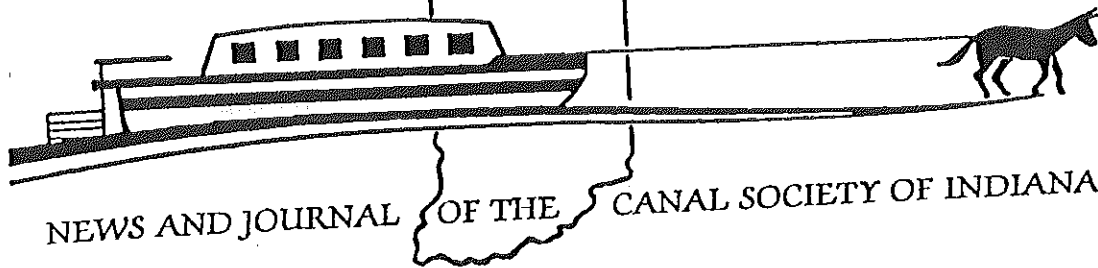


THE HOOSIER-PACKET



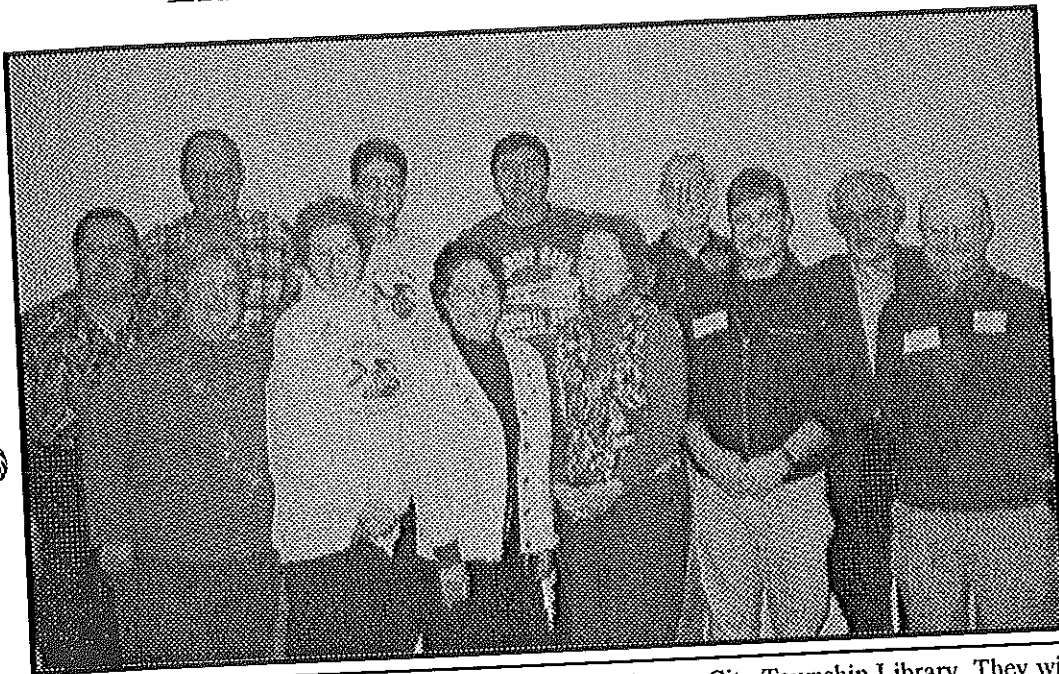
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 1 NO. 8

P.O. BOX 40087 FORT WAYNE, IN 46804

DECEMBER 2002

HAPPY HOLIDAYS!



CSI's Board of Directors met November 9, 2002 at the Huntington City-Township Library. They wish you a "Happy Holiday Season." L-R Row 1: Carolyn Schmidt, Bette Lockhart, Sue Simerman, Cynthia Powers, Kreig Adkins, Jerry Mattheis Row 2: Bob Schmidt, Dan McCain, Gene Paschka, Mike Morthorst, Jim Ellis, Chuck Huppert Photo by Lynda Huppert

Features

1. Reminiscences of Early Montezuma Canal Town
13. Canawlers At Rest: Major Stearns Fisher
12. Welcome New Members Dues Due
16. News From Delphi Crushed Stone Improves Trail Constructing a Lock Gate
19. Speakers Bureau
20. W & E Canal Dredge On e-Bay
21. "Pigs, Paper & Pilsner" Tour

Reminiscences of Early Montezuma and Their Wabash & Erie Canal Connections By Charles Davis

I have based much of this article on a story, which was written, as far as I can determine, by Fred McIntosh in 1927-28. His obituary is at the end of his article, which appeared in the Montezuma Enterprise on March 7, 1940. Through this article one can see what life was like in an early Indiana canal town.

"The first store was opened in a log cabin by

James Nesmith, an Indian agent, the stock consisting of two bolts of calico and one barrel of whiskey." In these early days of Parke County there were numerous stills about. In humorous light we could say, 'In the Parke County hills, there must have been ten thousand stills.' *This was in 1823 when the town was founded. The largest steam boats were the Daniel Boone and the Island Queen.* Terre Haute Post "The early settlers were German, Scotch Irish, and down east Yankees, with the Germans in the majority."

William Miller - brewer, soldier

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

MAC

Col. Erastus M. Benson - slaughter house owner

"Col. Erastus M. Benson, in the early 1860s to the late 1870s owned and operated one of the largest slaughter houses in western Indiana. It was located just north of the railroad bridge, and west of George Mathas' coal yard. Hogs from Putnam, Vigo, Vermillion, Montgomery, and Fountain counties were driven to Montezuma for market. The killing capacity was around 350 hogs per day. The meat was cured and then shipped to New Orleans by flat boats or by canal boats to Toledo, Ohio and other towns enroute. I believe that the writer is the only one living in Montezuma today that has made the trip to Toledo and returned by canal boat. On Saturday all the

kids in town that could possibly make it, would be down to the old lard house when they did the rendering in great iron vats. Each kid brought a string to which he would tie pig tails and pork tenderloins, throw them in the boiling fat to cook. When done they would commence to devour them with a relish." *I can relate to this as to the butchering days at grandpas.* "Looking back on those scenes, I am not sure but what cannibalism was still vogue for it was impossible to find a greater lot of rag muffins, each with his string of meat and as dirty as they were healthy. The principle industry in those days was raising children and hogs, with the hogs having the preference, (but not in number). You could ask any father how many children he had and he would hesitate, count them mentally, then answer. In most instances he was correct. Once in a while he would miss a few; but ask him how many hogs he had and the answer would come like a flash and be correct."

Dr. Hudson - physician

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

John Z. Ireland - grocer

"John Z. Ireland had the largest store in Montezuma on the site of Bob Sutton's home. His principle stock was groceries, but he

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

William N. Foncannon - gun shop owner

"In the late fifties and early sixties, we see an old gun shop that was operated by 'Uncle Billie' Foncannon *(William N. Foncannon Co. 1 43rd Ind. Inf.)*, which was located where Andy Bord's residence now [1928] stands. Old and new guns with sabers of every description were hanging on the walls during the war 61-65 and even later, he did a thriving business. He died in the late sixties leaving a wife, seven daughters and one son. His youngest son, Jake, having been drowned in the canal in 1860."

William McIntosh - blacksmith

"William McIntosh occupied part of the gun shop building for blacksmithing. His work consisted of ironing wagons, shoeing oxen and horses. Mr. Peter Warner, who located near West Union in 1831, was one of his many customers. 'Ves' Warner and Mrs. Nate Mathas are his grandchildren that still living in this vicinity."

John Baldwin - wagon maker

"Diagonally across the street on the north east corner, the now

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

Frederick B. "Charley" Machledt - cabinet maker, carpenter, coffin maker

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

house one and a half stories, about twenty by thirty feet. In this home most of the children were born, five in number, three boys and two girls, three of whom are living, all in Montezuma: Charles Machledt 11, in his 74 years, John being 68, Mrs. Sarah Bailey, (as it is impolite to mention a lady's age will just say she voted last election). We don't think it amiss to tell a few characteristics of Mr. Machledt. One was his kind acts toward children, but let any kid do wrong around him and he was punished just the same as his own. (We can vouch for this.) His greatest superstition was for the number thirteen. He was engaged to be married on Wednesday, then discovered that it fell on the thirteenth. Wednesday came; the bride to be waited, but no Charley showed up, nor did he until the fourteenth, with the explanation that he had to make a coffin and forgot about the wedding. As no one died, the coffin story did not work."

William (Daddy) Ricketts - saw mill owner

L. R. Young - saw mill owner
"Cy" Johnson - sawyer

"William (Daddy) Ricketts built a saw mill on the spot where the pool is now located (*Benson's Basin in canal times*). Then it was taken over by L. R. Young and run by him for years as one of the largest mills on the Wabash river. The lumber yard extended from the mill to the road and south two blocks, where thousands upon thousands of feet of lumber was piled. With 'Cy' Johnson was his lead sawyer, who looked and felt his importance in handling the first circular saw to be operated in the neighborhood. Most of the logs were rafted down the river, some of which contained a hundred or more logs, and it was necessary to have a skilled navigator as most of the rafting was done in the spring and fall when the Wabash was banks full with the current very swift. It took two or five men to handle a raft. The hard and dangerous part was to keep it straight in the stream, and the

landing they had two long sweeps, one on each end of the raft to guide and help them land. It was not an uncommon sight to see rafts lashed together extending from the bank to a third across the river. There was an incline track that ran out from the mill into the river. They would cut one log loose from the raft at a time, float it down on the carrier, which was then pulled up the incline by steam power to the sawyers carriage where it would be made into lumber. Most of the houses in the town at that time were made from native wood that was cut into lumber at this mill."

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

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

Some of our Montezuma people were buried there later and the cemetery contained about thirty graves at one time."

Old Cemetery

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

"It is a peculiar coincidence that two of Montezuma's three cemeteries first occupants were people that had died with their boots on - in other words murdered. Ezra Compton was the first one to be buried in our present cemetery, after being killed in 1879. It is impossible for us to find the names of those that were killed in 1844 out near the cross roads which started that cemetery."

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

home, road 325 N.
Flour Mill
 Joseph Bowsher - mill owner
 Captain Kidd - miller
 Captain Andrew Brown - engineer

"When Joseph Bowsher built the steam grist or flour mill in Montezuma in the late sixties (1860s), it was the show place of our town (see *Indiana Canals, Summer 1999, "Montezuma and Its People Connections, page 13.*) It was a large frame building three and a half stories high located west of the Baptist church and north of the pool grounds (its exact location is SW corner of Plum St. and Water St. facing the canal on lot 28.) It had a large warehouse in connection, also a cooper shop (lot 27). The miller's name was Captain Kidd, who lived where Frank Hold now lives. The engineer was Captain Andrew Brown, who was killed while on duty, getting his clothes caught in the fly wheel which was the first tragedy. The next one was when it burned down in the early eighties."

"Years before the flour mill burned down Dr. George W. McCune had purchased it and Mr. Murphy from Paris, IL. was head miller. Scott Miller, who resides here, is his son. They lived where Mrs. Elliott now lives. After the death of Mr. Murphy, George Cole operated the mill for a number of years with Dick Baily as his able assistant. Later after they had discarded the old Burr system and put in the roller process Mr. John Berry was the miller with Eddie Hill, a brother of Frank, as helper, and it was under this management that fire destroyed it which was one of the saddest blows the town had or has ever received, for that old mill was instrumental in bringing thousands of dollars to Montezuma besides a very good payroll was handed out every Saturday night."

James Jacobs - dry goods store owner

"James Jacobs, one of Montezuma's early settlers, was born

in Xenia, Ohio in 1821. When ten years old, his parents removed to Greencastle, IN, and various other places for six years settled in West Point, Tippecanoe county. In 1849 he entered into the dry goods business at Romney, IN, with Dr. Adkins and remained there one year. In 1850 he removed to Montezuma. Here he again entered into the dry goods business with Dr. Adkins. Four years later Adkins sold out and Mr. Jacobs embarked in the drug business. His store was located where Jimmy Gilmore residence now stands (lot 76, corner of Washington and Wilkison streets). It was a two story brick, the first one to be erected here and it was built in the thirties (1830s). Mr Jacobs bought it and the adjoining lots, one of which was his home. He married Miss Margaret Vanlandingham on Jan. 8, 1856 and to this union five children were born. After Mr. Jacobs died, the family removed to Indianapolis."

Woolen Mill
 Mahlon Reynolds - mill owner
 Jerry Siler - mill owner

"In the early fifties (1850s) there was a woolen mill in the old town of Bloomingdale. It was an outgrowth of the carding and fulling mill established by Mahlon Reynolds and Jerry Siler. In the sixties this factory, which was conducted by John M. O'Brist and Nathan Davis, did considerable weaving. They operated at that place until 1869. Then they built a new mill in Montezuma that was located just north of the Fred Lindsey home. It was built facing the canal with a driveway for wagons between the mill and canal boat dock. The boats would bring in cargo after cargo of the raw material, then reload with the finished product, which was shipped to various points along the route to Toledo, OH. The southern terminal was Terre Haute, IN."

"After Obrist and Wm. N. Aikens had put the machinery from the old Bloomingdale mill into operation here they were very

successful. Mr. Aiken's later sold his interest and then the place became Oribrist and Davies. It was run by them for several years. They had a large store, which stood where Arthur Machin's garage now stands. The mill burned down in 1871, which was Montezuma's greatest loss up to that time. It was never rebuilt, as they carried very little insurance. There was an old canal boat at the dock that was also consumed. Its name was 'The South Bend.'

"Mr. Oribrist died shortly after the burning of the mill. His daughter Miss Jennie married O. Lemon who was conductor on the I.D. & S. railroad for years. She is living in Indianapolis. Mr. Davies' family moved to Minnesota where his descendants are now living. There are two persons living who were working in the mill when it burned. One of them is Mrs. Anna Link Willis of Lafayette, IN. The other one is Mr. George Quinn of southern Illinois. Mr. Quinn was engineer and was partially blamed for the conflagration. Mrs. Willis was operating the loom. The mill was one, if not the greatest asset Montezuma had and employed a large number of people also buying the wool from farmers which brought trade to town. The folks of those days would go to the mill in the fall of the year and purchase two bolts of cloth, one of them was sure to be blue or gray jeans for our school clothes."

Joseph Burns - ferry operator

"Joseph Burns ran a ferry one block south of the mill, which was a convenience for Vermillion county. (A man named Hoskinson sold the ferry to Burns. Deed Record 1/127 states Hoskinson has this ferry in 1833.) There was a bridge across the canal at the ferry approach." (Road Bridge No. 79 was just a little south west across the street from the Montezuma, Phoenix, or Brady hotel, having different names at various times.)

"The steam boat landing was

several blocks south where there was a bridge across the canal (Road Bridge No. 80). These bridges were high enough for a canal boat to be towed through. You could hear the pilot sing out, 'Low bridge' when everyone would duck to keep from being knocked off the boat as one could not stand erect while passing under the bridges."

Tom Welshan - carriage factory owner

"Every old building has its history and no matter how short, is very interesting. So it is with the old blacksmith shop back of the Masonic building that is being torn down and taken away. The younger generation only remembers this old building as a blacksmith shop but little do they dream that at one time it occupied the prominent place as a carriage factory. In the year of about 1886 or 7, Tom Welshan, who is now in California, came to Montezuma with his father and brothers, and had the citizens of the city to buy a lot and build a Carriage Factory. The citizens donated enough money for the building of this factory which was to employ at least twenty-five or thirty men, to work in the plant but only the number of four or five men ever held positions there. They were Tom Welshan, his brother Milton, a blacksmith and his helper. The factory was built on the site of where the printing office now stands. The money that the citizen donated was supposed to promote a factory here for the good of the town and bring people to Montezuma, and also to give employment to the people here. Business continued, as explained above, for several years after which Welshan bought the factory and operated it by himself for a great many years, and after that left this city and went to California. The blacksmith shop has been in operation all along with the factory on the south side and blacksmith shop on the north. The shop was moved to the present site making room for a newer building. With the going of this building will go one of

Montezuma's oldest land marks."

Jedidah F. Stacy - warehouse owner

"The old warehouse near the river was built before the Wabash and Erie Canal and belonged to Mrs. Ada Cumberland's grandfather, Jedidiah F. Stacy. For a great many years it has been the property of the Masonic Lodge, who sold it to James W. Russell. The latter used some of the lumber to build a garage to store furniture and gave the remaining to John Wineland for building the garage for him. Miss Mary Broderick purchased some of the lumber for the building of some out buildings."

"While walking through the old cemetery (Old Montezuma Cemetery) on Decoration Day, we noticed some flags on soldiers graves, a few flowers and very few on other graves. (In 2001 I was able to procure new head stones for James Burns, War of 1812, James Shane of the Civil War and have one ordered for Joseph Antrim of the Civil War.) From there we walked up to our new cemetery (Oakland) and strolling along many things of our youth came to mind."

"The first was the old home place of Feelin (Tinkey) Watt and his wife. Aunty Watt, who was our kindergarten teacher; then the old Amos home where we were entertained at parties. Then came Noah Deer's old homestead adjoining that of Israel Armstrong, both of whom were early settlers here. On the corner north was the village well, know to us as the 'public well,' and it is there today but not as handsome as it was with the old curb and windlass, with an oak bucket attached to a rope. Today it has a pump in it. Just north of it was the home of Thomas Dorne, a typical Mick."

Charley Peer - canal boat captain

Tom McIntosh - canal boat owner

"Back of Dome's where Sam Coffin now lives in a house that was erected by Charley Peer, who was an

old canal boat captain and at one time in partnership with Tom McIntosh as part owner of a canal boat. (*McIntosh drove a canal boat for E. M. Benson.*) South of him lived Lloyd Pollard the only one of the above named that has any descendants still living in Montezuma. Then came the home of the Cross family, all of whom have passed on."

"A block north was the home of Miles Brown, who was a dude of his day, and raised many delicious watermelons that tempted many a kid to crawl through the fence and pilfer a choice one. Next and last was an old log house where a Mrs. Lemon lived and during her life that old cabin was given a fresh coat of whitewash each year, and with its climbing vines and pretty roses, it was to our minds the neatest mansion in town."

Benson's Woods

"On the north of this was what was known as Benson's Woods and is a beautiful spot. We understand that the cemetery has an option on it and they are going to clean it up, which will add to its natural scenery. At one time this same woods was a picnic grounds where our celebrations were held on July Fourth. There we would hear the Declaration read, and some speaker give an address. At the conclusion we were turned loose I guess, just to see how miserable we could make it for other people."

"In going through the old cemetery we saw James Shane's stone, killed in war 1862, born in 1839. There are a great many people in town that knew his brother 'Ike,' who was a tinner for W. A. Henderson for years. His many practical jokes are spoken of often. Riller, wife of James Davis 1799-1876. They were the parents of Jim Davis, Jr. of cornet fame."

James Davis, Sr.

"It may not be amiss to tell a true story about Mr. Davis, Sr., who

was of a quarrelsome disposition, always in a law suit with some of his neighbors and as for profanity, he was a past master. He was very seriously ill on one occasion and his wife being a religious woman, persuaded him to call in a minister, who arrived on schedule and was reading to Mr. Davis from the Bible.

We can't quote the book or chapter but 'twas where the Devil had chased the swine into the sea. [*Matthew Chap. 8, verses 29-32*] Mr. Davis on hearing this read, shouted out as loud as his feeble voice would permit, saying 'By G--, had they been my hogs I would have persecuted him.' He recovered from that illness and lived a number of years later, and from that day until his death he was called 'Hog' Davis."

"Another one that is standing erect is in the memory of Philip Lease, who died in 1871. For many years he ran a saloon where Rierden's furniture store is located. [*1927*] It was a two story frame; the family living upstairs. After his death 'Nap' Creammer had an undertaking business there which he later sold to Frank S. Cumberland and it was destroyed by fire during his possession."

Old Swimming Hole - Burn's Ferry

"Every town in the country which is located on any kind of river or creek, has had and has its 'Old Swimming Hole.' But we of the earlier days had a very great advantage in respect to a good place to put our clothes and clean place to dress. It was just two blocks north of our bridge which crosses the river between here and West Montezuma and was known as Burns' ferry, which in those days was the only means of crossing the river. It was a wooden constructed barge, possibly seventy feet in length by fifteen in width, with the steering gear near the center on the north side of the boat and was propelled by the current. To the boat was attached a chain and had an anchor at the other end near a half mile north on the Montezuma

side. This chain was kept off the bottom by means of buoys which were placed about fifty feet apart. There was a wagon bridge across the old Canal, [*No. 79*] or that point which was not only used by the public to the ferry but by farmers who had corn planted in the bottom land."

"In the evening as soon as it was dark one could see the greater part of our male population making a bee line for the ferry--kids, boys, and men. It was an excellent place to disrobe (which meant for the most of us the regular three piece uniform - hat, pants and shirt,) then we would place our pants and shirt in our hat, and lie it on the bottom of the ferry boat and in we went. It was a beautiful sandy bottom with the water about four feet deep at the end of the boat which extended in the river. The kids would climb in and around these buoys and play safe while more venturesome would swim the river. The one thing that made us scramble was when some belated wayfarer would happen along. Then we had to run for the boat and get our belongings (we came near saying clothes) so the team could be put across the river which consumed about eight minutes."

"At that time all circuses traveled by wagon and it was a wonderful sight for us kids to go down to the ferry and watch the elephants do their stunt and it generally took from two or three hours for them to cross, and while the kids were right down to the river's edge to be sure we would see it all, the banks were lined with older people, all awaiting to get an eye full. As far as our knowledge goes there was never an accident of any note at our old swimming hole."

"The homes that surround the old Cemetery make us see a great many things that recall to our mind the happy hours of our childhood. On the corner where Mrs. Elliott now lives [*1928*] is a home that sheltered

several families in the past. In the early sixties it was occupied by Wm. George, whose son Frank is still living in our town. Other people that were identified with our early history that lived there were the Bradley's, Murphy's, Butlers, Webb, Hunters, and others."

"The next house to the east is a home that looks like it did in days of long ago. It was erected and owned by a master workman, John Arn, who made it his home for a great many years, but we miss the old barn and the pigeons. This same barn was a rendezvous for us. We can see everything it contained and especially an old army saddle with a large hole through its pommel which was made in 1862 by a bullet from a Confederate gun killing the rider Major Fred Arn. [At present in 2002, Maj. Arns tombstone is broken and is laying against a tree.] We rode it many times thrown over a barrel. Today it is at the G.A.R. Post at Illsedale."

Roland Bently - canal boatman

"The next home was that of 'Rawl' Bently [Roland Bently], an old Canal boatman. Then farther up on the opposite side of the street was the home of Dr. Gilmore. From there on it was woods. On the south side of the street across from the school house was the home of 'Coon' Dennison, who was killed in the seventies, by being thrown off a horse. His wife, bless her soul, was a delightful character. We are almost positive that the flower named 'Brown Eyed Susan' was named in her honor as Susan was her name."

"Following on out to the now cooperation line, gazing over the valley to the hills a mile to the east, our eyes rested on natural beauty. On the north at this spot is an old Elm tree six or seven feet in circumference that stood like a sentinel and the 'last of the Mohicans.' How well we remember this over a half century ago when we would play in the shade made possible by its thick

foliage and having our dinner at noon with the farmers cutting wheat. When Joseph Burns owned the ferry three and a half blocks north of the bridge 'Wick' Vanlandingham was commander with the genial 'Ned' Skeeters as his public assistant."

Ghost and Indian Stories

"After we kids would get out from our absolution on the sand bar 'Ned' would gather us around him under the sycamore that stood near the landing, would put us in a half circle, then with one of the most benevolent smiles that any one was ever heir to, would commence to tell us 'ghost and Indian' stories while his smiles changed to a hard, stern countenance. What a writer of fiction he would have made! His descriptive powers were wonderful. His vivid imagination had few equals. He would tell the most horrifying things about the Indians, of the trials of the frontiersmen, the massacres. He would make them so realistic that you could see two or more kids at a time put a hand to his head to make sure that he was not scalped. Then when he saw that he had us in the right condition he would tell 'ghost' stories. When the meeting would finally come to an end we would hang together as long as possible, then break in dead run for home. In passing an alley or a dark spot we would try to increase our speed, which is unnecessary to state was impossible."

"Young Frank S. Bipus was tending store and his cronies consisted of the following: James Johnston, John Naylor, Col. Erastus Benson, Dr. Benj. F. McCune, Joseph Burns, 'Wick' Vanlandingham. They would take possession of the arm chairs. Should any of the lesser members arrive, they would have to be satisfied with a split bottom chair. Then they would discuss the many questions of the times -- business, farming and politics. Mostly politics and the peculiar part of it is in these days this town was overwhelmingly Democrat and though it was almost

a criminal offense to vote any other way. Still here were eight men that did a whole lot for Montezuma. Not one iron cast among them and only one Democrat, seven Republicans."

"Romeo" - steamboat

"But when they would hear the sound of the 'Romeo's' horn for the landing, they would arise amass, go down to the dock and welcome any stranger that was seeking a new home in or around Montezuma. The 'Romeo' was the largest steamboat on the river."

John Link - ran boarding house

"Way back in the sixties and early seventies [1860-70s] John Link ran a boarding house on the spot where Frank Rukes now lives. [1928] The building ran from near the alley to the south line of the lot, with a bench out in front two thirds of the way along the front on which we would gather in the evening and sing German songs as all of his boarders were from the Fatherland except one Mike Delaney from County Cork, Ireland. The Germans consisted of Peter Streetmocker, Christ Stienbaugh, John Link, sometimes Stacy Miller would join in the gay festivities."

"Delaney was out of order in that bunch. When they commenced to sing, he would knock the ashes out of his pipe, go up town for a drink of O. B. Joyful, then tell his friends all about those Dutchmen as follows: 'Sure t'was ill luck for me the day I found that bunch of hathens, every one of them a foriner. 'Tis, a wonder they don't pass a law kaping them out of Our country.'"

"Later he would come down the street taking in both sides of the walk singing 'The Ship has lost Its Anchor.' When on arriving home he would be put to bed by his friendly enemies - the Dutchmen."

Jarvis Davis - shoemaker, Justice of the Peace

"One of the earliest settlers of

Montezuma that we frequently hear spoken of at this time of the year, which is fishing time, is Jarvis Davis, who was born in Kentucky in 1796. His father came across the mountains from Virginia with the first United States troops that came into Kentucky, and lived to be one hundred and five years old. Jarvis Davis learned the shoemaker trade and received a common school education. In 1819 he went to Indianapolis and remained there less than one year, but while there he helped build the 'first' frame building in the town. He came to Montezuma with his wife in 1828 and remained here the balance of his life. He died in 1876. He worked at his trade of shoemaker for fifty-eight years. In 1851 he was elected Justice of the Peace and served in that capacity for seventeen years. He lived and had his shop where Lee Bennett now lives. [1928] He was the grandfather of the late George Herron, who was born here and who received his early education in our public school and later became a celebrated clergyman."

"Herron was located at Grinnell, Iowa, when like a clap of thunder from a clear sky, scandal put an end to his preaching. His affinity paid his wife fifty thousand dollars to get a divorce and married him herself and then both disappeared from the scene, going abroad. He died in Rome, Italy in 1919, just one-hundred years from the date his grandfather was in Indianapolis helping put up its first frame building."

"Many of our older citizens can recall Mr. Davis as he was a great fisherman with a pole and line. It was no uncommon thing to see him coming home with one or two Buffalo weighing from fifteen to thirty pounds."

"John Arn Sr. came to Montezuma from Switzerland in 1846, accompanied by his wife, Elizabeth and their sons, John Jr.,

Fred, and Godfrey and one daughter Elizabeth, who married James Chess in 1866. The year previous 1845 they sailed from Hamburg on a vessel containing a great number of immigrants which was overdue when it landed, having consumed eight weeks in the voyage. Among the passengers were two girls that became very much attached to each other. One was Albertina Miller and the other Johnnette Frank. On arriving at Castle Garden there was much weeping by those girls at separation."

"Albertina Miller came to Montezuma with her father Stacy Miller and this proved to be their future home. Upon the arrival of the Arn family a year later, the two families became great friends and in 1858 John Arn Jr. married Miss Miller and to this union nine children were born, five of whom are living [1928]: Mrs. Elizabeth Corkery of Louisville, KY, Mrs. Anna Rush of Chicago, Sam Arn of Birmingham, AL, Mrs. Ida Dunlap and Frank Arn of this city."

"When Fred Breidenback came to Montezuma in 1858 he brought his bride with him, and when she met the wife of John Arn Jr. there was a near tragedy and much weeping with joy for it was Johnette and Albertina that were hugging each other and lived the remainder of their lives as neighbors and close friends. The world is either small, or else Montezuma was very attractive in those days."

"John Arn fought all through the Civil War. His brother Fred was killed in 1862 in the battle of Shiloh. [His headstone was recently broken, is nearly illegible and is leaning against a tree.] Godfrey left Montezuma in 1861. John Sr. built the first brick residence in 1858 and it is standing today in a good state of preservation. [1928] It is the home of Ed Dwyer today. Since 1846 the Arn family have been represented in out town and is the only family we can

trace that can boast of five generations that lived and are still living in Montezuma: Helen Asbury and Jack Sutton are the fifth. While we are getting old, having known all of the past five generations, we hope to live to see the fifth. Mrs. Ida Dunlap and Frank Arn have spent their entire lives here."

Harve Bullington - saloon

John Ed. Donaldson - lathe shop

"On the lot where the O. L. Brown residence now stands and the one adjoining it on the north furnished a number of tragedies in Montezuma's early history. In 1867 Phoebe Streetmocker (*Peter Streetmother*) owned a two story building on the south line of the north lot, where Harve Bullington ran a saloon which he afterwards sold to John Pinegas who occupied it when it was destroyed by fire in the early 70's. [1870s] In the rear of this building was a carpenter and lathe shop operated by John Ed. Donaldson, who lived where Presslor's Garage now stand but on buying the M. E. parsonage property, removed his family and shop to his new home. He has two daughters living: Mrs. Susie Kemp and Mrs. Lillian Atherton, both of Indianapolis. Johnnie McCabe was bartender when he died, and his mother became housekeeper for James Warner, the father of Ves Warner and Mrs. Nate Mathas of near West Union and remained there for years."

"One of the first tragedies in the place was when Charlie Weldon knocked out and destroyed an eye for Walt Duree; on another occasion John Hendricks drew a Bowie knife and attacked Wm. McIntosh, Sr. in an attempt to separate his head from his body, much to John's regret for he got the beating of his life and was near sent home in sections."

The Crusaders

"Then came the Crusaders composed mostly of women, that would sit in front of the saloon all day in a rocking chair which they brought

with them as well as their knitting, and from sun up until sundown one of them would be on watch; some of the meeker ones pleading while the more pugnacious would defy any man to enter that den of iniquity. Finally in despair they gave up, much to the joy of the saloon keeper but that was short lived for a little later, one night it was burned down. The Crusaders declared it was by a special visitation from above but the saloon keeper said it was by a special visit of the Crusaders."

John Watt - blacksmith

"The next building to be erected was a two story frame one on the Brown lot. This was owned by John Watt, a blacksmith of no mean ability. He occupied the room above for his living quarters. He was a Beau Brummel in a way for after his days work he would doll himself all up and with his flowing beard sit in front of his shop giving the ladies a treat by being permitted to feast their eyes on what he thought was a manly appearance. There were many hard tales told about him and by whom his flat was conducted. He died amidst squalor alone."

John Arn - carpenter

"The next building to be built on the Brown lot was put up right on the spot where his house now stands, only it faces the south and was built by John Arn and used as a carpenter shop. In 1884 on this same spot a bunch of Democrats were celebrating the election of Grover Cleveland. They had an old anvil drilled out which they were using for a cannon. It blew up blowing Jim Peck's hands off; while the finger rings off his fingers were blown into Fred McIntosh's face and part of his ear blown away."

"James Blue erected the present house. That old corner has been one of tragedies and while we are not overly superstitious, if we lived there we would page Harry Welch, our local life insurance agent."

"The old 'Gus' (*Gustavus*) Bailey homestead that stands on the North west corner of Jefferson and Pine streets has been purchased by John Machledt. The old house was erected by Gus Bailey, who was a Lieutenant in the Union army from 1862 until 1865 (*85th Reg. Co. B*). Their former home that stood on this spot was destroyed by fire in 1864. Mr. and Mrs. Bailey were the parents of five children: Miss Andia, the eldest, Jim was the first son, then came Tom, Dick, and Harry. Harry was killed at the time the house was burned in a very peculiar manner. As there was no possible chance of extinguishing the fire, the neighbors worked very heroically trying to save the household goods. Someone in the excitement gathered up a feather bed and rushed across the street throwing it in Wm. McIntosh's yard where most of the stuff had been put. Mrs. Bailey, who was all excitement just as the roof was falling in screamed 'My baby is still in there.' and madly rushed to the rescue of her child and had to be held to keep going to certain death. Men tried in vain to enter but too late, for at that moment the roof fell and Mrs. Bailey fainted. After the excitement had somewhat subdued, Mrs. Bailey being under the care of neighborly women, the men commenced to gather up the furniture preparatory to moving it into a vacant house, they found little Harry wrapped up in the feather bed with his brains oozing through a broken skull that was caused by hitting his head on a stone. The party who carried out that feather bed never knew that little Harry was in it asleep. It was never positively known who carried out that featherbed."

"When fire destroyed the business section of main street in 1874, from Cummin's Drug store to the First National Bank (*west side of Washington street, north of U.S. 36*) it was the greatest disaster that has ever occurred in Montezuma, from a business and financial view point, owing to the fact that there was

little, and in a few cases, no insurance carried. The entire block was of wooden structures, with three steps the full length of each building leading up to the entrance. All buildings were one story high with the exception of Morris Hughes' and E. G. Wilson's which were two."

Other Business Owners

"On the drug store corner was Noah Deer's general store which was a rather pretentious and well stocked one. Then came Sylvester Brothers (Wm. and Steve) that ran what was then known as the first fancy grocery store. Next was the Jedidiah F. Stacy Marble Yard, with 'Coon' Dennison, who was killed by being NWorth from bahftrrh? tiv Ndatahh thrown from his horse a few years later, a master workman. Morris Hughes' grocery was next in line, and in his store was where the fire originated. He lost everything including his books, which made it doubly hard on him as at that time most of the businesses was done on the credit system. Then came Edward G. Wilson, whose large dry goods store was second to none in the county, and was the largest building in the block. Next was a vacant room, formerly occupied by Frank Lowry, as a harness shop. The last building was a general store conducted by L. R. Young, with the post office in connection. Today there is not one living son or daughter of the above named mentioned that resides in Montezuma. Mr. E. G. Wilson is the one living wife and she resides in Indianapolis with her sons at the advanced age of ninety years. Ed Deumson is an engineer on the fast B. and O. passenger train. The only descendants left that reside here are Miss Ada Cumberland granddaughter of J. F. Stacy. Miss Mary and Miss Margaret Hill are the granddaughters of Morris Hughes."

MAC

In editing and compiling this extensive history on Montezuma I wrote of Caleb M. Richards in the first part of my article that appeared

in *Indiana Canals, Summer 1999*. He was a stage coach driver in the 1850s in Montezuma. He left and I couldn't find out where he went after leaving here. The answer came when looking on microfilm. *The Montezuma Enterprise* Dec. 1, 1927:

Mrs. Helen Richards, 79 of Indianapolis, whose birthplace was Montezuma, died last Wednesday, Nov. 23, at Carthage, Ill., where she had gone to visit relatives. Miss Richards' death was caused by anemia. She was the daughter of Caleb and Mary Richards, was born in Montezuma and lived here until she was ten years old, when the family moved to Tuscola, Ill. The Greater part of her life was spent in Tuscola and Decatur, but the last few years have been spent in Indianapolis. Miss Richards was very skilled in the art of dressmaking.

"When the railroad bridge across the Wabash River was completed in the early seventies (*Decatur, Indianapolis and Springfield railroad - 1873*) there was great rejoicing in Montezuma. Everyone was commenting on the advantages the town would receive in the way of business, transportation that would be helpful to the community in general. Our people that walked had either to pay to come across the ferry, or swim, but the bridge solved that problem for the pedestrian. Then commenced the fight to get a wagon bridge. It was cussed and discussed by everyone in the town and particularly in 'Jimmie' Rierden Sr's. place of business where you could be served with the real Mountain Dew, or a glass of the foamy brew. On one occasion 'Jimmie' ventured to remark that the railroad bridge was good enough for both man and beast, he was going to ride his mule across the following day. He was immediately offered a wager of on a 'quart of the best' that he would not accomplish it. A large crowd was on the river bank next day awaiting the arrival of 'Jimmie' and his mule, when someone shouted, 'Here he comes!.' Sure enough he was headed for the

bridge astride the mule, never batting an eye he rode across the bridge and over to Hillsdale, where he collected his bet which was a quart of rye. He sent the mule home by ferry and walked back, surrounded by a crowd of admiring friends, and the only dry one in the party after reaching the Montezuma side, was the bottle."

MAC

All these wonderful, historical stories written about the Wabash and Erie Canal days in Montezuma were all signed by "MAC." A few guesses and I deducted they had to be written by a McIntosh and research revealed they were by a man named Fred A. McIntosh. I talked with Harold Kennedy of Montezuma who remembered Mr. McIntosh as a child. He said Mr. McIntosh took a shine to him and would give him a pat on the head whenever he would meet him. I found the obituary of Fred A McIntosh.

Fred A. McIntosh who was born and reared in Montezuma and who spent practically his entire life time here, died at the Vermillion county hospital in Clinton Monday morning at 11 A.M. where he had been confined since last Wednesday night after being struck by a car on the pavement on South Washington St. in front of the office of Dr. B. P. Gill. Fred, better known as "Mac" was walking home from town to his room in the home of Mrs. Beckie Woodard when the accident happened. Mac was born in Montezuma October 11, 1863, a son of William and Elizabeth Vermitt McIntosh. He spent his boyhood days here and when he grew older, went to Chicago where he spent more than 35 years. He returned to Montezuma about 14 years ago where he has since resided. Mac belonged to the old school and expressed the statement many times that he was not sorry that he had lived in the age in which he spent his youth. He saw many people come and go. He remembered old landmarks of the town that the younger generation does not know ever existed. He was a member of the Montezuma Fish and Game Club and delighted in the sport. The printing shop

(*Montezuma Enterprise*) was always a source of interest to him and he told of helping in the local shop when still a youth. Recent years he wrote reminiscences of Early Montezuma which he contributed to the local paper, besides other short articles. The *Enterprise* office was one of his stopping off places while going to and from town. Surviving are two brothers, William of Clinton and Dick of Montezuma; a sister Mrs. Will Morris; two nephews, Carol Morris of Indianapolis and Roger of Waveland; two nieces, Wilma and Etta McIntosh of Clinton. Burial was made in Oakland cemetery.

Deed Records

1. Morris Hughes to Isiaha Swaim Inlot Pt 15 & 16 \$1400. September 4, 1857. Deed Record 17/350 This portion was off the North end of lots 15 & 16.

Jedidiah F. Stacy from Persius Harris Pt lot 15 & 16 \$800. October 17, 1859. Deed Record 18/399 This portion was off the South end of lots 15 & 16. In 1854 the Tax List shows lot 15 a warehouse lot with a value of \$900. Lots 15 & 16, were the location of Wabash and Erie Canal Warehouse which could hold 14,000 bushels of corn. J. F. also owned lots 8, 9 & 10 from S. Whitson Deed Record 18/317 and lot 55 in 1859

2. Thomas A. Welshan from Walter C. Donaldson Carriage factory and Blacksmith shop \$500. S.W. corner of pt. lot 84 July 11, 1887. Deed Record 47/577

3. John H. Watkins Lot 141 1854 Tax List value \$60. Also Blacksmith shop lot 121 value \$500.

4. Gus Bailey Corner of Jefferson & Pine Streets Lot 113.

5. William McIntosh Inlot 111 November 13, 1860. Deed Record 19/235

6. Thomas N. McIntosh Inlot 112 January 1, 1861 Deed Record 20/112, also November 28, 1860. Deed Record 20/103.

7. Obrist Woolen Mill from Daniel A. Jones Lots 1,2,3 & 4 G. & R. Addition. Mill site on lots 1 and 2. Large mill store on lot 4. November 23, 1868 Deed Record 26/366 and January 1, 1869. Obrist and N. Davis sold to Erastus Benson Mill lots 1 and 2 April 20, 1871 for \$7,000. Deed Record 30/425 This was the year the mill burned down.

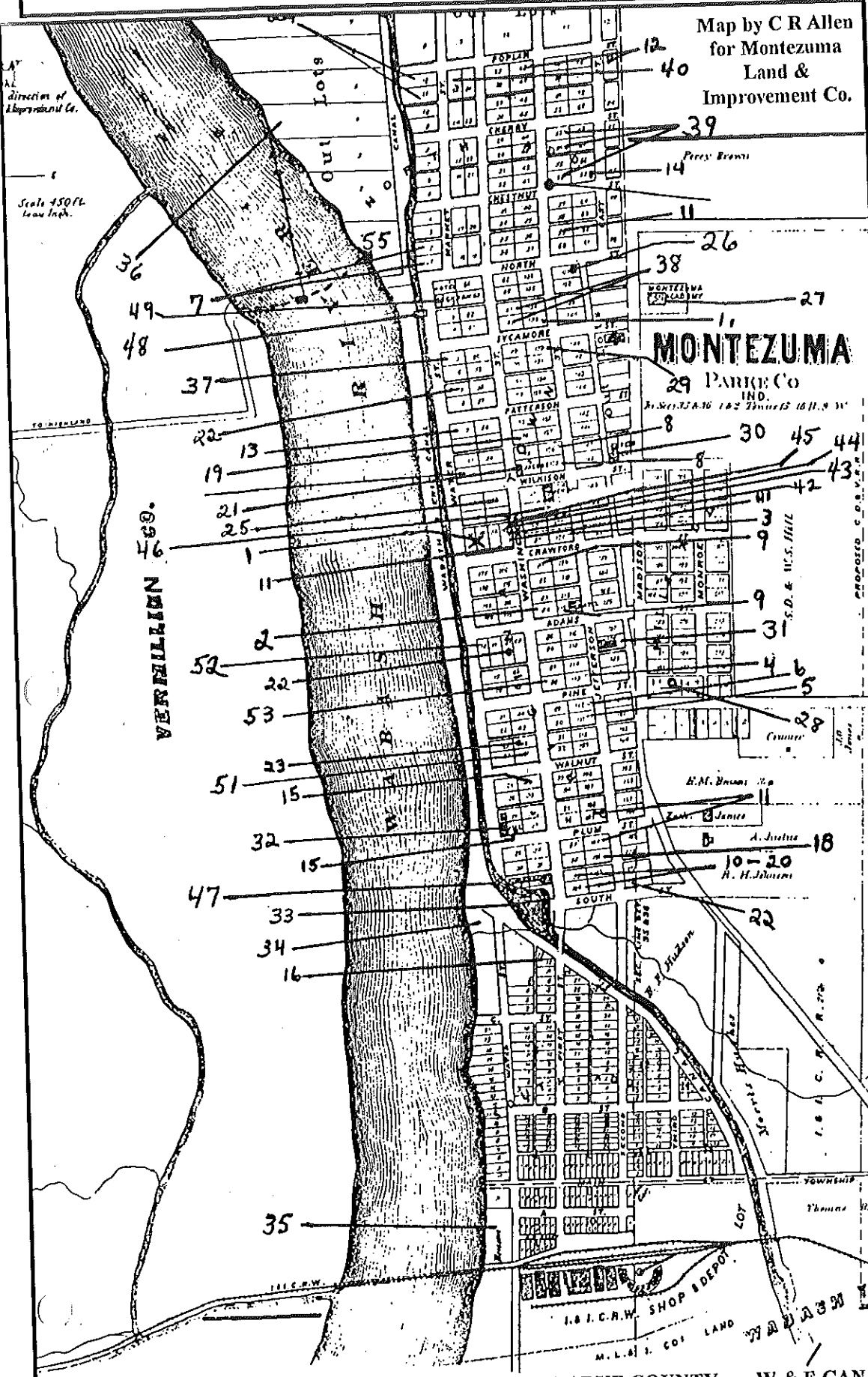
8. John Naylor East ends of lots 125-126 June 7, 1854. Deed Record 15/216.

9. John Arn West 1/2 lot 117 1858, sold East 1/2 lot 117 1861 \$3,000. Deed Record 17/577. Bought again lot 117, 1865 for

Map by C R Allen
for Montezuma
Land &
Improvement Co.


MONTEZUMA, IN
compiled by Charles Davis

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



VERMILLION COUNTY WABASH RIVER PARKE COUNTY W & E CANAL

THE HOOSIER PACKET - December 2002

- | | | |
|--|--|---|
| <p>55.00. Home residence Lot 11 in 1854. Tax List 1854. North Addition store site.</p> <p>10. Phoebe Streetmocker (Peter Streetmother) Lot 99-100 June 24, 1871 Deed Record 23/28 to James Raridin \$150. 1873. Deed Record 28/548.</p> <p>11. G. & R. sold to Ed Hayth Noah Deer home Lot 59 \$1,200. 1868. Deed Record 26/162 1854 Tax List owns lots 104-105 original plat Deer & Hayes from J. F. Stacy \$600 East 1/2 pt. lot. 49 1869. Deed Record 26/461. Noah Deer to O. P. Brown pt. 49 \$300. 1877. Deed Record 36/130. Original plat.</p> <p>12. Israel Armstrong Lot 48 G. & R. Add. 1860. Deed Record 19/46. Also lot 73.</p> <p>13. Hugh F. Feeney Lot 52 1829 \$600. Deed Record 1/331. Lot 76 from Christmas Dagenet 1832. Deed Record 1/160. Lot 9 original plat 1845 Deed Record 9/262. 1854 Tax List owns lots 55 value \$1.40 and 129.</p> <p>14. Charley & Lucy Peer to Jn. X. Ireland Lot 65 North Addition 1865. Deed Record 24/159.</p> <p>15. Elijah Finnell Lots 28 & 40 Value \$2,000. 1854 Tax List.</p> <p>16. Wm. Ricketts - Saw Mill Lot, South end of Benson's Basin where old Montezuma pool was.</p> <p>17. Frank B. Machledt homestead Lot 133 from Eliz. Lohrmann April 28, 1859 \$275. Deed Record 18/360 First recorded purchase.</p> <p>18. Wm. Focannon gun shop Lot 103 June 17, 1855. Deed Record 15/57. Harrison Focannon bought it in 1898 Deed Record 60/476.</p> <p>19. Jarvis H. Davis Lot 74, January 27, 1854. Deed Record 15/21. Also same lot in 1854 Tax List.</p> <p>20. Wm. Miller - brewery, Joseph & Wm. Miller Lot 100 \$65.00, May 6, 1856. Deed Record 16/259. Lot 99 from A. & Roach \$150. 1858. Deed Record 17/446. Civil War 9th Bat. L. Artillery d. 1.27-1865, Shilo Bur. Mt. Olivet Cem., Catlin, IN.</p> <p>21. Dr. Adkins & James Jacobs Lot 76 \$800. from Geo. McDonald May 1, 1850. Deed Record 12/205.</p> <p>22. Morris Hughes Lot 7 and 172 September 5, 1849. Deed Record 11/432. Also Lot 47 September 19, 1851. Deed Record 14/214.</p> <p>23. John Link to George Link Lot 42 1864. \$550. Deed Record 22/126. John 1st bought it from N. Penegar October 14, 1858. Deed Record. 17/527.</p> <p>24. John X. Ireland Inlot 11 North Add. from A. Tenbrook, \$1,000. December 29, 1851. J. X. Ireland from James Shaw Inlot 12, \$435,</p> | <p>July, 17, 1856. Deed Record 15/297.</p> <p>25. Ezra Marvin Lot 52 1854 Tax List value \$1,450.</p> <p>26. First School - Lot 137 Michael Wilkins to Montezuma trustees Lot 137 September 19, 1837. Deed Record 4/95. It was used for public worship and meeting house as well.</p> <p>27. Montezuma Academy - Sam. D. Hill & Wm. Hill to school trustees of Montezuma. July 17, 1862. Deed Record 20/343.</p> <p>28. Old Montezuma Cemetery - Sam Hill Jr. to county trustees, November 29, 1836. Deed Record 4/135.</p> <p>29. St. Palais Rev. Maurice from John G. Davis Catholic Church Inlot 132 December 2, 1863. Deed Record 21/317.</p> <p>30. Presbytery Church from John Hawks East Out Lots. June 15, 1853. Deed Record 14/277.</p> <p>31. Methodist Episcopal Church from Jn. Walters Lot 158, April 21, 1851. Deed Record 13/136.</p> <p>32. Bowsher Grist Mill (1868) September 14, 1875 Deed Record 31/511.</p> <p>33. Benson's Basin Lots 31,32,33 & 34 1846. Deed Record 10/223. 1851. Deed Record 13/15. Large canal basin in Montezuma.</p> <p>34. Lower Steam Boat Landing</p> <p>35. Benson's Slaughter house and yard</p> <p>36. Upper Steam Boat Landing</p> <p>37. Lucy Henderson - Oliver Lemon 1871 Deed Record 30/553. L-5.</p> <p>38. Thomas March 18, 1873. Deed Record 28/507. L - 67,68.</p> <p>39. Thomas & Jean Doran 1865. Deed Record 24/19. To O.P. Brown 1876.</p> <p>40. Isaac ("Ike") Shane Lot 13 1870. Deed Record 28/56.</p> <p>41. Wm. & Steve Sylvester store Lot 49</p> <p>42. Jedediah F. Stacy Marble yard Lot 49</p> <p>43. Morris Hughes' Grocery Lot 49</p> <p>44. E. G. Wilson Lot 49</p> <p>45. Frank Lowery harness shop Lot 49</p> <p>46. L. R. Young Store & Post Office Lot 51</p> <p>47. No. 80 Bridge over Canal (Lower)</p> <p>48. No. 79 Bridge over Canal (Upper)</p> | <p>49. Wilson (Phoenix) Hotel c. 1849 Lot 1 & 2</p> <p>50. Village Well S.E. Corner of Thos Doran home Lot 56</p> <p>51. George Fisher Lot 41 1854 Tax List \$1,554</p> <p>52. Andrew Tenbrook Lot 18 1854 Tax List \$575</p> <p>53. Simon Smith Lot 88 1854 Tax List \$475</p> <p>54. George Krets Lot 83 1854 Tax List \$500</p> <p>55. Joseph Burns Ferry</p> <p>Montezuma Enterprise
November 3, 10, 17 and 24, 1927
December 15, 1927
February 2, 16 and 23, 1928
March 8 and 15, 1928
April 19 and 26, 1928
May 3,10, 17, 25 and 31, 1928
June 7, 14, and 21, 1928
September 27, 1928
November 1, 1928
September 12, 1929
March 7, 1940</p> <div style="text-align: center;">  <p style="font-size: 2em; font-weight: bold; letter-spacing: 0.5em;">WELCOME NEW
MEMBERS</p> </div> <p>CSI welcomes aboard the following new members who have joined at the \$22 membership level unless otherwise indicated.</p> <p>Margaret Weir Smith, Indianapolis, IN \$30
Walker & Sons (Dean) - Indianapolis, IN \$50
Mike & Sue Warner - Terre Haute, IN
Elizabeth Zutt - Evansville, IN</p> |
|--|--|---|

DUES DUE

\$22 SINGLE/FAMILY
\$30 CONTRIBUTOR
\$50 PATRON

JANUARY 1, 2003

CANAWLERS AT REST

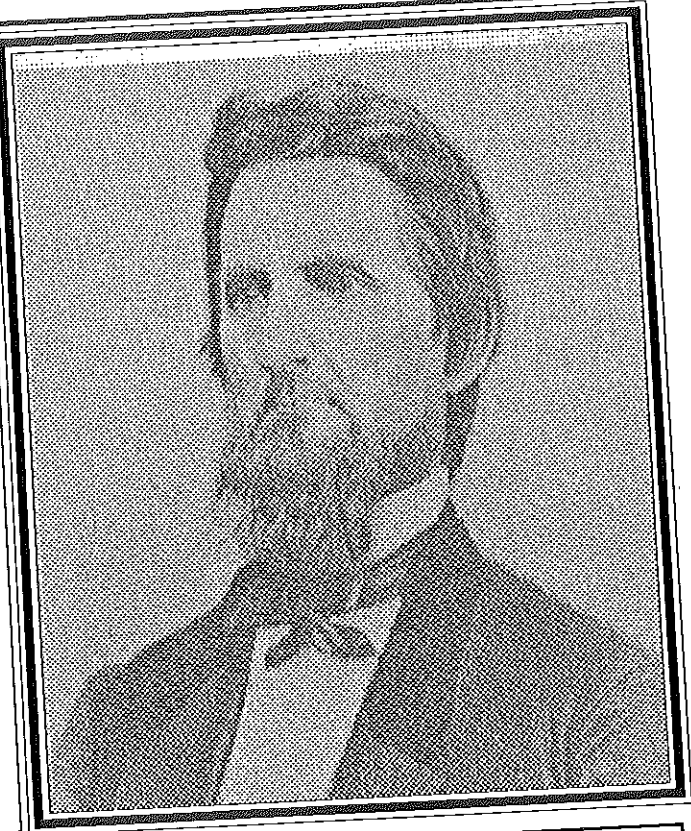
MAJOR STEARNS FISHER

b. Nov. 25, 1804

d. July 26, 1877

By Cynthia Powers

Photo courtesy of Wabash County History
Wabash County Historical Society



The Wabash and Erie Canal, as it progressed across Indiana, was blessed with some extraordinary men who served as construction superintendents. The Fort Wayne area had Jesse Lynch Williams; his counterpart in Wabash County was Stearns Fisher. Both men had reputations for competence, hard work, and personal integrity.

The librarians of the Wabash Carnegie Public Library recently located the obituary of Stearns Fisher in the *Wabash Plain Dealer* for July 27, 1877. (Fisher died on July 26.) It is as follows:

"Stearns Fisher was born near Dover, Windham County, Vermont, on the 25th day of November, 1804 and died in Wabash, Indiana, July 26th, 1877. He emigrated with his father, Jonathan Fisher, to Newburgh, Cuyahoga county, Ohio, in 1816, and assisted in the arduous labors and participated in the fatigues and privations of the early settlement of that part of Ohio. With the exception of the somewhat limited advantage of schools the Green Mountain State afforded during the first twelve years of his life, there were next to no opportunities for obtaining even a limited education to one situated as he was. Hence his, such as it was, was the result of his own personal exertions, picked up at odd times, from books read by the light of the evening fire and at occasional evening schools, the labor of all who were able to work being required, every moment of daylight, to secure a scanty livelihood. With such opportunities, however, and unflagging energy and industry, he had acquired, at the age

of sixteen, sufficient knowledge of the rudiments of an English education to enable him to engage as a clerk in a store, in the village of Newburgh, Ohio, and, before he was eighteen, to be able to teach school, to the satisfaction of the then unexacting public. About this time began the work of building the Ohio canal, and as its northern terminus was in the immediate neighborhood of his father's farm, that enterprise exerted a marked influence upon his subsequent life. He first engaged in the work upon it as a laborer, next as an axe-man in its survey, and, as that proceeded, next as rod-man. While engaged in this capacity he conceived the idea of becoming an engineer, carrying his rod in the day time and pursuing mathematical studies far into the night. It was while thus engaged that he made an acquaintance which exerted a marked effect upon his whole history. Hon. Alfred Kelly, who at one time, if not then, was Chairman of the Ohio Board of Public Works, had his office in a hotel near Mr. Fisher's sleeping room. One night long after twelve o'clock, wishing to strike a light (matches were then unknown), and seeing none except in young Fisher's room, opened his door and walked in. Finding the young man reading in his bed, Mr. Kelly said to him: "Reading a novel, are you?" "No, sir." "What then?" "I am studying algebra." From that hour they were firm friends. Mr. Kelly assisted and advised him, and superintended his mathematical education. It was through his influence that he afterward became one of the Assistant Engineers, during the survey

and construction of the great thoroughfare which united the waters of the Ohio river with those of the great Northern lakes, and thro' his influence and that of others which his good words had brought him in contact with, Mr. Fisher received the employment in the State of Indiana which gave her one of the best and most useful men she ever contained.

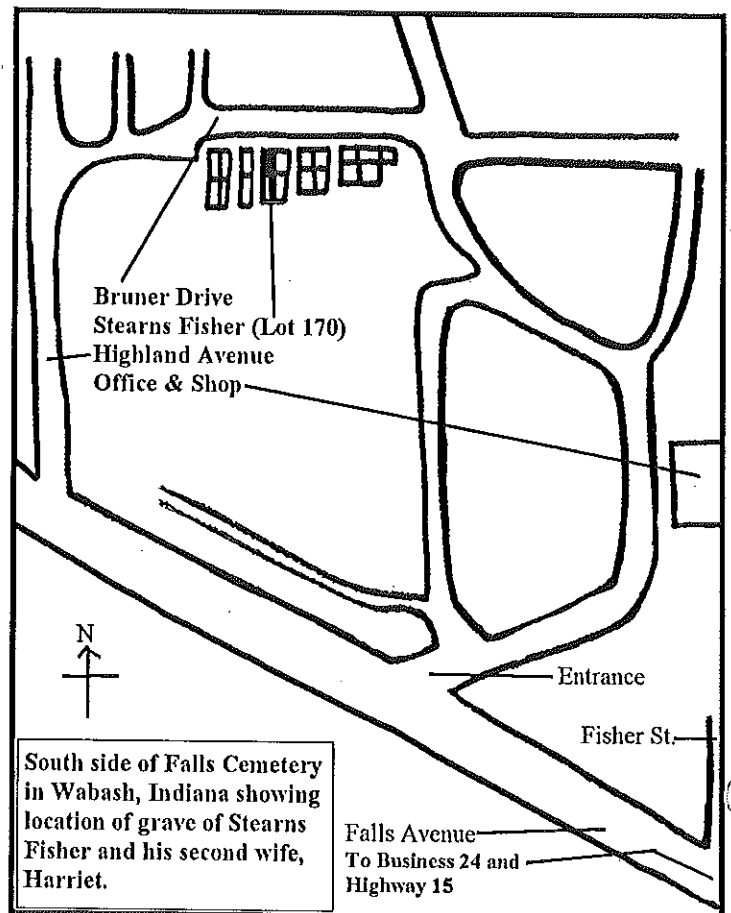
While engaged in the southern part of Ohio he made the acquaintance of Miss Susan Ingersoll, and in the year 1831 they were married, at Piketon, Pike county, Ohio. Having found employment on the Wabash and Erie canal, he bought the land now owned and occupied by Mr. Allen Craft, four miles west of this city, and in the fall of the year 1833 removed to it with his then small family. With this wife he lived happily until April 1843, when she died of consumption, leaving four children, three daughters and one son, all of whom, except the latter, still survive. From the time of his arrival in this State until a very few years ago, he was scarcely ever out of the public service. His first employment after his arrival was as resident engineer, in the construction of that part of the canal lying between the lock in this city and a point four miles west of Peru. Later he received the appointment of General Superintendent of the Wabash and Erie canal. In this capacity he had control of all canal construction, and of all the State Land offices. While thus engaged about a million and a half of dollars passed through his hands. For his faithful execution of this trust there was no security except a bond for twenty thousand dollars and the honesty of the man with whom it was entrusted; yet there was never the shadow of a suspicion that a single cent of the public treasure ever failed to reach its honest and proper destination.

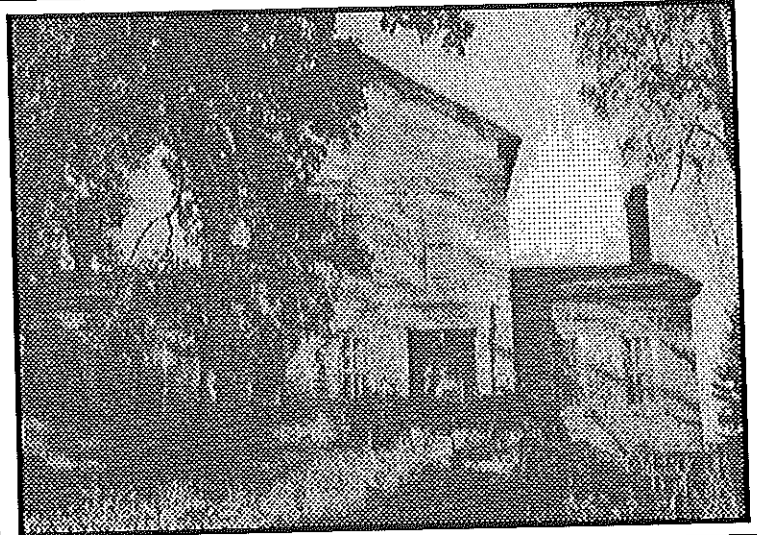
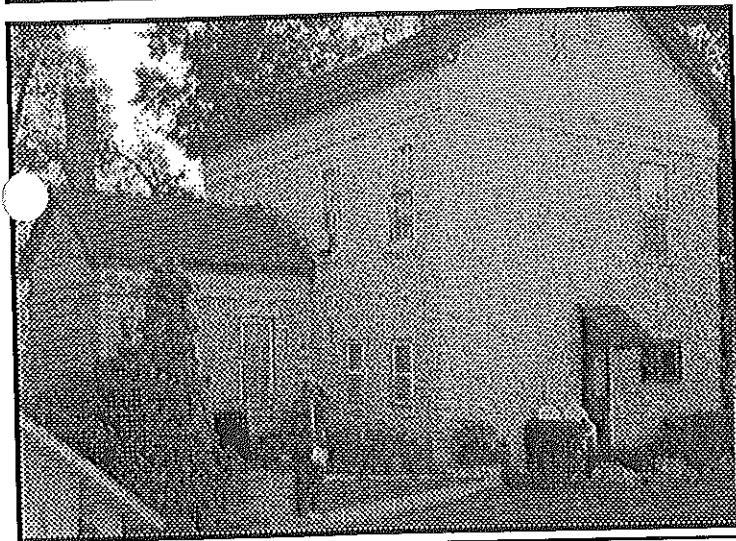
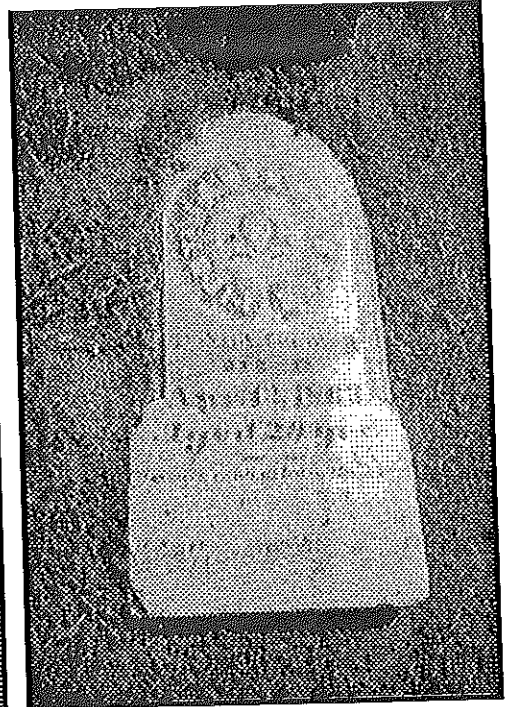
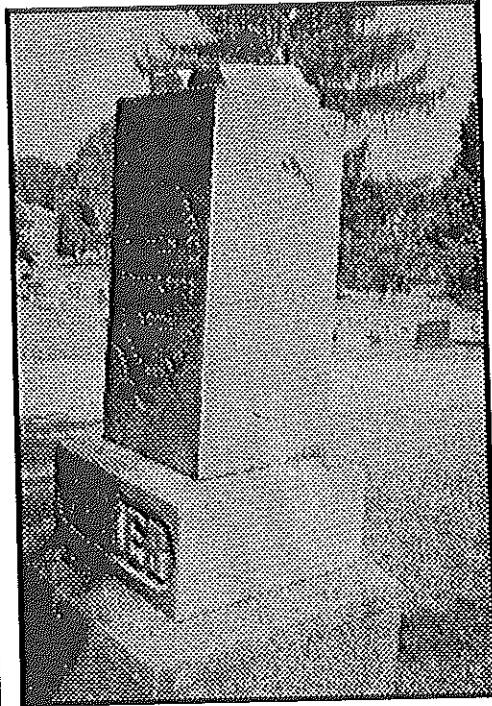
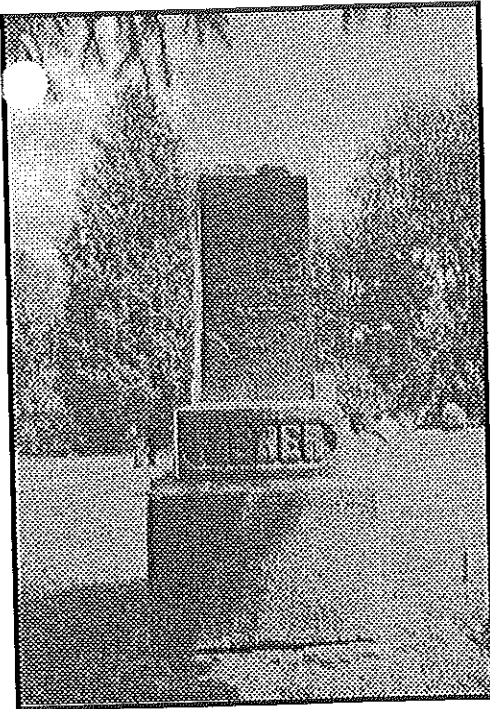
In October, 1845, Mr. Fisher was married to Mrs. Harriet L. Woods, formerly Loveland, who survives, and, with the children above mentioned, deeply mourns him. There were no children as the result of this last-mentioned union; but for near thirty-two years it was ever harmonious and pleasant.

In the year 1846, the office of General Superintendent of the Wabash and Erie canal, which had been held for a short time by Colonel Lucas, became vacant. The Legislature, which was to fill the vacancy, was Democratic in both its branches, and though Mr. Fisher was and always had been an outspoken Whig, such was his acknowledged ability and honesty that, unprecedented as it then was, and ever since would have been, he was elected to the place almost, if not entirely, without opposition. In one capacity or another Mr. Fisher continued to be employed in connection with the public works of the State until about the year 1850."

The obituary goes on to say that Mr. Fisher became a member of the inner circle of advisers to Governor Oliver Morton "and the other most trusted friends of the Union, during those days when its peril was the greatest, and his opinion was highly prized by all of them, when plans were considered for the frustrating of the treasonable schemes of the bad men who conspired to overthrow the Government." This probably referred to the plot by Lambdin P. Milligan and his fellow members of the Knights of the Golden Circle to kidnap Governor Morton. (See the book for the 1996 "From the Forks to Paradise" tour for more on this plot.)

My husband, Ed, and I, with the help of a friendly cemetery employee who was mowing the lawn located Stearns Fisher's grave in Falls Cemetery, in Wabash. Although it is right along one of the driveways, his name is on the side of the marker perpendicular to the road, so it might not be noticed if you are coming from the "wrong" direction. His second wife, Harriet, is buried there too. Next to the large family marker is a smaller one for James Fisher, who died in 1863 at age 29, of "Disease contracted in the army." He would have been born in 1834, and therefore is probably the son of Mr. Fisher and his first wife, Susan, mentioned above as being the only child who did not survive Mr. Fisher. Thus did the Civil War exact a terrible price from the Fisher family, who staunchly supported the Union.





Top Left: Grave marker for Stearns Fisher in Falls Cemetery, Wabash, IN.
Top Center: His wife Harriet is recognized on the side of his marker.

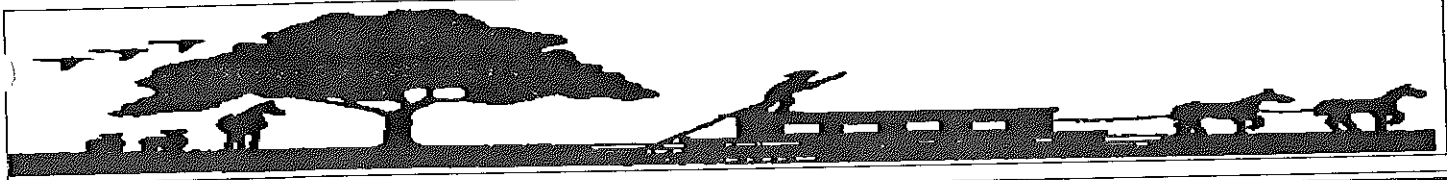
Top Right: Lt. James Fisher (son?)

Photos by Cynthia Powers

Bottom Left: Back of the Stearns Fisher home on Wabash & Erie Canal near Richvalley, IN.
Bottom Right: The front of his home facing the canal.

Photos by Bob Schmidt

History of Allen County 1880 mentions an earlier home of Stearns Fisher on page 93:
"SW Corner of Main & Barr (Ft. Wayne) in the old yellow frame still standing there,
lived Stearns Fisher, then Engineer-in-chief of the Wabash & Erie Canal, and now of
Wabash Co., IN since deceased."



NEWS FROM DELPHI

thing before we make that trail section.

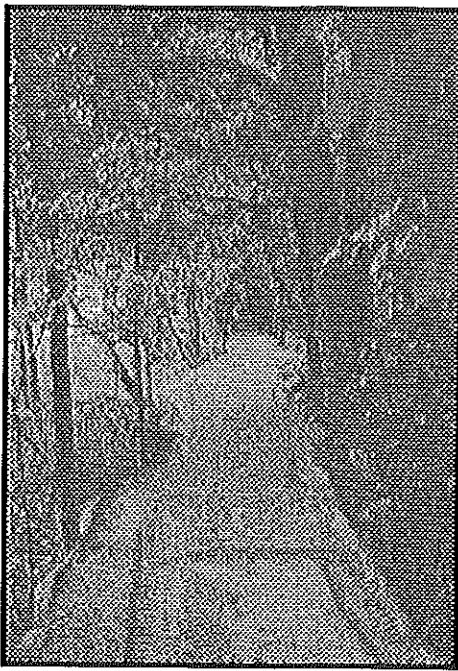
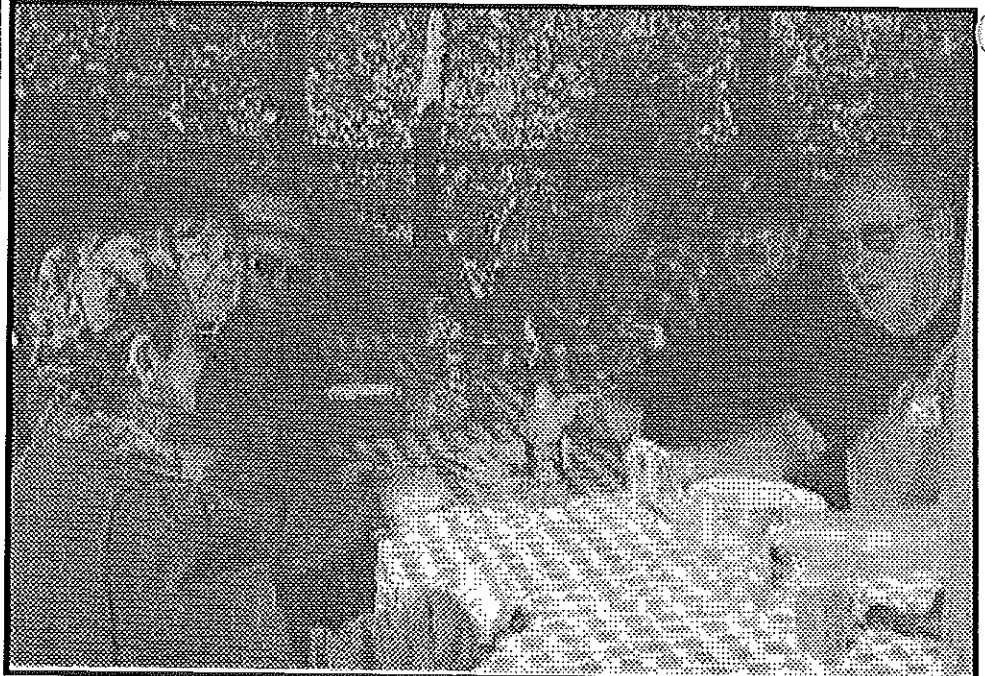
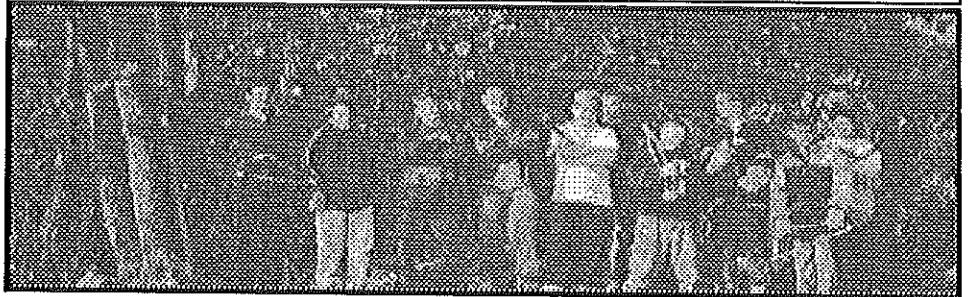
This ridgetop site would make a great place to plant a row of redbud/dogwood trees between the trail and the access road above the bluff. This might be our Earth Day effort with the kids next April. Come and enjoy a hike.

Crushed Stone Improves Trail
By Dan McCain

Delphi Historic Trails had a great "Third Saturday" workday on October 19, 2002. It never fails when the Psi Otes give us a "free lunch" we get more volunteers. There were 37 present for lunch at Trailhead Park at noon including a Boy Scout Troup that camped in Canal Park two nights and two Canal Society of Indiana ladies (Sally Bancroft and Charlotte May) that came all the way from Marion with their son/grandson to work with us.

(1,500 feet). Another workday will complete the trail except for the area along the guard lock/tumble sites and towpath section where we have to wait on the archaeologist to do his

Top: These Boy Scouts spent the weekend in Canal Park were a great help with the Campbell Ridge Trail.
Center: Trail workers ate their free lunch provided by Psi Iota Xi in Trailhead Park.
Bottom Left: These girls were ready to tackle branches that over hung the trail.
Bottom Right: Trail workers took a short break before returning to work..
Photos submitted by Dan McCain



Crushed stone enhances a trail to the Deer Creek Dam site of the W & E Canal at Delphi, IN. Photo by Dan McCain

We really got lots done on the new CAMPBELL RIDGE TRAIL. Now there is a two lane stone road leveled out all the way to the best historic/scenic "overlook" of the 1838-39 Deer Creek Dam site. We even cleared the trail on past the bluff overlook. Crushed stone is on the trail about 3/4ths of the way



Constructing A Lock Gate

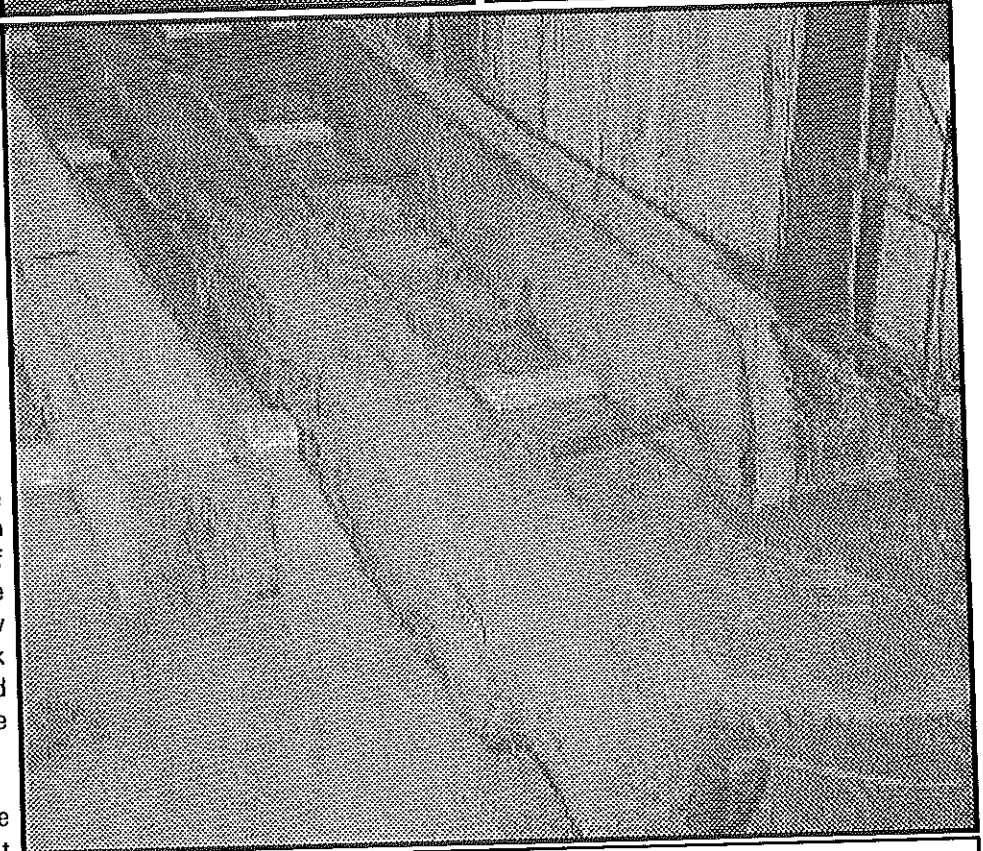
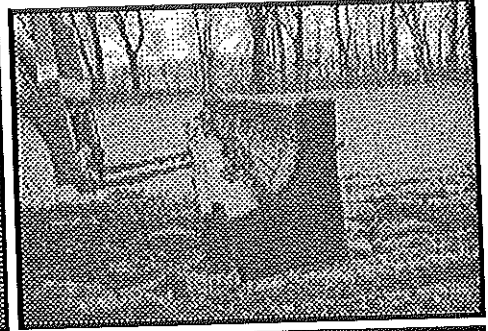
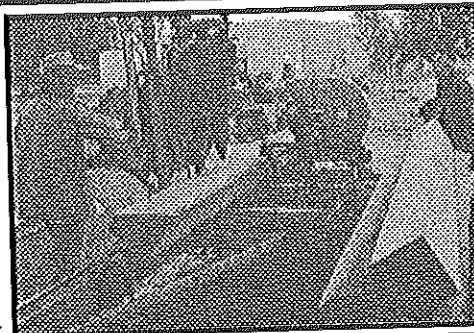
By Dan McCain

On the mornings of Friday, Oct. 25th and Monday, Oct. 28th the Carroll County Wabash & Erie Inc. of Delphi, IN offered a special opportunity for those who wanted to watch and take pictures of constructing a full scale lock gate for our Canal Interpretive Center's interactive exhibits. We hired an Old Order German Baptist wood craftsman, David Brumbaugh, to help our volunteers assemble a full scale (9 by 9 ft.) single lock gate.

David and his large family operate a fresh vegetable produce business locally. He is also an experienced wood craftsman. He utilized antique tools of the "timber frame barn" trade that he represents. His skills with these various hand tools came from apprentice training by past generations of Old Order men working primarily in construction of timber frame barns. Tools used were extra sharp and stout to allow penetrating and shaping the oak hardwood. Some tools like the hand drill are believed to be from the 1850s.

He led the building of the gate out of foot square timbers cut last summer on a portable sawmill from a 27 inch diameter log found in the bottom of the canal. This gate also utilizes two other 160 year old huge canal "hinge" members. The local canal association received the majority of timbers of the Clear Creek Flood Gate from the Historic Forks of the Wabash at Huntington, IN that was removed from the right-of-way for the new U.S. 24 highway in 1999. The curved mate to the one edge of this gate is an 1845 "hinge member" from the flood gate.

Originally the flood gate was 22 feet wide and operated horizontally whereas this lock gate application will feature a vertical wooden hinge. The other half of the hinge will be attached to a wall in the



Top left: The WoodMizer cut timbers from a 27 inch diameter log found in the bottom of the canal to be used as part of the lock gate assembly.

Top right: This portion of the gate hinge from the Silver Creek floodgate unearthed during the widening of U.S. 24 was taken to Delphi to be used in the lock gate.

Bottom: One of the timbers cut from the canal log, the pivot log from the flood gate, and the gate hinge from the flood gate became part of the new gate constructed for the Canal Interpretive Center being built in Delphi. Note the iron spikes that once held the hinge in place.

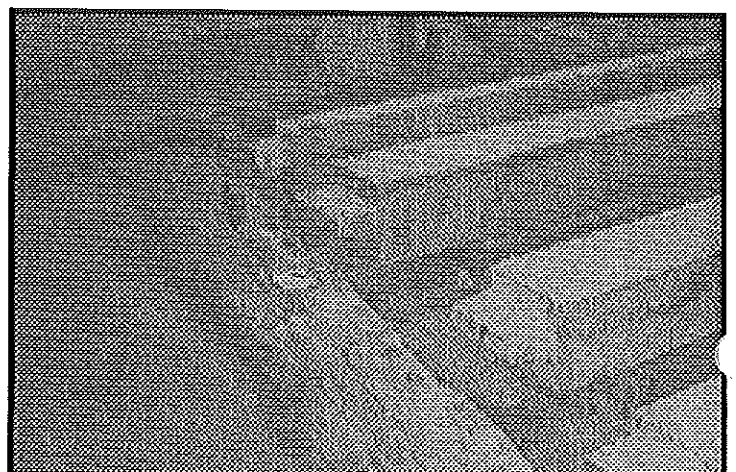
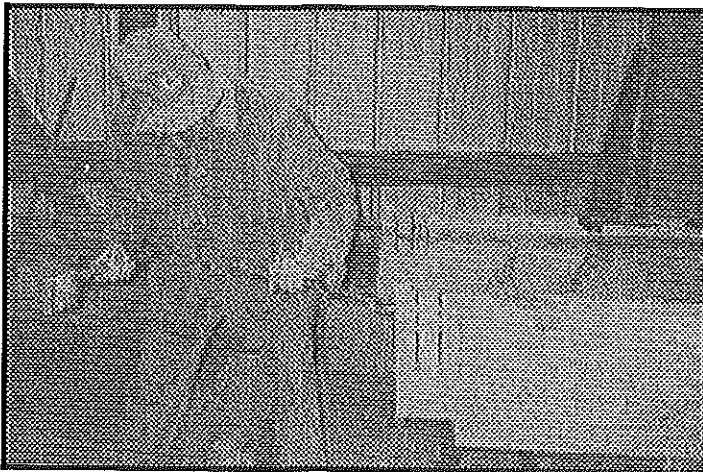
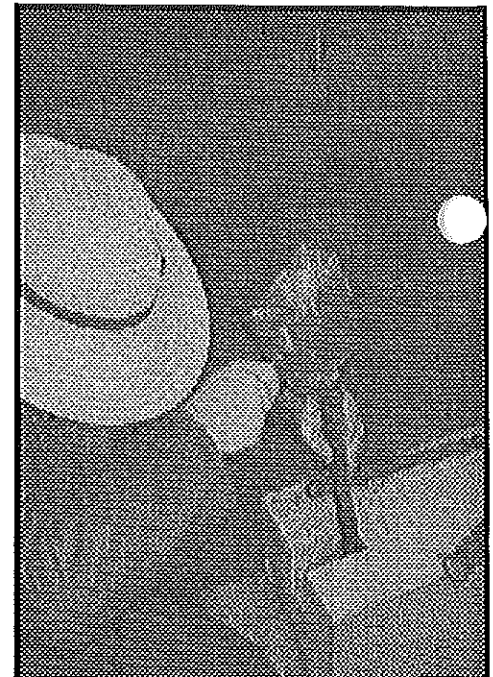
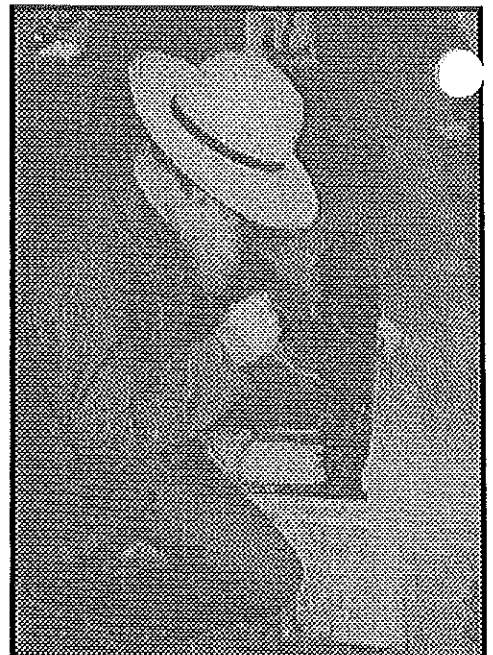
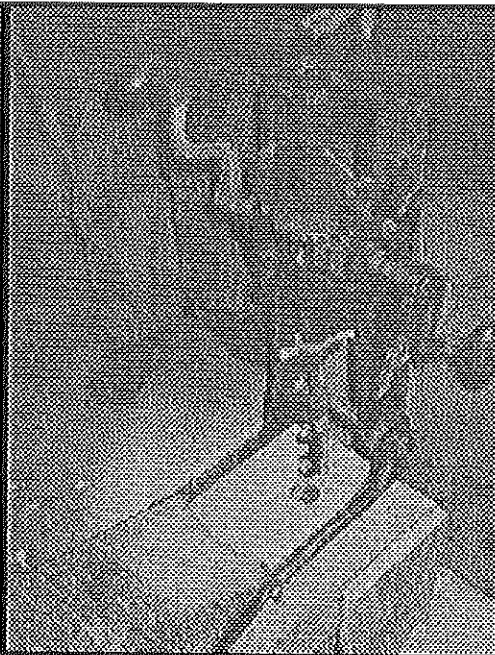
Photos by Dan McCain

new Interpretive Center when completed next summer. The second vertical end timber is beveled 60 degrees to mimic the angle of the "miter sill" where a pair of gates came together when closed thus providing a near watertight seal.

By late week he and volunteers working on the Canal Interpretive Center display had nearly finished the assembly of a canal lock

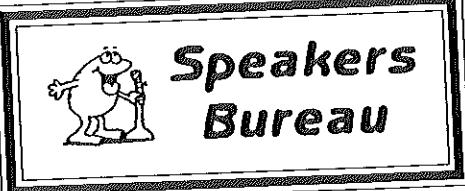
gate. He taught the volunteers how to make mortise and tenon joints using hand dressed methods. One foot square oak timbers typical of the construction material used 160 years ago were cut and shaped to make this full scale exhibit. Four horizontal timbers and two special uprights became the giant "lock gate" frame.

Visitors could observe, ask questions and even take pictures.



However they were asked to respect Brumbaugh's request of not having him pose for a picture or to take pictures of his face. He didn't mind pictures that included his hands, arms, tools, back side, head bent down with straw hat showing, etc.

The Center will have many other interactive 1850s era displays. All of this activity was seen at the old warehouse behind the former Big R Farm Store (now vacant) east of Delphi on Indiana 25.



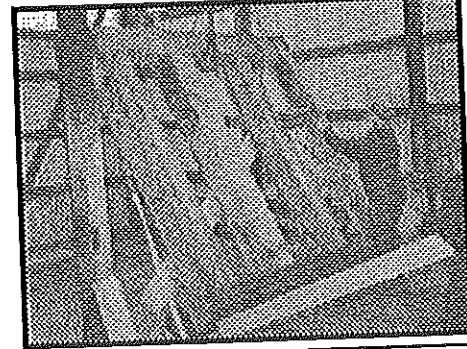
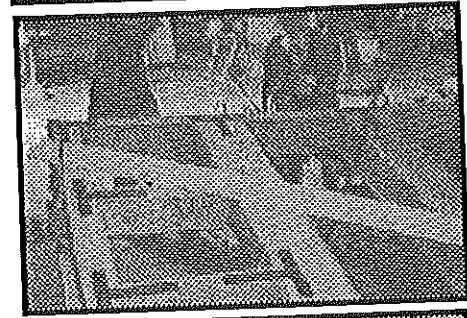
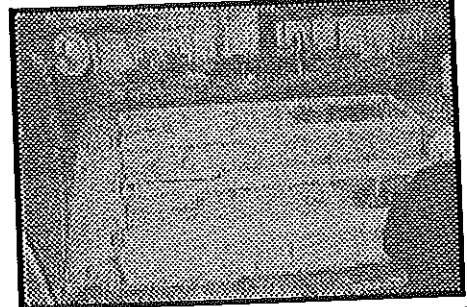
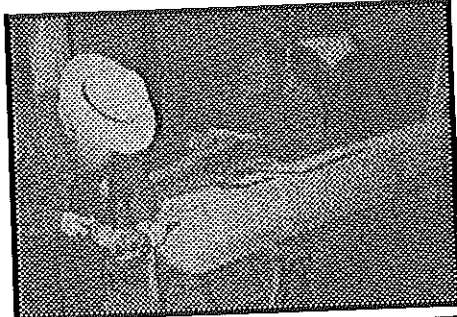
The completed lock gate will later be equipped with an operating wrought iron 24 x 24 inch square "sluice gate" as the original canal structures contained. The "sluice gate" operated within the larger gate to let water in or out of the chamber to raise or lower the boat within the chamber.

Locks were an important part of operating a canal as they allowed the waterway to have a controlled series of level sections of water. The Wabash & Erie Canal had 73 locks. All gates were made of hardwood, however the side walls were sometime made of cut stone. In the case of the lock being featured in the Center, side walls were also wooden. This was Lock #33 at the edge of Delphi on VanScoy Towpath Trail near Pizza Hut.

When completed the massive 9 x 9 foot gate will be transported to the new Canal Interpretive Center in Delphi's Canal Park. It will help interpret how gates worked and how they were made.

A companion exhibit, the full scale Canal Boat Cabin is also currently being constructed beside the lock gate and may be viewed as well. Both of these large exhibits will be moved in 2-3 weeks to the partially completed Canal Center before the last of the back walls go up. They would not fit through the entry doorways later. The building will be ready for occupancy in the late spring. The remaining displays being built by the volunteer crew and more elaborate ones being contracted out for construction will be later placed in the Center through the doorways.

Photos by Dan McCain



Fall is the time of the year that everyone seems to want a program on canals. Our CSI speakers bureau supplied programs from Sept. - Nov. of 2002 to the following groups with the number of attendees in parenthesis:

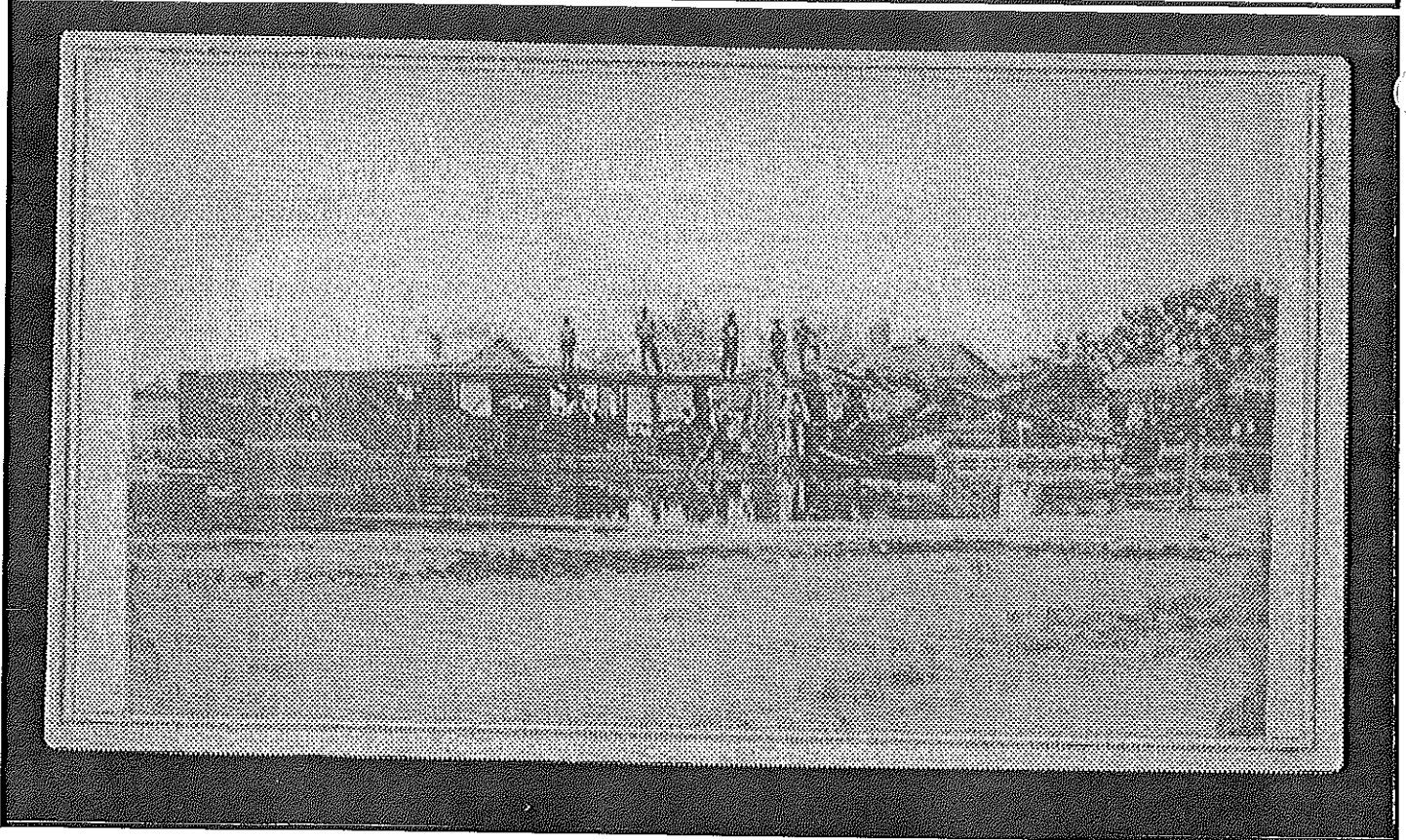
- Tom Castaldi
 - 10-30 WBOI Hoosier Haunted Trails & Canals with Wanda Willis radio interview
 - 10-31 WBOI Hoosier Haunted Trails & Canals with Wanda Willis radio interview
 - 11-07 Cass County Hist.Soc. (65)
- Casey Drudge
 - 9-26 Am. Electric Power Co.(300)

Jeff Koehler
9-25 Metropolitan Planning Org.

- Dan McCain
 - 9-11 Delphi Armory Class (19)
 - 9-14 Delphi Airport Fly-in (125)
 - 9-19 Carroll Co. Tourism (18)
 - 9-29 Delphi Pres. Society (46)
 - 10-10 RC&D Lafayette (15)
 - 10-17 Wabash Area Ad.Learn. (78)
 - 10-18 Delphi Girl Scout Group (12)
 - 10-22 F. M. Martin's Group (22)
 - 10-27 Delphi Cemetery Walk (15)
 - 10-28 Delphi Cub Scout Troup (8)

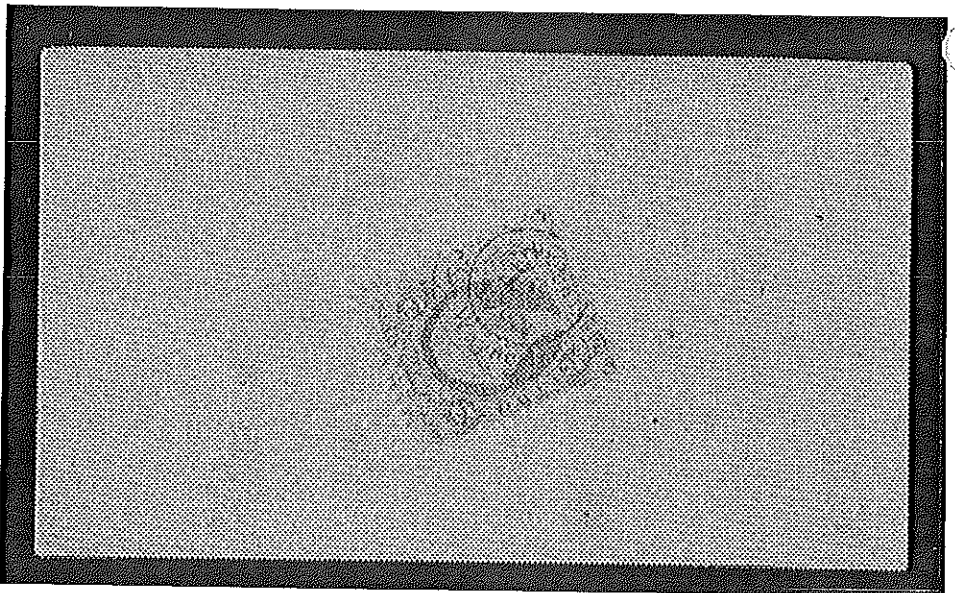
- Jerry & Phyllis Mattheis
 - 9-24 Historic Hagerstown, Inc. (33) program also video taped
 - 10-24 Channel 21- 1 AM, 6 AM, 11 AM video aired on TV
 - 10-26 Channel 21- 1 PM, 4 PM, 8 PM video aired on TV
 - 10- ? Hagerstown Woman's History Club (22)

- Bob & Carolyn Schmidt
 - 11-08 Lutheran Health Services Society (57)
 - 11-10 Wanatah Hist. Soc. (68)



W & E Canal Dredge on e-Bay

Neil Sowards, CSI member from Fort Wayne, found a CVD photo of a dredge on the Wabash & Erie Canal that was in a very good condition for sale on e-Bay. It had a bid of \$99.95 on it at the time. CSI does not have funds to purchase such items but is very interested in the documentation of canal history that they provide. The CVD was 2½ x 4 inches in size. Twelve men were pictured on the dredge. The name of the photographer was unreadable. The reverse side of the photo had a 2 cent revenue stamp cancelled with a rubber stamp "Sept. 12, 1866, Fort Wayne, Ind."



The seller said the photo was from the estate of Alfred P. Edgerton, a land agent in Northwest Ohio who lived at Hicksville, Ohio before moving to Fort Wayne, Indiana in 1857. From 1859-1868 he was the general manager of Indiana's canals from the Ohio State line to Terre Haute, Indiana.

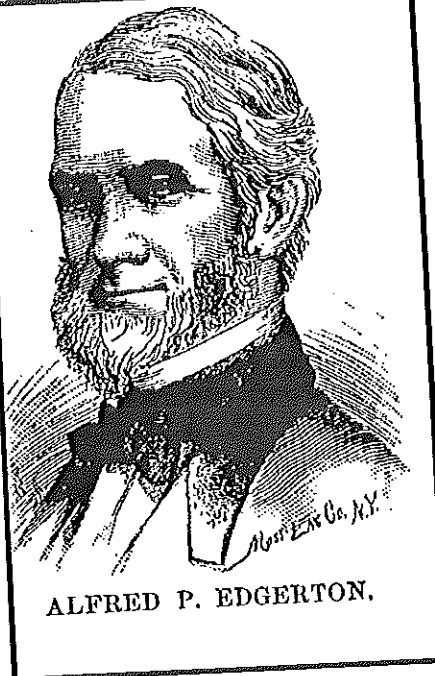
Henry Howe's Vol. 1 of Historical Collections of Ohio published in 1888 contains the following information on Alfred P. Edgerton:

"Hicksville was laid out in 1836 by Miller Arrowsmith for John A. Bryan, Henry W. Hicks, and Isaac S. Smith. The next spring the Hon. Alfred P. Edgerton (born in

Plattsburg, N. Y., in 1813) came out here in 1837 and assumed the management of the extended landed interests of the "American Land Company" and of the Messrs. Hicks, their interest being known as the "Hicks Land Company." He revised and added to the layout of the town, built mills, and made extensive improvements and was a generous contributor to every good work or thing connected with the welfare of

the community. In his land-office in Hicksville, up to October 5, 1852, he owned 140,000 acres, all to actual settlers. In 1857 he removed to Fort Wayne, Ind., but remained a citizen of Ohio until 1862, and now, late in life, is Civil Service Commissioner under the general government.

"Mr. Edgerton is a man of remarkable intellectual and physical vitality, and his life has been strongly and usefully identified with the history of this region and the State. In 1845 he was elected to the State Senate from the territory embraced by the present counties of Williams, Defiance, Paulding, Van West, Mercer, Auglaize, Allen, Henry, Putnam, and part of Fulton, where he became the leader of the Democratic party, and electrified the Senate by his clear, logical speeches in opposition to some of the financial measures advocated by the late Alfred Kelley, the Whig leader. It was stated that "while the debate between the two was one of the most noted of the times, that the respectful deference shown by Mr. Edgerton to Mr. Kelley, who was the senior, won for him the respect of the entire Whig party of the State and secured to him ever after the warm friendship and respect of Mr. Kelley, which he often exhibited in kind and valuable ways." This was during the



period of our original tour over the State, and we well remember seeing him in his place in the Senate, being impressed by the keen, sharp, intellectual visage of the then young man. That memory has prompted us to this full notice.

"He was elected to Congress in 1850 and again in 1852, and during the latter term, with several others of the more sagacious members of the Democratic party, opposed the rescinding of the Missouri Compromise.

"On closing up the affairs of the land company Mr. Edgerton bought a large amount of land of them at a merely nominal price."

In his book *Indiana Canals*, Paul Fatout refers to Edgerton's works on pages 164 and 169. "In March 1859, Dowling's (Thomas Dowling, W&E Canal Trustee) offer to lease the canal (W & E) to responsible parties met immediate response, and the whole line was farmed out. In the north, the Wabash and Erie Canal Company, composed of Alfred P. Edgerton, Hugh McCulloch, Pliny Hoagland, Ochmig Bird, D. F. Comparet, and others, all of Fort Wayne, took a four-year lease from the state line (Ohio/Indiana) to Terre Haute (IN)." "Above Terre Haute, on the eastern division, sledding was rough but not immediately fatal, and the section held out for some time. Receiving only modest support from people no more willing to donate liberally than their southern brethren, lessees depended almost entirely upon canal receipts. Good crops in 1860 increased tolls to \$65,000, half again as much as the total for 1859. But expenses of over \$40,000 left the company too small a margin for security. Edgerton estimated that gross income had to be at least \$75,000 a year to justify continuance."

Sept. 20-22, Fall Tour Quality Inn, Cincinnati, OH

Theme: "Pigs, Paper & Pilsner"

Friday Night: Registration & Soup and Sandwich Buffet at Inn

Saturday Noon: Kroger Box Lunch near old aqueduct

Saturday Night: Banquet at Inn

Hosts and Docents: Mike Morthorst, Bob & Carolyn Schmidt

Tour Refreshments: Jim & Ruth Ellis, Don & Betty Haack, Carolyn Schmidt

Logo: Nate Tagmeyer Button Badges: Stein Design - Kendallville

Tour Book: Mike Morthorst

Goodie Bags: Nancy Gulick, Mike Morthorst, Carolyn Schmidt, Cincinnati VCB

Name Tags, Recognition Gifts: Carolyn Schmidt

F. Program: Slides of the Miami & Erie Canal in Hamilton & Butler Co. OH - Mike Morthorst

S. Program: "Steamboats on the Ohio" - Dr. Don Deming

Tour: Saturday - The Miami & Erie Canal in Hamilton & Butler Co. OH

Sunday - Cleves Tunnel, Harrison Tomb and canal sites nearby

Kicks & Kapers Winner: Wayne Miller presented by Carolyn Schmidt

45 Attended States Represented: AL, IN, IL, OH

Earl Anderson, Bonnie/Mickey Andrews, Sally Bancroft, Brian Banta, Robert/Marjorie Begeman, Patricia Beilke, Leon/Sandy Billing, Paul Bradenburg, Sue Burger, Bill/Berky Davis, Bill/Betty Easton, Jim/Ruth Ellis, John Geyer, Don/Betty Haack, Gerry/Jean Hulslander, Chuck/Lynda Huppert, Lynette Kross, Clarence/Bette Lockhart, Dan McCain, Jerry/Phyllis Mattheis, Charlotte May, Wayne Miller, Paul Moffett, Mike Morthorst, Bob/Carolyn Schmidt, Brian Stirm, Michael Thrall, Charles White, Dan/Ceri White, Chuck/Anne Whiting, Martha Wright



"Pigs, Paper & Pilsner" Tour
By Carolyn Schmidt

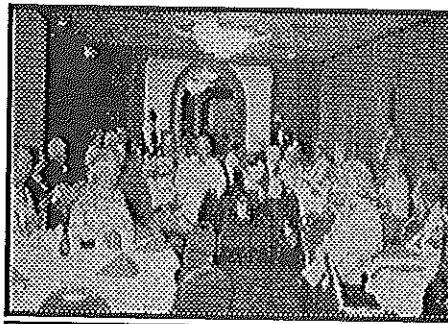
To save space, photo credits are given using the photographer's initials. LK=Lynette Kross, PM=Phyllis Mattheis, RS=Bob Schmidt, CW=Chuck Whiting

Forty-five canawlers from Alabama, Indiana, Illinois, and Ohio gathered at the Quality Inn in Cincinnati on September 20, 2003. Many of them arrived early and greeted each other with hugs, handshakes, and how-are-you's before unloading their belongings for the weekend. They looked forward to a great tour led by Mike Morthorst, CSI director and Canal Society of Ohio president. They were not to be disappointed.

Registration that night was held in the banquet room at the inn. Attendees received name tags, a bag of goodies and Mike's tour guide complete with 16 frogs hiding in a picture of Greenland Ice Works on its cover. They were welcomed by Bob Schmidt, CSI president, and filled their plates at the inn's soup and sandwich buffet that satisfied the heartiest appetite. After dinner area reports of canal activities throughout Indiana and Ohio were given. It is always interesting to hear about all the various activities taking place to save and restore canal or canal related sites. Currently canal parks are being developed at Delphi and Riley in Indiana and Cleves in Ohio. Canal markers or signs are popping up everywhere. A canal inn is saved and, restored and put back in use. Trolleys will take visitors to canal sites in two cities. Canal museums display portions of canal structures. Each year the awareness of canals seems to grow.

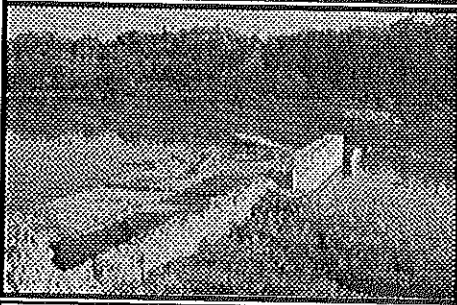
The lights were dimmed for a terrific slide show by Mike Morthorst. He used two slide projectors showing the canal sites we would see on Saturday. One screen had a picture of the site as it appeared years ago and the other screen showed what it

looks like today. This really helped us to visualize what once existed at a site especially in the cases where the canal was completely obliterated. After lots of applause the meeting was adjourned. Many canawlers took the opportunity to purchase books donated by John Geyer from his canal collection to benefit CSI.



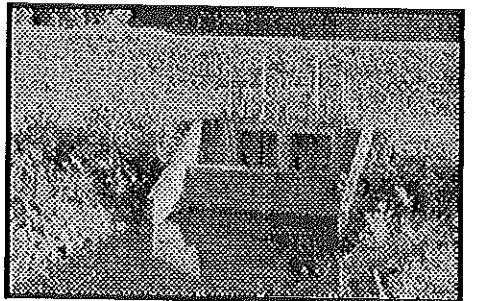
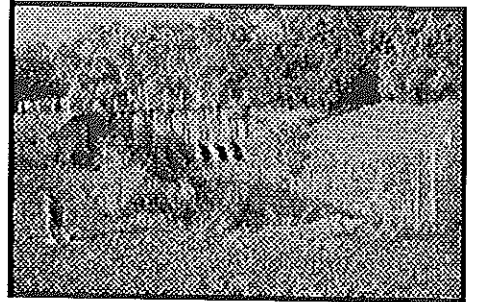
Canawlers visited with one another while awaiting their dinner. RS

Saturday morning canawlers scrambled onto the bus, ready to go. The forty-minute drive to the first stop gave Mike the opportunity to give them more background into what they would see and to point out some markers along the way. The Middletown Dam was a short walk from the bus. Canawlers skirted puddles of water left from the rain the night before to reach it. Once they got past the canopy of dripping leaves the sun shone brightly on the remains of the dam.



We hiked to the dam site. LK
We saw the remains of the dam. CW

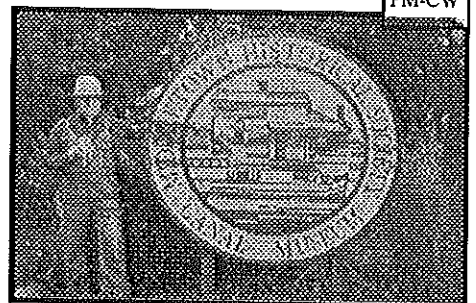
The Middletown Dam once had a mill race that was enlarged to feed water from the Great Miami River into the first completed section of Miami Canal. Lock 31 was located about a quarter of a mile away. Today water control structures stand where the lock was located.

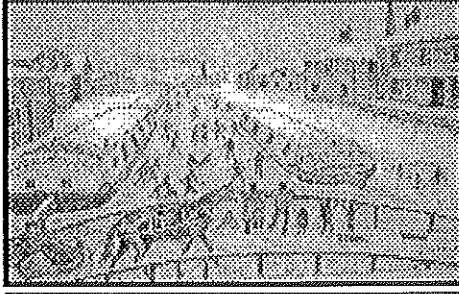
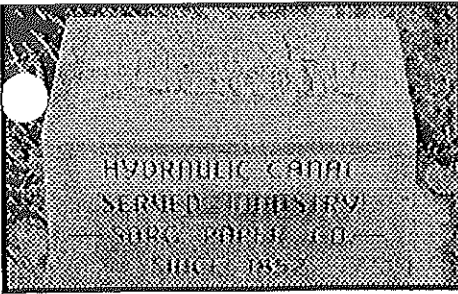


A large water control structure has guillotine gates that can be raised or lowered at the site of Lock 31. PM
At the opposite end of the site is a smaller structure. CW

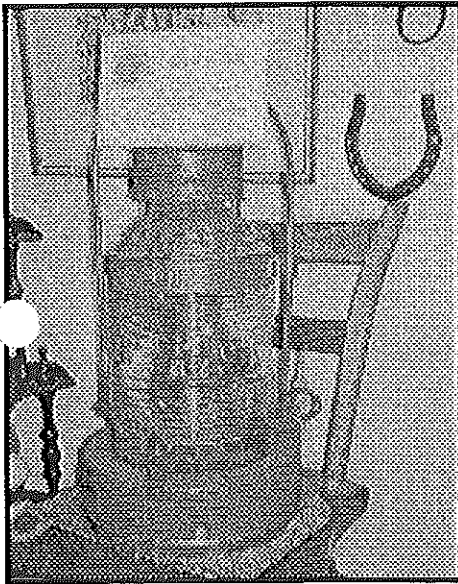
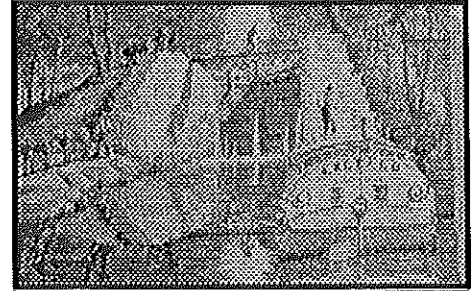
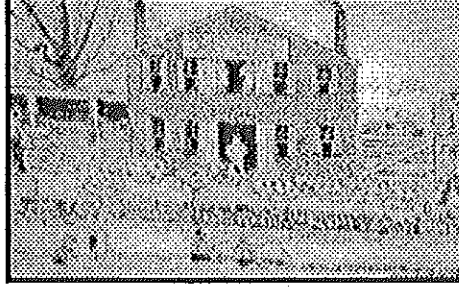
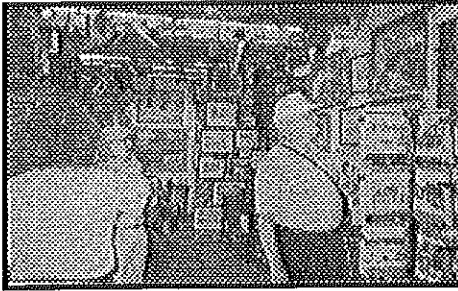
The group finished their morning snack of bananas before visiting the Middletown Historical Society Canal Museum. The museum was built to look like a typical canal lockkeeper's home and is

PM-CW

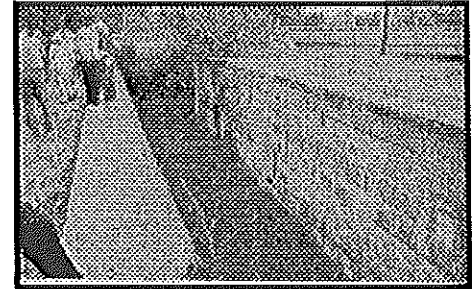




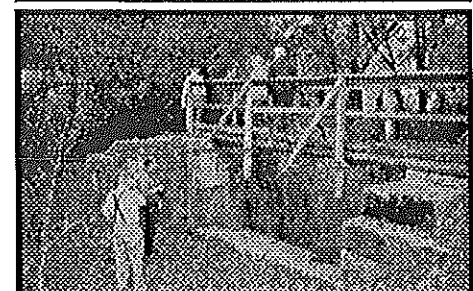
We passed the remaining wall of a lock that once had the Amanda Paper Mill beside it before arriving at the small Excello Lock park, the first lock constructed on the Miami & Erie Canal. There we also saw the mill raceway that led to the old Excello Paper Mill across the street.



near the Miami and Erie Canal and the Middletown Hydraulic Canal. It was chocked full of all sorts of relics and had a video about the canal. Water from the hydraulic was used in industry such as the Sorg Paper Mill.



Passing the site of Lock #32 (nothing remains), they saw the outlines of ice ponds in the area on the way to and from Dedication Monument. A rock with a plaque now stands where DeWitt Clinton and Ohio dignitaries, dedicated the M & E Canal on July 19, 1826.



Top left: This marker for the hydraulic canal and the Sorg Paper Mill was outside the museum. LK

Middle left: The two-story museum was full of art work depicting canal life and life on the frontier. Its items covered canals, pigs, paper, pilsner, etc. RS

Bottom left: This lamp was used at the rear of a canal boat so other boats would see it ahead of them at night. At the front was a brighter focused beacon to guide the way at night. PM

Top center: The canal froze over in the winter allowing skaters to glide over its surface. Ice ponds beside it provided ice for use in making beer. LK

Middle center: Cincinnati was known as "porkopolis" since it butchered so many hogs. They were driven down the streets to the slaughterhouses. LK



Top: Tour docent, Mike Morthorst with microphone, told of DeWitt Clinton dedicating the canal in the wilderness which is now along a busy highway. RS
Bottom: We had this group photo taken nearby. RS

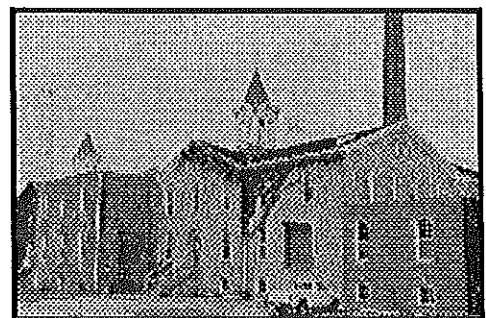


Top: This painting in the Middletown Museum shows how the Excello Lock would have appeared when in use. LK

Middle: The Excello Lock is still in excellent condition, but the canal prism has been removed. cw

Bottom: The tumble allowed canal water to spill into the raceway to the Excello Paper Mill. rs

Below: The Excello Paper Mill no longer operates. LK

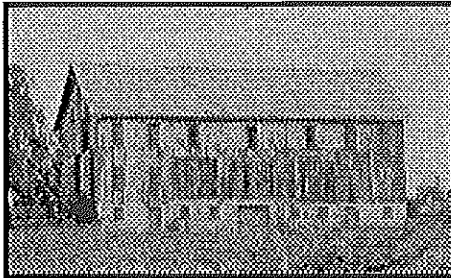


As the bus headed toward the Port Union Aqueduct, it passed the huge barley farms where grain was grown for the beer brewed in Cincinnati. Mike pointed out the sites of the huge farms and summer homes of the brewers—Windisch, Mulhauser, Christian Moerlein, Hauck. Mike told how the huge old barley barns have been dismantled and some moved in just the past few years. Only one remains.

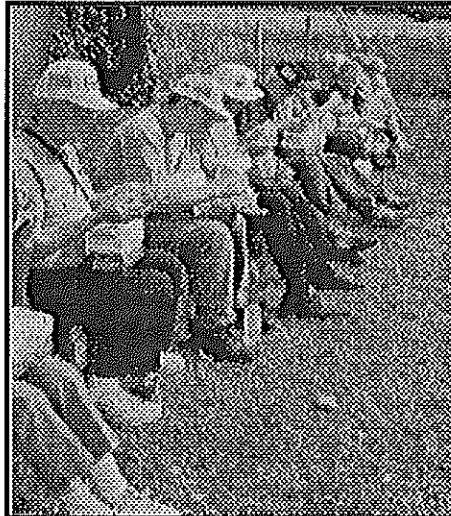
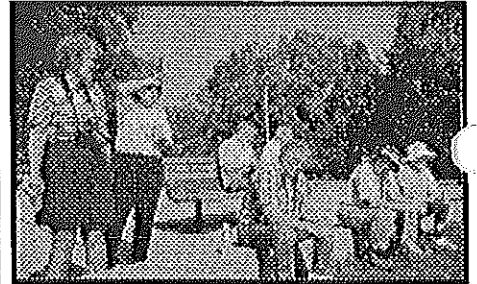
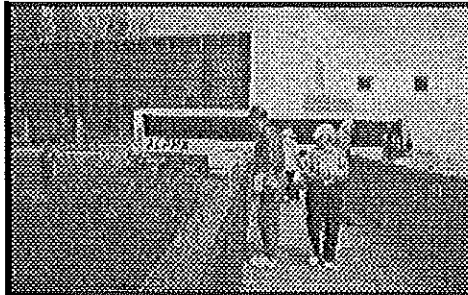
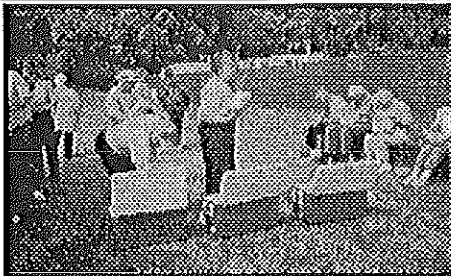
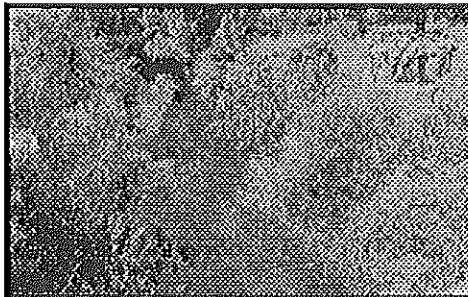


Above: The stone Port Union Aqueduct remains are in poor condition. LK
Below: The Crescentville Aqueduct site was preserved and a new bridge erected by the Champion Company. LK-RS

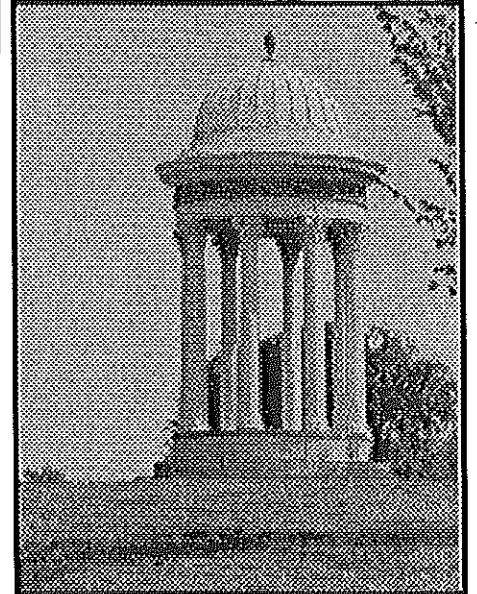
The bus passed the outlet channel for Mill Creek that was built as an attractive waterfall. They saw a portion of canal prism and the "Worthmore" smokestack of the former Brucks Brewery. It was easy to see how the expressway had taken over the canal right-of-way. Mike then took them around the hills of Cincinnati pointing out fountains, the home of Boss Cox and other notables, the remnants of the Moerlein Brewery and the location of the inclines to the beer gardens. The bus stopped at Bellevue Park at the top of the Bellevue/Clifton Incline where everyone had an excellent view of Cincinnati. Mike pointed out various parts of Cincinnati while the group enjoyed refreshing pop and cookies in the afternoon sunshine. They even saw the "Temple of Love," part of the city water system.



Above: Only the Mulhauser 1881 barley barn remains sitting high on a hill. LK
Below: Lunch was eaten in the sunshine near Port Union Aqueduct. RS-RS



The bus passed Motel 6 at Kemper and Canal Road. A remnant of the canal is not a part of the Mill Creek drainage system. Before long they were on the expressway going to Lockland. There were canal era houses on the left and by looking at the concrete wall two 30 degree slopes were seen and south of Lock Street two more 30 degree slopes were seen. These were the locations of Lock 40s and Locks 41s and 42s.



Top: Canawlers snacked while listening to Mike tell about Cincinnati. RS
Bottom: The Temple of Love LK

Following lunch canawlers hiked a short distance to the Port Union Aqueduct. It was a small single-span low-lying aqueduct with a bridge on the towpath side.



The wall slopes showing elevation change where the lock stood. LK

(This article will be continued in the next issue of The Hoosier Packet.)