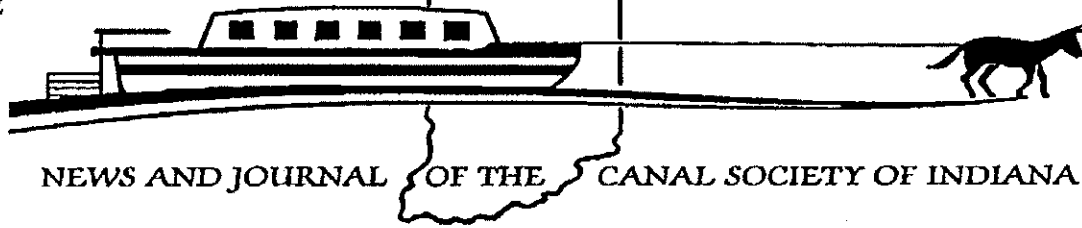


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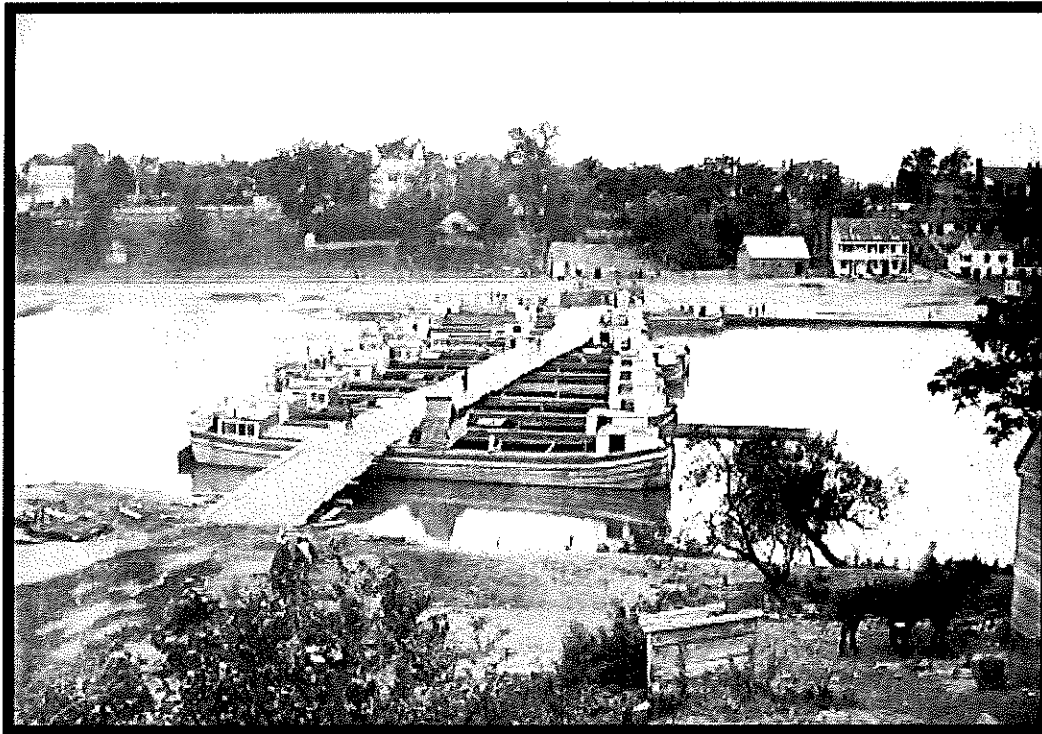


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CANALS, BOATS & BATTLES



Union general, Irvin McDowell, built this bridge on May 1 & 2, 1862 using canal boats he brought from Washington, D. C. to carry heavy wagons, cavalry and artillery across the Rappahannock River at Fredricksburg, Virginia. Photo courtesy historian Marc Storch

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CANALS, BOATS AND BATTLES

By Robert F. Schmidt

Mention canals and most of us would conjure up an image of flat bottom boats pulled by mules along a quiet waterway. In conjunction with the Civil War, one might think of troops or materials being transported by canal to the front and so it was, but few among us would think that canals and canal boats would become part of the materiel and strategy of the war itself. In 1862 at Fredericksburg, Virginia the canal and canal boats played key roles that are normally not considered in the overall struggle between Union and Confederate forces.

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The Rappahannock Canal

Fredericksburg, Virginia is located on the west side of the Rappahannock River at the fall line that defines the costal Tidewater area of the state from the upland Piedmont. This topography change of 25 feet in one mile creates the rapids just north of the city that provided the stimulus for mills and waterpower in the 18th century. By 1792 there were requests for a canal to bypass the rapids and improve the transportation value of the river. Subscription of stock was slow and the War of 1812 intervened so that no real work was preformed. After several unsuccessful attempts at establishing a canal company and constructing the waterway, the city of Fredericksburg finally helped funding the project and groundbreaking occurred on January 21, 1829.

After various periods of stop and starts the canal was completed for 51 miles from Fredericksburg to Waterloo, VA., a total elevation change of 323 feet. This was a river navigation system that locked the canal boats from one of the 15 slackwater pools to another. The waterway consisted of 20 dams, 33 lift locks of which 18 were built with cut stone and 14 guard locks of which 7 were built of cut stone. The remaining locks were built of timber. They were 11 feet wide x 74 feet long. The canal prism was about 21 feet wide and 2 ½ feet deep. The lift of the locks was about 7 feet. To fit inside the locks the boats (batteauxs) were built 9½ ft wide by 65 feet long.

Due largely to railroad competition, canal navigation ceased after 1853 when the canal company declared bankruptcy. However, portions still functioned for water

and later electrical power until the 20th century. The Fredericksburg Water Power Company acquired the canal in 1854 and built a new timber dam and stone lock closer to town. The company's plan was to make this region a manufacturing center with water powered mills similar to Lowell, MA. The 18' timber dam of 1854 was replaced with the 22' concrete Embry dam in August 1909.

In 1928 the Virginia Electric & Power Co. purchased the property to generate power (8,000 HP) at the Caroline St. generating station. The city acquired the dam & canal in 1968 when power generation ceased but the city's water supply continued to be obtained from the canal until 1999. At that point, the obsolete Embry dam became an environmental problem. It was removed in 2004 by the Corp of Engineers to allow fish and eel to spawn up the river.

The Chesapeake & Ohio Canal

The C&O Canal runs alongside the Potomac River in Maryland near the Virginia border. The river was a dividing line between the Union and the Confederacy forces during the Civil War. The canal was strategically important to both sides. Union forces protected the canal and used it for transportation purposes, moving troops, coal, and war supplies. Confederates tried to damage both the canal and boat traffic. It became the subject of many raids by famous confederate cavalrymen such as Jeb Stuart and John Mosby. Canal mules were taken for the war efforts by both the North and the South. Both sides used the towpath as a road when war came into the state of Maryland.

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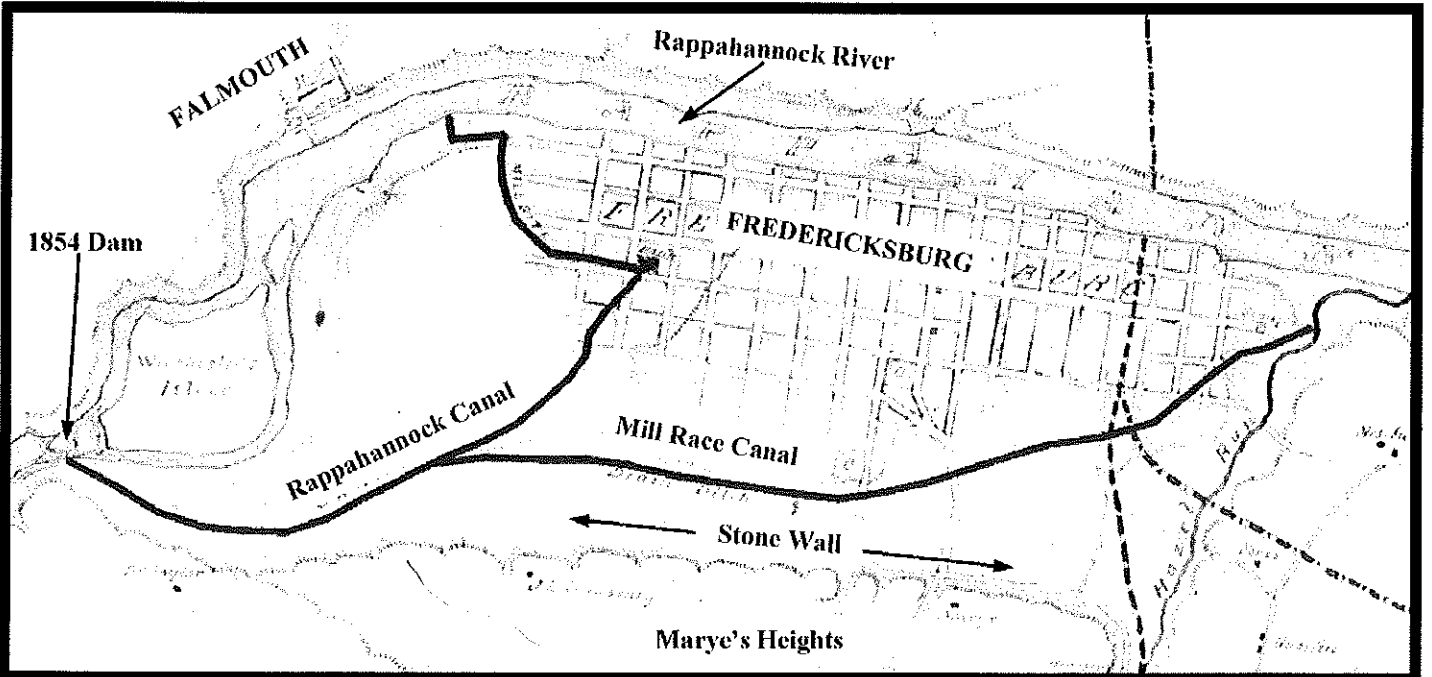
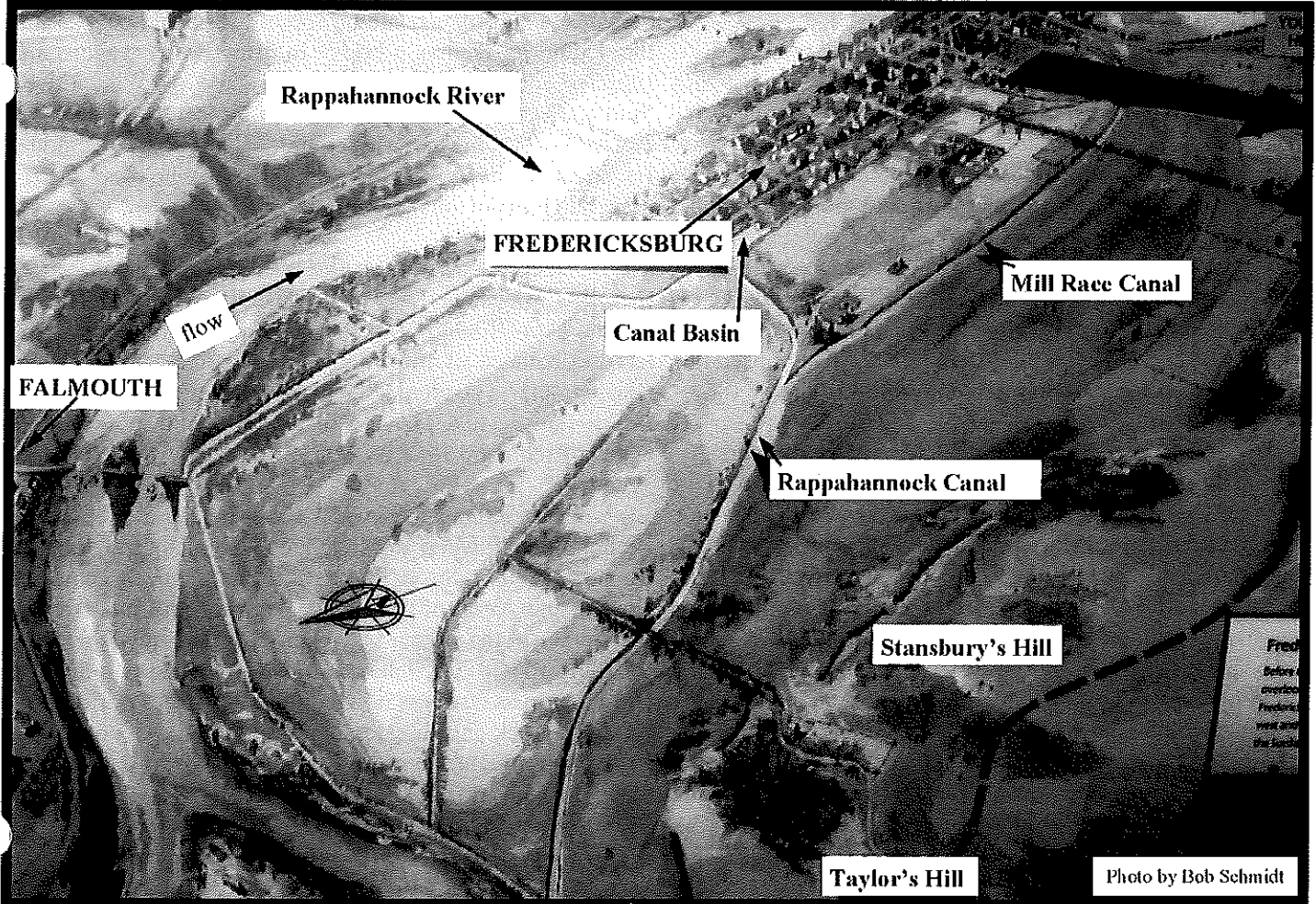
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Canals of Fredericksburg used for powering mills in 1862 with water diverted by 1854 crib dam on Rappahannock River

Source: Library of Congress, [Map of Fredericksburg, Va., and vicinity](#)

The Fredericksburg Water Power Company built an 18' high dam at Fredericksburg in 1854, plus a canal system through the countryside outside the town. The canals carried the water to mills downstream, where the falling water turned waterwheels that powered the machinery inside. The Mill Race Canal created an obstacle during the Civil War battle at Fredericksburg.

The Canal Boats

After the firing on Fort Sumter on April 12, 1861 both the North and South quickly prepared for what they hoped would be a brief war. The first major battle occurred on July 21, 1861. The southern forces of P.G.T. Beauregard and Joseph Johnson defeated northern general, Irvine McDowell, at Bull Run. Lincoln then appointed a young general, George B. McClellan, who had achieved some early victories, to replace McDowell in leading the army. McClellan, or "Little Mac" as he was affectionately known by his troops, was great at organization but slow to commit his troops to action. Despite Lincoln's consistent prodding the next major action didn't occur until the spring of 1862.

In March 1862 General McClellan had intended to use canal boats to build a bridge at Harpers Ferry across the Potomac River but the C&O canal boats were 6 inches too long for the lift locks at that location. The river lock had been designed for the shorter boats used on the Shenandoah Canal, an earlier 1-mile-long canal around the 15 ft. drop of the Shenandoah Falls at Harpers Ferry. Some of these same boats were probably used later at Fredericksburg. When Abraham Lincoln heard of this incident he was furious over the poor planning by McClellan's engineers.

As part of the strategy of McClellan's Peninsular Campaign, General Irvine McDowell moved about 30-40,000 troops into Fredericksburg in April 1862. Fredericksburg, named for Frederick, Prince of Wales, the son of King George II, had grown from its founding in 1728 to a town of about 5000 persons in 1862. It was a commercial center serviced by the Richmond, Fredericksburg & Potomac Railroad (RFP). Strategically it was located only 49 miles south of Washington and 58 miles north of Richmond. Both sides used the RFP to supply troops and materiel at different times during the Civil War.

The town was soon occupied by the Union troops without much resistance, as the Confederate forces were gathered closer to Richmond to offset the McClellan threat. General Thomas "Stonewall" Jackson was at the same time in the Shenandoah Valley wrecking havoc and tying down other federal troops to keep them from Richmond.

McDowell had his headquarters at Chatham on the east side of the Rappahannock. The plan was to remain in the Fredericksburg area for about 30 days and be reinforced with supplies from the RFP railroad that ended on the Potomac River at Aquia Landing, 10 miles to the east. Canal boats from the C&O Canal at Washington were brought through a tidewater lock in Georgetown, across from Roosevelt Island on the Potomac, and then up the Rappahannock where they were placed side by side across

the river. Planks were laid on top of the canal boats so that they could be used as a bridge to bring heavy wagons and supplies into Fredericksburg. Secretary of War, Edwin Stanton, gave McDowell permission to occupy the town on April 30. The bridge was completed on May 1-2. Later President Lincoln crossed this bridge when he visited General Burnside on May 23.

Jackson's action in the Shenandoah Valley caused the plans to change. President Lincoln ordered McDowell to send about 10,000 of his troops to deal with Jackson and left the balance of the troops in Fredericksburg to guard Washington. This denied General McClellan about 40,000 troops that he had planned to use in a pincer movement against Richmond.

McClellan's Peninsular Campaign failed to capture Richmond and, when Confederate General Joseph Johnson was wounded at Seven Pines, Robert E. Lee became the head of the Army of Virginia. Lee soon out maneuvered McClellan in the Seven Days battle. In late July President Lincoln ordered McClellan and McDowell to withdraw to Washington as Lee was now building up forces north of the Rappahannock and threatening Washington. General John Pope was brought from the western theater to command a newly formed Army of Virginia.

As McDowell's troops left Fredericksburg he dismantled all the pontoon bridges over the Rappahannock so that Confederate forces could not cross back toward Washington. What happened to these canal boats? Presumably they were returned to Washington and eventually back to their owners on the C&O canal.

Previously on April 21, 1862 Edwin Stanton had issued an order stating: "All the lock-houses, boats, scows and other property belonging to the Chesapeake and Ohio Canal Company, on the line of said canal, now held, used or occupied by the United States officers or troops, will be forthwith given up and restored to the President of the said company."

This order was given after the seizure of canal company boats in March 8, 1862 when the CSA *Merrimac* sank two U.S. warships. Knowing that the Union ironclad, *Monitor*, was en route to Hampton Roads from New York Harbor, Secretary of the Navy, Gideon Welles, attempted to reassure President Lincoln that the *Merrimac*, if she tried to ascend the Potomac, could not pass Kettle Bottom Shoals. On March 9 rejecting the optimistic report by Welles, Stanton, with Lincoln's concurrence, ordered Quartermaster General, Montgomery C. Meigs, and Admiral Dahlgren to seize 50 or 60 canal boats and other craft. The barges would be filled with stone and gravel,

moved down the river, and sunk at Kettle Bottom Shoals or at some other point in the channel to prevent the *Merrimac* from ascending the Potomac. That afternoon all unemployed boats on the Georgetown Division were taken to the Washington navy yard where a large fatigue party began loading them with gravel. By nightfall, eight were ready to cast off, and a similar number were ready to sail by dawn.

On the evening of March 10, news reached Washington that in the battle of the previous day; the *Monitor* had forced the *Merrimac* to retire to the Confederate navy yard at Norfolk. On the basis of this report, Welles succeeded in getting Lincoln to forbid the sinking of any of the 60 canal boats that had been loaded with gravel and sent down to Kettle Bottom Shoals as long as the *Monitor* could keep the *Merrimac* from entering the Potomac.

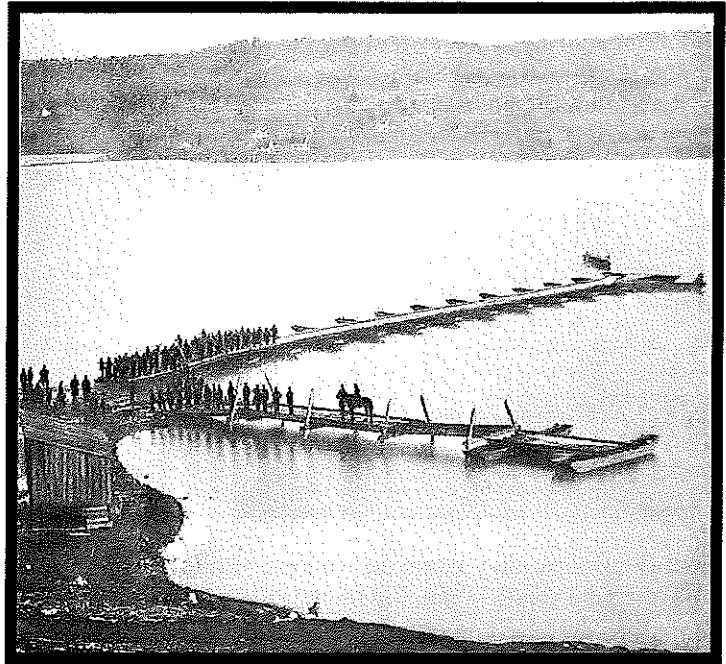
The Battles

Knowing that McClellan was beaten on the Peninsula, Lee began moving some of his troops north. Major battles were fought at Cedar Mountain and at Bull Run. This second battle at Bull Run was fought against General Pope. Confederate forces were very successful in these encounters and, thus encouraged, crossed the Potomac into Maryland, a border state. President Lincoln, tiring of Pope's failure, reappointed George McClellan to face Lee at Antietam on September 17, 1862.

Antietam produced staggering losses of life on both sides and ended in a draw. This was the bloodiest day of combat in American history with about 23,000 casualties on both sides. Lee retreated back across the Potomac into Virginia. In a telegram to President Lincoln on September 19, two days after the battle, McClellan stated, "Our victory was complete. The enemy is driven back into Virginia. Maryland and Pennsylvania are now safe." Lincoln exclaimed, "Will our generals never get that idea out of their heads? The whole country is our soil."

McClellan continued to keep the army in place arguing that his troops and horses needed to be refreshed and that the number of Confederates was growing daily in number. Lincoln was furious that McClellan had not pursued Lee into Virginia and asked "Will you pardon me for asking what the horses of your army have done since the battle of Antietam that fatigue anything." On November 7 Lincoln appointed a subordinate general, Ambrose Burnside to lead the Army of the Potomac.

Lincoln immediately pressed Burnside to develop a plan that would put continued pressure on Lee. The



Aquia Landing

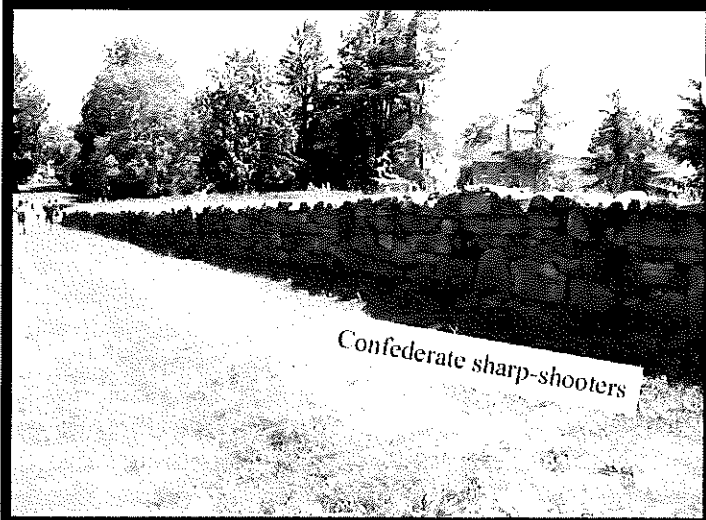
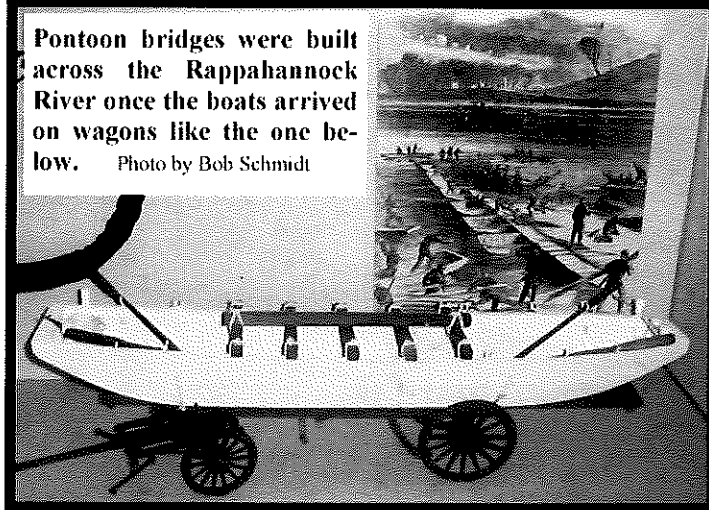
Photo courtesy United States Army Military History Institute, Carlisle, Pennsylvania.

General came forth with a bold plan to move troops by ship down the Potomac and return to Fredericksburg. His troops could again be supplied from Aquia Landing and the RFP railroad. From Fredericksburg his troops could sweep north between Lee's troops and the Confederate capital at Richmond. By swift movements he hoped to keep Lee unaware until it was too late for him to respond in force. Lincoln liked the plan and told Burnside to go ahead and execute it, realizing that any military action this late in the year could be problematic. The battle at Antietam was only considered somewhat of a Union victory since Lee had only withdrawn from the field. Lincoln needed a clear-cut victory to support his Emancipation Proclamation that he issued on a preliminary basis on September 22, 1862 after Antietam.

The execution of the Burnside plan depended on getting the Union pontoon boats from the upper Potomac to the Rappahannock so that he could get his troops across the river. His subordinate generals assured him that the pontoons would be there within three days well before the bulk of his troops would arrive. By November 17 the first troops were staging at Falmouth, Virginia, across the river near Fredericksburg. General Sumner wanted some of the cavalry to cross the Rappahannock at the fords and take the lightly defended town, but Burnside objected as the advance guard might be trapped if water rose rapidly in the river.

However, the pontoons didn't leave Washington until November 17 and instead of sending them by water

Pontoon bridges were built across the Rappahannock River once the boats arrived on wagons like the one below. Photo by Bob Schmidt



like the troops, they came on wagons. Rain fell and turned the Virginia roads to muck delaying the boats. Some of the pontoons were eventually shipped by steamboat. The first pontoons finally arrived on November 22 and the balance about November 27, now 10 days late. The whole process delayed the swift action Burnside had planned.

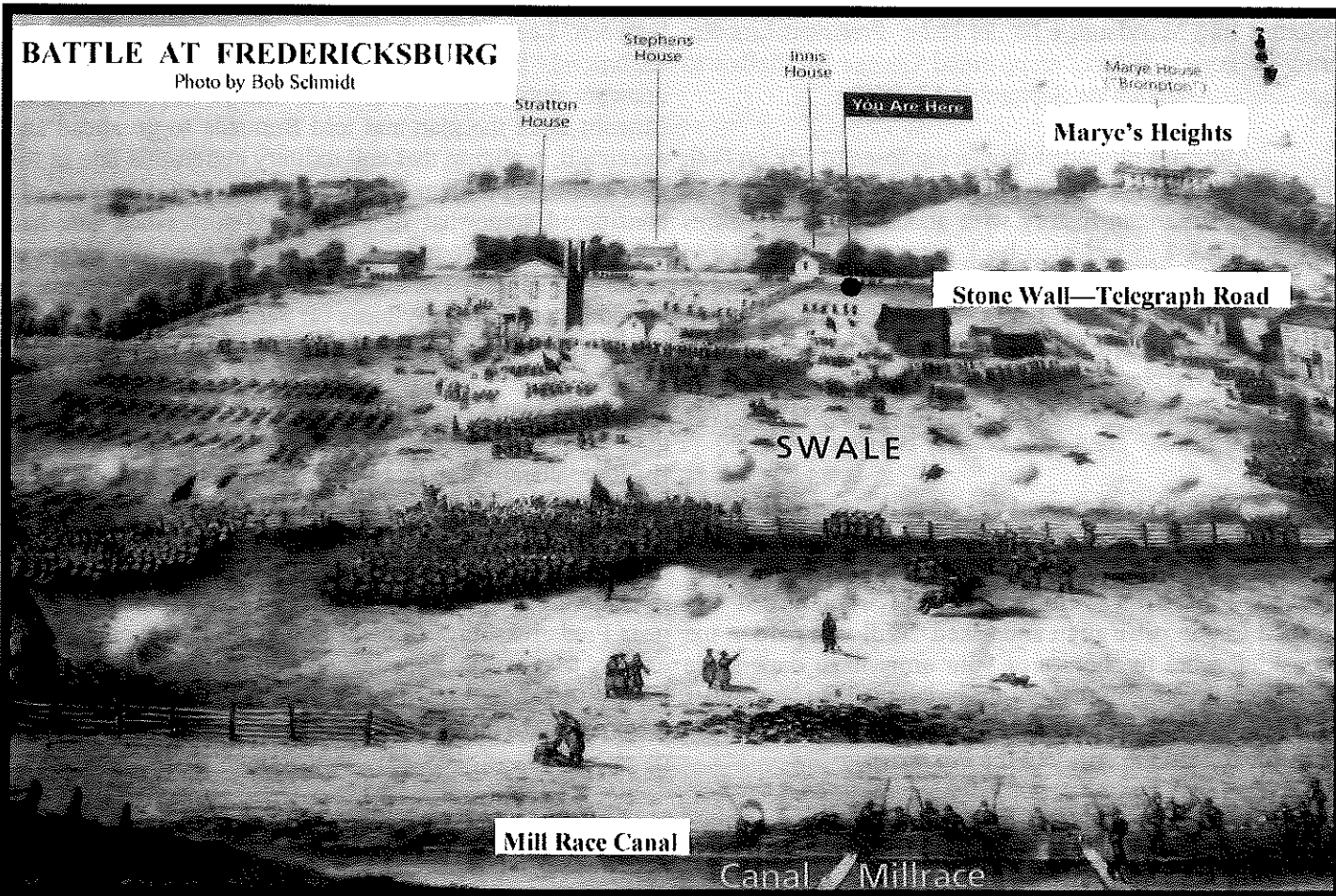
Confederate sharp-shooters were protected by this stone wall along Telegraph Road as they fired upon the approaching Union troops. Photo by Bob Schmidt

During this period while the Federals assembled, Lee recognized the threat. He sent James Longstreet to fortify the hills above Fredericksburg and brought in any Federal troops hoping to cross here, as they would

Stonewall Jackson's troops from the Shenandoah Valley. Longstreet occupied Lee's left flank and Marye's Heights in the town. The anchor on his left was at the point where the Rappahannock Canal entered the river at the 1854 dam, lock and slackwater. This provided a double obstacle to

BATTLE AT FREDERICKSBURG

Photo by Bob Schmidt



have to cross both the rapids below the dam and the canal. Jackson's men arrived and occupied the hills south of Longstreet's position near the town.

Finally on December 11 Burnside was ready to attack and engineers began assembling the pontoon bridges. In the foggy predawn hours federal engineers began banging and thumping away assembling the pontoon bridges at the mid-town crossing. When the bridge reached about the halfway point at 5:00 o'clock, Confederate sharpshooters began picking off Union soldiers. At least nine times crews of engineers were sent out, but the sharpshooters would shoot them down. By 10:00 o'clock 50 union soldiers lay dead or wounded. Downstream other bridging efforts were more successful and troops were crossing. Burnside became impatient with the progress and ordered 150 cannon to pound the town where the Confederate sharpshooters were hiding. By 2:00 o'clock the cannonade had destroyed most of the town. The next day, December 12, the Union army completed its crossing into town. Troops roamed the city and plundered the abandoned civilian homes. Men slept where they could on the cold ground before the upcoming battle.

On December 13 Union troops moved out at noon, but, as they moved forward from the town, they incurred the millrace that lead from the Rappahannock Canal across the battlefield back to the river south of town. The Federal engineers had partially shut off the floodgate, which somewhat lowered the water in the millrace, but as troops reached the race they found only a few bridges left for crossing it.

Union General Daniel Couch described the significance of this additional hurdle as such: "On the outskirts of the town the troops encountered a ditch, or canal [millrace], so deep as to be almost impassable except at the street bridges, and, one of the latter being partly torn up, the troops had to cross single file on the stringers. Once across the canal, the attacking forces deployed under the bank bordering the plain over which they were to charge. The ditch, about 15 feet wide, five feet deep was filled with cold water, not only impeded progress but made the Federals easier targets as they filed in to cross at the few available bridges."

When the crossing of the millrace was accomplished J.B. Walton's Louisiana Washington Artillery opened up from Marye's Heights. The artillerymen assured Longstreet "a chicken could not live on that field when we open on it."

The Union objective was to storm the Confederate position located ½ mile to the front at Telegraph Road, a

sunken road behind a 5-foot-high stone wall at the base of the hill. The Confederates were in ranks 4-6 deep. Once the forward rank fired, the next rank moved forward. This produced a continuous fire that was almost like a machine gun. A brigade of 2,000 Union soldiers charged the wall again and again only to be mowed down with canister from cannon on the hill above or from the murderous fire from behind the stone wall that extended ½ mile across the front. For 4½ hrs wave after wave, or 14 brigades, each of about 2,000 Union troops attempted to breach the Confederate defenses, but they were quickly shot down as they approached the wall. The famous New York Irish Brigade got within 40 yards of the wall before falling back. Of the 1600 men of this brigade who attacked only 256 remained and about 1,350 were either dead or wounded.

During the battle the injured Union soldiers sought refuge in the millrace. As more and more of them piled on top of each other, those at the bottom of the pile suffocated or drowned. There was so much blood covering the men that they were reported to be slippery by those who attempted to cross over them.

This attack on Marye's Heights was a disaster for the Union troops and Burnside. Of the 12,653 Union casualties in the entire battle, more than 60% occurred right in front of the stone wall. The total Confederate casualties were fewer than 5,400. Most of them occurred with Jackson's troops south of town. On January 26, 1863 Joseph Hooker replaced Burnside. In May 1863 Lee at Chancellorsville defeated Hooker. With confidence Lee moved his troops into Pennsylvania and Gettysburg.

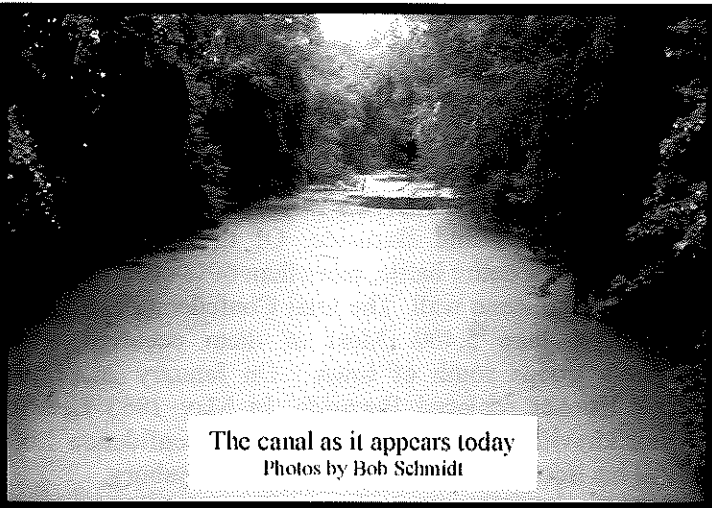
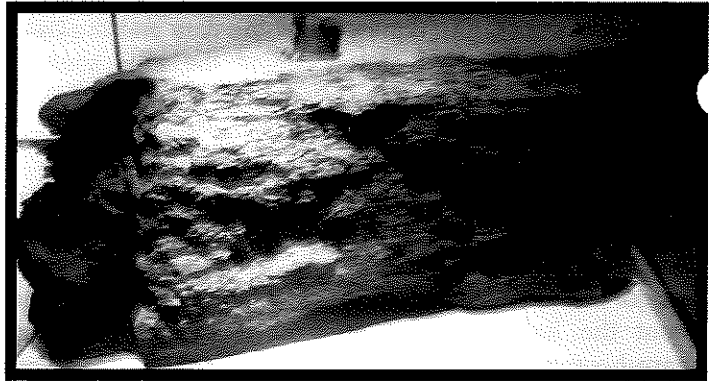
Summary

Although General Burnside had been at Fredericksburg in the spring of 1862, he hadn't really understood the formability of the terrain behind Fredericksburg. He also had trouble at Antietam crossing a creek, the so-called "Burnside Bridge." He was not a good administrator and had trouble in giving clear orders. The confusion with the pontoon boats is just one example. Another is the unclear orders he gave to General Franklin, who was supposed to push thru Jackson's line south of Fredericksburg and roll up the flank of Longstreet. Although Franklin's troops made a breakthrough, additional units did not support it and the opportunity was lost. This changed the battle plan so that the main action was against the Confederates, who were dug in at the stone wall.

Canals and canal boats played many roles in the Civil War. It would be hard to say that their role was decisive, but still they did have an impact.

A marker along the canal reads: "The canal in front of you is a section of a navigation system that extended 50 miles up the Rappahannock River. The downstream terminus was a turning basin. Several industries were established nearby, some that benefited the canal's navigation function and other from its waterpower.

"In the 1880s, R. T. Knox and Brother moved their Sumac Extract Works to an existing mill at this turning basin, after they converted their mill on the lower canal to an electric generating plant. Newly available electricity freed industries from having to locate along waterways and by the end of World War I, the Knox Brothers' enterprise had moved again. Within a decade, the canal had been rerouted and the turning basin drained and filled in. A neighborhood rapidly developed in the area, changing its character from industrial to residential."



The canal as it appears today
Photos by Bob Schmidt



the Embrey Dam was completed in 1909, the crib dam became obsolete. Both dams were destroyed in 2004 to allow the free-flow of the Rappahannock River."

A section of the 1854 Wooden Crib Dam is on display in the museum. It is pine with an oak peg. The display says: "In 1854, the Fredericksburg Water Power Company constructed a crib dam on the Rappahannock River. The dam was part of a system that provided 5,000 horsepower of water power to the city helping to run a wide variety of mills and other manufacturing concerns. When

Today a gravel road alongside a conservation club takes visitors to the stone remains of the 1854 dam and the lock on the other side of this stonework that is inaccessible. A paved canal walk in downtown Fredericksburg takes them to the turning basin, which has much more signage. The hiking/biking paved trail is heavily used, but the trail and path to the lock and dam remains is little known.

CANAWLERS AT REST

CLEM AQUILLA JONES

b. March 15, 1822
d. November 29, 1901

Find A Grave 22759377

By Carolyn I. Schmidt

Aquilla Jones, the subject of this article, should not be confused with the older and more famous Aquilla Q. Jones (July 8, 1811-1891), a lawyer of Indianapolis, who was the Postmaster at Indianapolis and Treasurer of Indiana. We will call our subject Aquilla Jones instead of Clem Aquilla Jones, since only his tombstone has Clem before Aquilla Jones. In all census records, biographies, and history books he is simply Aquilla Jones.

Aquilla Jones was born in Surrey, North Carolina on March 15, 1822. His parents, Robert and Sophia Jones moved their family, including eleven year old Aquilla, from North Carolina to Indiana in 1833 by ox teams and settled in Greene County. Later the family was cruelly mistreated by the Indians. Sophia and her mother were scalped. Sophia died, but fortunately her mother, Aquilla's grandmother, survived. Aquilla's brother, John Jones, was captured by the Indians and carried away. After diligently searching for thirteen years and spending all of his money, Robert Jones at last found and recovered John for the family.

In 1844 Aquilla was a young man and full of spunk. He was an active worker in the local ranks of the Democratic Party and during the presidential campaign of James K. Polk, who became the 11th president of the United States serving from 1845-1849, he rode a steer through the streets of Bloomfield and carried a Polk staff.

On November 24, 1845, Aquilla, age 23, was married to Mary Burcham, age 25, in Greene County, Indiana. They had six children but many of them died young. Only John and Samuel were alive in 1908.

The Central Canal was planned to pass near Worthington, Indiana. Actual work had begun on it at Indianapolis and Evansville. As part of an agreement in the

Butler Bill of 1847, it was decided to extend the Wabash & Erie via the Cross-Cut from Terre Haute to Worthington and then have it follow the old Central route to Evansville. Aquilla worked on the Wabash & Erie Canal that was being built through Greene County. It was completed through the county during 1849-1850. Its route 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 it. Irishmen provided the labor using spades, shovels, picks, wheelbarrows, one-horse carts and sometimes scrapers.

Greene County citizens awaited the opening of the Cross-Cut portion of the Wabash & Erie 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 the 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 opened to the north in 1850.

By 1853 the canal was opened all the way to Evansville. Even though there were six locks to control the water levels on the canal, heavily loaded boats trying to carry iron products, flour, grain, whiskey and other products had difficulty in this area. There simply wasn't enough water available to maintain the proper depth 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 in this area. 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 Worthington was built because of the canal.

With his work on the canal completed and the canal's success somewhat doubtful, Aquilla, like many young men at the time, decided to head for the gold fields in California. He started at Bloomfield in Greene County in March 1854 with ox teams for the overland journey following the Kit Carson route to Sante Fe and California. This was three months before his sixth child was born.

He was on the road for nine months and two weeks. They ran out of flour and at one point his companions had to pay fifty dollars for fifty pounds of flour. They eventually arrived at their destination.

He spent four years in the "Golden State." He mined for a year but soon learned he could make a lot of money by burning charcoal. He spent the last three years there producing charcoal before deciding to return to Indiana.

He returned to Indiana via the Isthmus route to New York and then to Riley township, Vigo County, where he lived for about four years. We assume he was divorced from Mary, but have not found this record. On August 21, 1839 at age 37 he married Dorothea Ann Sanders (age 18). They had seven children.

Aquilla Jones was killed by a train on November 29, 1901. His obituary was in the *Terre Haute Express* the following day, Saturday, November 30, 1901. It reads as follows:

STRUCK BY A TRAIN
 Aquilla Jones,
 Aged Resident of Lost Creek Township,
 Meets Sudden Death

"Aquilla Jones, aged 86 (79) years, a retired farmer, living near Seelyville was struck by Vandalia passenger train No. 15 westbound, at point, one mile east of

Seelyville yesterday morning, at 9:40 o'clock and was instantly killed.

"He was slightly deaf and was walking along the right of way when the train approached. Evidently he did not here it coming, for he stepped directly in front of the engine. Engineer Cronin was unable to avoid the accident.

"Mr. Jones was a highly esteemed citizen of Lost Creek township, and leaves considerable property. His wife died several years ago, and he lived with his son, Clem Jones, on the latter's farm, a mile and half southeast of Seelyville. He leaves 5 sons and two daughters as follows: Clem and Scott Jones living near Seelyville; Sam Jones, living north of Terre Haute, John P. Jones of Indianapolis, and Mrs. Charles Jones and Mrs. Oscar Boles [Bowles] of Brazil."

Although he was a member of the Christian church, he was buried in the Moses Cemetery, a Baptist cemetery in Rosedale, Vigo County, Indiana that was located nearby his son Clem's farm in Seelyville.

Barbara Horney has placed a photo of Aquilla's children and their spouses on the Sanders' Family Tree in Ancestry.com. It would not copy clear enough to print here. The inscription below the picture reads:

Three sons and two daughters of Aquilla Jones and Dorothea (Sanders) Jones. Back row standing: Luella Jones, Rebecca (Harpold) Jones, Kitty Clidy (Williams) Jones, and Louise Belle (Jones) Bowles. Front row sitting: James Thomas Jones, William Winfield Scott Jones, Clem Aquilla Jones, and Oscar Bowles. Note: Rebecca is the

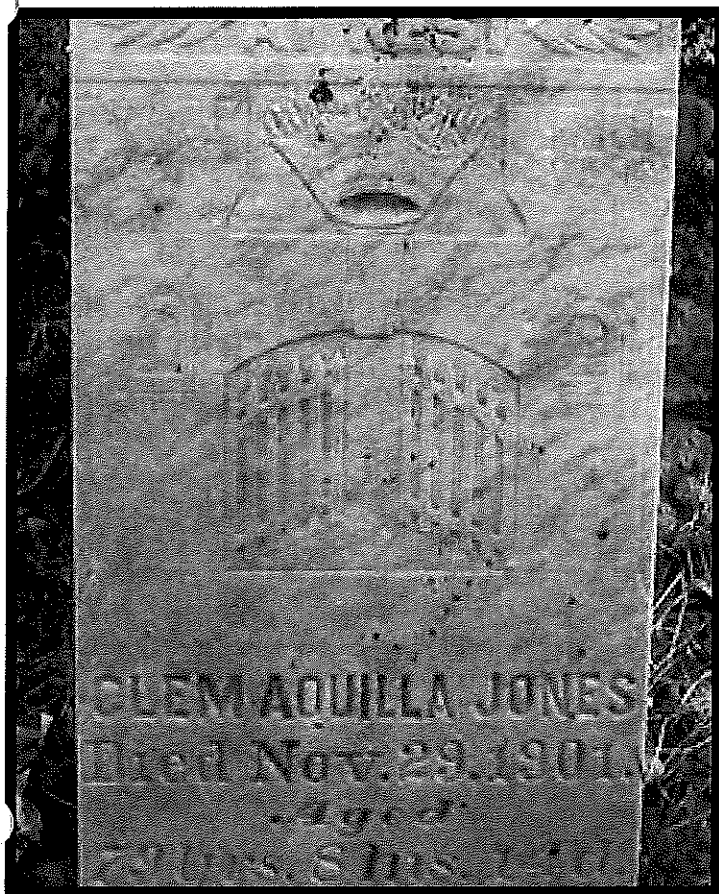
AQUILLA JONES' FAMILY						
Name	Birth	Place	Death	Place	Marriage	Place
Robert Jones	1800					
Sophia Jones	1800					
Clem Aquilla Jones	3-13-1822	Surrey, N.C.	11-29-1901	Moses Cem. Vigo, IN	11-24-1845	Greene Co., IN
1. Mary Burcham	1821	North Carolina	1892	Greene Co., IN	11-24-1845	Greene Co., IN
A. Silas Jones		Greene Co. IN		prior 1908		
B. Rachel Jones		" "		prior 1908		
C. Betty Jones	1850	" "		1908		
D. John B/P Jones	1851	" "		1926		
E. Robert Jones	1853	" "		1908		
F. Samuel R. Jones	6-04-1854	" "	3-16-1911	Otter Creek, Vigo, IN	3-23-1873	Eliz. Jane Jackson
2. Dorthea Ann Sanders	11-26-1840	Indiana	1-20-1877	Moses Cem. Vigo, IN	8-21-1859	Vigo Co., IN
A. William Winfield "Scott" Jones	1861	Riley, Indiana	1922			Rebecca Harpold
B. Louise Belle Jones	1862	" "	1944			Oscar Bowles
C. James Thomas "Jim" Jones	1863	" "	1945			
D. Louella Laura "Ella" Jones	1868	" "	1950			Charles Jones?
E. Moody C. Jones	1869	" "	1941			
F. Clem Aquilla Jackson Jones	1873	Lost Creek, Indiana	1963			Kitty Clide Williams
G. Sarah Minnie Jones	8-??-1874	" "	4-18-1893			
John Jones (Aquilla's brother captured by Indians)						
Residences of Aquilla Jones		Find A Grave				
1860 Riley, Vigo, Indiana		Clem Aquilla Jones	22759377	Moses Cemetery, Vigo Co., IN		
1870 Lost Creek, Vigo, Indiana		Mary Burcham Jones	13237410	Walnut Grove Cem. Greene Co., IN		
1880 Lost Creek, Vigo, Indiana		Dorothea Sanders Jones	18831302	Moses Cemetery, Vigo Co., IN		

wife of Scott Jones. Clide is the wife of Clem Jones. Oscar Bowles is the husband of Louise Belle Jones.

JOSEPH BURNS

AND HIS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis



AT REST: Clem Aquilla Jones, Died Nov. 29, 1901 Aged 79 yrs. 8 ms. 14 d. Gravestone in Moses Cemetery N 9th St. Rose-dale, Vigo County, Indiana

Sources:

Ancestry.com

freepages.genealogy.rootsweb.ancestry.com/~docbratt/amos_sanders_family

Find-A-Grave: Aquilla Jones

Google search

Aquilla Jones

Vigo County, Indiana Cemeteries

President James K. Polk

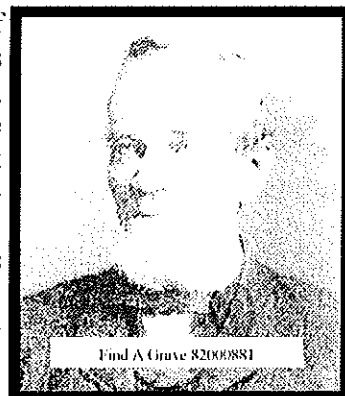
Oakley, Charles Cochran, *Greater Terre Haute And Vigo County: Closing the First Century's History of City and County.* New York, NY: The Lewis Publishing Company, 1908.

Schmidt, Carolyn. *Wabash & Erie Canal Cross-Cut: "Across the Cross-Cut."* Canal Society of Indiana, Ft. Wayne, IN: Office Depot, 2008.

Terre Haute Express, November 30, 1901.

United States Federal Census 1860

Joseph Burns, son of James and Mary Burns, was born in Pickaway county, Ohio on March 17, 1822. He came with his parents and six siblings to Parke county, Indiana on October 23, 1828. When they arrived ¼ miles north of where Armiesburg now stands they set up camp and lived partly in the big old Virginia wagon bed in which they had moved from Piqua county, Ohio. The next day they began erecting a log cabin from the trees and poles that stood on the ground around the site and in a short time had built a cabin about 18 feet square and two stories high.

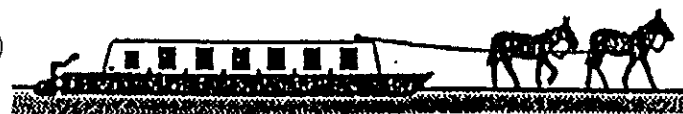


The floor of the cabin was made from slabs, the loft with planks from Cox's mill nearby. The chimney was about 5 feet long and made of logs, sticks and mud and lined with stone procured from the "Wea" Indian burying place that was on the bank of Raccoon Creek about 300 feet from where the aqueduct of the Wabash and Erie Canal afterwards crossed the creek. From this pile of stones Joseph procured many Indian Relics such as pie beads, tomahawks and a piece of metal, which he supposed had been used for a breast plate.

Their cabin was located across the road from Chief Christmas "Noel" Dagenet. Near this place the walnut trees were peeled and no doubt had been used by the Indians not a great many years before in building their dwellings. At this time a small number of Indians, perhaps 20 to 40, visited Christmas Dagenet, who was half French and half Wea (Miami) and owned one mile square of land. Davis, Charles. "Christmas 'Noel' Dagenet and His Wabash & Erie Canal Connections" *Indiana Canals*, Spring 2001, pg. 8.

The Indians would come about once a year and would pass by the Burns' house once a day, sometimes oftener, going from Dagenet's to the creek and the dense woods that then lined the Raccoon bottom to hunt and fish. There was whiskey to be had at Armiesburg. They would get all dressed up in their Indian garb and get gloriously full of it.

At first the Indians scared the Burns' children. However, they soon became accustomed to seeing them because their father, James Burns, served in Bereman's company during the War of 1812 and had been a prisoner



of the Indians. He had learned a little of their language. They would often stop and talk to him. I, Charles Davis, ordered and put a head stone on his grave in March 2001.

Joseph Burns, our subject, recalls, "I remember I claimed a colt, which was running in the yard around the cabin. One Indian had a fisherman gig he made. He made a rush at the colt with the gig and I fully believed my colt would be killed. My father spoke to him and he let the gig fall and gave a hoop, a laugh and went on down the road."

At this time Chief Dagenet lived in a cabin with a row of log cabins starting on the north near Dagenet's house and running south to near the south line of the section. This row of cabins was called "String Town" and it is said that in one of these cabins the first court was held in Parke county. The other cabins were occupied by Dagenet's relatives, some of them part Indian and French.

There are no recorded deeds from the time when the Burns family settled on this farm. Joseph worked there

until the age of 19 when he went into business for himself. He worked by the day or month on flatboats running down the Mississippi to New Orleans and saved \$500. From his earnings he settled in Montezuma, Indiana.

John Given Davis owned a ferry-boat on the Wabash River. His boat had previously been operated by Thomas Vanlandingham and later his sons, Septimus and "Uncle Wyck," for many years. In 1849 Joseph rented and managed the ferry-boat for Davis for several years.

On November 14, 1860 Joseph Burns bought the ferry from Davis for \$1000. Deed Record 24/301 It included the landing sites on the east and west side of the Wabash River. The deed reads: "all rights of ferrying across the Wabash river, at and adjacent to the town of Montezuma in Parke county east of said river and also that small parcel of gore land situated between the Wabash river on the west, the Wabash and Erie Canal on the east, and North street on the north, and running south not over 250 yards or to Paterson street or so much thereof as belongs to said John

GENEALOGY OF JOSEPH BURNS

By Charles Davis 2011

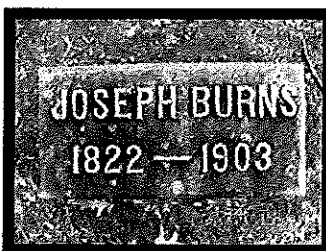
	BORN	DIED	BURIED	MARRIED	FIND A GRAVE
James Burns Mifflin, PA	1-23-1790	12-26-1853	Montezuma		
1. Mary A. Wolfe	1-24-1793	3-??-1831/34	Old Montezuma Cem.		
<u>Children</u>					
A. Joseph Burns Sr.	3-17-1822	12-17-1903		11-10-1847	82000881
1. Caroline Vanlandingham	1-24-1828	3-30-1849	Old Montezuma Cem.	11-10-1847	79141292
<u>Children</u>					
A. Caroline Burns	3-14-1849	5-19-1937	Lawrence, KS	10-03-1867	
m. Enos Newton Kuhn				10-03-1867	
2. Permelia Vanlandingham	11-22-1822	6-06-1852	Parke Co.	6-12-1850	
3. Mary F. Millikin	7-15-1834	12-13-1882		1857	74723121
<u>Children</u>					
A. Mary Louise Burns	6-??-1859	2-15-1942	Montezuma, IN		
B. Edward H. Burns	9-23-1861	6-02-1921	Chicago, IL		
C. Hattie Burns	10-17-1862	1-17-2863	Parke Co., IN		
D. Belle B. Burns	1866	1921			
E. J. Francis "Frank" Burns	7-24-1868	8-04-1875	Montezuma, IN		
F. Robert Burns	1-11-1871	1-11-1875	Montezuma, IN		
G. Joseph Hugar Burns Jr.	3-14-1877	4-28-1962	Montezuma, IN		
4. Ann Elizabeth Donaldson	4-??-1836	3-??-1911	Tuscola, IL	1880/1882	
wife of Elisha Cannon, brother of Congressman Joseph Gurney Cannon					
B. Sarah Burns					
C. Margaret Burns					
D. Robert Burns					
E. Jane Burns					
F. Mary Burns					
G. John Burns	11-22-1822	6-06-1852	Old Montezuma Cem.		
2. Mary Thompson					
<u>Children</u>					
A. Samuel Burns					
B. James Burns					
C. Isabella Burns					
D. Elizabeth Burns					

Davis and wife purchased by Road and Davis of Ambrose Whitlock." The deed was recorded December 2, 1865. Joseph operated this ferry until the Wabash River bridge was built in 1892. He made his fortune on this ferry and the Wabash & Erie Canal.

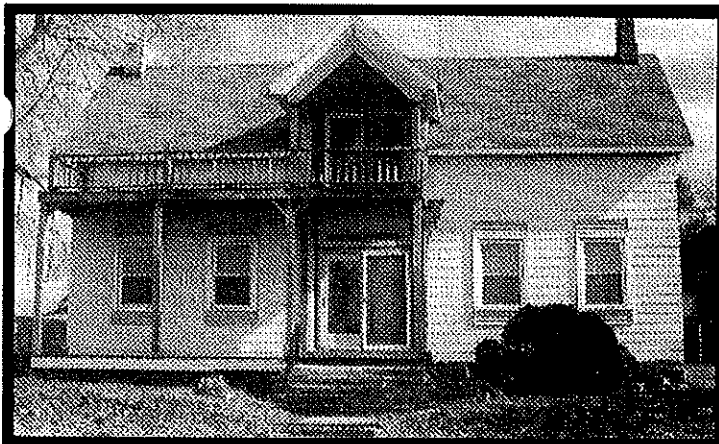
While operating the ferry on the Wabash River, Joseph discovered fire clay on the west bluff of the river in Vermillion county. When the first section of the C. & E. I. R. R. was being constructed by Joseph Collett, he met Collett and they organized a fire-brick company. It opened in 1872 as the Burns and Collett Fire Brick Company just two weeks before the first C. & E.I. Train ran between Terre Haute and Danville, Illinois, passing right in front of the plant. In a few years Joseph purchased Collett's interest in the company. He later sold an interest to his son-in-law, Salem P. Hancock. The new Corporation became Burns and Hancock Fire Brick & Clay Col, and remained so until it was sold in 1947. They shipped brick to 12 states. In 1906 they installed an electric light plant, used the power coming from the Burns & Hancock brick plant in West Montezuma and furnished electricity to the town of Montezuma. It was a success and lit 40 street lights at no expense to the town.

hand cut sandstone block foundation.

Joseph Burns is another success story. He made it good during the Wabash & Erie Canal era. He is buried in Oakland Cemetery, Montezuma, Parke County, Indiana.



Sources:
 Beckwith, *History of Vigo and Parke Counties*, 1880.
 Bowen, *Parke County-Vermillion Co. History*. 1913.
Combined Atlas 1874-1908-1916 Isaac Straus Centennial Memorial of Parke Co., IN.
 Davis, Charles. "Walter C. Donaldson and His Wabash & Erie Canal Connections"
 Deed records at Rockville court house
Families of Parke County, Reserve township, 1983.
 Federal Census Records 1850, 1860, 1870, 1880, & 1900
 Foster, Robert Burns. Picture of Joseph Burns Sr.
 Indiana Marriage Records on Ancestry.com
 Joseph Burns obituary, *Rockville Tribune*. 12-20-1903, p. 1.
Old Times in Montezuma Reminiscences of Dr. B. F. Hudson, Wycliffe Vanlandingham 4-21-1914.
 Parke County Marriages in Rockville Library.
 Public Member Trees, Ancestry.com
 Recollections of Joseph Burns © 1892 SC 152 Indiana State Library



Built around 1866 by Thomas S. Hood, this home on lot 150 on Jefferson Street in Montezuma, Indiana was purchased by Joseph Burns on December 28, 1889. He lived there until his death in 1903. Photo by Charles Davis

Joseph owned 600 acres of fertile land in West Montezuma. I don't know where Joseph lived most of his life, but I do know that in his later years he lived in "the Burns house." On December 28, 1889 he purchased his home on lot 150, Jefferson (North) street in Montezuma from John X. Ireland for \$150 plus a mortgage of \$700. D. R. 50/437. While running through the deed records I got the impression that the house was built around 1866 by Thomas S. Hood, a banking and grain businessman, who moved to Dana, Indiana, where he died on April 24, 1894. The house is still standing, is vacant, and is one of the few old homes left in town. It is of Italianate design and has a

WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership rate of \$25 unless otherwise noted:

- Annemarie Deville - Ft. Wayne, IN
- Ronald & Helen Haywood - Indianapolis, IN
- Teresa Lowe - Connersville, IN
- John Polles - West Lafayette, IN

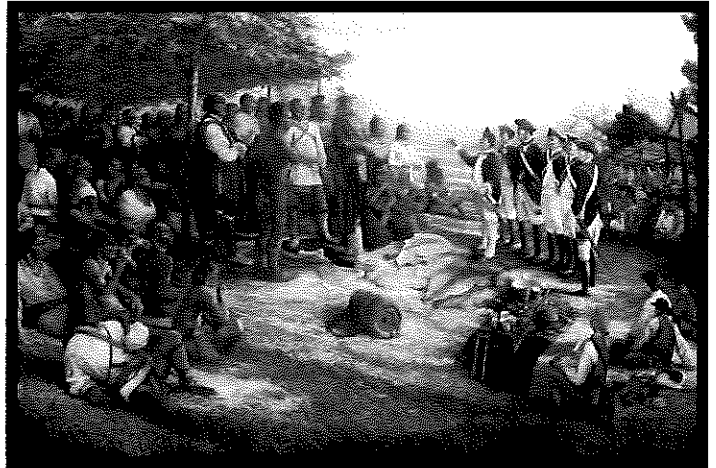
Welcome Aboard!

POINT PLEASANT MURALS

Canawlers have seen murals on flood walls along the Ohio River painted by Robert Dafford and his crew on CSI tours to Portsmouth, Ohio and Paducah, Kentucky. He completed another set of these murals at Point Pleasant, West Virginia at the confluence of the Ohio and Kanawah Rivers in 2012. The majority of the murals illustrate Lord Dunmore's War. Others show "Mad Anne" Bailey, George Washington, and Daniel Boone. The difference between these murals and those seen earlier is that they are painted on the river side of the floodwall and not the town side. There is a beautiful walk between the murals and the river where barges and other river craft can be seen. There are also statues of Chief Cornstalk, General Andrew Lewis, and "Mad Anne" Bailey.

Point Pleasant was visited by LaSalle in 1669, Celeron in 1749, Gist in 1750, and Washington in 1770. While surveying the area, George Washington called the point of and between the two rivers "a pleasant point." About 1771 it was proposed as the capital of a new colony "Vandalia." Fort Blair was built there in 1774 and later Fort Randolph, the center of Indian activities, 1777-1778. Buried there are "Mad Anne" Bailey, border scout, and Cornstalk, Shawnee chief held hostage and then killed in 1777. In the 1800s the Ohio or "Beautiful River" as it was called by the Iroquois was a main corridor of transportation for early settlers. The river brought many new settlers and

visitors to the growing city. Upon arriving, the travelers would disembark onto a "brick wharf" and unload their belongings. The brick wharf provided an ideal location for the transfer of river commerce. The bricks were later used at the entrance of the present riverfront park.



Photos
by
Bob
Schmidt



FROM TIMES PAST

Fort Wayne Times and Daily Press
December 13, 1849

Canal Break - On Tuesday night last a serious break occurred at the west end of the Aqueduct, near the city. It seems that the water forced a passage through the face of the abutment, directly into the river, and was not discovered until too late to be arrested. The outlet continued to increase until the whole body of water rushed out in one tremendous torrent, tearing away the whole stonework of the abutment from the trunk of the Aqueduct to the bed of the river, except the extreme ends of the abutment, upon which the Aqueduct rests, as upon two pillars. The bed of the canal is swept cut as low as the bottom of the river, for a distance of 140 yards back. The amount of earth carried away is estimated at 12,000 yards. The banks of the canal are not materially injured.

If it is not repaired, before high water comes, the Aqueduct will be destroyed without fail; and in that case navigation will be suspended until next September. — the best way it can be fixed. It is very unfortunate that Mr. Williams and Mr. Bird are both absent, and no one here with authority to take charge of the work.

Fort Wayne Times and Daily Press
December 20, 1849

The Break.—A strong force is at work on the break at the Aqueduct under the direction of P. Hoagland, Esq., Engineer; and all will be done that it is possible to do, in speedily repairing it. Still, there is every indication of a thaw and general break-up, which, if accompanied by high water, as they undoubtedly would be will produce the most disastrous consequences. In that case nothing could save the Aqueduct from destruction.

We would not speak in a captious or faultfinding spirit, and we only reiterate the universal expression when we say that Mr. Bird ought to be here. He has charge of this portion of the canal with a suitable salary. In addition to this duty, the good people of Allen county, in their wisdom, thought proper to impose upon him the duties of Representative, leaving the canal in the care of no one. The consequence was that when the break occurred, no one here had authority to meddle with it, and several days were lost in obtaining authority from Indianapolis. These days were of the utmost consequence as we fear, the result will show.

Dawson's Daily Times
October 5, 1859

The Bridge Accident at Albion, N. Y.

It appears that the terrible bridge accident at Albion, N. Y., by which eighteen people were killed and many other hurt, was a result of the rope walking mania. A young man from Brockport had caused a rope to be stretched from the roof of Mansion House, on the north side of the canal, to a building on the south side and announced that he would walk across on it. The rope was about two rods west of Main street bridge; an iron arched structure like most of the new canal bridges, which of course offered an eligible stand point from which to view the performance. The bridge was accordingly crowded with people and teams. The rope walker had got part way across the canal when the bridge broke in two at the middle of the canal. Men, women, children, horses, and wagons were all piled in an indiscriminate mass. The west half of the bridge went down first, and many of those who stood near the break were pitched off in such a way that when the east half of the bridge came down, which it did immediately, it fell upon and covered them up. It is said that a pair of horses and a carriage full of people were crushed in this way so completely that nothing had been found of them at the time of the departure of the cars, two hours after the accident. The scene must have been most horrible. What became of the rope walker nobody appeared to know. He was not seen to cross the canal or to return to the side from which he started. He may have been startled by the crash so that he fell off his rope into the canal and swam ashore.

Dawson's Dailey Times
July 16, 1860

On yesterday we saw the canal boat Saturn going west swing the bridge at the crossing of the canal on Calhoun street, and passing left it to be turned back by those wanting to cross. Had some one come to cross from the north side, he would have been unable to get the bridge turned without help from the opposite side, or going around by the other bridges to do it. Let the corporate authorities see to this at once, and making it finable to have the bridge open -- see that violations thereof are punished.

Dawson's Daily Times
July 17, 1860

Run Away. A two-horse team, left standing at Edsall's warehouses, became frightened at a passing [canal] boat, and started off without the knowledge or consent of the owner. Coming around on Main street, they ran against a post opposite P. Nirdinger's residence, where one of the horses was brought up standing, and the other down in the gutter. No material damage was done. The practice of leaving teams standing in the streets, loose even for a few moments, is a very reprehensible one. The streets usually throng with horses attached to all kinds of vehicles contain-

ing persons, and a run away team is a formidable thing to come in contact with, and often difficult to avoid. If there is a law against this practice, it would be enforced, and that vigilantly, too; if there is no ordinance of the kind, (we think there is) one should be passed immediately.

Dawson's Daily Times
July 17, 1860

Ulrick Saylor, long a resident of Maumee Township near the State Line, about 18 miles east of this city died at his residence about two weeks since. His name and old residence calls up many early memories of men and circumstances. (Saylor's lock was lock #1 of the Wabash & Erie Canal)

Dawson's Daily Times
July 19, 1860

The business on the canal this season is better than it has been for some years, notwithstanding the destructive competition of the railroads, which sap its life in every direction. Under proper management, this great public work may be made a great thoroughfare of commerce, and of course then profitable.

Dawson's Daily Times
Friday Evening July 20, 1860

Early History.

On the 19th we ended our remarks with reference to the organization of the old Branch Bank of the State at this city, in November, 1835; but in all we said nothing of the social aspect of society, of which it is just to say, that it was good, and perhaps no town so completely remote from other towns, and the access to which was so difficult, could boast of so many attractions. The winter months were made the more pleasant by the sleighing parties and balls, which were as impromptu as that they might have been called a _____ of entertainments. About the only country place of resort, was Jesse Vermilyea's, ten miles west on the canal (now called the Ruffner Farm,) a place which in this day, from outward appearance, would be called rude but within those rude logs houses, constituting that residence, were refinement and hospitality, which made the place as an oasis in the desert; and those who have been guests at that pleasant place will, should they read this, remember it with pleasurable emotions -- and cherishing, as they do, the memory of Mr. and Mrs. Vermilyea, will no doubt sigh at the thought, that they are no longer.

This year, 1836, was celebrated for the great land sales at this place. There had been a suspension of sales at this office during a period of months prior to the 1st of July of that year, and nothing was received in payment for lands, under the "Specie Circular," except gold and silver and cer-

tificates of deposit issued by the banks known as Government Deposit Banks. The effect of this suspension of the sales drew a multitude here, which has not since had it like. They all could not be accommodated in the village and hence many resorted to the few neighboring farmhouses. The town was as full of money as at any day since. The sales we think opened on the 1st of July, and, consulting memory from an intimate knowledge of the books of office from October 1838, to February 1st. 1840, in the single month of July, the entries made, amounted to \$1, 650,000. Col John Spencer was Receiver of Public Monies, and Capt. Robert Brackenridge Register of the Land Office.

At this time speculation ran high and property near and in this place approximated fabulous prices. But soon the bubble burst, and in a few years the monetary crisis had accomplished the ruin of many the country over, who theretofore had reposed in ease and plenty and looked forward to the decline of life with no fear of those realities which so soon were to mar the prospect.

The March Term of the Allen Circuit Court of 1838 began on the 14th of March at the Court House, and held until the 2d of April. Everett was still President Judge -- Hamilton Clerk and Swinney Sheriff. Here Peter Huling presented his commission as an Associate Judge, and, having taken the oath of office, took his seat on the Bench. This was the last court which Judge Everett held at this city.

In looking over the panel of Grand Jurors, we find the name of Esaias Dailey -- a name which suggest the extent of Allen county at that time -- Mr. Dailey living then as now, about three miles toward this city from Willshire, Ohio, near the State line, and some 28 miles from here, in what is now Adams county, organized that very year, and the county seat fixed at Decatur, a settlement, at which place had begun in 1837. The county of Adams prior to 1838, had a mere name, but was attached to Allen county for judicial purposes, and embraced a large territory between Allen and Randolph, which, in 1836, was divided regularly into Jay and Adams -- names in honor of that eminent jurist, John Jay, and that statesman patriot, John Adams.

On the 5th of September, 1836, Hon. Samuel C. Sample presented his commission as President Judge of this Circuit, with the oath of office endorsed thereon, and took the Bench and held County -- Hamilton, Clerk and Swinney, Sheriff.

Here Joseph LeJernegan, Esq., then of South Bend, presented his commission as Prosecuting Attorney, and entered on the duties of his office. He was an educated man, a brilliant lawyer and a companionable gentleman. Of his then convivial habits, thought afterwards at times quite changed, it is said he always covered his poteen [in Ireland illicitly distilled whiskey] with the whole four fingers of his left hand, with which he grasped the cup, and ambidextrous

was he, that only those knew how much liquor went down who saw it run from the bottle -- a fact that showed that he had compunctions about the practice. He became a distinguished lawyer, and several years since removed to the City of New York, and entered on a large practice of law, which he holds.

He settled at Fort Wayne, perhaps, about 1831. He came up the Maumee with Col. Sutenfield who introduced him as his nephew, and as he was regarded for a few weeks until a laughable incident disabused the public mind.

The town was then a place of refuge for bands of Indian ponies and so numerous were they that they at times annoyed the citizens. The ponies were vicious towards each other and enjoyed wonderful skill in their fights, during which they made a loud and fearful noise. Jernigan, for a joke, went one night and made a fence from the southeast to the southwest corners of Columbia and Calhoun Street from where Moeluarig and _____ to Townley's, and another from southwest to northwest corners of Columbia and _____, (from now Colerick's to Freeman's) therein, which the houses, and fences between houses on both sides of Columbia street, made a complete enclosure of that part of Columbia street. Leaving a panel open he went about the _____ and drove in all the ponies he could find -- a number very large; then he closed the fence and saw the fun

begin. The ponies began to fight and squeal so furiously as to _____ the denizens all, who having been thus excited at length detected and arrested Jernigan, who, needing money to get out of the scrape, went to a trading house, (Capt. Rudisill), and presented for change, a \$500 bank bill, the one-half of what he got by marriage. This bill was so large that Mr. J. was a once suspected of being a counterfeiter, and the money taken from him, to be sent east for examination. These circumstances induced him to tell who he was, and thus the nephew of Col. Sutenfield was found to be no less than an accomplished lawyer. Having stayed about two months at this place, he removed to Goshen in Elkhart County, and a few years thereafter to South Bend.

Samuel C. Sample became a good lawyer, maintained a good reputation and went to South Bend only a very few years ago, after a long residence at the same place.

It was at the term of the Allen Circuit Court above names, that Wm. H. _____ now of this city was admitted to practice law -- who with D. H. Colerick, Esq., are now the only survivors of the bar of Fort Wayne in 1836.

Years have stolen the youthful sprightliness from their minds, and vigor from their hands. All but them have departed. They feed them.

"While systems change, and suns retire, and worlds slumber and wake -- Time's ceaseless march proceeds."

WHITEWATER CANAL CULVERT

This small stone arch culvert is one of two canal structures still existing on the Whitewater Canal between Harrison, Ohio and Lawrenceburg, Indiana. It is located on Oberting Road near Greendale, Indiana. It was built by David Guard, who on May 3, 1837 contracted for section 6 with one road bridge and one culvert of 8 ft. chord and for section 7 with one culvert of 8 ft. chord and one waste weir. This is the first of the two mentioned. CSI has visited this site on several tours and has incorrectly called it Possum Run culvert. Does anyone know its true name?

The other culvert is 0.4 of a mile further at 1111 Oberting Road and is the actual Possum Hollow culvert that carries Elk Run from Possum Hollow beneath Oberting Road. Records show payment to Guard and Co. for this work. Its east side was extended with concrete and stone to accommodate the width of today's road.

Photos

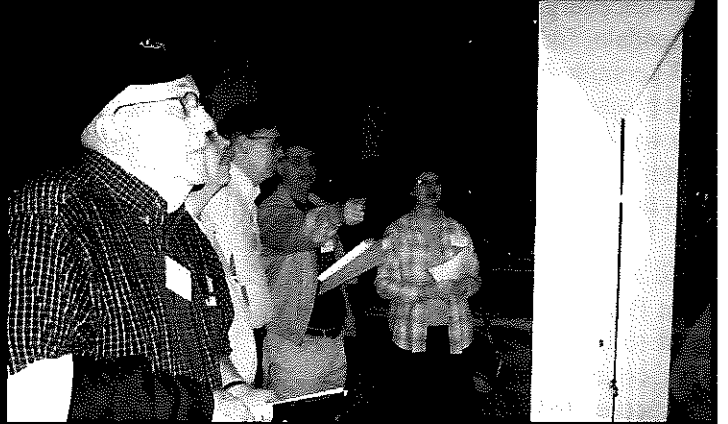
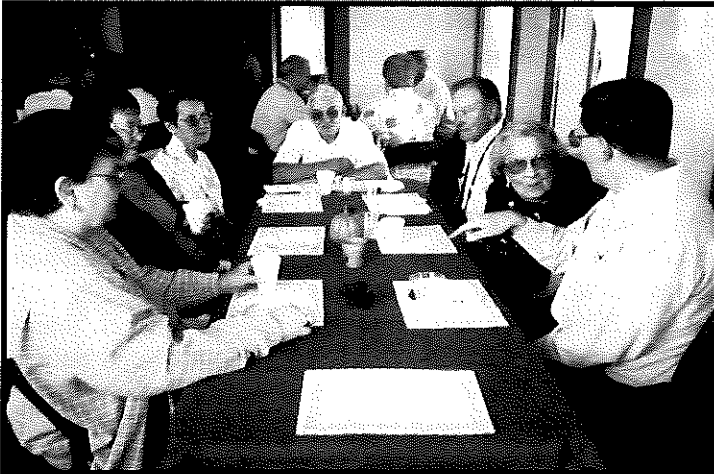
By

Bob

Schmidt



CSI THROUGH THE PAST 30 YEARS



2001 "Towpath Tracks" Sept. Whitewater Canal Jerry Mattheis
1993 "Indy's Central Canal" Apr. Central Canal Bob Schmidt
2005 "Towpaths To Trails" Apr. Central Canal Bob Schmidt

2001 "Towpath Tracks" Sept. Whitewater Canal Lynette Kross
1993 "Indy's Central Canal" Apr. Central Canal Bob Schmidt
2005 "Towpaths To Trails" Apr. Central Canal Bob Schmidt

Last issue's answers: 1. (D), 2. (A), 3. (C), 4. (E), 5. (A), 6. (D)

Which Indiana governor did not come from Brookville? A. James Ray, B. Noah Noble, C. David Wallace, D. Joseph Wright

The final auction of the Wabash & Erie Canal at Terre Haute was in? A. 1872, B. 1874, C. 1876, D. 1880

Which area on the Central Canal never was watered? A. Evansville, B. Indianapolis C. Broad Ripple, D. Alexandria, E. Anderson

Who handled the financial affairs of the canal at Terre Haute after 1847? A. Jacob Hager, B. William Linton, C. Thomas Blake

How much money was authorized for internal improvements by the Mammoth Improvement Bill? A. 8 mil., B. 10 mil., C. 12 mil.

NEWS FROM DELPHI

GRAY BRIDGE PROJECT IS FULLY UNDERWAY!

Article and photos from Dan McCain

heat the long upper chords near the rivets and then pound them with either a sledge or a pneumatic rivet hammer. While Vern Cripe heats alternating sections, Shane Evans and Brice Crowel flatten the bulges.

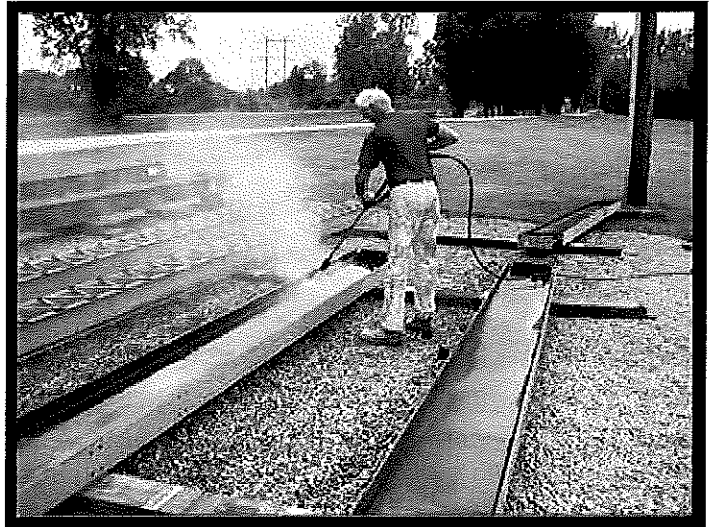


Formerly know as the Houck Road Bridge, this structure spanned Big Walnut Creek just northeast of Greencastle, Indiana. It was removed to make way for a new concrete bridge at the same Putnam County site.

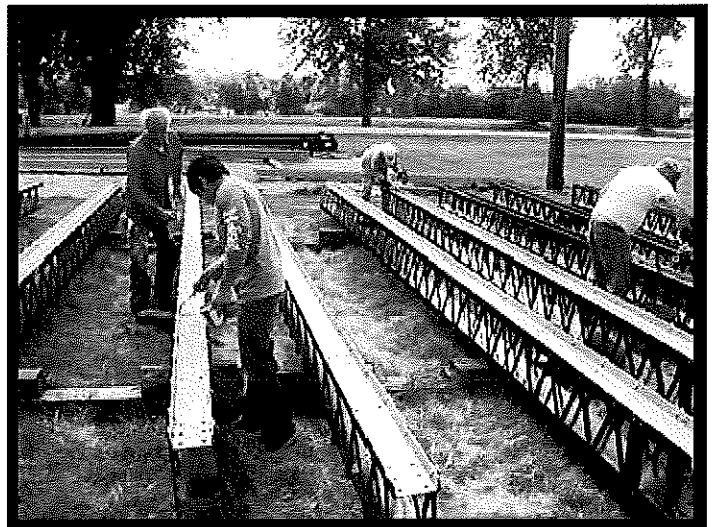
In the spring of 2012, the contractor's crew from Greencastle brought the disassembled iron bridge to Canal Park. The bridge and its delivery came at no cost to the Canal Association. However, funds are needed to complete the restoration, which will likely continue over the next year.

The Canal Association has set up a fund for the Gray Bridge Project. After a massive restoration, the structure will be placed over the Canal and will serve as a foot bridge to the Carroll County Historical Society's new museum in the old stone barn.

Old iron bridges accumulate rust between the riveted plates and their associated beams. Our volunteers



Jim Ebrite power washes floor beams to remove iron scale and rust before further work is performed on these primary pieces. We experimented with a rented 5,000 lb. pressure washer but returned it, since it was expensive... and a locally accessible 3,500 lb. pressure washer worked just fine!



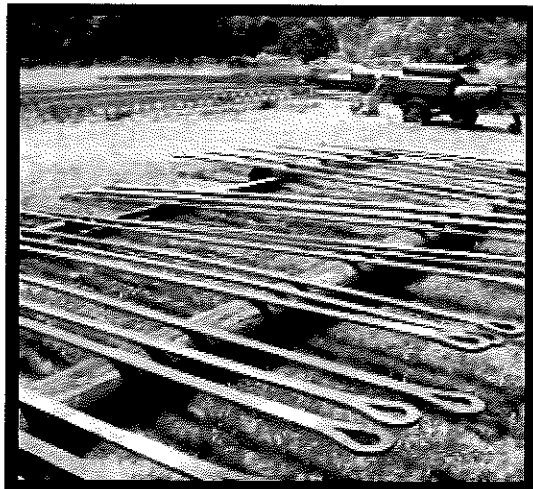
Our volunteers have begun to paint pieces of the bridge. We selected paint from Pittsburg Paint Products (PPG) as they offer favorable prices to non-profit organizations. We anticipate using a 50/50 grant from North Central Health Services (NCHS) once we raise our half of the cost from donors like you.

Our "engineer" Ron Dust, who now lives in Chicago, was a primary M-W-F volunteer for over 10 years. He now comes occasionally to help us with special challenges. Here, he accurately measures pieces that we





intend to duplicate with new metal. A younger engineer, Keith Mears, has offered to make these drawings into computer models that will allow a plasma cutter to replicate the parts.



Volunteers give the GRAY Bridge its second coat of paint. We choose to call it that because we already have a RED and a BLUE Bridge. Some say why isn't this one WHITE. But we think the beautiful, more subdued, gray color over the Canal will add an ambiance to this foot crossing.

The foot bridge is perfect to link the future County Historical Museum site at the Stone Barn with Canal Park. It will be angled slightly to draw one's eye toward either our museum or the new County Museum. This will become truly a "HISTORY CAMPUS" and attract even more visitors to Delphi.

The placement of this historic 1920s iron bridge from Greencastle will be near the Bike Shop along the Towpath in Canal Park. This site was selected so that the bridge can span from the top of the bank in our park across

to the top of the bank on the town side. That is also where a trail will lead to the Stone Barn Park. Ultimately the County Historical Society plans to build another historical looking building they will call THE BOLLES WAREHOUSE. This structure will become their primary museum to transition from the canal era of the mid 1800s up to the present time. Railroads, Interurbans, farm machinery and wagons, early construction equipment and many other wheeled transportation items will ultimately be featured.

During Canal Days some of the iron members of the Gray Bridge were displayed on a trailer for public inspection near where it will be erected. A banner showed what the bridge will look like when completed. I, Dan McCain, handed out pledge cards as part of a fund raising drive to secure support and matching money for the grant that the Carroll County Wabash & Erie Canal, Inc. (CCW&ECI) is receiving from North Central Health Services. We are required to garner half of the total rehabilitation needs and NCHS will supply the second half. Help us make this match early.

The Canal Association appreciates all the volunteers and donations. Through contributions of time and money we finished all that we offer to the public in Canal Park and on the trails. We are already experiencing quite an expansion of visitors from far off as we approach each new week this year. Visitors come from throughout the United States and even other countries. We keep a log and it is becoming impressive. Often times we get public comments like - "we were here two year's ago and can't believe how much more is here now" or we hear "somebody comes up with the BEST ideas for trailside interactive exhibits." And that is true with what plans we have been able to secure from our exhibit planner Len Mysliwicz, who lives in Fort Wayne.

Mysliwicz was instrumental for the design of the galleries and exhibits in the Canal Center's museum. Two years after the museum was completed - almost all by the M-W-F volunteer crew - the Canal Association was awarded a most coveted distinction as the "BEST NEW VOLUNTEER DRIVEN MUSEUM IN THE UNITED STATES" by the American Association of State and Local History (AASLH/2006).

Len continues to crank out exciting plans. We have started a new outdoor exhibit that will be a child's size "PIVOT BRIDGE" over a very narrow and shallow slip of water next to the canal. Construction began with the pouring of concrete for the foundation over by the Boat Warehouse in the Red Bridge Settlement, a little park area along towpath 1,000 feet north of Canal Park.

PIONEER VILLAGE CAME ALIVE DURING THE SUMMER!

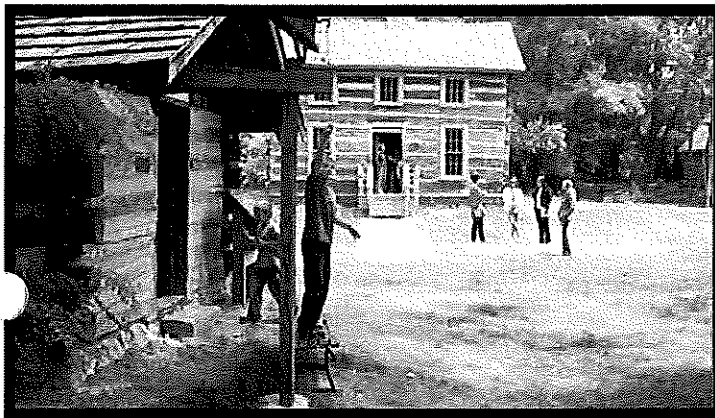
Article and photos by Dan McCain



On summer weekends, artisans and crafters bring our Pioneer Village to life. Many make products and offer them for sale...a perfect memento of your trip to Canal Park! Here, blacksmiths work at their forges.



Another talented craftsman, Craig Hall, uses a "shaving horse" to make some of his wares. Craig carves hand canes and makes unusual and beautiful likenesses from wood.



Kids enjoy ringing the bell at our one room schoolhouse in Pioneer Village. From interpretive panels to our unique canal boat playground, there is plenty of interest for the whole family to enjoy!

An article in the Ft. Wayne newspaper showed Delphi's Canal Park on a list of suggested destinations for the motorcycle club, "Gold Wings." As we get better known, we will attract all types of groups.

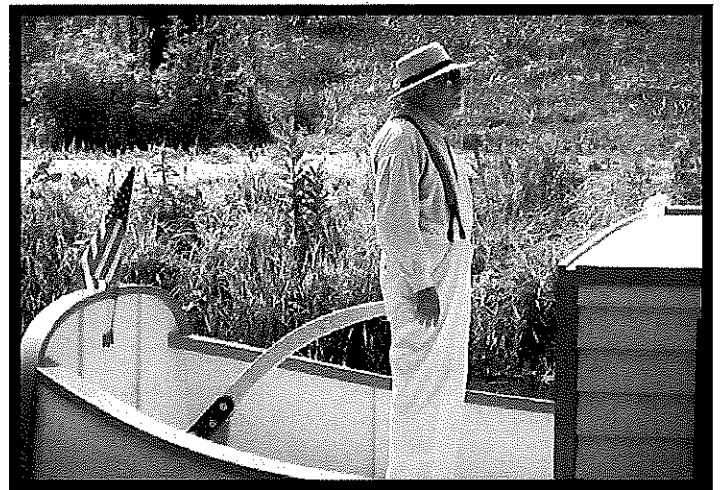
CANAL DAYS IN DELPHI

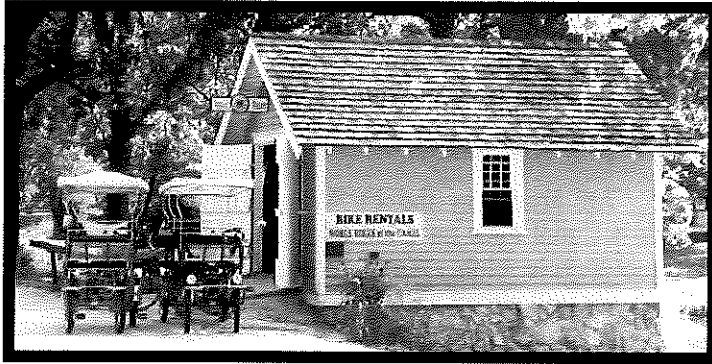
Photos by Elizabeth Smith Larimer



Although Canal Days in Delphi are usually celebrated on the 4th of July weekend, this year they were on July 7, 10 a.m. to 5 p.m., and July 8, noon to 4 p.m. at Wabash and Erie Canal Center, 1030 N. Washington St. in Canal Park. The weather was extremely hot.

Admission to the park, the Interpretive Museum at the Canal Center, Pioneer Village, the 1844 Reed Case House, and the trails was free. A small fee was charged for the canal boat ride and discounts were given on bike, paddleboat and kayak rentals.





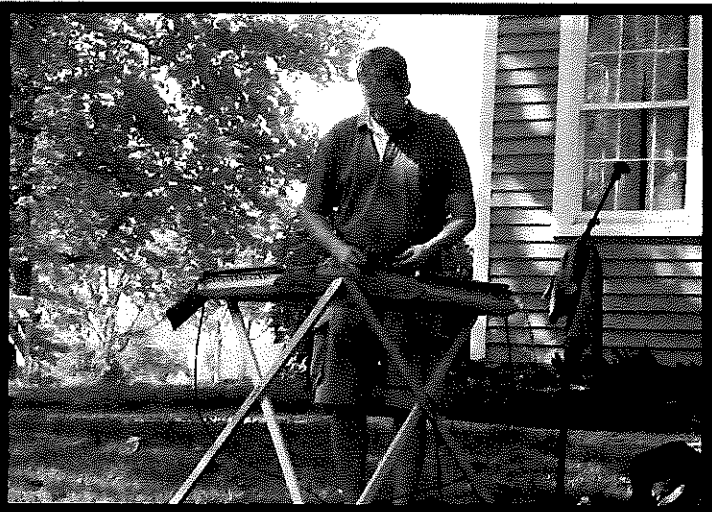
Canal Days was kicked off by the Lions Club 4th of July parade held on July 7. Its theme this year was "Tribute to Old Glory."

After the parade awards were made, the crowd flocked to Canal Park where music filled the air over the public address system. At special times Ted Yod provided hammered dulcimer music. Don Roberson and his band also played during the event.

The Center was decked out with 17 historic flags from Michael Seikel's extensive collection. They ranged in date from the British Union Jack and an original 13-star flag of 1775 to the Union's flag during the Civil War and the present-day 50 stars flag. Did you know that no United States of America Flag ever becomes obsolete? Each flag is still a legal flag and is entitled to the same respect shown the current flag? Did you know that the Canal Center flies the 1837 U. S. flag? On Sunday, July 8 a special program was offered free in the Canal Center.



In Pioneer Village the school master was in the log school house. Docents and artisans demonstrating 1800s crafts were in the Fouts log house and the cabins. There was a dulcimer maker, a whittler, blacksmiths, and others displaying wooden toys and puzzles, jewelry, metal work,



leather products, wooden bowls, basket-making, carving, spinning, fabric arts and needle crafts. Plants were on sale at the Bowen Gift Shop. There were games for the children and an opportunity for them to make their own bird houses with the carpenter.



CSI THANKED

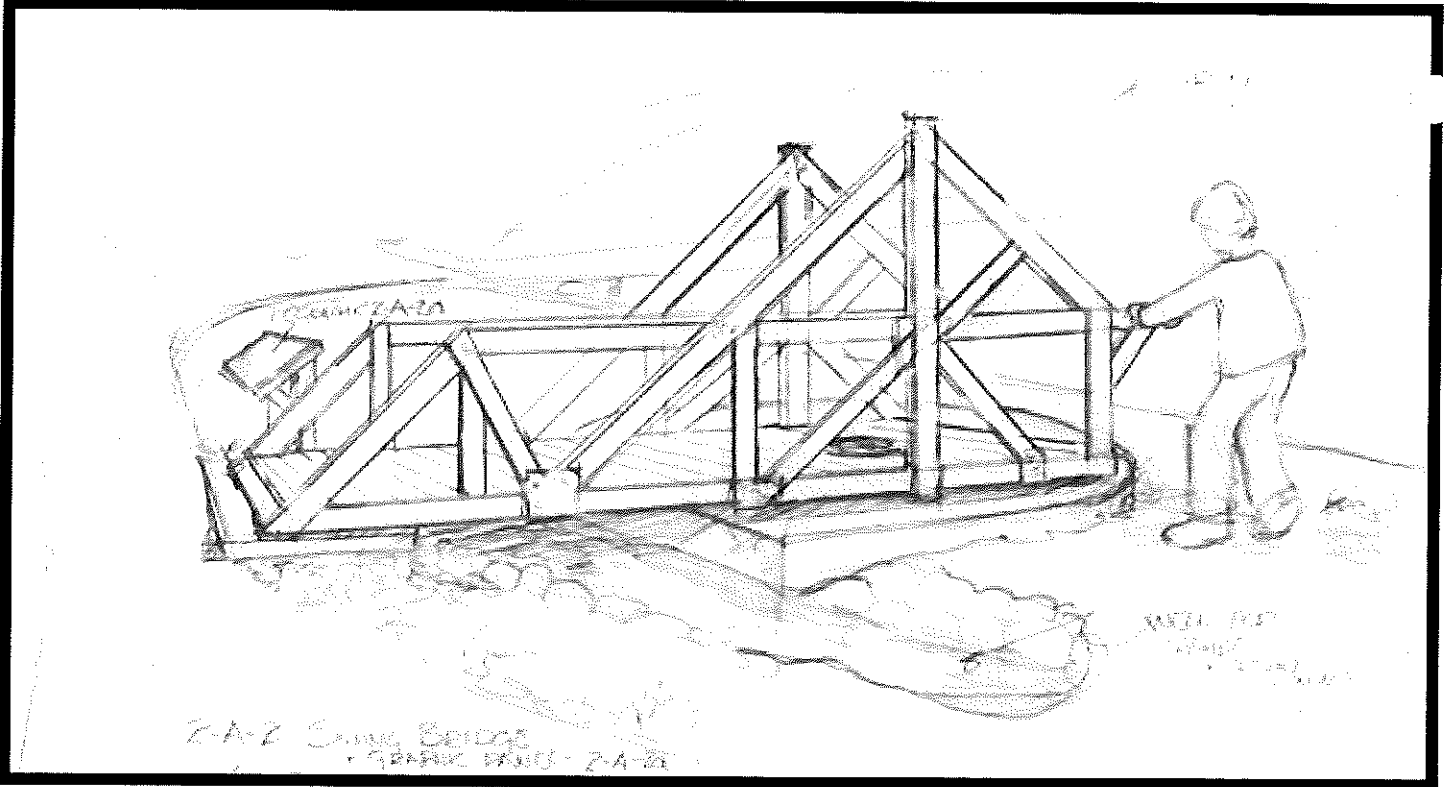
"Currents," the CCWECI newsletter, thanked CSI as follows:

"A big thank you to Canal Society of Indiana for sponsoring new panels being developed for several kiosks at Canal Park and on the trails with a gift of \$7,500. The original panels, showing maps and trails information, had deteriorated with weather exposure."



CCW&ECI served sandwiches, cold drinks, and delicious homemade pies in their Snack Shack. Other vendors had sandwiches, ice cream, lemon shake-ups and other treats.

Despite the hot weather a good time was had by all who attended.



WAYSIDE PIVOT BRIDGE

Pictures and text by Dan McCain

The MWF volunteer crew is currently working on the pivot bridge installation and having lots of fun with its unique design. It is "kids size" and will be along the waterway next to the Canal Boat Warehouse in Red Bridge Settlement. The abutment walls will be veneered with flat stone to make it look rustic and the gray metal frame will be covered with wood to make the bridge look true to the canal era.

We are looking for a sponsor for this very prominent interactive exhibit. Kids will love it after it is finished

perhaps because it is not "electronic." Its just old fashion as are many other exhibits along the trails.

During canal times some of the bridges over the canals pivoted and some could be raised to allow canal boats to continue up or down the canal. This structure pivots on a hidden post beneath one end. It will span the width between the abutments when completed. The space between the abutments will be made to look more like a watercourse. The illustration above shows this exhibit's location in relation to the Red Bridge.

If anyone is interested in sponsoring this bridge please contact President Dan McCain at 765-412-4308.

**THINGS TO CONSIDER:
HORSES, CARROTS, AND PIGS**

While searching through microfilm trying to locate newspaper articles about canals, we often come across interesting items that somewhat pertain to canals or other articles we have written for *The Hoosier Packet*. Horses pulled the canal boats and some were improperly treated by being overused and underfed. The carrot articles give a remedy that could have been used to solve some of the problems:

The Fort Wayne Times and Press
February 23, 1853

CARROTS FOR HORSES. — Notwithstanding the frequent reference we have made to the value of the Orange Carrot as a food for horses in the winter season, when succulent provender is not generally obtainable, we have, within the last few weeks, been asked by several horsemen our opinion the subject. We have fed carrots to our horse — (no editor every yet could afford to keep more than one) — for the last four winters, and we are firmly convinced of their value. We feed about half a peck per day, in the dirt, in two messes, and we deem them to possess as much fattening properties as the same quantities of oats; and if no other succulent food could be obtained, would prefer them to double the quantities of oats. They have a tendency to keep the bowels in proper condition, the hide loose, and the coat silky, and to preserve generally the health of the animal. Deprive a horse of four quarts of his oats per day, and substitute carrots, and our word for it, he will exhibit a better condition.

The Fort Wayne Times and Press
March 9, 1853

From the Western Plow Boy.
MESSRS. EDITORS: — In your first number I find a valuable article on the Carrot as food for horses which naturally, suggests some remarks on the value of the root crop generally. It is well understood that stock of all kinds do better on green than on dry food. Even man is more healthy on a diet a large portion of which is vegetable; that is, either roots or fruit. Notwithstanding all understand this, how few practice upon the principle. Pork and bread, pork and sometimes potatoes, is the food for man; and corn with poor fodder, for horses, and anything almost for other stock, that will keep them alive through the winter; stock hogs, if they average through the winter two ears of corn each, per day, are pretty well fed. Corn is a very valuable crop, perhaps the most so of any one article we raise, but it is very apt to run short with most farmers before spring, and if it does not, a good supply of roots to feed occasionally to all stock, is better than all corn. Roots operate similarly to green food in summer, which is their natural diet, and serves to keep them in good health and condition.

But raising roots is gardening, says the farmer, and we have not time for gardening. It is too small a business for us, it is "women's work" — such is the talk of many, and more put it in practice. Now, carrots, as part of horses feed, are worth as much as oats, besides being medicinal are a regulator of the system of digestion; and Prof. Mapes says, nine hundred bushels can be raised from an acre of land. The farmer who gets nine hundred bushes of oats from thirty acres of land has no reason to complain, in fact, he does well. Now, which takes the most work, (to say nothing of this twenty nine acres of land) one acre of carrots or thirty acres of oats? And let it be remembered that it has been proved that a bushel of carrots will go as far in keeping horses or stock, as a bushel of oats.

But carrots are not as easily raised as some other roots which make good food for hogs and cattle. Twelve or fifteen hundred bushels of sugar beets can be raised on an acre with less work than carrots. Sixteen hundred bushels of the Hanover, French, Swedish or Ruta Baga Turnips can be raised with less labor. Parsnips too, are easily raised and promise one advantage over the others, they will winter themselves and come just right for feeding in spring. This might be the best crop for such farmers as cannot afford to house even their corn. The blackbirds and squirrels will not take toll of them. T. COVINGTON. ABOIT. Feb. 25th, 1853.

Much pork was shipped by the canal both alive and in barrels. We have printed several articles in relation to pigs and humans. Here is another:

The Fort Wayne Times and Press
March 3, 1853

Democracy of the Hog. — Some folks accuse the pigs of being filthy in their habits and negligent in their appearance. But, whether food is best eaten off the ground or on a China plate, is, it seems to us, merely a matter of taste and convenience, on which men and pigs may honestly differ. They ought then to be judged charitably. — Pigs do not chew tobacco nor drink whisky. As to personal appearance, you don't catch a pig playing the dandy nor picking his way up muddy streets in kid slippers. Pigs have some excellent traits in their character. If one chanced to wallow a little deeper in some mire-hole than his fellow, and so carries off and comes in possession of more of the earth than his brethren, he never assumes an air of importance on that account; neither are his brethren stupid enough to worship him for it. The only question seems to be, is he still a hog? If he is, they treat him as "rich." And when a hog has no merits of his own, he never puts on any aristocratic airs. Nor claims any particular respect on account of his family connections.



THE DAM AT HARRISON FOR THE WHITEWATER CANAL

By Charles (Chuck) Whiting, Jr.

To furnish the water for the Whitewater Canal for the section of canal between Harrison and Lawrenceburg a dam was built across the White Water River at Harrison, Ohio. The first boat utilizing the dam at Harrison was the Ben Franklin arriving in Brookville from Lawrenceburg June 8, 1839. However this section of the canal was still being finished in September 1839 including the canal basin by the Ohio River and the towpath bridge at Harrison as reported in Lawrenceburg's *Political Beacon* of September 14 & 18, 1839.

For specifications and details of the 375 foot wide 11 foot high Dam see *The Hoosier Packet* September 2006. Further research found additional information on use of the canal between Lawrenceburg and Harrison after 1847.

The flood January 1, 1847 was the first major problem at the Dam. "All of the dams are remaining but the water has washed around all of them and formed a channel which only requires cheap embankment." A Harrison lock was destroyed and considerable damage occurred to other parts of the canal. *American*. January 8, 1847, Brookville

The canal was repaired. It had been put back in service for a short period when the next flood occurred.

From the *Indiana Register* November 13, 1847, Lawrenceburg: "On Monday night last, this region was again visited by a tremendous deluge of water which has destroyed all the labor of the last ten months on the Whitewater canal. The feeder dam at Harrison is again broken and the canal embankment in the vicinity entirely washed away. The branch of the canal from this place and Harrison is not so much injured as in other places above and on the Cincinnati Branch."

From the *American* November 12, 1847, Brookville: "The canal, which had required all the means and energy of our valley to repair, and had only been navigated one week, is now in ruins, when or how to be repaired, we cannot say. All the repairs at the dams at Harrison, Case's, and at Brookville, are torn away, and worse, if possible, than before."

The canal above Harrison was later restored. The company had great difficulty raising the needed funds. The Cincinnati and Whitewater canal, which had obtained its feed water from the Harrison dam, was re-routed so as to obtain water from Case's dam. *The Hoosier Packet* October 2006

From the *Indiana Register* March 29, 1849, Lawrenceburg: The Company have appropriated \$10,000 to the repair of this portion of the Canal and propose to commence work immediately, provided the City of Lawrenceburg will loan them \$6,000 to enable them to complete the work, for the payment of which they agree to pledge all the tolls and water rents on this end of the canal until the \$6,000 and interest is paid up."

Almost three years after the November 1847 flood the *Independent Press*, Lawrenceburg November 1, 1850 has a water power article. "The canal is now in boating condition and Lewis and Eichelberger are well supplied with wheat and have an abundance of water to grind with.

"We would suggest to our citizens, or to any one who has capital and wishes to invest it in manufactories, that there is an eligible site for a mill of any description, on the location formerly occupied by Messrs. Lewis & Eichelberger's Flouring mill and Gregg's Oil Mill. There is a good water power running waste there. - - -It has been a source of wonder to us and many others, for a long time, why it is, that these mills have never been rebuilt."

From November 22, 1850 *Independent Press*: "The White Water Canal is in good order, and boats continue to arrive and depart, but we may, from present indications, soon look for a freeze up."

The canal to Lawrenceburg apparently remained in use for the next two years. The following advertisement appears in the December 15, 1852 *Independent Press*, Lawrenceburg Indiana.

Canal Packet Boat

MILL BOY

Capt. Samuel Craft will continue to run as a weekly packet from Lawrenceburg to Connersville. For freight or passage apply to L. B. Lewis & Bro. Lawrenceburg, or to Lewis & Bro. Connersville.

Shortly after the advertisement began to run another flood occurred. "The river at this point commenced rising on Saturday last - but nothing serious was anticipated until Monday. From the reports of the high state of nearly all of the Ohio's tributaries it then became apparent that we would not be slighted in the general inundation. Up to twelve o'clock last night it had risen to within ten feet of the 1847 mark.

"Those of our citizens who lived in the back grounds have removed their families and furniture to higher streets - and those that had live stock sent it to secure places.

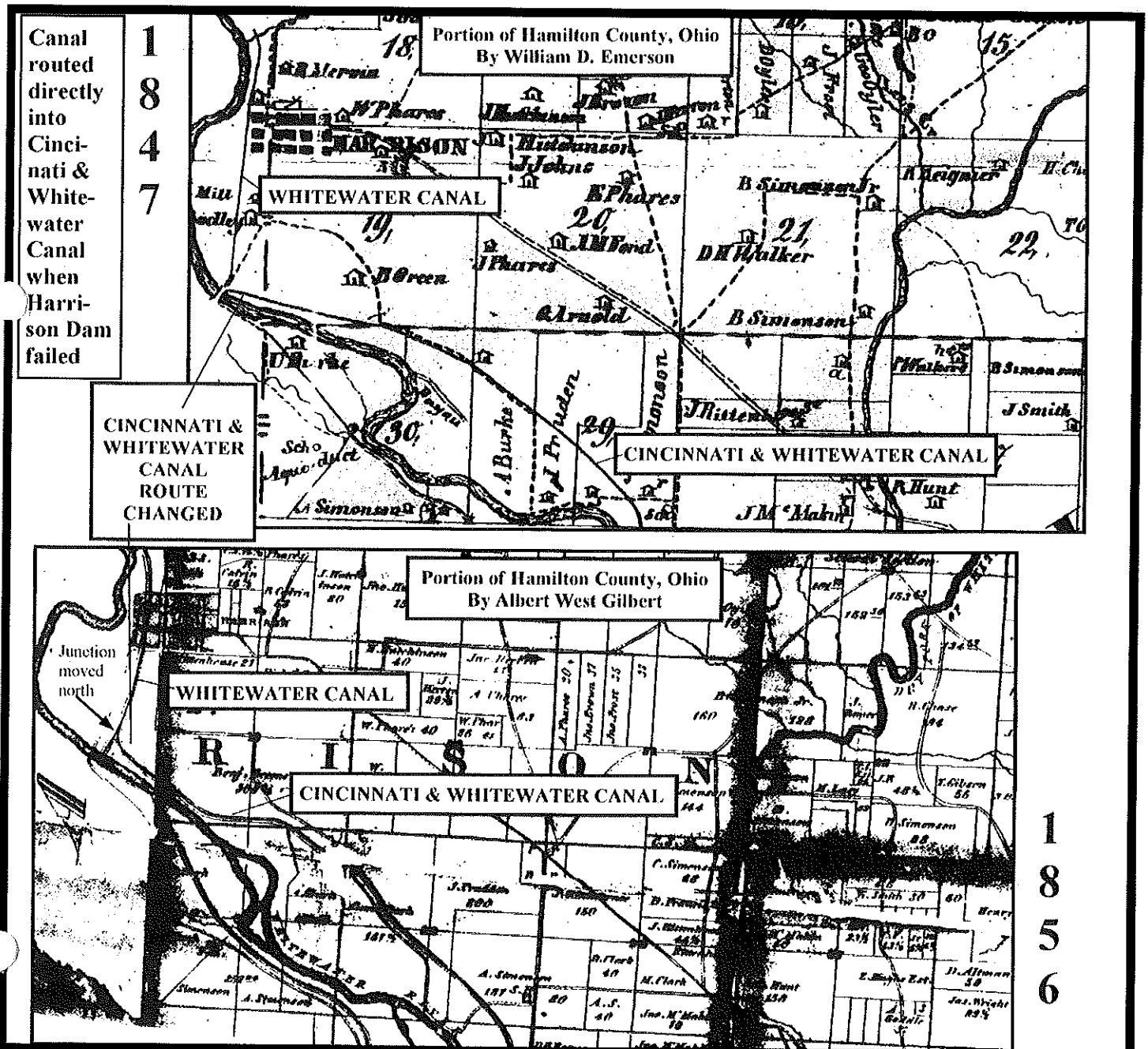
"In consequence of the high water most of the mills on the Whitewater River and canal have been obliged to suspend operations. The dams which feed the canal are washed off; the bridges at Brookville and Harrison are both swept away." *Independent Press*, December 29, 1852, Lawrenceburg

"On Thursday night last the Valley of White Water was visited by another destructive flood The ruin and desolation cannot be particularized. It extends from the extreme tributaries to the mouth. The canal is riddled; Mills and Factories are either ruined or damaged without a single exception. Fences are swept away - together with corn in fields and cribs. Horses, lumber, and farming utensils have alike been destroyed.

"The greatest loss is the canal. The injury to that is

serious. Our present information is so contradictory that we cannot even make an estimate of the damage. The breaks in the earth works could be easily repaired, although they are numerous and some places are extensive. But at Harrison the dam is seriously injured, the abutment on the south end and part of the dam being torn away. The river bridge there is also gone. The navigation to Cincinnati can, however, be resumed before that dam is rebuilt. But the dam four miles below Brookville is also in ruins." *American*, December 31, 1852, Brookville.

No evidence of the Harrison dam being rebuilt for the fourth time has been found, so we can set the last week of December 1852 as the end of the Whitewater canal between Harrison and Lawrenceburg.



EVENTS AT GATEWAY PARK

Some of the events this summer at Whitewater Canal Scenic Byway's Gateway Park at Metamora, Indiana have attracted many visitors. On Friday June 29 and Saturday June 30 they hosted the 2nd Annual Gateway Park Bluegrass Festival. The festival began at noon both days with the final evening acts taking the stage at 11 pm. Some of the groups appearing were: The Tillers, All American Band, Shady Valley, New Jerusalem, Deer Creek, Appalachian Grass and more. Camping sites were available for those attending the festival.

On July 22, 23 and 24, the Franklin County Extension Homemakers displayed a variety of quilts. Their theme was "See the Quilts."



CANAL TRAIL, INC.

STRENGTHS AND WEAKNESSES

By Gary Schluetter from

Volume Two, Issue 1 #53 *Whitewater Valley Guide*

Having just completed its periodic SWOT [Strength, Weakness, Opportunity, and Threat] examination, the state of the Whitewater Canal Trail has been determined. The not-for-profit is financially sound, and its current board works well together, but it doesn't have enough trail and the two built sections do not connect. Under the direction of its president Tom Cooney, who hosted the SWOT'o'rama, the board first named each item of Strength, Weakness, Opportunity and Threat and then ranked each one.

Under the O in SWOT (Opportunities) the board named preserving historic structures its most agreed upon priority in a list. Coming in second was building more trail and specifically not just the Metamora to Brookville corridor.

Lock 21 near Yellowbank Trailhead is an example of the group's successful historic preservation activities. It is set up as an unsupervised observation center for the 150 plus year old monument to man's ingenuity and industrial expression.

Another historic preservation action is the Trail board's authorizing negotiations with INDOT (Indiana De-

partment of Transportation) regarding their possible acquisition of the historic Cedar Grove bridge.

It's been publicly reported Indiana Department of Transportation wants to turn some unwanted roadway over to Franklin County and has offered a sweet deal knowing that the county commissioners do not support taking any more roads under its responsibility.

On Duck Creek Road by the old Duck Creek Schoolhouse is a slab crossing, which causes an unusually high number of accidents and deaths. The angle of approach and the narrowness of the slab are problems. The county commissioners want a full-fledged bridge there but it would cost over a million dollars and would take at least three years from the date the contract is signed. The county's part of that million would normally be perhaps twenty percent or \$200,000. According to reports, INDOT seems willing to not only put in the bridge but also waive the local match.

Reportedly INDOT is willing to put in several hundreds of thousands of dollars worth of riverbank strengthening along River Road from the Cedar Grove bridge to the new SR 1. SR 1 was rerouted circa 1990s which made this part of River Road redundant and this part includes not only a 150 yard section of road on the Cedar Grove side of the river, but also the Cedar Grove bridge and a longer section of River Road leading to an intersection with the new SR 1. INDOT wants all of it off its inventory.

Last summer INDOT took a plan to demolish the bridge before the Indiana Historic Preservation Board. At the time it was scheduled to be literally blown up and hauled off in about 18 months. That time schedule has been readjusted in part due to the efforts of the Friends of the Bridge who attended the HP Board meeting armed with a plan to create a pedestrian bridge, which would be part of a bike or hike trail some time in the future.

INDOT's planning for and recent reports about this property mention Whitewater Canal Trail, Inc. not the Friends. The Friends had planned to form a 501 c 3 non-profit and eventually take possession of the bridge, which INDOT might be willing to give away. To expedite the process The Friends have joined the Trail group as a committee, which gives them a stronger base of ability and credibility.

It's important to note the Whitewater Canal Trail board has not voted to accept ownership of the Cedar Grove bridge. It has agreed to negotiate with INDOT about potentially taking ownership of it.