Church first built a frame church on the southwest corner of Willie and Jefferson Streets. It cost \$800. It was moved to a lot donated by Sophia Folsom on Main and Lafayette Streets. In 1901 the present building, built with bricks made west of town at the Cantwell brick yard, was dedicated.

In 1869 the Baptist Church was organized. It built its building on its present site, but the building has been enlarged and remodeled over the years.

Major Events and Attractions

The citizens of Worthington enjoy congregating for special events. On July 4, 1884 over 3,000 people attended a huge fireworks celebration held at the Fair Grounds. Another 5,000 attended the Worthington Corn Fair held on the triangle on January 1895. It was organized by J. E. Miller and was so successful that he was asked to manage a corn fair for Edinburgh. The Worthington fair had beautiful weather with snow covering the ground. The largest load of corn was that of Fred Jessup. He had 32 horses pulling a load that was 44 feet long, 7 feet wide and 6 feet high. The smallest load was pulled by a Newfoundland dog and another was pulled by a large horse and a small pony. Probably the strangest team was the combination of a mule, a cow, and a billy goat.



Worthington even had a horse racing track located north of present Worthington Park. Wilson Race Tracks operated from 1895 to 1905 and admission was ten cents. On one July 4th over 10,000 people paid to see the race and the fireworks celebration.

The Greene County Fair was hosted by Worthington for many years at the park. For years a big parade was held in conjunction with the fair. Floats were built and decorated with tissue paper flowers and papiermache figures by organizations and churches who competed for prizes.

During the depression a Civil Conservation Corp camp was located in Worthington where the school now stands. The young men, who were without work, were given jobs by the government through this program to do things for the community. Much of the group's work was planting trees in Shakamak and McCormick's Creek State Parks located nearby.

A limb of the huge sycamore tree known as the "Greene Giant" is in the city park. The 100 foot tall, 500 year old tree grew on the Dixon farm that was located on the east side of White River. It measured a little over 42 feet in circumference about five feet above the ground. Its trunk divided about 15 feet above ground into two huge limbs, the smaller of these is on display in the park. It is said to have been the largest deciduous tree in the United States. Pioneers passing through the area often camped beneath it and built fires so near its base that some think this caused it to become hollow. As people learned of the tree more came to see it, many of whom carved their initials on its trunk opening it to insects and decay. Five men paddled a big canoe through its fork during the 1875 flood and marked the water level. When the tree died a lady wrote about it and one possible cause of its death. She also had picture postcards made to sell. In 1925 a bad windstorm caused a part of the tree to fall. The section of one limb was moved to the park to save part of it.

A rock formation on the bluff of Mark Hays farm overlooking White River east of Point Commerce is known to residents as the "Devil's Tea Table." Native Americans and early settlers used it as a lookout and possibly for religious ceremonies. It attracted people from miles around as a picnic spot. Other nearby rock formations are known as "Fat Man's Squeeze" and the "Devil's Chair."

In 1905-1906 the Indianapolis Southern Railroad built the highest trestle in the United States at the time across a valley in eastern Greene County. It stands today and is 157 feet high and 2,300 feet long, almost 1/2 mile in length. The Illinois Central Railroad still uses this trestle which is one of the three largest trestles in the world.

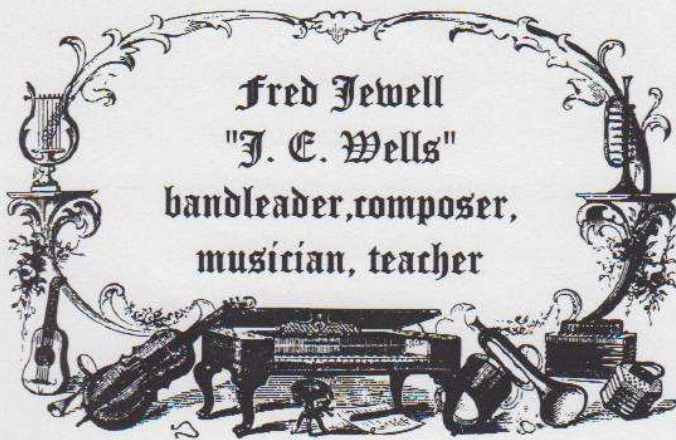
The population center of the United States was in Greene County near Linton in 1930. As the population expanded this center has continued to move west.

Greene County had shaft underground coal mines and later strip mines that employed many of Worthington's

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men. They were never the larger coal mines found in other areas, but they left behind pits and lakes.

Worthington Celebrities



Fred Jewell

Fred Jewell, the son of a Worthington attorney, had no formal music training other than that given him by his father, but he won fame throughout neighboring states as a band director and composer. He conducted the bands for the Ringling Brothers Circus and the Barnum and Bailey Circus from 1897 to 1917. Then he published music in Iowa and was a band leader there from 1920 to 1922. He returned to Worthington in 1922 bringing along his publishing business, teaching music at the public school, and organizing a band. He then went to Florida to direct a concert band returning to Worthington later as the school band director and as the Murat Shrine Band director in Indianapolis.

Fred Jewell died in 1936 and is remembered by a plaque on the entrance to the park. He composed over 150 pieces of music, most of which were marches. Some were published under his pen name, J. E. Wells.

Captain Smith

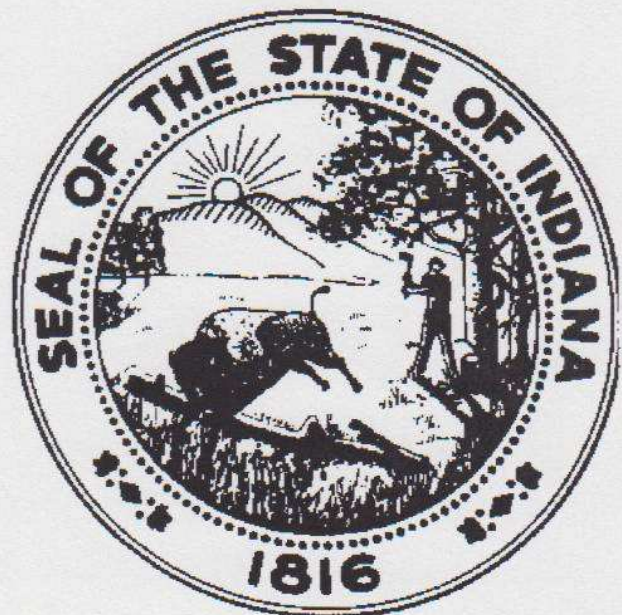
Captain David Smith learned of the ocean's oldest ship, a sunken British prison ship named "Success," that was launched in 1790 and went down off the Australian coast. He saved \$5,000 to purchase the ship and had it raised off the ocean floor, refitted its sails, and sailed it to Boston in 1912. This earned him international fame. He made several trips up and down the Ohio and Mississippi

rivers with it. After adding a steam engine, he sailed it to almost every U.S. port. He even took it to the Chicago World's Fair on Lake Michigan in the 1930s.

Smith returned to Worthington after selling the ship and tried to develop an oil field nearby. He hit a lot of dry holes and this dream never materialized. He formed "Lake Eva" on his farm west of Worthington by building a dam. This lake he stocked with ten tons of fish from Tennessee and king sized Louisiana frogs. It was a fisherman's paradise. The lake was drained after his wife died. He moved to Indianapolis where he resided in semi-seclusion until his death.

Herbert Yardley

Herbert Yardley, who worked as a telegraph operator after graduating from high school, created a technique to decode diplomatic messages of foreign governments. The United States War Department and State Department used this technique during World War I. He was given a budget of \$100,000 and employed 50 decoders known as the "Black Chamber." After the war his services weren't needed and he wrote a book entitled "The American Black Chamber" which told of his experiences. He wrote several other books that were published. One was made into a movie. He was also in the employ of the Chinese for a while to head up their message decoding.



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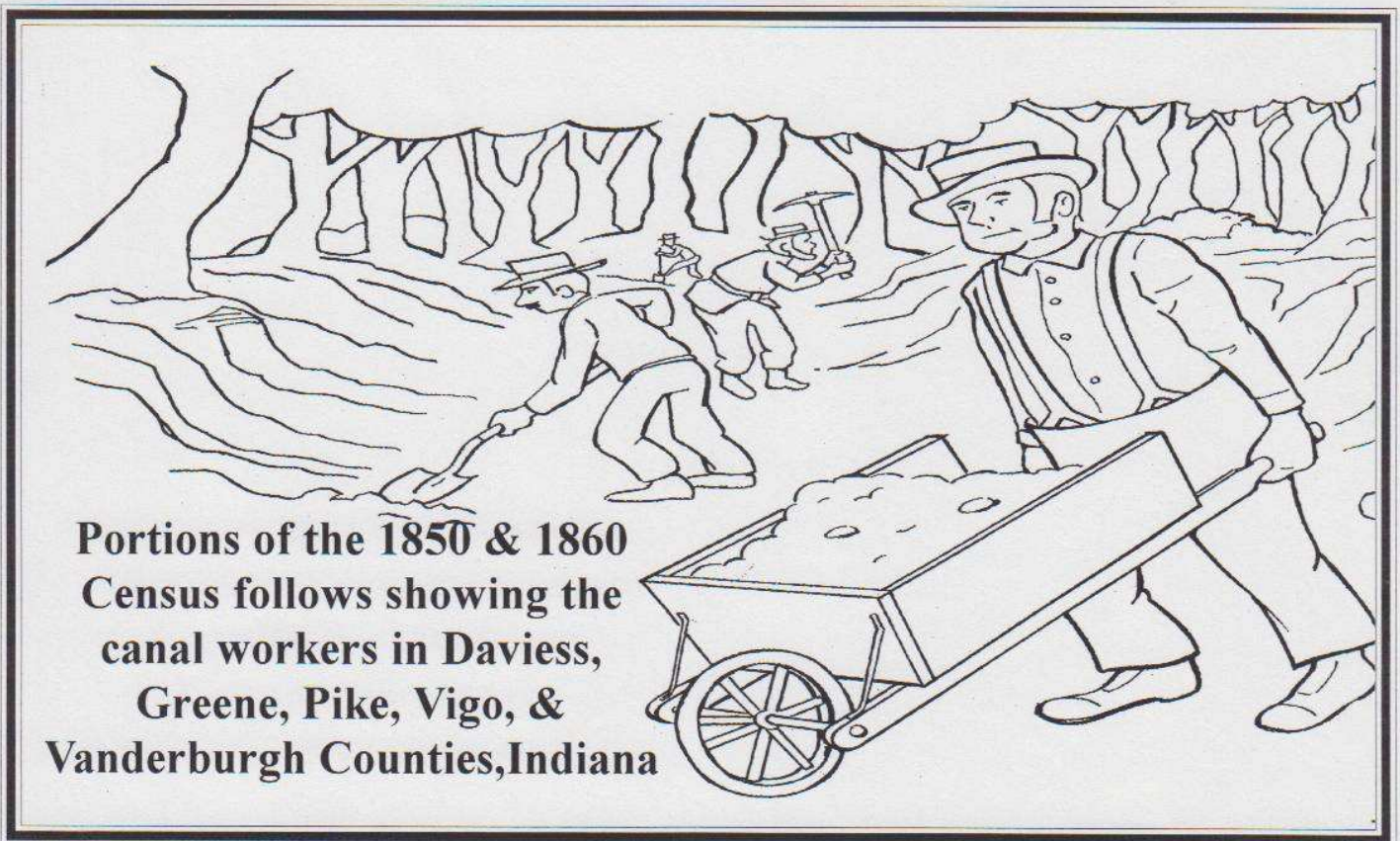
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1850 & 1860 CENSUS

(Partial) 1850 CENSUS - DAVIESS CO INDIANA VEALE TWP

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

579 579 McIntyre, John 37 m laborer on canal Ire
Hannah 26 f IN r/w
Margaret 5 f "
William 3 m "
580 580 Feuzle, Jane 50 f " r/w
Michael 25 m "
Sarah 24 f "
Isaac 20 m "
23 18 400 18

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581 581 Ross, Ambrose 52 m farmer PA r/w
Elizabeth 56 f VA
Ward, Mary 34 f " r/w
Clark, James 12 m IN
Ward, Lucinda 10 f "
582 582 Lensville, Samuel 50 m shoe maker NC r/w
Sarah 34 f "
Preston 15 m farmer IN
Matilda 12 f "
Lucinda 10 f "
Frances 2 f "
Ward, Betsy A 14 f "
583 583 Bresney, Michael 30 m laborer on canal Ire
Margaret 30 f " r/w
Thomas 1 m VT
Mary 4/12 f IN
Fitzgerald, Michael 32 m Ire r/w
Thomas 29 m "
584 584 Jourdan, William 34 m farmer KY "
Luticia 43 f VA "
Haller, Isaac 17 m " IN
Jane 16 f "
Beeler, Angeline 11 f "
James 9 m "
John 5 m "
Cochran, John 68 m VA
585 585 Jourdon, George 33 m KY r/w
Mary 20 f IN "
David 1 m "
586 586 Jackson, William 28 m " 150 "
Martha 19 f "
George W 1 m "
Jackson, David 18 m " "
587 587 Lucas, William 33 m " "
Melissa 22 f "
Jesse 2 m "
Mary 13 f KY
Ocheltree 1 m IN
588 588 Baine, Anthony 40 m Ire
Mary 37 f "
William 6 m "
Henry 10 m "
22 ? 150 10

(Partial) 1850 CENSUS - DAVIESS CO INDIANA WASHINGTON TWP
Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
	Hogshead, Mary J	19 f	"			IN
	Martha	17 f	"			"
	Elizabeth	12 f	"			"
234 234	Colbert, Toliver Jr	26 m	farmer			r/w
	Delelah	39 f	"			r/w
235 235	Mattingly, Henry	6 m	farmer	1500 MD		"
	Alonzo C	66 m	"	"		"
	Sarah	64 f	"	"		"
	Susan	32 f	"	"		KY
	John	28 m	"	"		IN r/w
	Ellen	22 f	"	"		"
	Martha	20 f	"	"		r/w
	James	20 m	"	"		r/w
236 236	Trotter, Oldham	32 m		900 NC		"
	Barbara	30 f	"	"		IN r/w
	Mattingly, Sarah	20 f	"	"		r/w
	Trotter, William	6 m	"	"		"
	Epraim	4 m	"	"		"
	John	2 m	"	"		"
	Sarah E	5/12 f	"	"		"
237 237	Meredeth, James	50 m	farmer	1000 Ire		"
	Ann	36 f	"	"		"
	Catherine	15 f	"	"		PA
	Elizabeth	13 f	"	"		"
	Rebecca	11 f	"	"		"
	John	9 m	"	"		"
	James H	7 m	"	"		IN
238 238	Smith, John	56 m	farmer	500 VA		"
	Rebecca	30 f	"	"		IN
	Robert	17 m	"	"		"
	Lewis	15 m	"	"		"
	30 July 1850	21	"	3400 1 B		"
	Smith, Ann	13 f	"	"		IN
	Henry	11 m	"	"		"
239 239	Shanks, John	48 m	farmer	1000 PA		"
	Sarah	47 f	"	"		"
	William	23 m	farmer	"		"
	Edward J	19 m	"	"		"
240 240	Fitzgerald, Elisha	40 m	milller	"		KY
	Sarah A	30 f	"	"		IN
	Sarah A	14 f	"	"		"
	Ella J	12 f	"	"		"
	Mary	10 f	"	"		"
	Martha M	6 f	"	"		"
	Rupell, James	12 m	"	"		"
	John	10 m	"	"		"
	Asay	6 m	"	"		"
241 241	Fitzgerald, Benjamin	74 m	farmer	2000 VA		"
	Nancy	50 f	"	"		KY
	Dugan, Margaret	17 f	"	"		"
	Condra, Christian	17 f	"	"		IN
242 242	Lashley, Delelah	69 f		100 MD r/w		"
	Phebe	35 f	"	OH r/w		"
	Martha	12 f	"	IN s		"
	William G	9 m	"	"		s
		26				
243 243	Burch, Christopher	53 m	farmer	800 OH		"
	Sarah	22 f	"	"		IN
	Lemuel	18 m	"	"		"
244 244	Lloyd, Samuel	61 m	constable	1000 NJ		"
	Hannah	44 f	"	"		KY
	Lylsbury	9 m	"	"		IN s
	Hannah	4 f	"	"		"
245 245	Morgan, George	31 m	farmer	"		KY
	Ellen	31 f	"	"		IN
	James	5 m	"	"		"
	Franklin	3 m	"	"		"
	Ephraim	1 m	"	"		"
246 246	Taylor, Delelah	11 f	"	"		"
	Ballow, William T	31 m	teacher	1000		"
	Julia A	28 f	"	"		"
	Lyndall, William	12 m	"	"		s
247 247	Hyatt, Margaret	64 f	"	700 PA		"
	Rodarmel, Catherine	21 f	"	"		IN
Page 102	31 July 1850	25	"	6600 4 2		"
248 248	Solon, John	35 m	canal digger	"		Ire
	Eaton, Edward	40 m	"	"		"
	Murphy, Michael	40 m	"	"		"
	McCune, Morris	36 m	"	"		"
	Riley, Larry	44 m	"	"		"
	McKinney, Peter	30 m	"	"		"
	McDermot, James	41 m	"	"		"
	Kinney, John	29 m	"	"		"
	Lane, Thomas	31 m	"	"		"
	Bowman, Charles	24 m	"	"		"
	Pay, Peter	29 m	"	"		"
	Keenan, Patrick	43 m	"	"		"
	Melon, Solomon	27 m	"	"		"
	Melegan, Michael	41 m	"	"		"
	Shonn, Michael	52 m	"	"		"
249 249	Hennessey, Daniel	43 m	"	"		"
	Nugent, James	39 m	"	"		"
	Brady, Patrick	32 m	"	"		"
	Hurdy, John	24 m	"	"		"
	Carr, Patrick	34 m	"	"		"
	Flynn, Barnard	33 m	"	"		"
	Sarah, Patrick	28 m	"	"		"
	Horon, Michael	35 m	"	"		"
	McGraw, Derby	24 m	"	"		"
	Mallocks, John	40 m	"	"		"
	Buckley, Edward	37 m	"	"		"
250 250	Conley, Patrick	38 m	"	"		"
	Riley, Thomas	38 m	"	"		"
	McKee, Barnard	33 m	"	"		"
	Gardner, James	48 m	"	"		"
	Gallagan, Owen M	23 m	"	"		"
	Mulvay, Peter	30 m	"	"		"
	Carty, Marthaw	27 m	"	"		"
	William	27 m	"	"		"
	Sullivan, James	36 m	"	"		"
	Roster, Peter	38 m	"	"		"
		27				
	Bachelor, Mary	4 f	"			"
	Sarah J	15 f	"			"
270 270	McCall, William	50 m	farmer		1000	PA
	Margaret	35 f	"	"		"
	Alexander	16 m	"	"		s
	Elizabeth	15 f	"	"		s
	Sarah	13 f	"	"		s
	Andrew	11 m	"	"		s
	Eleanor	6 f	"	"		"
	Martha	2 f	"	"		IN
	John	7/12 m	"	"		"
271 271	Long, William	49 m	farmer		3000	TN
	Mary	52 f	"	"		"
	Sarah	26 f	"	"		"
	Enoch H	24 m	"	"		"
	Thomas A	18 m	"	"		"
	George M	13 m	"	"		"
	Matilda M	11 f	"	"		"
272 272	Thomas, William	24 m	farmer			IN
	Mallina	24 f	"	"		"
	Julia	2 f	"	"		"
Page 104	1 August 1850	21	"		5200	11 1
273 273	Purcell, Nancy	44 f	"		600	TN
	Catherine	25 f	"	"		IN
	Louisa	22 f	"	"		"
	James	20 m	farmer	"		"
	Lewis	18 m	"	"		"
	Martha	16 f	"	"		s
	Elizabeth	13 f	"	"		s
	Elias	10 m	"	"		(idiotic)
	Julian	7 m	"	"		"
274 274	Thomas, John	55 m	"			MD
	Lavina	54 f	"	"		SC
	Nancy	21 f	"	"		IN
	Mary	12 f	"	"		s
	Edmund	8 m	"	"		s
	John	17 m	"	"		s
275 275	Bachelor, William	68 m	farmer		900	PA
	Catherine	66 f	"	"		"
	Rachel	37 f	"	"		OH
	Abraham	24 m	"	"		IN s
	Francis	10 m	"	"		"
276 276	Thomas, Bennet	81 m	farmer			MD
	Elizabeth	74 f	"	"		PA
	David	37 m	"	"		KY
	William	33 m	"	"		IN
	Jane	27 f	"	"		s
	Pierce, Adelaide	8 f	"	"		"
	Margaret	5 f	"	"		"
	Ann E	3 f	"	"		"
277 277	Handley, Jesse	40 m	"	"		KY r/w
	Cynthia A	20 f	"	"		IN r/w
	Allen	10 m	"	"		"
	Martha J	1 f	"	"		"
278 278	Davis, Thomas	28 m	"			KY r/w
		30				
	Davis, Anne	25 f	"			IN r/w
	Sarah A	12 f	"			"
	Joseph A	6 m	"			"
279 279	Lilley, Sarah	55 f	"			PA
	Harriett	29 f	"			IN
	Nancy	27 f	"			"
	Margaret	22 f	"			r/w
	Sarah C	18 f	"			"
280 280	Lilley, Andrew	69 m	farmer		1500	7 5
	John	31 m	"		2000	VA
	James	29 m	"			IN
	Sarah	27 f	"			"
	Mary J	4 f	"			"
	Andrew S	3/12 m	"			"
	Stapleton, Jackson	18 m	"			"
	Bradbury, Amanda	14 f	"			"
281 281	Burns, James	40 m	"			s
	Casy, Michael	40 m	Contractor on Ire			"
	Morality, John	35 m	/public works			"
	Sullivan, Daniel	44 m	/laborer			"
	Barry, John	32 m	"			"
	McFadden, Anthony	30 m	"			"
	McGuire, John	29 m	"			"
	Dowdie, John	25 m	"			"
	Dooley, John	23 m	"			"
	Kelly, Michael	26 m	"			"
	Carlin, Patrick	28 m	"			"
	Coleman, Peter	25 m	"			"
	Logan, Peter	35 m	"			"
	Galvin, Matthew	30 m	"			"
	Conley, Timothy	24 m	"			"
	McCluskey, John	35 m	"			"
	Delaney, John	40 m	"			"
	McCruden, Patrick	26 m	"			"
	Rico, Michael	44 m	"			"
	Ferris, Thomas	39 m	"			"
	Sullivan, Timothy	30 m	"			"
	Connor, Timothy	38 m	"			"
	Doolin, Peter	27 m	"			"
	Thomas	31 m	"			"
	Connell, Patrick	32 m	"			"
	Corney, John	29 m	"			"
	Canuley, Francis	33 m	"			"
	Brophy, Patrick	23 m	"			"
	Hennessey, Thomas	33 m	"			"
	Griffin, Peter	27 m	"			"
	Williamson, David	22 m	"			IL
	Nathan	20 m	"			"
	Moran, Patrick	25 m	"			"
Page 105	1 August 1850	38	"		2000	1
	McGregor, Archibald	35 m	"			Scot
	Kelly, Lawrence	35 m	"			Ire
	Burns, Michael	46 m	"			"
	McCarty, John	40 m	"			"
		31				

(Partial) 1850 CENSUS - DAVIESS CO INDIANA WASHINGTON TWP
Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
	McCarty, Charles	40 m	laborer	Ire		
	Sullivan, Dennis	25 m	"	"		
	May, Thomas	39 m	"	"		
	McNanarra, Francis	34 m	"	"		
	Burk, Michael	31 m	"	"		
	Hagar, Charles	51 m	"	"		
	Miloholland, James	45 m	"	"		
282 282	Williamson, Cornelius	55 m	farmer	NJ		
	Hannah	46 f	"	KY		
	David C	22 m	"	IN		
	Nathan L	20 m	"	"		
	Randolph	14 m	"	"		
	Cornelius	12 m	"	"		
	John	8 m	"	IL		
	Elizabeth	7 f	"	"		
283 283	Hill, Eliza	29 f	"	PA		
	John	27 m	"	IL		
	Louisa	6 f	"	IN		
	Theresa	3 f	"	"		
	EneLine	14 f	"	NC		
	Nancy	12 f	"	"		
	Lucinda	10 f	"	"		
284 284	Maloney, John	29 m	clerk	Ire		
	Doolin, Peter	32 m	"	"		
	Ellen	27 f	"	"		
	Mary	1 f	"	IN		
285 285	Williams, William R	55 m	farmer	NC		
	Jane	45 f	"	"		
	Anne	17 f	"	IN		
	Permenas	20 m	"	NC		
	Ana	12 f	"	IN		
	John	10 m	"	"		
	William	3 m	"	"		
286 286	Doolin, Peter	28 m	laborer	IRE		
	Ellen	27 f	"	"		
	Mary	1 f	"	IN		
287 287	Moralty, John	30 m	"	Ire		
	Mary	28 f	"	"		
	1 August 1850	26	16	"		
288 288	Burns, James	42 m	boss on public	Ire		
	Margaret	40 f	/works	"		
289 289	Galavin, Mathew	35 m	laborer	"		
	Joanna	31 f	"	"		
	Edward	2 m	"	IN		
290 290	Mulholland, James	42 m	boss on public	Ire		
	Anne	37 f	/works	"		
	Thomas	17 m	laborer	"		
	Catherine	9 f	"	"		
	Elizabeth	7 f	"	"		
	James	2 m	"	IN		
291 291	Davidson, Anne	21 f	"	Ire		
	Burns, Michael	50 m	contractor	"		
	Elizabeth	48 f	"	"		
	James	16 m	laborer	"		
	Thomas	11 m	"	"		
	Conner, John	30 m	"	IRE		
	Catherine	30 f	"	"		
	Thomas	2 m	"	Can		
Page 113	7 Aug 1850	20	4 col m	2300		
405 405	Gettings, William	35 m	Farmer	MD		
	Mary A	26 f	"	PA		
	Charles B	2 m	"	IN		
406 406	Kehan, Catherine	16 f	"	PA		
	Bradberry, Henry	30 m	farmer	KY		
	Nancy	24 f	"	"		
	Julia	8 f	"	IN		
	William	4 m	"	"		
	Eliza	3 f	"	"		
407 407	Thomas, John M	32 m	B farmer	SC		
	Catherine	26 f	B	IN	r/w	
	William	3 m	B	"		
408 408	Bassett, Hiram	30 m	"	KY		
	Mary	20 f	"	PA		
	George	6/12 m	"	IN		
	Kenneth D	24 m	"	"		
	Smith, Valentine	35 m	"	Ger		
	Duzan, Ezekiel	18 m	"	IN		
410 410	Myers, Mary	40 f	"	VA		
	Edmund F	11 m	"	CH		
411 411	Kearnes, Phillip	48 m	farmer	KY		
	Sarah	60 f	"	VA		
	Armstrong	22 m	"	IN		
	Martha	20 f	"	"		
	Eagle, Laina	14 f	"	"		
	Williams, George	14 m	"	"		
	Martha	11 f	"	"		
	William	9 m	"	"		
412 412	Eagle, George	33 m	"	"	r/w	
	Sarah	27 f	"	PA		
	Ursula C	6 f	"	IN		
	Armstrong	2 m	"	"		
	Dillon, Mary	15 f	"	"	s	
413 413	Williman, Catherine	40 f	"	600 PA		
	Levi	18 m	farmer	"		
	Nancy	16 f	"	"		
	William	14 m	"	"		
	Mary E	11 f	"	"	s	
414 414	Williman, Hiram L	45 m	farmer	377 PA		
	Marjory A	44 f	"	"		
	Eli M	18 m	"	OH		
	James C	16 m	"	OH		
	Elizabeth	14 f	"	"	s	
	Sarah J	12 f	"	IN		
	Donna W	10 f	"	"	s	
	William M	8 m	"	"	s	
	John B	5 m	"	"	s	
	Hiram L	2 m	"	"	"	
	Burns, Mary	7 f	"	"		Ire
	Elizabeth	37 f	"	"		IN
292 292	Doolan, Thomas	37 m	laborer	"		Ire
	Sophia	30 f	"	"		"
	Joana	7 f	"	"		IN
	Thomas	4 m	"	"		"
	John	1 m	"	"		"
293 293	McCluskey, John	26 m	"	"		Ire
	Mary	50 f	"	"		"
294 294	Cary, Michael	38 m	"	"		"
	Catherine	30 f	"	"		"
	John	9 m	"	"		IN
	Thomas	7/12 m	"	"		"
295 295	McCleskey, David	34 m	farmer	1200 KY		"
	Virginia	26 f	"	"		"
	George	6 m	"	"		IN e
	Pierce	8/12 m	"	"		"
	Major, John	8 m	"	"		s
	Susan	6 f	"	"		s
296 296	Reynolds, William H	27 m	"	"		KY r/w
	Elizabeth	26 f	"	"		IN r/w
	not named	2 f	"	"		"
	Marilda	2 f	"	"		"
297 297	Culbertson, Josiah	55 m	farmer	2000 SC		"
	Arne	25 f	"	"		"
Page 106	2 August 1850	22	19		3200	3 2
298 298	Robertson, James J	45 m	farmer	KY		"
	Adline	42 f	"	SC		"
	Thomas M	19 m	"	IN	s	"
	Acillia	16 m	"	"	s	"
	Josiah C	14 m	"	"	s	"
	Nancy J	13 f	"	"	s	"
	Martha	11 f	"	"	s	"
	James	5 m	"	"	s	"
299 299	Ragsdell, Hezekiah	71 m	carpenter	2000 VA		"
	Thomas T	38 m	farmer	"		"
	Maria A	24 f	"	IN	"	"
	Miletus	5 f	"	IN	s	"
	Hezekiah	4 m	"	"	"	"
	Nancy J	2 f	"	"	"	"
	John A	1 m	"	"	"	"
	Louisa	8 f	"	"	"	"
300 300	Copeland, George	20 m	"	"		"
	Colbert, Levi D	35 m	farmer	1500 KY		"
	Elizabeth	41 f	"	"	r/w	"
	Abner D	11 m	"	IN	s	"
	John	10 m	"	"	s	"
	Jane	4 f	"	"	"	"
	Henry J	2 m	"	"	"	"
301 301	Colbert, Asahel	26 m	"	"		"
	Eliza	25 f	"	"		"
	Louisa	18 f	"	"		"
	Mary J	1 f	"	"		"
302 302	Duncan, Benjamin	57 m	"	1500 VA		"
	Rebeca	48 f	"	KY		"
	Joseph	26 m	"	"		"
415 415	Williman, Levi	42 m	farmer	500 PA		"
	Anne	39 f	"	KY		"
	James L	12 m	"	IN	s	"
	Joseph C	9 m	"	"	s	"
	Elmira	7 f	"	"	s	"
	Arne	4 f	"	"	s	"
	Sophrania	2 f	"	"	"	"
416 416	Scott, William	28 m	"	"	r/w	"
	Nancy	65 f	"	NC	r/w	"
	Margaret	30 f	"	KY	r/w	"
417 417	Right, Nancy	20 f	"	IN	"	"
	Faith, Abram	35 m	carpenter	200 CH	r/w	"
	Frances	28 f	"	IN	"	"
	Louisa	12 f	"	"	"	"
	Frances	2 f	"	"	"	"
	Thomas	6 m	"	"	"	"
	Lavina	2 f	"	"	"	"
	Catherine	4/12 f	"	"	"	"
418 418	Wykoff, John P	34 m	farmer	1300 "		"
	Rodarmel, Hannah	58 f	"	NJ		"
	Wykoff, Eliza	32 f	"	IN		"
	Rodarmel, Caroline	18 f	"	"		"
419 419	Williams, John	42 m	"	1000 KY		"
	Presley	33 m	"	IN	"	"
	Adah	20 f	"	"	"	"
	Archibald	16 m	"	"	s	"
	Edward T	13 m	"	"	s	"
420 420	Bassett, Alfred	26 m	"	IN		"
	Elizabeth	24 f	"	"		"
	John B	3 m	"	"		"
	Arthur, Elijah	22 m	"	"		"
	Bassett, Milton	21 m	"	"		"
Page 114	7 Aug 1850	21	21		3800	10 4
421 421	Clark, Lewis	32 m	canal contractor	PA		"
	Laura	24 f	"	IN		"
	Mall	3 m	"	"		"
	George	4/12 m	"	"		"
	McCoy, Michael	27 m	laborer on canal	Ire		"
	Malone, Michael	26 m	"	"		"
	Thomas	30 m	"	"		"
	McIntire, John	22 m	"	"		"
	Doolan, Peter	32 m	"	"		"
	Patrick	25 m	"	"		"
	Kernes, Richard	46 m	"	"		"
	McGaughey, John	34 m	"	"		"
	Malone, John	39 m	"	"		"
	Hill, Barnard	33 m	"	"		"
	Van Huff, John	28 m	"	"		Ger
	Bonderville, Peter	24 m	"	"		"
	Nicholas	28 m	"	"		"
	Cramer, Michael	18 m	"	"		"
	White, John	30 m	"	"		"
	Sholtz, Lewis	28 m	"	"		"
	Leak, Jacob	20 m	"	"		"

(Partial) 1850 CENSUS - DAVIESS CO INDIANA WASHINGTON TWP

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
	Pieper, Enos	31 m		laborer on canal		Ger
	Lavre, Herman	35 m		"		"
	Clark, Phillip	37 m		"		Ire
	Mooney, Matthew	21 m		"		"
	McDermot, James	28 m		"		"
	Leavy, Patrick	31 m		"		"
	Callahan, Felix	22 m		"		"
426 426	Holland, John	19 m		"	39 7	2000 3 1
422 422	McManus, Hugh	34 m		"		
	Cowen, Patrick	34 m		"		
	Conway, Patrick	27 m		"		
	Burns, James	24 m		"		
	Haley, John	31 m		"		
	Conaway, John	42 m		"		
	Quinn, Edward	47 m		"		
	Michael	29 m		"		
	Whalen, James	27 m		"		
	Nugent, Michael	21 m		"		
	Hoy, Matthew	33 m		"		
	Walsh, James	22 m		"		
	Harry, John O	28 m		"		
		41 m 6 f				
423 423	Griffin, William	47 m		canal contractor		PA
	Shay, Patrick	35 m		laborer		Ire
	Peter	38 m		"		"
	John	28 m		"		"
	Cornelius	26 m		"		"
	Hennebry, Thomas	23 m		"		NY
	Leavy, Thomas	30 m		"		Ire
	Hennesy, Patrick	25 m		"		"
	Comer, John	35 m		"		"
	Harrigan, Timothy	30 m		"		"
	Fuller, William	32 m		"		"
	Mudden, Michael	29 m		"		"
	McKelligate, Patrick	33 m		"		"
	Sullivan, Michael	42 m		"		"
	Fitzgerald, William	34 m		"		"
	Crowley, Michael	29 m		"		"
	Burns, Patrick	31 m		"		"
	Mortality, Daniel	24 m		"		"
	Wren, Michael	29 m		"		"
	Lynch, Patrick	27 m		"		"
	Reardon, John	32 m		"		"
	Welch, Patrick	34 m		"		"
	Ryan, Martin	25 m		"		"
	Ogar, Michael	30 m		"		NY
424 424	Doyle, Jeremiah	40 m		"		Ire
	Riley, Jeremiah	45 m		"		"
	Kennedy, Andrew	27 m		"		"
	Hamet, Patrick	22 m		"		"
	Griffin, Dennis	49 m		"		"
425 425	Agan, John P	55 m		farmer	19 23	2000 NY 3 2
	Sarah	47 f		"		KY
	Mary	24 f		"		IN
	John	19 m		"		"
	Agan, William	15 m		"		IN s
	Sarah J	12 f		"		" s
	Laura	10 f		"		" s
	Florence	5 f		"		"
	Electa	3 f		"		"
	Martha	6/12 f		"		"
426 426	Barr, Hugh	50 m		farmer	39 7	2000 KY r/w 3 1
		7				
	page 115			8 August 1850		
427 427	McLin, George	52 m		farmer		200 KY r/w
	Anne	47 f		"		"
	Henry	26 m		"		"
	Sarah	18 f		"		IN
	George	16 m		"		"
	John	16 m		"		"
	Martha	14 f		"		"
	James	12 m		"		"
	Stewart	10 m		"		"
	Margaret	6 f		"		"
	Thomas J	2 m		"		"
428 428	Eagan, Bridgit	52 f		"		Ire
	Martin	27 m		farmer		"
	Timothy	25 m		"		"
	Jeremiah	22 m		"		"
	Catherine	20 f		"		"
	Margaret	18 f		"		"
	Patrick	15 m		"		"
429 429	Vaughan, Alexander	39 m		"		VA
	Mary	37 f		"		"
	Ellen	15 f		"		"
	Rhoda	11 f		"		"
	Elizabeth	8 f		"		IN
	Hannah	5 f		"		"
	William	1 m		"		"
430 430	Freeland, Mary	52 f		"		OH
	Alexander	29 m		farmer		400 IN
	Willis B	27 m		"		"
	Prudence	17 f		"		" s
	Martha	15 f		"		" s
	Malinda	11 f		"		" s
431 431	Eads, John	28 m		"		"
	Charity	28 f		"		"
	Eliza	4 f		"		"
	Hannah	2 f		"		"
	Lucy	2 f		"		"
	Taylor, Thomas	9 m		"		"
432 432	Allen, William	30 m		"		400 r/w
	Sarah	25 f		"		"
	Lucy	4 f		"		"
	Milton	3 m		"		"
	Elizabeth	2 f		"		"
433 433	Honey, Mary	60 f		"		800 KY
	Peter	32 m		farmer		600 IN

(Partial) 1850 CENSUS - DAVIESS CO INDIANA STEELE TWP

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Table with columns: Residence #, Name, Age, Sex, Occupation, Real Estate \$, Born. Contains multiple rows of census data for various families and individuals in Steele Township, including names like Lett, Allice; Copelin, James; Wood, William; and others. Includes a page number 'Page 129' and date '31 Aug 1850'.

(Partial) 1850 CENSUS - DAVIESS CO INDIANA STEELE TWP

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

629	629	Heldrone, William Nancy	24 m 20 f		IN			
			23 18	3000	J B			
Page 130 31 Aug 1850								
630	630	Murphy, Jeremiah Joanna Margaret	30 m 20 f 1 f	laborer on canal	IRE			
		Long, James Hays, Timothy Looning, Michael Dailley, Michael Bazile, John Savege, Kane Thomas	40 m 28 m 24 m 22 m 27 m 18 m 15 m		IN Ire			
		Carvin, Patrick Murphy, William Lumbord, James Stillon, Samuel Landers, Richard O'Conner, Michael Dugan, Robert Coffey, Mathew Sullivan, Mathew Mahoney, Jeremiah Kurlley, Jeremiah Stillon, Henry	20 m 19 m 21 m 14 m 28 m 27 m 17 m 19 m 13 m 21 m 23 m 18 m		" " " " " " " " " " " " "			
631	631	Madigan, Thomas Mary John Burke, James O'Bryan, Patrick McGraw, Jeremiah Johnson, Chesley Mary Joshua William America	24 m 21 f 8/12 m 19 m 26 m 40 m 38 m 31 f 16 m 8 m 5 f		" r/w IN DE Ire r/w KY r/w			
632	632	Kennedy, Michael Cornelius Nancy	40 m 34 m 40 f		Ire			
633	633	Lucas, Read Sarah Mary Martha	28 m 25 f 6 f 1 f	farmer	30 SC VA TN IN s	r/w		
			31 9	30	1 6			
3 Sept 1850								
635	635	Goodman, James Alexander D Lucy A Mary Enoch William Nancy	46 m 23 m 17 f 18 f 12 m 4 m 6 f	farmer	1000 KY IN			
636	636	Huland, Tyra Eliza Thomas Anna Lucas Rebecca Mary	39 m 35 f 18 m 14 f 12 m 9 f 3 f	farmer	200 KY IN	r/w		
637	637	Margis, William Elizabeth Benjamin John Susan William R Huldah H Nancy M Mary J Charles P Elizabeth	44 m 43 f 25 m 23 m 21 f 16 m 13 f 11 f 7 f 4 m 6/12 f	farmer	4100 KY TN IN			
		Summers, George Joseph	16 m 14 m		" "			
638	638	Thomas, William Mary A	25 m 24 f		" "			
639	639	Bruce, Spear A Catherine John Jane David Rupel James	46 m 37 f 19 m 12 f 10 m 11 m 9 m		400 KY VA IN			
640	640	Light, Ruple James	10 m 9 m		" "			
640	640	Hinkle, Anthony Jr Mary William Jonathan Francis Cummings, James	32 m 33 f 5 m 3 m 1 m 14 m		300 TN KY IN s	r/w		
			24 18	6000	2 11 3			
4 Sept 1850								
641	641	Simonson, Isaiiah Mary Alfred Mary Sarah Joseph Franklin Catherine	34 m 33 f 15 m 10 f 8 m 7 m 1 f	farmer	300 IN	r/w		
642	642	Kelty, James Mary John George Maria Richard Ann James M Mary J	48 m 43 f 19 m 17 m 15 f 13 m 11 f 9 m 5 f		KY IN s			

643	643	Huland, Hiram Elizabeth Elias Susan Henry	40 m 24 f 13 m 3 f 6/12 m	farmer	1000 KY IN				
644	644	Greenwood, James N Bruce, Sarah Nathan James Obadiah	20 m 44 f 28 m 20 m 18 m		800 VA r/w				
645	645	Brown, John B Elizabeth William Cynthia George W Melissa	25 m 24 f 5 m 3 f 2 m 4/12 f		r/w				
646	646	Heart, Ralph Boyles, Hiram Jonathan	46 m 22 m 20 m		2000 NC IN	r/w			
647	647	Laveley, Ignatius Ellen Mary Alfred Franklin Louisa	36 m 40 f 15 f 13 m 10 m 7 f		KY IN				
			25 17	4100	9 9				
648	648	Lance, William Jerusha Poster, Francis Eagle, John	29 m 22 f 14 m 35 m	farmer	IN CH r/w				
649	649	Herrington, William Rebecca Sarah A	23 m 23 f 4/12 f		KY IN				
650	650	Colbert, Pielding Martha William	24 m 20 f 1 m		" "				
651	651	Galligan, Lawrence Lucinda Mary A John Sarah E Toole, John Skelly, Nicholas Achison, Emanuel Grimes, James Mahon, Michael McGilcouth, Patrick Fitzgerald, Martin Murphy, James Foy, Peter	31 m 29 f 10 f 7 m 8/12 f 30 m 32 m 36 m 34 m 26 m 24 m 22 m 27 m 33 m	contractor on canal	IRE IN s s				
652	652	Leddy, Patrick Brinnon, John Piper, William Mooney, James	39 m 28 m 21 m 30 m		" "				
					Ger Ire				
672	672	Reeve, John Jane	24 m 19 f	farmer	IN my				
673	673	Huland, Simpson Elizabeth Nancy Elizabeth Laura James	32 m 24 f 7 f 6 f 1 f 13 m		2000 IN IL IN s s				
676	676	Caywood, Moses Hannah Mary Joseph Louisa George Johnson, Robert Corling, Joseph Hart, William Bager, Christian Swartz, Frederick Shomones, Frederick Kline, Conrad	43 m 20 f 13 f 11 m 6 f 1 m 18 m 40 m 27 m 31 m 28 m 24 m 22 m		1500 VA IN s s s s s Ger NC Ger				
676	676	Everett, John Nancy William P Mary E James M	24 m 4 m 4 m 2 f 1 m	farmer	70 r/w				
677	677	Faith, Henry Caroline Lavina Thomas John P Lucinda Martha	33 m 27 f 11 f 9 m 6 m 3 f 1 f		OH KY MO IN				
			22 19	3580	2 10 2				
6 Sept 1850									
678	678	Waite, Charles H Elizabeth Lucas, Jane Robert Jemina William	30 m 24 f 55 f 26 m 19 f 1 m	farmer	500 VT SC Ire SC IN				
679	679	Faith, John P Lucinda Hiram Lucinda Mitchell, Rebecca Faith, William M	25 m 25 f 7 m 1 f 10 f 21 m		r/w Arx IN s				
680	680	Huland, William Margaret Nancy Hoover, Nicholas Childers, Tolliver	21 m 20 f 1 f 57 m 21 m		300 OH IN KY r/w				
681	681	Huland, Nelson Cynthia Mary Hoover, John	23 m 18 f 1 f 22 m		r/w				

(Partial) 1850 CENSUS - DAVIESS CO INDIANA ELMORE TWP

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
	Ketcham, Mary C	14	f			IN
	Jacob	12	m			IN s
	James	11	m			IN s
	Nancy E	10	f			IN s
	Solomon	7	m			IN s
837	837 Smiley, James	20	m	farmer		IN m/y
	Rhoda	21	f			IN r/w
	Martha	20	f			IN r/w
838	838 Moore, James Jr	27	m		200	IN
	Irene	20	f			IN r/w
	Frances A	1	f			IN
839	839 Taylor, Henry	29	m	Physician		KY
	Elizabeth	45	f			IN r/w
	Davis, Hester	16	f			VA
	David	13	m			IN
	Taylor, James S	2	m			IN r/w
840	840 Smiley, Margaret	28	f			IN r/w
	Price, John	28	m	farmer	150	KY
	Catherine	18	f			IN
841	841 Scollet, Nicholas	40	m	laborer		IRE
	Catherine	17	f			IN
	John	1	m			IN
842	842 Mitchell, John	38	m	farmer		KY r/w
	Margaret	42	f			VA
	Ierial	17	m			IN
		23	18		3600	2 4 10
843	843 Bugher, Henry	65	m	farmer	350	PA
	Loretta	55	f			KY
	William M	25	m			IN
	Lorella	18	f			IN
	Assa	16	m			IN
	Alonzo	11	m			IN
	Vest, Simeon	27	m			IN
	George	25	m			IN
	Davis, Riley	20	m			IN
	Thomas	22	m			IN
	Limarker, George W	22	m			NY
	Dinkins, Sylvester	23	m			IN
844	844 Smith, Owen	41	m	laborer on		IRE
	Bridget	41	f	/canal		r/w
	Mary	8	f			IN
	Riley, Philip	28	m			IN
	Sheham, Michael	27	m			IN
	Lynch, Corneleus	40	m			IN
	Shin, Andrew	43	m			IN
	McNalley, Patrick	37	m			IN
	Peter	40	m			IN
	Doolen, Michael	47	m			IN
	Hernessy, Thomas	30	m			IN
	Burns, James	16	m			IN
	Carrigan, Michael	30	m			IN
	Cogan, John	34	m			IN
845	845 Liveley, Patrick	30	m	laborer on		IRE
	Ann	26	f	/canal		VA
	Maria	8	f			IN
	John	6	m			IN
	Catherine	2	f			IRE
	Scandling, Patrick	40	m			IRE
	McFarland, David	39	m			VA
846	846 Kinder, John	23	m	farmer		IN r/w
	Mary	20	f			IN
	Margaret	3	f			IN
	John W	1	m			VA r/w
847	847 Kinder, George	24	m			IN
	Eliza	22	f			IN
	Margaret	4	f			IN
	Rebecca	2	f			IN
		29	12		350	3
Page 146						
848	848 Crock, William	33	m	contractor		Ger
	Caroline	18	f			IN
	Mary Ann	8	f			IN
	James	6	m			IN
	Mier, William P	28	m			Ger
	Stoot, William	30	m			Ger
	McCancey, William	27	m			IRE
	Botton, Tilman	29	m			Ger
	Nedmillar, John	40	m			IRE
	McCormick, Patrick	40	m			IRE
	Barre, Susan	13	f			IN
	Hazbroid, Charles	14	m			Ger
	Augusta	6	m			Mexico
849	849 Sweeney, Mary	53	f		900	VA
	Sarah	22	f			IN
	James	19	m	farmer		IN
	Jane	16	f			IN
	Cynthia	12	f			IN
850	850 Crouch, Mahlon R	50	m		1000	PA
	Bench, John G	60	m		2000	IN
	Charles	28	m		1000	IN
	William	19	m		1000	IN
	Dixon, Rachel	3	f		3000	IN
851	851 Elmore, Isaac	35	m		800	OH
	Martha	36	f			KY
	Catherine	10	f			IN s
	Mary E	6	f			IN s
	Thomas J	2	m			IN s
	John W	17	m			IN s
852	852 Elmore, Thomas	42	m		1000	OR
	Harriet	33	f			KY
	Rezin	20	m			IN s
	Margaret	12	f			IN s
	James M	10	m			IN s
	Lydia A	6	f			IN s
	Eliza	2	f			IN s
	Fisher, Warner	28	m			r/w
853	853 Dulien, William	33	m			TN
	Eliza	29	f			NC r/w
854	854 Kinneman, Jacob M	32	m			PA
	Elizabeth	20	f			IN r/w
		24	17			8700 7
September 28, 1850						
855	855 Hammer, Mary	65	f		1000	VA
	Jonathan	27	m	farmer	150	IN
	Enoch	25	m			IN
	Jane	22	f			IN r/w
	Sarah	4	f			IN
	Andrew	2	m			IN
	Coats, James	12	m			IN
856	856 Ellison, George W	40	m	Blacksmith		KY
	Nancy	26	f			IN s
	Joseph M	18	m			IN s
	Catherine	10	f			IN s
	Adam	6	m			IN s
	Emily	19	f			IN
	Melinda	2	f			IN
	Marsh, John	22	m			KY
857	857 Borden, Lucinda	22	f			IN r/w
	Stephen	7	m			IN
	Eli	5	m			IN
	Eliza	3/12	f			IN
858	858 Kelly, Tarence	40	m	laborer on		IRE
	Martha	40	f	/canal		r/w
	Charles	20	m			IN
	Peter	18	m			IN
	Barnet	16	m			IN
	Rosanna	13	f			IN
	Bridget	11	f			IN
859	859 Moon, Patrick	30	m			IN
	Mary	30	f			IN
	Catherine	2	f			IL
860	860 Maxey, Jesse B	32	m	farmer		VA
	Alethia	32	f			KY
	Sarah	9	f			IN
	Judith	6	f			IN
	Josephine	4	f			IN
	Maria	1	f			IN
861	861 Hugh, Absalom	31	m			r/w
	Mary	20	f			PA
	James N	4	m			IN
		18	20		1150	3 4
Page 147 28 September 1850						
862	862 Elmore, Stephen	46	m	farmer	1200	SC
	Ruth	46	f			OH
	John	20	m			IN
	Isaac	18	m			IN
	Mary	13	f			IN s
	William D	9	m			IN s
	Abraham	7	m			IN s
	Caroline	15	f			IN
863	863 Bunker, Jeremiah	46	m	sub contractor		NJ
	Rachel	45	f			OH
	Mary	9	f			IN
	John A	5	m			IN
	Henry, Benjamin	20	m			IN
	Reeves, Robertson	25	m			IN
864	864 Collins, Wesley	26	m			IN
	Sarah	28	f			IN
	Stephen	9	m			IN
	William H	4	m			IN
	Elisha	1	m			IN
	Gueson, John	30	m			IRE
	Rynard, Richard	40	m			IN
	Kelly, Peter	37	m			IN
	Rearson, Michael	29	m			IN
	O Bryan, William	31	m			IN
865	865 White, David	29	m			IN
	Welsh, Richard	24	m			IN
	Barry, James	23	m			IN
	Long, William	40	m			IN
	Dornehue, John	35	m			IN
	Kelly, Charles	23	m			IN
	Barnet	22	m			IN
866	866 Sullivan, Daniel	33	m			IN
	Hovis, Nicholas	47	m			PA
	Susan	49	f			IN
	Susan	17	f			IN
	Marjory	12	f			IN
	Elizabeth G	8	f			IN
	Nancy M	4	f			IN
		27	11		1200	4
October 2, 1850						
867	867 Hall, Thomas B	34	m	farmer		KY
	Sarah	33	f			IN r/w
	Aquilla	18	m			IN
	Jonathan	16	m			IN
	William	14	m			IN
	Mary A	12	f			IN
	Susanna	9	f			IN
	Charlotte	6	f			IN
	George	4	m			IN
	Andrew J	2	m			IN
868	868 Marlatt, Joseph	46	m		2700	OH
	Margaret	33	f			IN
	Narcissa	17	f			IN
	William	16	m			IN
	Naomi	14	f			IN
	La Payette	12	m			IN
	Martin	10	m			IN
	James	5	m			IN
	Martha H	4	f			IN
	Mary A	2	f			IN
869	869 Graham, John	43	m		3000	TN r/w
	Emeline	34	f			KY
	Elizabeth	17	f			IN

(Partial) 1850 CENSUS - DAVIESS CO INDIANA ELMORE TWP

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
889	889 Conquest, Richard	27 m	farmer			
	Rebecca	26 f	KN r/w	Asbell, Issabella	12 f	IN
	James K	6 m	IN	Sarah	9 f	"
	John W	5 m	"	William	7 m	"
	Mary E	3 f	"	Thomas	4 m	"
	Martha	1 f	"	Emerina	1 f	"
890	890 Baker, John W	25 m	"	906 906 Caywood, Smalwood	63 m	farmer 2000 VA
	Mary	20 f	r/w	Rachel	51 f	TN
	Mahaly	2 f	"	Jemima	21 f	IN s
891	891 Shelton, Joseph	52 m	"	Edward	18 m	" s
	Urgula	55 f	VA	Joseph H	14 m	" s
	Nancy	21 f	NC	Martha	10 f	" s
	Mary	19 f	IN	Gallion, Lee M	1 m	TN
	Joseph	17 m	"		26 16	2000 4 10
	Angeline	13 f	"	4 October 1850		
	William F	4 m	"	907 907 Caywood, Moses	73 m	merchant VA
892	892 Johnson, Catherine	40 f	"	Tramel, Nancy	38 f	TN r/w
	Nelinda	23 f	TN	908 908 Peachey, John	21 m	KN
	James	21 m	IN r/w	Elizabeth	20 f	IN
	Robert	19 m	"	909 909 Graham, James	37 m	farmer " "
	Michael	17 m	"	Birch, Nancy	35 f	" "
	William	15 m	"	William S	10 m	IN
	Agness	12 f	"	Richard	8 m	"
	Martha	10 f	"	910 910 English, John	52 m	" 2000 TN
	George W	7 m	"	Sarah	41 f	"
893	893 Riley, William	40 m	Contr on canal	John	13 m	"
	Joana	40 f	r/w	911 911 Canaley, Patrick	19 m	"
	Timothy	10 m	"	Bridget	25 f	"
	Patrick	6 m	"	Handling, James	12 m	NY
	William	4 m	OH	Cevler, Lawrance	23 m	Ire
	Catherine	3 f	"	Kennedy, Thomas	23 m	"
	Carvill, John	25 m	laborer	Garrett, Robert	23 m	"
894	894 Kennedy, Corneleus	35 f	r/w	James	25 m	"
	Bridget	31 f	"	John	27 m	"
	John	9 m	PA	McCay, Michael	28 m	"
	Amer	6/12 f	IN	Leonard, Michael	26 m	"
		21 21	5 7	Murry, Matthew	27 m	"
4 October 1850				McMahan, Thomas	23 m	"
895	895 Lynch, Michael	30 m	laborer on canal	912 912 Hall, William	55 m	" KY r/w
	Catherine	32 f	IRE	Jane	50 f	"
	Mary	7 f	"	Rebecca	18 f	IN
	Catherine	2 f	"	Thomas	13 m	OH
	Farrill, John	22 m	"	Lydia	11 f	IN
	Duley, Timothy	28 m	"	913 913 Patrick, James	27 m	"
	Myers, John	24 m	"	Margaret	20 f	KY
896	896 Malony, John	33 m	"	Absalom	7 m	IN
	Coane, Thomas	25 m	r/w	Marjory	2 f	"
	Flinn, Martin	50 m	"	Catherine	32 f	OH
897	897 Murphy, Michael	26 m	"	914 914 Allen, Elijah	34 m	" 300 PA
	Mary	19 f	"	Harriet	35 f	IN
	Catherine	3 f	"	Mary	10 f	IN
	Julia	1 f	IL	John	8 f	"
	Rearden, Hannah	30 f	IRE	915 915 Landrigan, John	22 m	Contr on canal Ire
	John	4 m	IL	Ellen	18 f	Eng
				James	20 m	NJ
				Catherine	49 f	Ire
					26 16	2300 6
	Haley, Thomas	35 m	laborer on canal	Page 151 4 October 1850		
	Conner, Edward	30 m	"	916 916 Mahoney, Michael	27 m	laborer IRE
	Murphy, Timothy	25 m	"	McCarty, Michael	33 m	"
898	898 McSweney, Edward	25 m	"	Dunlavy, James	32 m	"
	Sullivan, Timothy	28 m	"	Brady, Peter	35 m	"
	McCarty, John	26 m	"	Cosgrove, William	34 m	"
	Griffin, Dennis	30 m	"	Sullivan, Edward	30 m	"
	Sullivan, James	33 m	"	Simon	27 m	"
	O Bryan, Dennis	28 m	"	917 917 Conley, Michael	35 m	"
	Dougherty, John	16 m	KY	Colter, William	33 m	"
	O Bryan, Dennis	11 m	"	Nugent, James	35 m	"
	Conner, Thomas	23 m	Ire	Fitzgerald, Martin	26 m	"
	Scanling, Patrick	60 m	"	Tool, John	36 m	"
	Mansell, Thomas	17 m	"	Craley, Frances	30 m	"
	Clune, Solomon	35 m	"	McCan, John	28 m	"
	O Bryan, Margaret	7 f	IN	Ryan, James	34 m	"
899	899 Mullin, Charles	25 m	"	Downey, James	35 m	"
	Mary	14 f	Can	918 918 McDonald, Cephas	41 m	farmer 200 KY
	Fox, Cornelius	15 m	"	Zephora	38 f	IN
900	900 Read, Alfred	45 m	farmer	Sarah	16 f	"
	Harriet	30 f	NY r/w	Absalom	14 m	"
	Eli	9 m	OH	Nancy	12 f	"
	Sarah	5/12 f	IN	James	9 m	"
		28 11	3	Benjamin	7 m	"
				Rachel	4 f	"
Page 150 4 October 1850				Charity	1 f	"
901	901 Collins, James	21 m	laborer on canal	919 919 Dickinson, William	29 m	" 300 KY r/w
	Morin, John	18 m	"	Eliza	29 f	IN
902	902 Coffey, John	36 m	contractor	Melina	6 f	"
	Ann	34 f	"	Thomas J	4 m	"
	Catherine	13 f	NY	Charles	1 m	"
	Fitzsummons, Margaret	8 f	IN	930 930 McKnight, James	54 m	" 170 KY
	Coffey, James	16 m	laborer	Rosanna	49 f	"
903	903 Higenbottom, Benjamin	32 m	farmer	Martha	16 f	IN
	Mary J	30 f	KN r/w	Samuel	12 m	"
	Sarah	9 f	IN	Lawrence	7 m	"
	William C	7 m	"	Pamela	4 f	"
	Mary F	5 f	"	William	19 m	"
	Malinda	1 f	"	931 931 Bennington, Moses	59 m	" 500 KY
	Riley, Thomas	30 m	laborer	Susanna	50 f	"
	Carrett, Thomas	52 m	r/w	Eliza	20 f	IN r/w
	Kelly, James	34 m	"	Hannah	18 f	"
	Malone, Michael	28 m	"	Mary	16 f	"
	Cosgrove, Hugh	42 m	"	John	15 m	"
	McCray, Edward	25 m	"	Andrew	12 m	"
	Arnett, William	25 m	IL			
	Simon	34 m	"			
	Burns, Michael	42 m	Ire			
	Rice, Michael	55 m	"			
904	904 Conn, Winny	38 f	"			
	Thomas	9 m	NY			
	Peter	7 m	Can			
	Maria	5 f	"			
	Michael	2 m	Mich			
905	905 Cox, John J	31 m	farmer			
	Mary	34 f	IN			

(Partial) 1850 CENSUS - GREENE CO INDIANA CASS TWP

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Table with columns: Residence #, Name, Age, Sex, Occupation, Real Estate \$, Born. Rows include families such as DAGLEY, FITTMAN, RUKUTTON, SLINKARD, WEARE, BARKER, ELLIS, GAIN, MILLIN, KISSEL, MUIR, ASH, REYNOLDS, WELLEN, BOWLES, McANDERS, COCHRAN, ERINY, McHARTY, GOTT, MALONEY, McDONALD, THOMPSON, WELCH, FLEMING, OCHARLE, FLYSK, RILEY, COIN, SLINKARD, HAVALIN, RADAB, ROOP, GADBERRY.

(Partial) 1850 CENSUS - GREENE CO INDIANA CASS TWP

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

995	BRACY	William	16	M	Canal/Labor		KY
	PROCEGR	Joshua	19	M	Canal/Labor		IND
	RIDER	Samuel	33	M	Canal/Labor		PA
	WILSON	Mary	24	F			VT
996	STEWART	Daniel	38	M	Canal/Labor		IRE
		Elizabeth	38	F			IRE
		John	16	M			IRE
		Mary	14	F			IRE
		Katherine	12	F			IRE
		Hugh	10	M			IRE
		Alexander	8	M			IRE
		Rosa	6	F			IRE
		Daniel	3	M			IRE
	FURBY	William	25	M	Canal/Labor		IRE
997	FITZGERALD	James	59	M	BD,Master		IRE
		Katherine	40	F			IRE
	COOPER	William	32	M			IRE
	CASEY	Thomas	28	M			IRE
	HAILAND	Dennis	50	M	Canal/Labor		IRE
998	SHEEK	Cornelius	50	M	Canal/Labor		IRE
		Mary	50	F			IRE
	BRUSHMAN	Mary	16	F			NJ
	BRUSHMAN	Jeremiah	10	M			IND
	SHEKARAN	William	32	M	Canal/Labor		IRE
	KALLER	Patrick	32	M	Canal/Labor		IRE
999	WALGAN	Daniel	40	M	Canal/Labor		IRE
		Rosann	39	F			IRE
		John	6	M			IRE
1000	HILSY	John	52	M	Canal/Labor		IRE
		Hannah	40	F			IRE
		William	18	M	Canal/Labor		IRE
		Mary	13	F			NY
		Katherine	9	F			OH
		Peter	8	M			OH
		Andrew	4	M			IND
1001	SEOWMAKER	Daniel	22	M	Farmer		IND
		Susanna	22	F			IND
1002	DIXON	Abraham	40	M	Ferryman	800	OH
		Cynthia	38	F			KY
		Henry	14	M			IND
	BRADFORD	Thomas	42	M			NC
		William	7	M			IND
		Martha	1	F			IND
1003	REYNOLDS	Adam	35	M	Farmer	150	VA
		Elizabeth	40	F			IND
		Sarah	14	F			IND
		Josephine	9	F			IND

(Partial) 1850 CENSUS - GREENE CO INDIANA JEFFERSON TWP
Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
GREENE COUNTY						
JEFFERSON TOWNSHIP						
369	David Parker	39		Canal Contractor		M f + f
	John Hearty	27		Laborer		Ind. + f
	Burton	16		"		"
	Adam Jolly	26		"		Pa + f
	Joshua Murphy	36		"		Md. + f
	James B. Aydelott	38		Canal Contractor		Ohio + f
	Pleasant Cado	16		Laborer		Ind.
	Leth Cado	23		"		"
	Samuel Jolly	16		"		Pa.
	David Crutch	29		"		Ohio + f
CASS TOWNSHIP						
422	Lawrence Callahan			Superintendent of Canal		
	Lawrence Cooke	52		Laborer		Ireland + f
	Jenema Mc Mahon	24		"		"
	Thomas Ryan	39		"		"
	Michael Ryan	40		"		Scotland
	David Henry	32		"		Ireland
	Mathew Kelly	30		"		"
	Edward Rollins	30		"		"
	Robert Crossley	33		"		Ohio
	Patrick Arty	30		"		Ireland
	Herald Dean	30		"		"
	John Alvor	35		"		"
	Michael Haysen	30		"		"
	Michael Haysen			"		"
	Patrick Calahan	30		"		"
	Jeremiah Dungan	35		"		" + w
	Michael Duffey	26		Boardingmaster		" + f
	Patrick Cannon	75		Laborer		"
	Martin Jrussey	25		"		"
	Thomas Campbell	15		"		NY
	Jacob Berlin	45		"		Pa + f
	Andrew	26		"		Pa

	Samuel Parker	36		Canaling		Pa.
	Patrick Monahan	31		Laborer		Ireland + f
	John Barret	30		"		" + w
	James Shlauey	33		"		"
	Patrick Adams	33		"		"
	Timothy Eldon	32		"		" + w
	James Ryan	40		"		"
	Patrick Mc Malley	21		"		"
	Patrick Malaka	28		"		"
	Robert Thompson	32		"		"
	Lawrence Callahan	24		Superintendent of Hons		" + f
	Thomas Burke	42		Laborer		"
	Ormelius Braddy	27		"		"
	James Cady	45		"		"
	Patrick Mc Laughlin	35		"		"
	John Crow	47		Boardingmaster		NC + f
	Michael Burke	35		Laborer		Ireland
	Charles Hogans	50		"		Ir.
	Philip Hays	43		"		Ireland + f
	James	18		"		"
	Michael Jlinn	37		"		" + f
423	Martin Kennedy	28		"		"
	Andrew Maxwellhay	28		"		"
	David Ready	41		Boardingmaster		" + f
	John Muligan	32		Laborer		"
	Thomas	22		"		"
	James Whalen	31		"		"
	Michael Nugent	22		"		"
	Steven Welch	25		"		"
	John Fiske	26		"		"
	James Colonal	14		"		"
	Michael Ryan	40		"		" + f

(Partial) 1850 CENSUS - GREENE CO INDIANA JEFFERSON TWP
Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

425	Michael Cain	30	laborer on canal	Ireland	+ f		
	John Mullin	40	canal laborer	"	+ f		
	James Fitzgerald	59	Boarding master	"			
	William Cooper	32	canal laborer	Scotland			
	Thomas Casey	25	"	Ireland			
	Dennis Neiland	50	"	"			
	Levi Kessle	34	Boarding master	Pa.	+ f		
	William Muir	24	canal laborer	Ind.			
	Thomas Ash	25	"	"			
	William Tracy	18	"	Ky			
	Joshua Proctor	19	"	Ind.			
	Samuel Rider	33	"	Pa.			
	Daniel Stewart	38	"	Ireland	+ w		
	John Stewart	16	"	"	+ w		
426	William Purdy	25	"	"			
	Cornelius Sheen	56	"	"			
	William Sheehon		"	"			
	Patrick Kaulher	32	"	"			
	Daniel Callagan	40	"	"	+ f		
	John Riley	52	"	"	+ f		
	William Riley	15	"	Scotland			
	Patrick McAndre	60	conaler	Ireland	+ f		
	John Hawabin	34	Superintendent of Canal	Pa.	+ f		
	Mathew J. Ragan	29	Contractor of Canal	Ireland			
	Smith Rows	28	clerk	Pa.			
	Barton Fuller	35	laborer	Ind.	+ w		
	Thomas Burns	30	"	Ireland	+ f		
	Patrick McAndre	60	Canaler	"	+ f		
	Edward "	20	"	"			
	Patrick Cochran	30	"	"			
	John Barry	35	"	Ohio			
	William McCarty	21	"	Ireland			
	John Cain	30	"	"			
	William Makony	45	"	"			
	Henry Mc Donald	40	"	"			

	John Thompson	18	Canaler	Ind.			
	James Welch	28	"	Ireland			
	James Fleming	40	"	"			
	Patrick Albright	20	"	"			
	Thomas Eber	24	"	"			
	James Riley	27	"	"			
427	Wilson Ledberry	33	laborer	Ky	+ fam		
	Andrew Hamilton	48	"	Ohio	+ fam		
	Joseph Taylor	43	Carpenter	Ind.	+ w		
	Jonathan McChery	31	laborer	Ireland	+ fam		
	Andrew White	37	"	"	?		
	John Kamsky	44	Carpenter	Ky	+ fam		
	Moses Herin	30	laborer	Ind.			
	Jesse "	25	farmer	Ind.			
	Obadiah Cox	22	laborer	Ind.			
	Oliver Pool	22	Carpenter	Ill.			
	John R Craft	43	laborer	Pa.	+ fam		
	Benjamin J Craft	18	"	"			
	Jefferson Jemel	22	"	Ind.	+ w		
	William Jemel	41	"	Ireland	+ fam		
	John Brindelble	40	"	"	+ fam		
428	Aaron Casy	24	Canaling	Ind.	+ fam		
	Isaac Miller	29	"	NC	+ w		
	George W Jordin	35	"	Va.	+ w		
	Henry Jones	30	"	NY			
	Patrick Mc Karmy	23	"	Ireland			
	Patrick Jochy	25	"	"			
	James Collins	35	"	"			
	Robert Blackburn	21	"	Ky			
	Cornelius Hestham	35	"	Ireland	+ son		
	Cornelius Broomham	36	"	"			
	FAIRPLAY TOWNSHIP						
426	Patrick Jureel	29	Canal Contractor	Ireland	+ fam		

(Partial) 1850 CENSUS - PIKE CO IND. WASHINGTON / PATOKA / MADISON
TWPS

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

July 19, 1850 - J. C. Graham, Ass't Marshall

1-1	Mehan, John (Mahoney?)	40 M	€1000 Ireland		
	" Mary	26 F	" "		
	" Mary	2 F	" "		
	Stanton, Bidey	11 F	Ind		
	Reardon, Daniel	20 M labor	Ireland		
	Heisey, John	40 M "	" "		
2-2	Obrine, Timothy	55 M labor	Scot Ireland		
	" Catherine	53 F	" "		
	" Denis	18 M	" "		
	" Johana	15 F	Nd		
	" Catherine	5 F	" "		
2-3	Queton, Henry B	32 M carpenter	Ohio \$500 (Walnut Hill E)		
	(Custin) Elizabeth	28 F 1812-1811 Ind (-m- 2/12/1843- Alexander)			
	Stanford	6 M	" "		
	Mary	4 F	" "		
	Mr. R. L	1 M	" 1847-1854 (Agriculture)		
4-4	McGuire, Thomas	39 M contractor	Ireland		
	" Ann	39 F	" "		
	" Catherine	13 F	" "		
	" Nicholas	8 M	Ind		
	Burk, James	5 M	" "		
5-5	Alexander, Isaac	24 M farmer	Ind		
	" Sarah	18 F	" "		
6-6	Linch, Cornelias	40 M labor \$150	Ireland 12		
	" Henesa	30 F	" "		
	" Margrat	6 F	" "		
	" Mary	5 F	" "		
	" Catherine	3 F	Ind		
	" Jans	2 F	" "		
	Cheegal, James	22 M labor	Ireland 12		
	Hart, Yirey (Tirey?)	25 M	" "		
	Munchley, Michle	35 M	" "		
7-7	McGraw, John	55 M	Ireland 12		
	" Ellen	50 F	" "		
	" Patrick	21 M canaler	" "		
	" Cornelius	16 M	" "		
	" Catherine	10 F 1837-1908	" "		
	" Margrat	8 F	" "		
	Donoghe, John	40 M canaler	" "		
	Marton, Florane	32 M	" "		
	" Alexlina	25 M	" "		
	Wilch, Patrick	23 M	" "		
8-8	Burkenmaster, Michael	35 M canaler	" "		
	" Mary	30 F	" "		
	" Ellen	4 F	" "		
	" Elizabeth	2 F	Ind		
	12 - cannot read or write				
	10 - married within the year can - canaler 2				
9-9	McCartey, James	25 M canaler	Ireland 12		
	" Margaret Sugroat	20 F	" (-m- 2/5/1850, In)		
	McCartey, Michael	20 M canaler	" "		
	" Bary, John	30 M	" "		
	" Clefera, Denis	24 M	" "		
	" Castiera, Bartholomew	30 M	" "		
10-10	Mc Huff, Jeray	24 M canaler	" "		
	" Hannah	50 F	" "		
	" Mary	40 F	" "		
	" Ellen	14 F	" "		
11-11	Haley, Timothy	12 F	Ind		
	" Catherine	45 F	Ireland		
	" Timothy	40 M canaler	" "		
	Stock, Wm	12 M	" "		
	Conley, John	9 M	Ind		
	Hurley, James	45 M canaler	Ireland 12		
	" Clary, John	45 M	" "		
	" Obrine, John	30 M	" "		
	" Mulan, Denis	30 M	" "		
	" Buckley, Denis	35 M	" "		
12-12	Dean, Squire B	30 M farmer \$500 Ky (-m- 8/5/1849, Ind)			
	" Juley Ann Simons	25 F	Ind 12		
	" Wm	19 M labor	" "		
	" James	15 M	" "		
	" Elizabeth	17 F	" "		
	" Nancy	16 F	" "		
	" Moses	11 M	" "		
13-13	Gradey, Jerenish	35 M canaler	Ireland		
	" Mary	30 F	" "		
	" Patrick	6/12 M	Ind		
	" Wilch, Wm	40 M canaler	Ireland		
	" Rening, Camlas	40 M Blacksmith	" "		
	" Donovan, Michael	20 M canaler	" "		
14-14	Cantey, Patrick	50 M canaler	" "		
	" Margrat	50 F	" "		
	" Mary	14 F	" "		
15-15	McCartey, John	30 M can	" "		
	" Mary	25 F	" "		
	" Halsey, Johannah	6/12 M	Ind		
	" Sullivan, Denis	50 M stone mason	Ireland		
	" Murey, Edward	30 M can	" "		
	" Donovan, Denis	25 M	" "		
16-16	McNee, Cornelias	40 M	" (-m- 15 May 1850)		
	(McNealey?) Adlene	23 F	Ky		
	" Catherine	9 F	Va		
	" Julye Ann	6 F	Ind		
	" Daniel	4 M	" "		
	" Hirman, Gerome	4 M	" "		
	" Osterdock, Patrick	25 M can	Germany 12		

17-17	Marton, Luther H	30 M Blacksmith	Ky		
	" Rebecca	38 F	Ind		
	" Frances	20 M	" "		
	" Marodith, James	10 M	" "		
	" Delen, Heekeah	28 M can	Ky		
18-18	Moland, John W	27 M can	N.C. (-m- 4/4/1843, Ind)		
	" Nancy Robling	28 F	N.C.		
	" Elizabeth	3 F	Ind		
	" Mary	1 F	" "		
19-19	Hirman, Jerry	53 M Grocery	Ga. n. 1850 Mary Craft		
	" James W	19 M can	Ky		
	" Joseph F	14 M	" "		
	" Ellis	12 F	Ind		
	" Mary C	16 F	" "		
	" Malenda	3 F	" "		
	" Delen, Sary	20 F	Ky		
20-20	Henn, John W	32 M labor	N.C. 12		
	(Ken?) Susan Hall (m- 1849)	27 F	N.C. 12		
	" Albert	6 M	Ind		
	" Margrat	4 F	" "		
	" Luisa V	2 F	" "		
21-21	Cooklin, Stephen	25 M can	Ireland 12		
	" Saly Ann	22 F	Ind		
	" Ridney, Tosey	20 M	" "		
	" Creley, Tosey	65 M can	Ireland 12		
	" Wilck, John	21 M	" "		
22-22	Nanco, Thomas	d 1822-60 50 M farmer \$500 Va	12 Johnson can		
	" Elizabeth	38 F	N.C. (-m- 11/2/1854)		
	" James M 1838-1891	17 M labor	N.C. (-m- 11/2/1854)		
	" Susan	18 F	N.C. Lydia Upton/res. n.s.		
	" Fanny Ann	10 F	" "		
	" Sary	8 F	" "		
	" Clementine	4 F	" "		
	" Benjamin F	2 M	" "		
23-23	Quinn, Patrick	35 M can	Ireland (-m- 2/7/1839)		
	" Quine, Mary	35 F	" (-m- Ann Aglin)		
	" Hannah	9 F	" "		
	" Briagitte	7 F	" "		
	" Patrick	3 M	" "		
24-24	Ragon, John	56 M can	" "		
	" Catherine	48 F	" "		
	" Dristill, Patrick	36 M can	" "		
25-25	Reardon, James	50 M can	" (-m- 8/5/1849)		
	" Ellen O'Brian	36 F	" "		
	" Obrine, Ellen	14 F	Ind		
	" Johannah	12 F	Ill?		
	" Briagett	9 F	Ohio		
	" Mary	5 F	Ind		
	" Onelle, John	2 M	" "		
	" Onel, Patrick	30 M can	Ireland 12		
	" Ryan, Henry	28 M	" "		
	" Drestal, Michael	29 M	" "		
	" Obrine, Wm.	30 M	" "		
44-44	Crow, Wm.	30 M farmer	N.C. (-m- 9/23/1847)		
	" Barbary Beck	23 F	" "		
	" Menurval	2 F	Ind		
45-45	Lawlan, James labor	32 M	Ireland 12		
	" Briagett	38 F	" "		
	" James	10 M	" "		
	" Bridgett	10 F	" "		
46-46	Burk, Wm. N. canaler	25 M	Ireland 12		
	" Salley	25 F	" "		
	" Richard	7 M	Ind		
	" Wm.	2 M	" "		
47-47	Davison, Alfred G farmer	28 M \$300 Ind (-m- 11/12/1843) 1822-1907			
	" Eliza Williams	26 F	" "		
	" Elizabeth	16 F	" "		
	" Mary	2 F	" "		
	" Shaw, Hugh	11 M	" "		
	" Hiran	6 M	" "		
	" George	9 M	" "		
	" Williams, John	26 M	" (twin to Elizabeth?)		
48-48	Cline, Lewis canaler	36 M	N.C. (-m- 6/4/1835, Lovelace)		
	" Sally Ann L.	28 F	Ind 12		
	" Isaac	13 M	" "		
	" Henry	11 M	" "		
	" Francis	9 M	" "		
	" Betsey	7 F	" "		
	" Cinthy A	5 F	" "		
	" Sharlott	2 F	" "		
49-49	McLaughlin, Edward	46 M \$100 Ohio 10, 12			
	(McGlothlin?), Rebecca	36 F	" "		
	" Thomas	17 M	Ind		
	" Robert S	7 M	" "		
	" Sary A	5 F	" "		
	" Lucy	3 F	" "		
	" Elizabeth	4/12 F	" "		
	" Cooper, Henry can.	26 M	Germany		
50-50	Mead, James labor	24 M	Ind (-m- 2/17/1849) Old Inver		
	" Persela Harden	24 F	" d 1804-31 yrs		
	" Hardin, Daniel	8 M	" "		
	" Loveless, Lewis labor	17 M	" "		
51-51	Smith, John T. stone mason	30 M	France		
	" Mary	46 F	" "		
	" Tiler G	22 M	" "		
	" Margrat	19 F	Ohio		
	" Catherine	16 F	" "		
	" Frances	18 F	" "		
	" Mary	8 F	" "		
	" Peter	5 M	" "		
	" Lance, Phillip canaler	25 M	France		
	" Barr, Hengle	28 M	Germany		
	" Peters, Joseph	25 M	" "		
	" Myers, Mathew	30 M	" "		
	" Snegar, Charles	32 M	" "		
	" Smith, Harmon	36 M	" "		
	" Spater, August	23 M	" "		
	" Duts, Martin	26 M	" "		

(Partial) 1850 CENSUS - PIKE CO IND. WASHINGTON / PATOKA / MADISON
TWPS

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
122-122	Hewins, Erwin farmer \$600	33	M	Ohio (-m- 1/1/1840)		
	, Maria Merchant	32	F	N.Y.		
	, Sabrey	9	M	Ind		
	, Elmer	2	M	"		
123-123	Moran, Catherine ?	35	F	Ky		
	, Sophia	19	F	Ind		
124-124	Crow, John farmer \$200	38	M	Pa		
	, Sarah	32	F	"		
	, Aramity	12	F	"		
	, Charles M	10	M	"		
	, Elisa	7	F	"		
	, Daniel	5	M	"		
	, Isaac	3	M	"		
	, Richard	2	M	"		
125-125	Williams, James farmer \$200	33	M	"		
	, Mary Alexander	29	F	" (-m- 1/3/1841)		
	, Elizabeth	17	F	"		
	, Eloyea Jane	9	F	"		
	, Mary E	9	F	"		
	, Theopheat?	2	F	"		
126-126	Burk, Wm. farmer \$800	25	M	Ohio		
	, Elizabeth	23	F	Ind		
	, Mary	3	F	"		
	Tislow, Wm.	10	M	"		
127-127	Alexander, Ashbury H	23	M	" (-m- 4/12/1849)		
	, Lucy Smith	29	F	"		
	, Mary E	5/12	F	"		
128-128	Bowman, Jonathan farmer	35	M	Ohio (-m- 1/5/1839) 1817-1802		
	, Elizabeth Killey	30	F	Ind		
	, Nancy	5	F	Ill		
	, James R	3	M	Ind		
	, Josephean	6/12	F	"		
129-129	Benedict, Nathaniel farmer	28	M	Ohio (-m- 3/5/1839) 1817-1802		
	, Zerilda Head	25	F	Ind (Surelda? Mead)		
	, James M	10	M	"		
	, John	2	M	"		
130-130	Denson, John farmer \$850	50	M	Pa		
	, Ann	43	F	Ind		
	, Harriott	17	F	"		
	, Percy labor	15	M	"		
	, Edward	12	M	"		
	, Daley	11	F	"		
	, Wm.	6	M	"		
	, James G.	3	M	"		
131-131	Ryers, Thomas farmer	28	M	Pa (-m- 11/26/1849, Mary Carr)		
	, Catherine	24	F	Pa		
	, Caroline	8	F	Ind		
	, Mary	5	F	"		
	, Sary C	6/12	F	"		
	Baker, Jane	17	F	N.Y.		
132-132	Lee, Martin can	30	M	Pa		
	, Coluia	22	F	Pa		
	, Amy	3	F	Ind		
	McCune, Barney (Noleune?)	40	M	Pa		
133-133	McCafferty, James can	25	M	Pa		
	, Briaget	25	F	"		
	, Thomas	3	M	Ind		
134-134	Tuley, Elizabeth	36	F	Pa		
	, John can	18	M	N.Y.		
	, Wm.	16	M	"		
	, Thomas	14	M	"		
	(Been?) Bun, Ann	7	F	Ill		
135-135	Ferrell, James can	35	M	Pa		
	, Catherine	30	F	Pa (-m- 8/3/1845)		
	, Catherine	3	F	Ind (Elizabeth Smith?)		
136-136	Cummings, Wm. farmer \$1000	48	M	Ky d 1853-50m - ad John		
	, Rebecca d 1819	32	F	Pa		
	Pitzgerald, Wm.	25	M	Ind m 2nd-Grants? ad John		
	, Elsa	25	F	Ind (Pitzgerald?)		
	Clayton, Wm. can	25	M	Ind		
	Henryberg, John labor	22	M	Ind		
	Griffin, Wm.	44	M	"		
	Graham, Robert can	34	M	"		
	Devine, Michle "	30	M	"		
	Denson, Nancy	23	F	Pa		
137-137	Hensee, David can	38	M	Ind		
	, Margrat	22	F	"		
	, Nichle	2	M	Ind		
	, Richard	11/12	M	"		
	Scanland, Richard can	27	M	Pa		
	, Michle	3	M	Ind		
	, Elizabeth	14	F	Ind		
	Colehue, John	10	M	Ohio		
	, Edward	4	M	"		
	Glavin, Briaget	13	F	Ind		
	Logan, Cornelius can	27	M	Pa		
	Fundlan, Wm.	24	M	Pa		
	, David	22	M	Pa		
	, Franhen, Wm.	25	M	Pa		
	, John	23	M	Pa		
138-138	Murphy, Richard	30	M	Pa		
	, Johannah	26	F	"		
	, Mary Ann	3	F	"		
139-139	Curley, Catherine	40	F	"		
	? Curbey, Thomas can	15	M	"		
	(Kirby?) Wm.	13	M	"		
	, Patrick	10	M	"		
	, Marton	9	M	"		
	, John	6	M	"		
140-140	Helars, Christopher can	25	M	"		
	, Catherine	19	F	"		
	, Charles	12	M	Ind		
141-141	Sulavan, Jeres can	41	M	Pa		
	, Mary	30	F	"		
	, Mark	9	M	Ind		
	, Flurey	5	M	"		
	, Patrick	3	M	"		
	Hamed, Patrick can	21	M	Ind		
	Sintonbock, John	18	M	"		
142-142	Sulavan, Jerry	28	M	"		
	, Catherine	30	F	Pa		
	Shaw, Cornelas can	30	M	Pa		
143-143	Mulcar, Margrat	40	F	Pa		
	Mulcar, Soney (Loney?) can	16	F	"		
	Mulcar, Prentice	13	F	"		
	, Elizabeth	9	F	Ind		
	, Michael	7	M	Ohio		
	, Mary	1	F	Ind		
144-144	Sulavan, Pierey can	35	M	Pa		
	, Mary	30	F	Pa		
	, Patrick can	25	M	"		
	Murphy, Hohanah	20	F	Pa		
	Malond, Wm. can	35	M	Pa		
145-145	Luke, Patrick	19	F	Pa		
	, Mary	19	F	"		
	, Morris can	29	M	"		
	, Patrick	11	M	"		
	, Eliza	8	F	"		
146-146	Sulavan, Ellen	35	F	Pa		
	, Ellen	7	F	Ind		
	, Margrat	5	F	"		
	, Willey	3	F	"		
147-147	Tuley, John can	30	M	Pa		
	, Johanan	25	F	Pa		
	, Patrick	6/12	M	Ind		
148-148	Daley, Jeremiah can	30	M	Pa		
	, Sary	30	F	Pa		
149-149	Obrine, Jerry can	55	M	Pa		
	, Mary	32	F	Pa		
	, Mary	17	F	"		
	, John	14	M	"		
	, Catherine	8	F	Ind		
	, Ann	9/12	F	"		
	Keishion, Mary	4/12	F	"		
	Keishion, Daniel can	30	M	Pa		
150-150	Polygrala, Morris can	23	M	Pa (Maurice Fitzjerald,		
	, Marrese	25	F	Pa (-m- 7/26/1850) Marva		
	Nolans, Catherine	7	F	"		
	, John	4	M	"		
	, Thomas	2	M	Ind		
	, John can	40	M	Pa		
151-151	Hagon, Michael	40	M	Pa		
	Hogan, Eliza	40	F	Pa		
	, Wm. can	18	M	"		
	, Patrick	12	M	Penn		
	, Elen	10	F	"		
	, Henry	5	M	Consay Canada?		
	, Michael	3	M	"		
	, Louisa	3	F	"		
152-152	Coner, Michael can	27	M	Ind		
	, Briaget	27	F	Pa		
153-153	Flynn, Michael can	36	M	Ind		
	, Winford	30	F	Pa		
	, Cornelius	8	M	"		
	, Mary	5	F	"		
	, Wilford	3	F	"		
154-154	Gragan, Wm. can	33	M	"		
	, Mary	22	F	"		
	, Mary Ann	2	F	Ill		
	, James can	25	M	Ind		
155-155	Laha, John can	45	M	Pa		
	, Norry	37	F	Pa		
	Ellen	7	F	Ohio deaf and dumb		
	, John	2	M	Ind		
156-156	Tusey, Michael can	32	M	Pa		
	, Johannah	50	F	"		
	, Moras	27	M	"		
	, Edward	16	M	"		
157-157	Miley, James farmer	24	M	Pa		
	, Aney	22	F	Pa		
	, Sary E	3	F	Ind		
	, Wm.	8/12	M	"		
	Rhoades, Henry labor	20	M	Pa		
	Sovirms, George labor	38	M	Pa		
	, Mary	20	F	Pa		
159-159	Noflick, James	28	M	Pa (-m- 6/7/1849)		
	, Nancy Channess	20	F	"		
	(Channess) Thales, Samuel labor	22	M	"		
160-160	Kerrell, Hosey	35	M	"		
	, Susan	25	F	Pa		
	, Elizabeth	9	F	Ind		
	, Moses	6	M	"		
	, Benjamin	3	M	"		
162-162	Lamb, Nixon	50	M	N.C. (-m- 10/22/1829) d 1865 69P		
	, Elizabeth Eaton	40	F	Pa		
	, Levina	16	F	Ind 1811-1810		
	, Nancy M) 1835-1805	12	F	" -m- -fallo -Butler can		
	, Sarah	12	F	" d 1805		
	, John T	7	M	" d 1804-1804		
	, Hobeq. S.	8	M	" -m- James S. Harrison		
	, Asanda 1849-1872-23/1	1	F	"		
162-162	Devison, Thomas farmer \$700	43	M	Ind		
	, Isabel	25	F	Pa		
	, Wm. labor	14	M	Ohio		
	, Nancy	9	F	"		
	, Robert T	7	M	"		
	, James S.	5	M	Co F 10th Cav Butler		
	, George	2	M	Ind		
	, Margrat	5/12	F	"		
	Poster, Wm. labor	30	M	England		
	Duncan, Mathew	21	M	Ind		
163-163	Lomax, Zackiah (Lomax?)	41	M	Pa		
	, Nancy Munnally	42	F	"		
	, James	14	M	"		
	, Betsey	13	F	"		
	, Wm.	12	M	"		
	, Jane	11	F	"		
	, Elisha	9	M	"		
	, Rebecca	7	F	Ind		
	, Samuel	4	M	"		
164-164	Denser, John farmer	53	M	Pa		
	Danson, Mary	47	F	Pa		
	, Joshua labor	26	M	Ky		
	, Nancy	23	F	Pa		
	, Mary	21	F			

(Partial) 1850 CENSUS - PIKE CO IND. WASHINGTON / PATOKA / MADISON
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Columns : Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
359-359	Rose, Lewis <i>blacksmith</i>	52	M	Va		
	, Nancy	33	F	Tenn		
	, Harvey <i>labr</i>	18	M	Va		
	, Mary	16	F	"		
	, John	9	M	"		
	, Tibatha	6	M?	Ind		
	, Wm.	5	M	"		
	, Margrat	9/12	F	"		
360-360	Hawks, Jacob <i>can</i>	56	M	Va	Canaler	
	, Elizabeth	56	F	Ky		
	, Mary Jane	16	F	Ind		
	, Maranda	7	F	"		
	, Long, Delell	25	M	Ohio		
	, Carter, Wm.	24	M	Ind		
	, Swiney, Michael	30	M	Ireland		
	, Hays, Michael	23	M	"		
	, Peter	22	M	"		
	, Waney, Wm.	28	M	"		
361-361	Colbert, Jesse <i>B 200</i>	28	M	Ind		
	, Wincy	25	F	"		
	, Wm.	11	M	"		
	, Elizabeth	6	F	"		
	, Sarey	5	F	"		
	, Harthey	18	F	"		
	, Dersert, John <i>can</i>	22	M	"		
	, Corhorn, John	18	M	"		
	, Lamer, John	18	M	"		
	, Chappell, Elliott	40	M	"		
	, Geley, Joseph	12	M	"		
362-362	Cane, Wm. (Cain)	35	M	Ky		
	, Harict	36	F	"		
	, Elizabeth	10	F	Ind		
	, Mary	5	F	"		
	, James	2	M	"		
363-363	Brown, John Wesley <i>can</i>	25	M	"		
	, Nancy Kinman	24	F	"		
	, Kiman, Nancy	65	F	S.C.	(-m- 7/8/1850)	
364-364	Laswell, Uriah <i>can</i>	45	M	Ky	canaler	
	, Nancy	40	F	"		
	, James <i>can</i>	24	M	"		
	, Elizabeth	22	F	"		
	, Jacob <i>can</i>	22	M	"		
	, Lusey	18	F	Ind		
	, Charlaw	12	M	"		
	, Benjamin	11	M	"		
	, Nicholas	9	M	"		
365-365	Cornack?, Nichol	44	M	Ireland		
	, Cornes?, Rebecca	42	F	"		
	, Cornau??. James <i>can</i>	72	M	Ireland		
	, Margrat	4/12	F	Ind		
366-366	Cornes, James <i>can</i>	34	M	Ireland		
	, Mary	37	F	"		
	, Shus, Michael <i>can</i>	59	M	"		
	, Shadey, Patrick	27	M	"		
	, Oheo, John	25	M	"		
	, Obrine, Michael	26	M	"		
	, Otes, James	30	M	"		
	, Duffer, Thomas	21	M	"		
	, Huner, Thomas	24	M	"		
	, McDormut, Anthony	50	M	"		
367-367	Morrison, Joseph <i>can</i>	37	M	Ireland		
	, Ellen	38	F	"		
	, July	13	F	Ky		
	, John	10	M	"		
	, James	7	M	Tenn		
	, Daniel	3	M	Ill		
	, Mary	6/12	F	Ind		
368-368	Cooney, Edward <i>can</i>	52	M	Ireland		
	, Lankton, Henry	55	M	"		
	, Mary	40	F	"		
369-369	Lankton, Michael <i>can</i>	20	M	"		
	, Ann	14	F	Ohio		
	, Harblson, Mady	23	F	Tenn		
370-370	Shuchon?, Mary	35	F	Ireland		
	, Ellen	12	F	Ind		
371-371	(Mons) Mons, Lucinda	26	F	Ky		
	, Mary	2	F	Ohio		
	, Anthus, Margrat	19	F	"		
372-372	Sturlan, Robert <i>can</i>	40	M	Ireland		
	, Mary	33	F	"		
	, John <i>can</i>	17	M	Ind		
	, Margrat	6	F	"		
373-373	Millburn, James	38	M	"		
	, Susan	26	F	"		
	, Edwards, Aney	15	F	"		
	, Permelia	7	F	"		
	, Marthey	4	F	"		
	, Sarah	3	F	"		
	, Miller, Charlota	5	F	"		
374-374	Brown, John <i>grocery, keep</i>	26	M	Ireland	Grocery	
	, Mary	19	F	"		
	, Kiley	1	M	Ind		
	, Griffin, Peter <i>can</i>	25	M	Ireland	Canaler	
	, King, Patrick	26	M	"		
	, Wiley, Walter	21	M	"		
	, Dewen, Thomas	26	M	"		
	, Whalen, Michael	35	M	"		
	, Wney, Thomas	35	M	"		
	, Kiney, Patrick	30	M	"		
	, Oharo, Denas	40	M	"		
	, Fitygals, John	22	M	Tenn		
375-375	Kirman, Willis	33	M	Ky	Grocer Keeper	
	, Kirman, Riley (Maretta Whaley)	19	F	Ind	(-m- 9/6/1849)	
	, Adaline	5/12	F	"		
376-376	Strouse, Jonathan <i>carpenter</i>	34	M	Penn		
	, Marthey	24	F	Ind		
	, John	8	M	"		
	, Hary	5	F	"		
	, Florida	2	F	"		
377-377	Bass, James W <i>farmer \$3000</i>	32	M	"	farmer	
	, Angeline	32	F	"		
	, David	8	M	"		
	, Alfred	6	M	"		
	, Cox, Edward <i>clerk</i>	25	M	"	clerk	
	, Madsen, P. A.	23	M	N.Y.	doctor	
	, Sturran, Christian <i>contractor</i>	30	M	Ind	contractor	
	, Mansenger, John <i>engineer</i>	48	M	Penn		
	, Smith, Henry <i>labr</i>	23	M	Ind		
377-377 (con't)	(?) Saurino, Robert <i>engineer</i>	22	M	Ohio		
	, Myers, David <i>clerk</i>	23	M	Ind		
	, Hays, Lewis <i>labr</i>	21	M	"		
	, Madison, James	30	M	N.Y.	contractor	
	, Baw, Samuel	35	M	Ind		
	, Miley, Joseph	23	M	"		
	, Wright, Catherine	67	F	Tenn		
	, Hays, Lewis <i>labr</i>	23	M	Ind		
	, Morris, Jane	10	F	"		
	, Coonrod, Delila	22	F	"		
378-378	Drenon, Benjamin N. <i>farmer</i>	35	M	"		
	, (Drennon, July A)	30	F	"		
	, John	9	M	"		
	, Embree	5	M	"		
	, Wm.	1	M	"		
379-379	Milman, JOHN <i>farmer \$200</i>	30	M	"		(-m- 4/25/1839)
	, Delila Miley	29	F	"		
	, James	11	M	"		
	, Albert	9	M	"		
	, Patrick (Riarick?)	5	M	"		
	, Mary	3	F	"		
	, Sele?	2	F	"		
380-380	Rardin, Joseph <i>labr</i>	46	M	Ky		
	, Rardon, Lorena	36	F	"		
	, Lenore <i>labr</i>	16	M	Ind		
	, Martin	14	M	"		
	, Perry	9	M	"		
	, Lewis	7	F	"		
	, Mary	4	F	"		
	, Devine, John <i>labr</i>	32	M	Ireland		
	, Farvin, John <i>contractor</i>	34	M	Ky		
	, Elisha	33	M	"		
381-381	Long, James <i>labr</i>	35	M	Gernary		
	, Rodenbeck, Henry	35	M	"		
	, Margrat	34	F	Ky		
	, Mary	9	F	Ind		
	, July	8	F	"		
	, John	4	M	"		
	, Wm.	2	M	"		
	, Nutman, Harry <i>clerk</i>	50	M	Gernary		
382-382	Noland, Timothy <i>labr</i>	38	M	Ireland		
	, Elizabeth	23	F	Ohio		
	, Thomas	6	M	Ind		
	, Mary	4	F	"		
383-383	Dutton, Richard <i>labr</i>	36	M	Ky		
	, Lucinda	34	F	"		
	, John	6	M	"		
	, Aaron	1	M	"		
	, Carr, Wm. <i>labr</i>	31	M	John		
	, Green, Barney	23	M	Ind		
	, Boland, Robert	25	M	"		
	, Alson, Henry	18	M	"		
	, Bright, Edward	19	M	"		
384-384	Murphy, Patrick	33	M	Ireland		
	, Elizabeth	26	F	"		
	, Thomas	8	M	"		
	, John	7	M	"		
	, (Murphy) Michael	4	M	Germany		
385-385	Louderback, Nicholas <i>can</i>	32	M	Gernary		
	, Caroline	34	F	"		
	, Barbary	13	F	"		
	, Aney	9	F	"		
	, Elizabeth	3	F	"		
386-386	Fisher, Stephen <i>labr</i>	30	M	"		
	, Catherine	18	F	"		
387-387	Gender, Catherine	9	F	"		
387-387	Hendrixson, Aaron <i>labr</i>	22	M	Ind		
	, Mary	32	F	"		
	, Lutisha	1	F	"		
388-388	Weedman, Jacob <i>labr</i>	36	M	"		
	, Nancy 1/3 - 1855	32	F	"		(-m- not Hill's)
	, Elizabeth	9	F	"		
	, John	7	M	"		
	, Mary	5	F	"		
	, Charlot	2	F	"		
	, Miley, Samuel <i>can</i>	19	M	"		
389-389	DeBruler, George (W) <i>can</i>	33	M	N.C.	(-m- 8/8/1839)	
	, Abarilla DeBruler	31	F	Ind		
	, Mary	7	F	"		
	, Alas	5	F	"		
	, Oskar	3	M	"		
	, Demerety	11	F	"		
	, Alferd <i>can</i>	20	M	"		
390-390	(hotel or rooming-house?)					
	, M-llanes, Patrick	47	M	Ireland	contractor	
	, Logan, Hugh <i>labr</i>	20	M	"		
	, Murphy, John	23	M	"		
	, Daley, Denis	25	M	"		
	, Darving, John	31	M	"		
	, Roring, James	30	M	"		
	, McGrivins, Andrew	40	M	"		
	, Colman, Michael	46	M	"		
	, Abbott, Oliver	50	M	"		
	, McGray, Edward	55	M	"		
	, Reyan, Loren	24	M	Germany		
	, Burns, Owens	30	M	"		
	, Cartey, James	33	M	Ireland		
	, Green, James	43	M	"		
	, Mulbey, Peter	29	M	"		
	, Mackin, Barney	28	M	"		
	, McLaughn, Correlas <i>can</i>	22	M	"		
	, McCain, James	33	M	"		
	, Ringwot, Andrew	35	M	"		
	, Magine, Peter	44	M	"		
	, Dacey, Darbey	20	M	"		
	, Foley, Michael	37	M	"		
	, Shuler, John	23	M	"		

(Partial) 1850 CENSUS - PIKE CO IND. WASHINGTON / PATOKA / MADISON

TWPS

Table with columns: Columns : Residence #, Name, Age, Sex, Occupation, Real Estate \$, Born. Contains multiple rows of census data with handwritten annotations and corrections.

(Partial) 1850 CENSUS - PIKE CO IND. WASHINGTON / PATOKA / MADISON
TWPS

Columns : Residence #	Name	Age	Sex	Occupation	Real Estate \$	Born
410-410	Hagan, Wm.	45	M	Ireland Boarding master		
	, Sally	43	P	"		
	, Polly	19	F	"		
	, Jane	14	F	Ind		
	, Elizabeth	12	F	"		
	Graham, Wm.	36	M	Ireland Canaler		
	Rardon, Daniel	41	M	"		
	Fitygrala, John	41	M	"		
	, David	25	M	"		
	Shugromugh, Michael	47	M	"		
	, James	41	M	"		
	Wall, John	26	M	"		
	McGuire, Michael	31	M	"		
	Henseg, Thomas	28	M	"		
	Walsh, Wm.	26	M	"		
	Hannon, Patrick	31	M	"		
	Collins, James	27	M	"		
411-411	Traylor, Lewis farmer	50	M	S.C. farmer 1799-1846		
	, Margaret Campbell	30	F	Ohio (-m- 1/21/1830)?		
	, Emery Labor	18	M	Ind		
	, Gibson S	16	M	" 1802-28yo		
	, Columbus	8	F	" 1847-3yo		
	, Wm.	2	M	" 1868-18yo		
412-412	Torpey, Solomon \$1000	35	M	Ireland contractor		
	, Elizabeth	31	F	"		
	Torpey, Wm. \$200	27	M	"		
	Burke, Michael \$200	22	M	boss canaler		
	, Wm.	22	M	"		
	Obrine, Michael	35	M	"		
	Ryne, Michael	27	M	"		
	Rine, Michael	40	M	"		
	Sullivan, Edward	32	M	"		
	Naughton, John	30	M	"		
	Caughlin, James	27	M	"		
	Buckley, Timothy	33	M	"		
	Welch, Patrick	27	M	"		
	Kehan, Jeremiah	41	M	"		
	Fitzpatrick, John	29	M	"		
	Delana, Patrick	23	M	"		
	Burck, Michael Jr	27	M	"		
	75ounurengan, James(Louderangan)	43	M	"		
	Connors, Patrick	31	M	"		
	Tomey, John	23	M	"		
	Casey, Wm.	23	M	"		
	Hawley, Daniel	31	M	"		
	Eagnus, Thomas	47	M	"		
	Riley, Eamona	51	M	"		
	Blackwill, Henry	27	M	"		
	Glynn, Michael	35	M	"		
	McAndrew, Anthony	25	M	"		
	McGrath, Thomas	35	M	"		
	D'Karlovy?, Richard	37	M	"		
	Conway, Terence	23	M	"		
	Hervill, James A	42	M	"		
	Smith, James	37	M	"		
	Glynn, Patrick	38	M	"		
	, Patrick	23	M	"		
	(con't on next page)					
412-412 (con't)	Callahan, Patrick	23	M	Ireland		
	Murnsey, Jeremiah	37	M	"		
	Wahoney, James	29	M	"		
	Sullivan, Michael	36	M	"		
	McCarthy, Patrick	27	M	"		
	Morton, Wm.	27	M	"		
	Connolly, Michael	27	M	"		
	Welch, John	30	M	"		
	Cloncey, Daniel	43	M	"		
413-413	Shultz, Michael 1809-1975 \$150	41	M	N.C. farmer		
	, Rachel 1810-1975 \$150	36	F	"		
	, Barbara	16	F	Ind		
	, Ashley	16	M	"		
	, Amara	12	M	"		
	, John	9	M	"		
	, Edward	7	M	"		
	, Phillip	4	M	"		
	, Clarence	1	M	"		
414-414	Young, Jacke Jacob \$200	29	M	N.C. farmer		
	, Polly	27	F	"		
	, Aaron	12	M	Ind		
	, Washington	8	M	"		
	, Jacob	7	M	"		
	, Jackson	5	M	"		
415-415	Wyatt, Patsy farmer \$500	50	F	N.C. wid of Tanner? 1842-58yo.		
	, Barthelma	19	F	Ind		
	, Nathaniel	16	M	"		
	, Fanny	13	F	"		
	, Lulea	10	F	"		
416-416	Tarvin, John \$200	35	M	Ky contractor		
	, Eliehs	32	M	"		
	Rardon, Michael	31	M	Ireland canaler		
	Callahan, Patrick	47	M	"		
	Kochan, Daniel	25	M	"		
	Connolly, John	31	M	"		
	Keck, Daniel	25	M	"		
	Zappa, John	43	M	"		
	Wannours, John	27	M	"		
	Nole, David	34	M	"		
	Hubge, John	26	M	"		
	Ryan, Jonas	37	M	"		
	Mcgrig, John	24	M	"		
	Smith, Nicholas blacksmith	27	M	"		
	Agna, Patrick	29	M	"		
	Comerfort, Patrick	41	M	"		
	Flynn, Wm.	36	M	"		
	Rylus, Noah	30	M	"		
	Hays, Philip	26	M	"		
	Mahu, John O	21	M	" (31?)		
	Cornfoot, Thomas	31	M	"		
	Norris, John	50	M	"		
	Dawden, Michael	40	M	"		
	McDonley, Henry	24	M	"		
	Maher, John	30	M	"		
	Datey, Thomas	25	M	"		
	Dealop, John	26	M	Germany		
	Jesse, Richard	28	M	Germany		
417-417	McNulty, Patrick	49	M	Ireland boarding master		
	, Elizabeth	48	F	"		
	, Nancy	17	F	"		
	, Elizabeth	15	F	Ind		
	Murphy, Patrick	28	M	"		
418-418	Odenal, Herar(5)	46	M	Ireland boarding master		
	, Catherine	38	F	"		
	, Nancy	15	F	Ind		
	, Herar?(Mora)	12	M	"		
	McDrenan, Anthony	29	M	1/2 Ireland		
	Toley, John	28	M	"		
	Fitygrala, Michael	40	M	1/2 "		
	, Henry	35	M	Germany		
419-419	Dutton, Richard	27	M	Ind boarding-house		
	, Nancy	23	F	"		
	, Richard	4	M	"		
	Rackenur, Adam	24	M	Germany		
	Salden, Dolant	31	M	"		
	Fitygrala, James	27	M	Ireland		
	Muneder, Michael	21	M	1/2 "		
	Finn, Barney	36	M	"		
	Caurley, John	28	M	"		
	Tgian, Michael	33	M	1/2 "		
	Rea-y, David	24	M	"		
	Revin, Stephen	23	M	"		
	Noland, Timothy	31	M	"		
	Barney, Batty	23	M	"		
	Whaley, James	27	M	"		
	Conway, Edward	29	M	"		
	Sheia, Michael	40	M	"		
420-420	Lounback, John	43	M	Germany boarding-house		
	(Loder'beck) Mary	42	F	"		
	, John	12	M	Ind		
	Sholes, Lewis	41	M	1/2 Ireland		
	Shaw, Patrick	26	M	"		
	Loanback, Nicholas	37	M	1/2 "		
	Thompson, Robert	23	M	"		
	Dutton, Green	38	M	1/2 "		
	Forgaty, Michael	36	M	"		
	Ryan, Patrick	46	M	"		
	Otto, John	36	M	"		
	Franklin, Ramsey	27	M	1/2 "		
	Fisher, Stephen	43	M	"		
	Algus, Avon	22	M	1/2 "		
421-421	Conway, Michael	43	M	boarding-house		
	, Elizabeth	40	F	"		
	, James	17	F	Ind		
	, Mary	13	F	"		
	Flemm, James	37	M	Germany		
	Conally, Leanara?	26	M	"		
	Neely, Henry	36	M	Ireland		
422-422	Hendriksen, Alfred P \$100	28	M	Ind boarding-house		
	, Minay?	27	F	"		
	, Trirten?	8	M	"		
	Dial, Eter?	27	M	Germany		
	Affet, John	31	M	"		
	Dyer, John	27	M	"		
	Menhorne, Michael	31	M	"		
422-422 (con't)	boarding-house					
	Daley, John	24	M	1/2 Ind		
	Rardon, Enoch	33	M	"		
	Cooplin, Joseph	27	M	1/2 "		
	Porngo, Robert	31	M	Germany		
	Whaley, John	23	M	"		
	Nolan, Patrick	40	M	"		
	Ryan, Marton	31	M	Ireland		
	Oherin, Dennis	26	M	1/2 "		
	2 Piper, Egray	21	M	"		
	Larmicourt, John	40	M	Germany		
	Memgnon, Anthony	36	M	"		
	McGuire, James	27	M	"		
	Milagon, John	41	M	"		
	Ford, John	23	M	1/2 Ireland		
	Conway, James	27	M	"		
	Temple, John	37	M	"		
	Fanchu, John	24	M	1/2 "		
	?Uncusea, Grago	38	M	Germany		
	End, of Washington, Patoka, and Madison Townships					
	2823 inhabitants					

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Columns : Residence # Name Age Sex
IN THE TOWN OF PETERSBURG

Occupation Real Estate \$ Born
IN THE TOWN OF PETERSBURG

1-73

Canal Workers

Donovan, Timothy	34	M	Ireland	contractor
, Peter	30	M	"	clerk
, Patrick	25	M	1/2 "	
, Jeremiah	38	M	"	
, Wm.	36	M	Ill	
, Dennis	37	M	"	
Hays, Michael	32	M	Ireland	
Nagrath, John	23	M	1/2 "	
, Patrick	35	M	"	
, Columbus	33	M	1/2 "	
Donche, John	30	M	1/2 "	
McKendry, Cornelias	28	M	"	
Walse, Wm.	21	M	1/2 "	
Drystal, Patrick	35	M	"	
, Timothy	34	M	1/2 "	
, Michael	40	M	"	
Cantery, Patrick	33	M	1/2 "	
Griffith, Barthusy	30	M	"	
Rivion, James	28	M	1/2 "	
Drew, Maruel	23	M	"	
McAlutiff, Jeremiah	31	M	1/2 "	
Bradey, Cornelias	26	M	"	
Surnery, Cornelias	23	M	1/2 "	
McGarty, James	25	M	1/2 "	
, Michael	25	M	1/2 "	
, Charles	45	M	1/2 "	
Hurd, Richard	30	M	"	
Obrins, John Sr.	30	M	1/2 "	
, John Jr.	36	M	1/2 "	
, Charles	21	M	Ill	
Curd, Stephen	27	M	1/2 Ireland	
Creely, Doininich	23	M	"	
Filinger, Samuel	24	M	1/2 "	
Noland, John	30	M	"	
Grady, Jeremiah	29	M	1/2 "	
Snyrch?, Canily	34	M	1/2 "	
Cabing, Manules	24	M	1/2 "	
Stavan, Patrick	35	M	1/2 "	
Suiney, Peter	40	M	"	
Sulavan, Owen	39	M	1/2 "	
, Jeremiah	33	M	"	
, David	30	M	1/2 "	
, Cornelias	28	M	1/2 "	
, Daniel	33	M	1/2 "	
Sullivan, Daniel	30	M	"	
<i>Page 81, Aug 2</i> Rohdn?, Cornelis	48	M	1/2 "	
Rigein, John	43	M	1/2 "	
Navghtie, Patrick	26	M	"	
, Michael	28	M	"	
, Michael	25	M	1/2 "	
Hart, Jeremiah	25	M	"	
Mistechy, Michael	34	M	1/2 "	
Millins, Denis	24	M	1/2 "	
Conlley, John	43	M	"	
Collings, Denis	28	M	1/2 "	
(con't next page)				

73-73

Canal Workers (con't)

Michan, Patrick	31	M	Ireland	
Etpton, Joseph	29	M	1/2 "	
Hurley, James	33	M	"	
Cowms, John	23	M	1/2 "	
Socker, Wm.	46	M	"	
Barrey, Juivis	27	M	1/2 "	
Maston, Luther <i>aka. ksmith</i>	36	M	Ky	
Shangniss, John	28	M	1/2 Ill	
Mahl, Luphn	38	M	"	
Neel, Patrick	27	M	1/2 "	
, John	24	M	"	
Flaise, Martin	45	M	1/2 "	
Welch, Edward	37	M	1/2 "	
Quinn, Patrick	27	M	"	
Oncle, Patrick	46	M	1/2 "	
Casey, Michael	27	M	1/2 "	
Hius, Michael Jr	35	M	"	
Minhley, John	23	M	"	
Barrey, John	36	M	1/2 "	
Byan?, Henry	28	M	1/2 "	
Bucknath, Michael	22	M	"	
Whitton, John	30	M	"	
Dillin, Isaac	28	M	1/2 Ind	
<i>Page 82, Aug 3</i> Lyan, Martin	33	M	Ireland	
Rover, Owen	27	M	1/2 "	
Caglaw, James	23	M	"	
Shushaw, John	35	M	"	
, Hiram?	33	M	"	
, Timothy	30	M	1/2 "	
Cashner, Bat	29	M	"	
Sha, Daniel	23	M	1/2 "	
Bucley, Daniel	28	M	"	
Catlen, Wm.	24	M	1/2 "	
Shughughupy?, Daniel	46	M	"	
Stewart, Wm.	27	M	1/2 Ky	
Rairden, Daniel	22	M	Ireland	
Griffin, Michael	27	M	1/2 "	
, Patrick	24	M	"	
Shaw, John	23	M	1/2 "	
Cartig, John	46	M	1/2 "	
Murg?, Edward	29	M	"	
(Murey?)				

(Partial) 1850/1860 CENSUS

Columns : Residence # Name Age Sex Occupation Real Estate \$ Born

1850 CENSUS - VIGO/CLAY CO IN

1850 CENSUS

VIGO COUNTY

Thomas Dowling	Canal Trustee
Lyman Miller	Lock Tender
Luther Miller	Cansling
James Kenney	Canal Contractor
Lucius Haynes	Boat Builder
David Dodson	Boating
Alexander Johnson	Boatman
James Adams	Canal Contractor
Charles Haynes	Boat Builder
Alexander Harris	"
David Bunion	Canal Contractor
Calam H. Bailey	Canal Collector
Mathew Ragan	Canal Contractor

CLAY COUNTY

John Jenkinson Lock Keeper

1860 CENSUS - VANDERBURGH CO IN

1860 CENSUS

VANDERBURGH COUNTY

EVANSVILLE

Fred Shultz	41	Canal Boat Captain	Prussia
William D. Downy	27	Canal Collector	Indiana
Thomas D. Smith	36	Canal Superintendent	Ireland
George Webber	34	Canal Boat Builder	England
Thomas Whitehead	30	Canal Boat Builder	Pennsylvania

WARRICK COUNTY

MILLERSBURGH

Ephraim Christmas Canal Boatman

CAMPBELL TOWNSHIP

Yess Foshee Canal Boatman

GIBSON COUNTY

COLUMBIA TOWNSHIP

John Rowen Boatman
Wichman Canal

WASHINGTON TOWNSHIP

Cornelius Mc Drew Canal Boatman

VIGO COUNTY

TERRA HAUTE

Emanuel Shultz Canal Boatman

Amos Linder Boatman

John D. Stovely Canal Boatman

William Mc Hale Lock Tender

Thomas Dowling Justice W.E Canal

Pava Coffe Boatman