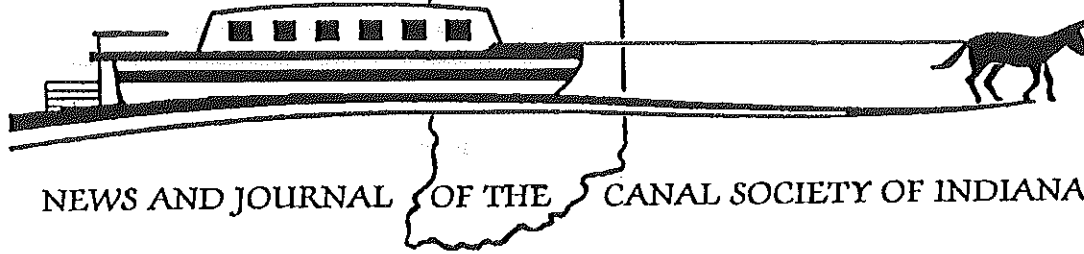


THE
HOOSIER-PACKET



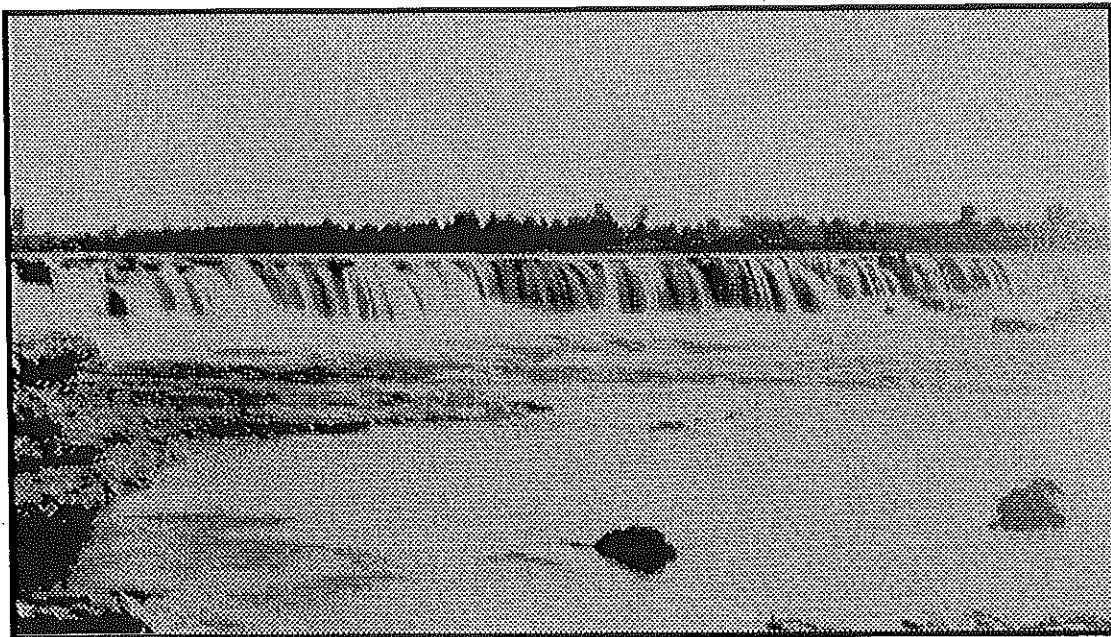
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 3 NO. 12

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DECEMBER 2004

WHERE GEOGRAPHY & HISTORY MEET



This old photo on display at the Falls of the Ohio interpretive center shows the limestone ledge that created such a barrier to boat traffic on the Ohio River that both Indiana and Kentucky proposed to build a canal around it. This was to be Indiana's first canal. Indiana's first lottery was created to build it. However, the canal was built in the Louisville-Portland area of Kentucky. Photo-Bob Schmidt

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400 MILLION YEARS IN JUST ONE WEEKEND! MY IMPRESSIONS OF THE "OVERCOMING OBSTACLES" TOUR

By Cynthia Powers

The recent fall tour of the Canal Societies of both Indiana and Ohio covered a longer period of time than any other: from the Devonian fossil beds to modern boat building. Our headquarters were at Jeffersonville, Indiana, just across the Ohio River from Louisville, Kentucky. The local tourism bureau uses the slogan "The Sunny Side of Louisville" and that was true during much of our tour. The rain predicted for Saturday never came!

Continued on page 17

CANAWLERS
AT REST

JOSEPH MARSH
DARBY

b. February 27, 1819

d. March 21, 1907

By Carolyn I. Schmidt

Photos of Joseph and Catherine from:
Biographical and Genealogical History of Cass,
Miami, Howard & Tipton Counties, Indiana



Joseph Marsh Darby was born in Butler county, Ohio, to Owen Darby of New Jersey, who was of English descent, and Mary Fritts Darby of Virginia, who was of German descent, on February 27, 1819. Owen and Mary were married in Virginia in 1799 and had 11 children — Joseph being the youngest. At the time he was born they lived in a log cabin and Joseph's cradle was a sugar trough. Unfortunately, Mary died when Joseph was 4 years old leaving him in the care of his father and older siblings.

Joseph's father married Hanna Bills in 1824 and the family moved to Fayette county, Indiana. They settled about eleven miles south of Connersville. A few years later they moved to a small farm seven miles northwest of Connersville on "hominy ridge." There Joseph shot squirrels and woodpeckers, trapped quail, fished and swam in large and small Garrison Creeks, and assisted his father on the farm

In 1831, when Joseph was about 12 years old

Children of Owen Darby (b. July 13, 1782; d. 1844) and

Margaret Fritts Darby (b. March 3, 1783, to John Michael and Nancy Fritts; married in 1799 in Monogalia county, Virginia to Owen Darby; died January 2, 1822 in Ohio)

Sarah, born March 10, 1801 in Monongalia county, Virginia, died July 13, 1876 in Ohio

Hannah, born February 15, 1803 in Virginia, died April 12, 1877 in Indiana

John, born December 2, 1804 in Ohio, died January 11, 1860 in Indiana

Daniel, born June 10, 1806 in Ohio, died September 26, 1875 in Indiana

Samuel, born July 25, 1808 in Ohio, died September 8, 1870 in Indiana

Ezra, born June 10, 1810, in Ohio, died March 11, 1871 in Kansas

Squire, born December 1, 1811 in Ohio, died in 1854 in Indiana

Rowlen, born October 5, 1813 in Ohio, died in infancy

Thomas, born July 30, 1814 in Ohio, died January 14, 1888 in Converse, Indiana

Hester A., born May 4, 1817 in Ohio, died June 3, 1892 in Brazil, Indiana

Joseph Marsh, born February 27, 1819 in Butler County, Ohio, died March 21, 1907 in Jonesboro, Indiana

Hannah Bills Darby (married Owen Darby in 1823, Butler County, Ohio)

Margaret

Jane

Owen

Perry

Jedediah (died in infancy)

his family moved to a small farm on Wild Cat Creek in Tippecanoe county about 10 miles from Lafayette. The land was timbered. Joseph helped grub, picked and burned brush and built fences. He spent some time on the creek. His father soon sold the land and never again owned land. They farmed a year on Wea prairie and another on Wild Cat prairie. They sold their corn at ten cents per bushel, delivering it to the hog pen. Hogs at the time were worth \$1.00 per hundred.

Living in pioneer areas, Joseph had meager chances for an early education. He attended subscription schools held in log school-houses. He was educated in farming by his father. He did "gouging" for his father and others during harvest through which he became a good reaper. By the age of 15 he was considered a "full hand."

When Joseph became 16 his father told him it was time he was on his own — "root, pig or die." He worked for one year at the "sugar grove" and "high-gap" located six miles from Lafayette for his cousin, James P. Ellis, Esq., a wealthy farmer. His wages were \$100, the highest wages paid the best farm hands. But when his father decided to move to Johnson county in the fall of 1835, Joseph accompanied him, even though his cousin begged him to stay.

Central Canal

Joseph heard they were building the Central Canal and hired on in the spring of 1837. His first work on the canal was for John Kuntz, an old German "Ditchman." Joseph found it a pleasure to work with Kuntz. They slept in a "pole-shanty" on slab-bunks, one above the other. Joseph worked on the section south of Indianapolis grubbing out trees, wheeling dirt, etc. at \$16 per month. Even though he was a short man, he was quick and ambitious. Being a good chopper he felled and scored the huge burr oak trees for the locks and culverts. When he counter-scored the trees his wages increased. He learned to hew and became one among the boss hewers on the line. It seemed his ambition and genius were clearing the pathway for him. He soon learned to do frame-work for those locks.

Joseph's next employers were Free and Burks. In 1836 he worked at the lock by Col. John Wishard's. There his wages were determined by the boss workman at the close of the fall work. He received \$1.75 per day. He had many memories of laughable incidents there, but they were not recorded. The following season he worked for them at the two locks just south of Indianapolis. He received the same wages as the boss workman—\$2.00 per day. The work was hard and the fare was poor, but Joseph's grit pulled him through.

Free and Burks then held the contract for the

"Feeder Dam" at Waverly in Morgan county in 1838. There 19-year-old Joseph was made superintendent of the timber and wood works. At times he had to order and direct 50 to 100 "wild" Irishmen in putting in the timber of the Dam. That fall he, along with many others, caught the malarial "fever," which ended his work on the canal.

When Joseph got well enough to ride, he lost control of a horse than ran away with him and threw him against a tree. His broke his left arm and his left leg was mashed crippling him for life. He wept bitterly when he learned he could no longer do manual labor wondering how he would be able to make a living. However, when his energy returned he remembered that once when he was caught in the White river that was full from bank to bank, he decided he had to swim or be drowned and he did it.

Joseph determined that since his education was quite limited, he would attend a county school taught by Moses P. Bradley in 1839. There, along with several other young men, he gained a sufficient knowledge of the common branches to teach school. He was examined by Judge Stevens, of Indianapolis, and received a certificate for teaching in public schools. For the following nine years he taught and attended school—first in Marion county, west of Indianapolis where he purchased an acre of land with a cabin and other buildings for \$100 at the age of 20. He gave the land to his father for his lifetime. (His father died in 1844 and his step-mother moved from the cabin in 1848. Joseph then sold the property for \$75.)

In the fall of 1840 Joseph went back to Butler county, Ohio, near where he was born. He taught school in the "Cottonrun" school house. Unfortunately while there he caught the measles, which affected his eyes and later led to several operations upon them. He then taught among the Pennsylvania Dutch at the "Seven Mile" house. This he found to be a novelty and pleasurable. This school closed in the spring of 1842.

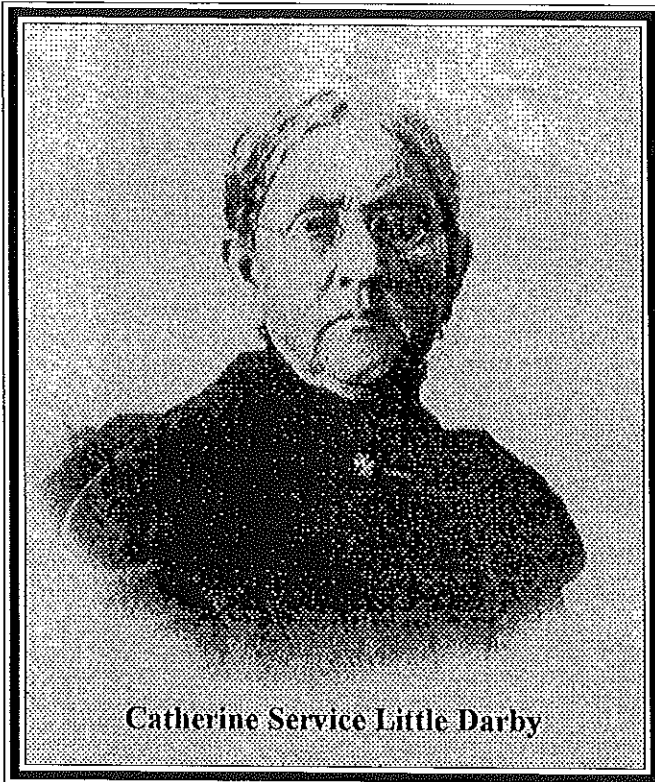
Joseph then attended the Miami University of Oxford where he roomed with John Fegely, a German scholar. They entered as irregular scientifics. At the close of the term with George Junkin, D. D., president, they recited in Greek and Latin to Henry R. Josselyn. Darby had learned to read these languages to a limited extent.

Then in the spring of 1843, Joseph attended a German school in "Hickory Flat" taught by his old roommate Fegely. There he learned to read and write the German language. He boarded with a rich old German farmer named Sowers and enjoyed the novelty of some well-prepared dishes. In the center of the table were sauerkraut, boiled or fried ham, sausage, eggs, noodles,

potatoes, onions, etc.

Joseph then taught at Darrtown, OH, which is located four miles east of Oxford, for many years. This was followed by one term at Sommerville and then at Jacksonburg, his last place in Ohio.

Having saved money through his industry and economy, he bought an 80-acre farm located in Johnson county, IN, on the Bluff state road about twelve miles south of Indianapolis in 1847. He only paid \$7.50 per acre for a total of \$600 since little improvements had been made and only 16 acres had been cleared.



Catherine Service Little Darby

On July 22, 1847, Catherine Service Little, of Ohio county near Rising Sun, Indiana, married Joseph. Born in Philadelphia, Pennsylvania on January 22, 1827, to David Little, who was from Georgia and of Irish descent, and Mary Morgan Little, who was from New Jersey and of Scotch descent, Catherine was the next to the youngest of their three daughters Ann, Catherine, and Mary, and three sons, Ebenezer, David, and (?). The Littles had been married in New Jersey in 1816. David, a school teacher at a select school, had died in Xenia, Ohio in 1836. Mary, born in 1798, later died at the Darby's residence on February 14, 1870 at the age of 72 years. They were Scotch Presbyterians.

In the spring of 1848 Joseph left teaching and, with scarcely enough money to move them, Joseph and Catherine moved from Butler county, Ohio, to the Johnson county farm in Indiana. There they labored hard for twelve years experiencing burning fevers and cold

chills common to the White river valley during the first few years. They were very economical. Soon the farm was well stocked with horses, cattle and hogs. During this time five of their children were born:

Virginia Florence - June 25, 1848

Chalmers Irving - Feb. 16, 1851- died in infancy

Alice Cordelia - Feb. 13, 1852

Frances Loretto - Jan. 30, 1855

Harriet Agnes - Jan. 29, 1858 - mar. Arminus

Acker of Connersville

Later they had two more daughters:

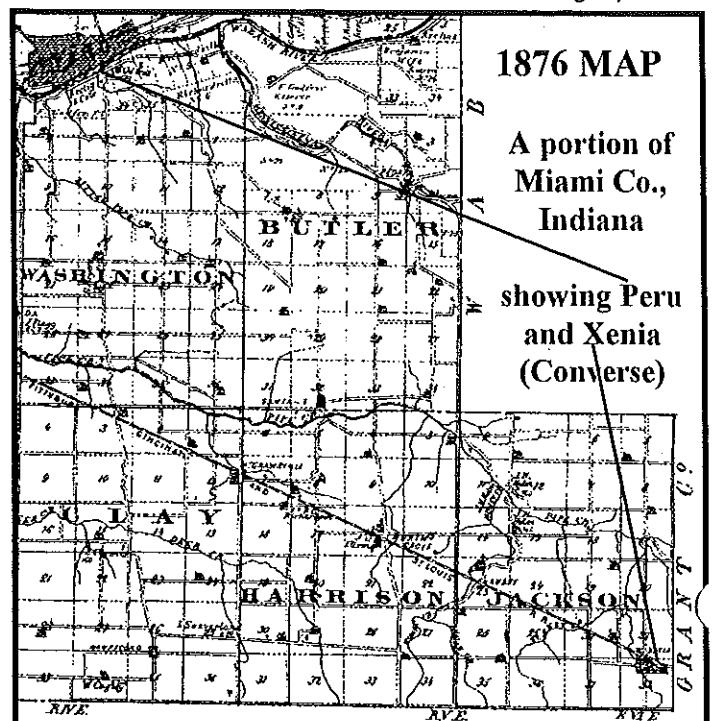
Clara Belle - June 20, 1865

Estelle Mae - Oct. 22, 1868 - died Sept. 5, 1885

While on the Johnson county farm, Joseph subscribed \$250 stock to the Evansville, Indianapolis and Cleveland straight-line railroad. The railroad fell through and Joseph was not refunded anything. This opened his eyes to railroad building.

Twelve years later, after noting the inconvenience of the schools where they lived, Joseph and Catherine decided to sell this farm and move to a more suitable location. In January 1860 Jacob Paddack bought the farm for \$4,000. They also sold some of their personal property for \$1,000.

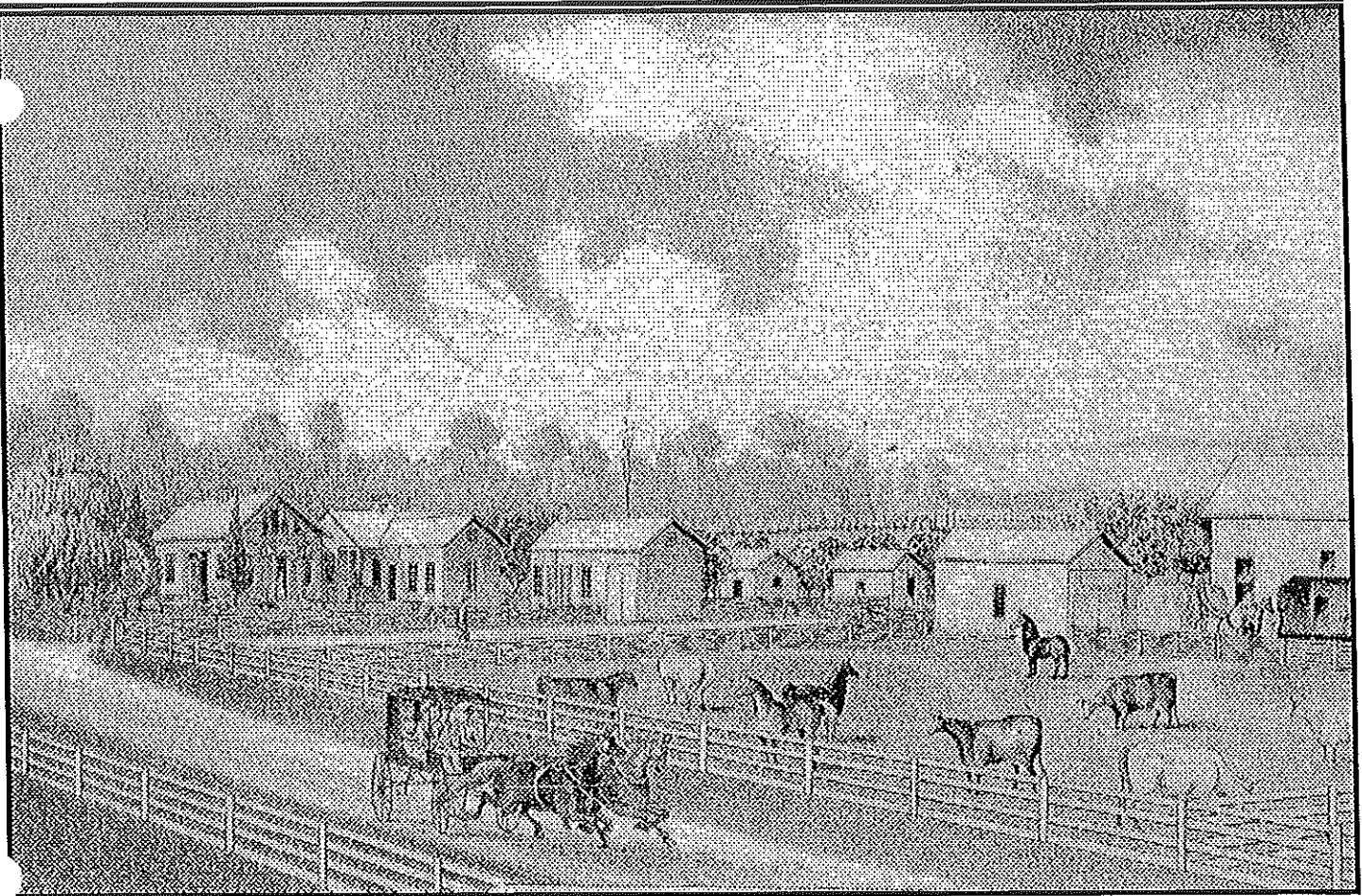
Before he sold to Paddack, Joseph had visited his two brothers, Daniel and Thomas, who lived near Xenia, IN. (Xenia, Indiana, changed its name to Converse in 1849. Today Converse is located in the extreme southeast corner of Miami county in Jackson township and the northwest corner of Grant county in Richland township.) In January 1860 he bargained for and bought two farms. The first one in Xenia had eighty little-



1876 MAP

A portion of
Miami Co.,
Indiana

showing Peru
and Xenia
(Converse)



Residence of Joseph M. Darby
Section 32 Jackson Township, Miami County, Indiana
New Historical Atlas of Miami County, Indiana. Kingman Bros., 1877.

improved acres for which he paid \$2,300. The second farm of one hundred acres cost \$2,400 and was located two miles southeast in Grant county.

On March 1, 1860, Joseph and his family moved onto the 80-acre property. Before long they had it and the Grant county farm well stocked with horses, cattle and hogs. Although he tried raising sheep for two or three years, his notes showed him that there was no profit in sheep so he quit raising them. His delight was in the beautiful cattle that grazed on his pasture.

In 1864 Joseph added 44 acres to the homestead for \$1,400. This increased the 80 acres to 124 acres that were well supplied with water.

Things were going well for Joseph so he decided to by a store in Xenia and stock it with goods. Soon he found he had too many "fires" to keep going and sold the store to a man who was to make payments for it. The business failed for the man, he didn't keep up the payments, and Joseph lost over \$1,000.

Around 1874-75, since Joseph was getting older, he sold the Grant county farm for \$5,000 on payments making a profit of \$2,600. He quit cultivating his land himself and rented it out. Although his farming years were over and he never claimed being a No. 1 farmer, he had always done most of the labor himself and had kept as "square" with the world as possible. He felt that a man should be independent in living his life.

When Joseph's biography was written in 1877, he was 58 years old. Catherine was 50. They had lived 17 years on their Jackson county farm. It had the appearance of a first-class farm, with modern improvements. It was under a high state of cultivation.

Politically, Joseph never ran for any office nor ever wanted one. He said he didn't want any part in those "wire-working" conventions. He was content living on his farm with his family and reading his books. He cast his first vote for Martin Van Buren, who was running for president in 1836, and Col. R. M. Johnson, for vice-president. He voted for the Republican party at

its organization helping to elect Abraham Lincoln. He was "stringently" opposed to slavery and to "secret orders," which he thought "were better adapted to despotic than Republican governments." He thought their obligations, penalties and foolish ceremonies lowered humanity. He also opposed whiskey, tobacco, and gambling, those habits and principles that degrade humanity. He supported those which elevated the human race. He later identified himself with the bimetalists and left the Republican party to vote for William J. Bryan.

When the Xenia (Indiana) Presbyterian Church was organized on November 12, 1870, by Rev. William Armstrong, who visited the town as missionary of the Muncie Presbytery for the purpose of establishing a society, J. M. Darby and Catharine S. Darby were the first names on a petition for organization. For several years, Joseph was a ruling elder in the Presbyterian church. However, through his reading of history and science, his own observation of the world, his own reason as an intelligent man, and his dealings with men, he questioned both the authenticity of old and new Testaments of the Bible and doubted the "Divine" of the Christian Religion. He believed he and others had the right to read, examine, think and judge for themselves.

The Darbys saw to the education and mental improvement of their children, who received a liberal common school education and were supplied with an abundance of interesting literature. Joseph had the largest and most valuable library of any man in the township having acquired most of his books prior to his marriage. He also had a deep interest in geology and took pride in his large cabinet of rare rock specimens. He was most interested in the elevation and advancement in the intelligence of the human race.

Joseph Marsh Darby died on March 22, 1907. He was a highly respected man. The Marion, Indiana, newspapers carried these obituaries:

**Marion News-Tribune March 22, 1907
Jonesboro and Gas City**

Joseph M. Darby of Converse, who has been residing with his daughter, Mrs. H. A. Acker, in Jonesboro for some time, died with hemorrhage of the brain Thursday morning at 3:30 o'clock. The funeral will be preached at his home in Converse at 2 o'clock Friday. Burial at the I.O.O.F. cemetery at that place. The deceased was 88 years of age. He had been in ill health for a few weeks and on Wednesday had a stroke of paralysis. The remains will be taken at noon Friday over the Panhandle to Converse.

**The Marion Daily Leader March 22, 1907
Death of An Aged Man**

Joseph M. Darby, a well known resident of Converse, died Thursday morning at 3:40 o'clock at the home of his daughter Mrs. Acker of Jonesboro after a short illness with hemorrhage of the brain. He was 88 years of age and had lived near Converse for many years. The body was shipped to Converse for burial by Undertaker Ward of Gas City. The cortage left the residence Friday morning.

Sources:

Ancestry.com 1860, 1870 and 1880 United States Federal Census. Joseph M. Darby, Jackson Township, Miami County, Indiana.

Biographical and Genealogical History of Cass, Miami, Howard and Tipton Counties, Indiana. Chicago, IL/ The Lewis Publishing Company. 1888

Graham, John Ambrose Pioneer History of Peru and Miami County 1877.

History of Miami County, Indiana. Brant & Fuller 1887.

Marion News-Tribune. March 22, 1907.

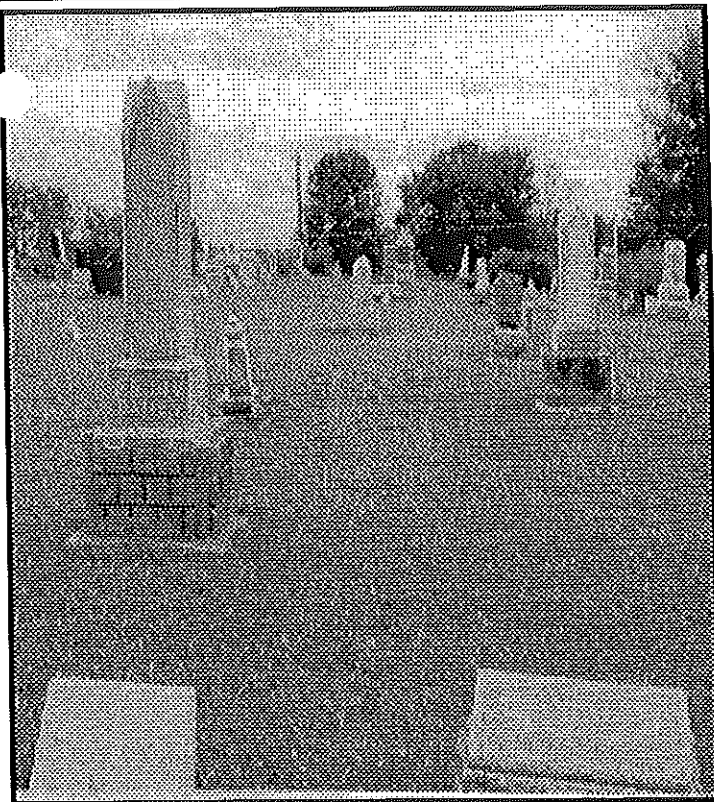
New Historical Atlas of Miami County, Indiana. Kingman Bros., 1877.

The Marion Daily Leader. March 22, 1907.

Watson, Shelia D. Pioneer Cemeteries of Grant County, Indiana. Vol. I.

Editors note: Researching Joseph M. Darby held several points of confusion. Although several atlases and history books contained his biography, they were written before his death. A search of cemeteries in Marion county, Indiana, for his grave came up empty. Checking a map closely, it was seen that today Converse is located where Xenia once was and extends into Grant county. Checking Grant county, the cemetery where Joseph was buried was soon found. With this information it was easy to find his obituaries in the Marion County Library. On the way to the cemetery there was a sign along the road noting the town name change.

Another somewhat confusing point came about with him residing in both Johnson township and Jackson township in Marion county, Indiana, with the names being similar. Hopefully this is made clear to the reader. Also the time of death was inconsistent.



A large J. M. Darby marker stands behind the headstones of Catharine and Joseph Darby. The headstones read:

Catharine S.
Wife of J. M. Darby
Died Dec. 9, 1885
Aged 68 Y 10 M 17 D

Joseph M. Darby
1819-1907

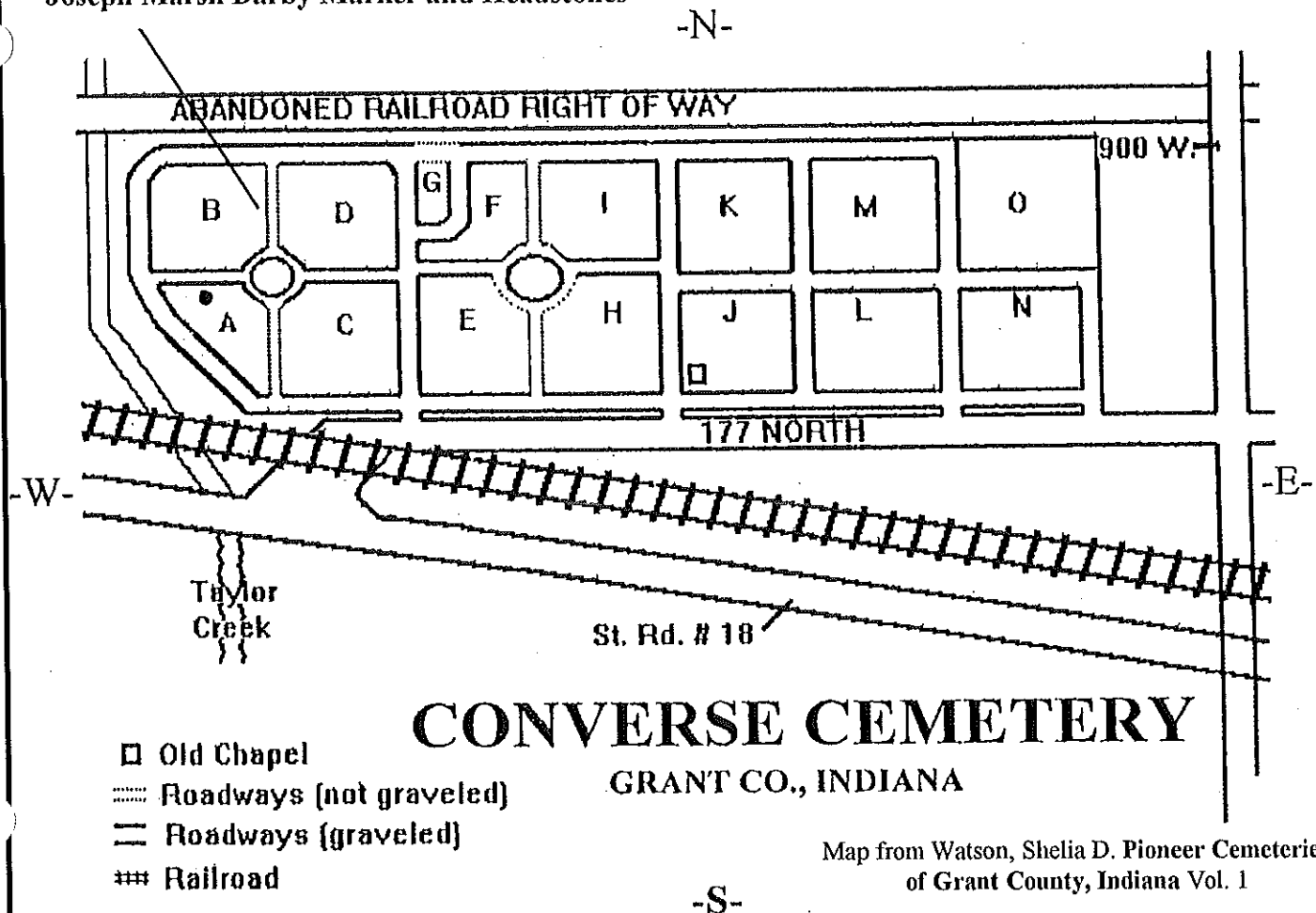
Not seen in the photo on the far left is a taller marker for Mary Morgan Little, the mother of Joseph's wife Catharine. And next to Catharine's stone the headstone for: Estella May, Setp. (misspelled) 5, 1885, 16 Y 10 M 13 D, Our beautiful May, How we miss thee at home

The first cemetery in Jackson township was laid out on the farm of Thomas Mason for the first burial of Thomas and Mary Addington's infant. Afterward it was known as the Xenia cemetery and was the principal burial place at Converse.

To reach the Converse Cemetery take S. R. 18 west from Marion, Indiana and just before reaching Converse turn right on 900 W, left on 177 north, right into cemetery and immediately left to the west end of the cemetery Section A.

Photo by Bob Schmidt.

Joseph Marsh Darby Marker and Headstones



NEWS FROM DELPHI

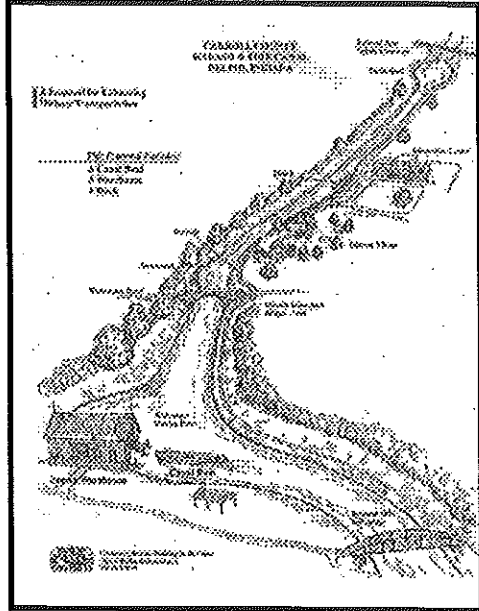
DELPHI HISTORIC TRAILS AND CANAL SITES WELCOME BICYCLES

By Dan McCain

entrance off of Indiana 25 two tenths of a mile south of Trailhead Park. A parking lot is available for your car but this trail is bicycle accessible. The payoff for the visitor is to look at the old canal era dam site from high atop a bluff. This structure was located at the mouth of Deer Creek where it joins the Wabash River.

When you come to Delphi in northwest central Indiana you can come with your bicycles and even your pets. The Delphi Historic Trails system now has over 7.5 miles of groomed trails. They are crushed limestone, packed, wide and they lead to some of the most interesting things. Trails have been constructed over a twelve-year period primarily by volunteers using local products like the fine "screenings" for all the trails provided by the stone quarry. There is a lot of scenery thanks to Mother Nature and the Wabash River.

Legend has it that the last boat to use this section of the canal in 1874 destroyed the dam. As the mules were pulling the boat up to the spillway bridge they fell through the rotting footboards. Since they lost their forward momentum the captain could not steer the craft away from the current and crashed into the spillway. The boat, cargo, mules and all were dashed into the Wabash and drowned—thus the end of the canal!



CANAL BOAT "PLAN B"

By Dan McCain

Unfortunately we didn't get the INDOT T-21 money in this grant round to fund a canal boat, warehouse and dock as seen in our proposal above. However, we have a current planning grant request in to the Indiana Rural Development Council. We just have too much tourism potential to not make a next move. People from afar are finding our Interpretive Center -- much just by "word of mouth" from those that love the interactive exhibits.

In the meantime our anticipation of a Canal Boat is gearing up with "Plan B" and that includes things we can start on with our own volunteers. This initiative would construct an authentic 1850s dock alongside the Canal Interpretive Center. If things go well we would like to acquire a flat decked pontoon boat for next summer. Though it may not fully look like a Canal Boat, we hope to focus on using our watered section of the canal.

A place to start your hike or bike adventure is located conveniently at Trailhead Park along Deer Creek one mile southwest of Delphi on Indiana 25. Another good place to begin a scenic ride is at Canal Park, 11 blocks north of the Court House stoplight on Washington Street. Parking and walking or bicycling along the historic towpath of the mid-19th century Wabash & Erie Canal is both relaxing and interesting. There are three National Register Sites to visit nearby—the Canal Construction Camp site; Lock #33 and adjacent lockkeeper's home site; and the 1857 Harley and Hubbard Lime Kiln site.

The northern half of the 2.5-mile section of the Canal looks much like this man-made waterway appeared in its heyday of the 1850s. Groundwater from the limestone quarry nearby is diverted into the canal to keep it full. Three million gallons of clear water daily comes to the "tumble" at Founders Point. It flows down the canal. The surplus water is finally released back into Deer Creek at majestic Sunset Point.

The newest section for biking is Campbell Ridge Trail with its

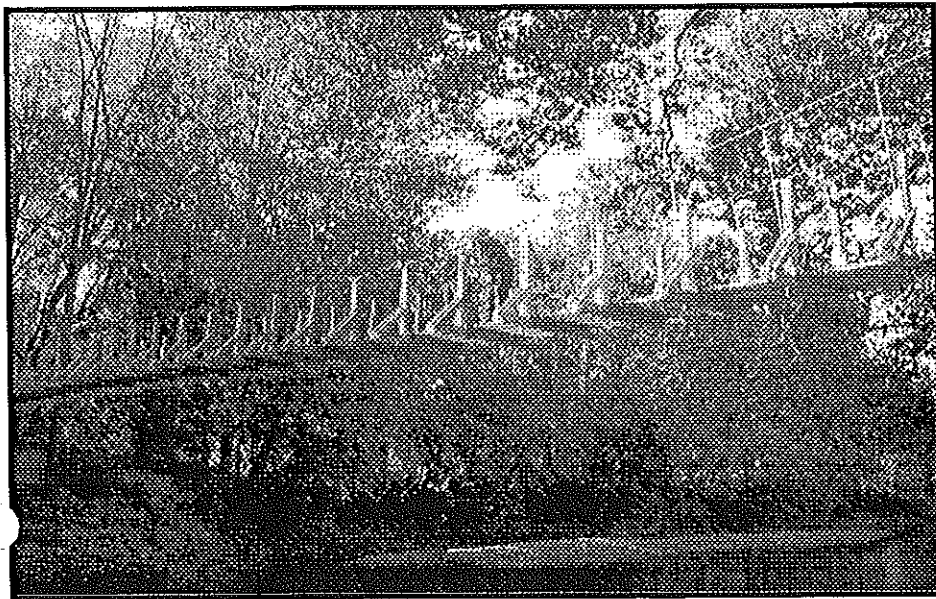
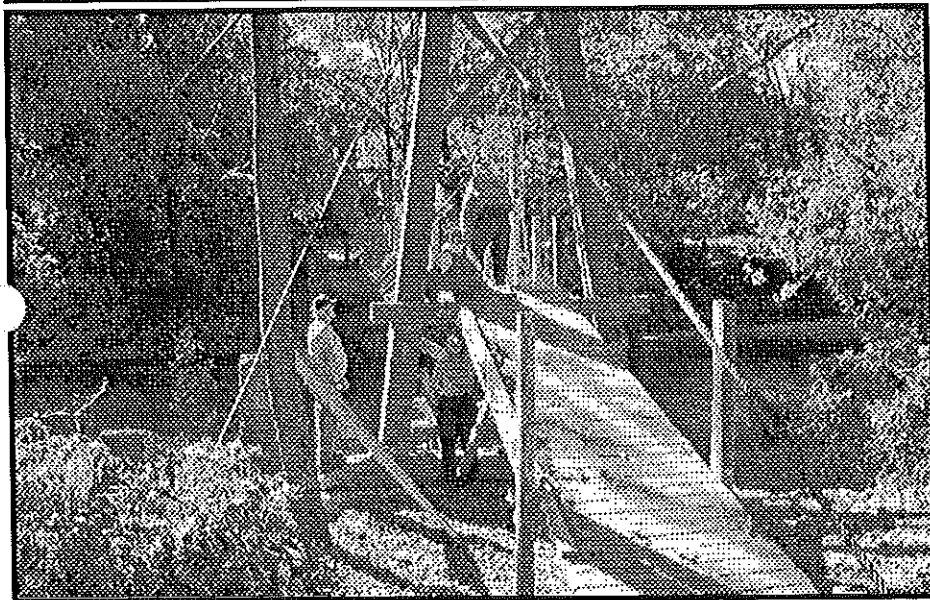
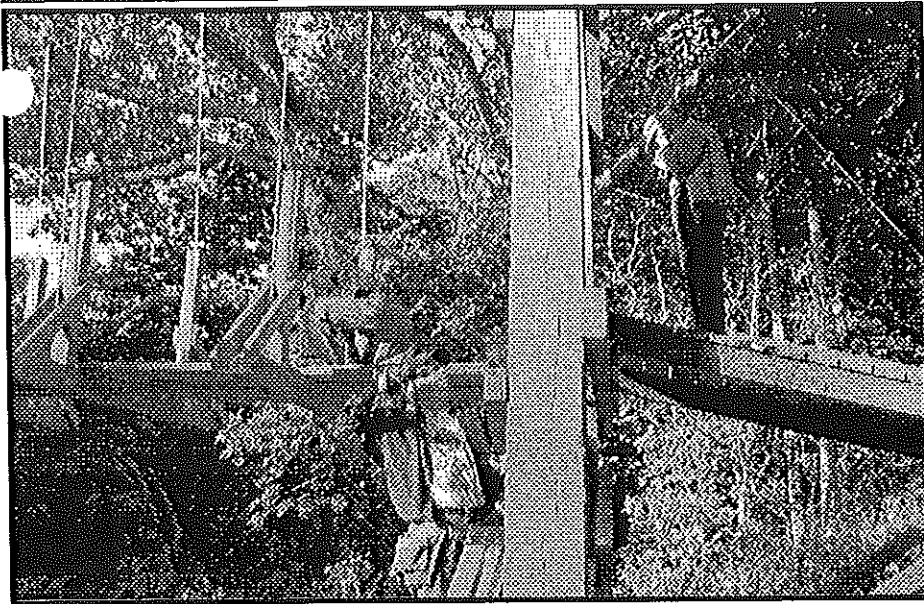
When you come to Delphi you must allow time to visit the new Canal Interpretive Center in Canal Park, a dozen blocks north of the Court House traffic light. This interactive transportation museum is a marvel with a dozen galleries set in an old 1850s-looking building built in 2003. Open hours are Saturday 10-4 pm and Sunday 1-4 pm. Nearby are the canal village, towpath and connections to all the trails. For a trails map and much more information look us up at:

www.wabashandertlecanal.org

SUSPENSION BRIDGE RECONSTRUCTION

By Dan McCain

Eight volunteers worked Saturday September 25 on another phase of reconstructing the Riley Park Suspension Bridge in Delphi. Under the leadership of Dick Bradshaw the crew of seven men and one woman worked on connecting this wood and cable foot bridge across Deer Creek. Flood waters from the July 4-5, 2003 storm took out this unique structure built originally in 1988 and repaired in 1998. This time the floor elevation was set 3 feet higher as directed by the Indiana Department of Natural



Resources.

Bradshaw planned to work every Saturday this fall until it was finished and hoped there would be plenty of carpenter help. Coordinator and financial secretary Mary Ives alerted all interested volunteers to come to the site and feel the importance of being involved. She also collected donations to fund reconstruction and access trail connections.

FALL TRAILS WORKDAY

By Dan McCain

There was a "Fall Trails Workday" on Saturday, October 16th at 9 a.m. Volunteers assembled at Riley Park then moved to the trail site. There was work for all ages as the potential foot path on the CSX railbed to High Bridge focused on brush removal that day. Volunteers furnished their own gloves, pruners, and saws. A "free lunch" was served at noon by Psi Iota Xi in Riley Park to all volunteers.

The abandoned right-of-way of the old Monon/CSX railroad goes east from the Indiana 25 overpass near the old Big R store out to the scenic High Bridge over Deer Creek. Land comprising the right-of-way for the initial work was donated by Richard and Sherry Mears' families. The entrance to the site was from CR 300 North across from the Mears' 1850s brick home one-half mile east of Indiana Highway 25. The worksite was just south on a short lane to a new parking area beside the abandoned railroad. Scenery overlooking the deep, narrow Deer Creek valley from the high railroad embankment was outstanding with glorious fall colors.

Delphi's eight miles of trails are expanding. Volunteers truly make the difference.

Work continues of the Riley Park suspension bridge in Delphi. Photos by Dan McCain.

\$500,000 GRANT FOR BURNETT'S CREEK ARCH

Mrs. Maggie Kernan, wife of the Governor, presented a check for \$500,000 to Carroll County as a transportation enhancement grant from the Indiana Department of Transportation. It is to be used to extend the life of Burnett's Creek Arch, the oldest bridge in continuous use Indiana.

Mrs. Kernan said, "This is a wonderful example of how a transportation enhancement grant can rehabilitate a historic structure. Burnett's Creek Arch is an important part of Carroll County's past and with the coming improvements it will be an important part of its future as well."

The Burnett's Creek Arch, which is located near the small town of Lockport, IN, was built around

1838 as part of the Wabash & Erie Canal. It was originally used by mules traveling along a tow-path, pulling boats loaded with goods. At one time this was a bustling grain shipping port on the Wabash & Erie Canal.

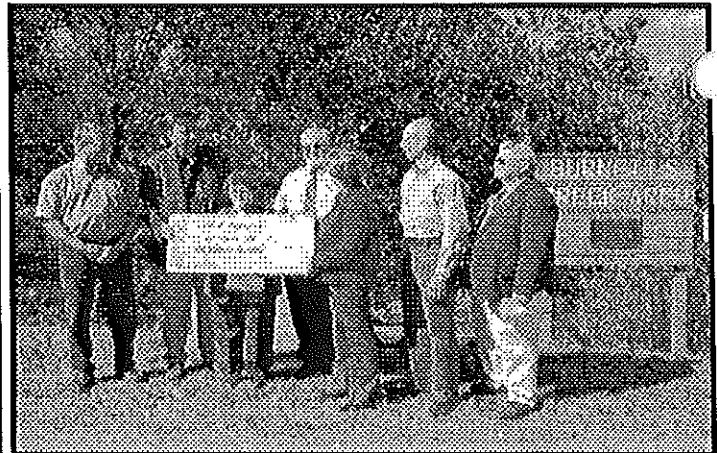
In the early 1900s, years after the canal failed, a public highway was built across the arch. Today it carries about 300 vehicles a day over the creek. In recent years, local historic preservationists succeeded in having the Burnett's Creek Arch placed on the National Register of Historic Places.

Plans call for rehabilitation of the bridge, the creation of a trail from which the public can view the limestone arch and construction of a parking area for those visiting the site. In addition, the flow of Burnett's Creek will be partially diverted to relieve some of the stress the bridge

endures during periods of heavy rainfall. Inside this separation of channels will be parking and an interpretive area for this canal treasure. The grant covers 80 percent of the cost. Local funds will pay for the remainder of the project.

The rehabilitation of the arch is part of a larger effort underway in 19 counties along the Wabash River. Since 1992, citizens and elected officials have been planning and developing a trail system that follows the river and showcases the natural and historical beauty of Indiana.

Last month, Governor Joe Kernan announced a total of \$18.3 million in transportation enhancement grants for 35 different projects across Indiana. The money can be used for a variety of projects, including historic preservation streetscapes, beautification efforts and trails.



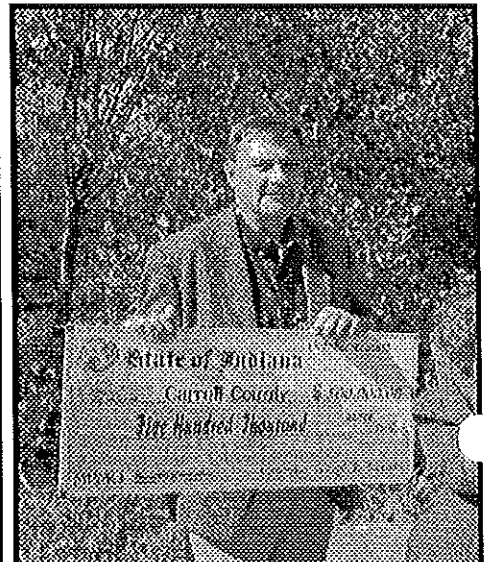
Top left: This picture of the earlier sign marking Burnett's Creek Arch shows friendly and hostile attitudes. Currently the landowner on the north does not allow trespassing to see the more picturesque side of the 1838 arch.

Top right: Phyllis Moore holds the check presented by Mrs. Kernan on her right.

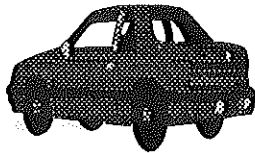
Bottom left: Phyllis Moore is reading the history of the site to Mrs. Kernan.

Bottom right: The \$500,000 check is held by Carroll County Commissioner Bill Brown.

Photos by Dan McCain



LET'S TAKE A TRIP



LOUISA, KENTUCKY AND THE BIG SANDY RIVER NAVIGATION

By Sue Simerman

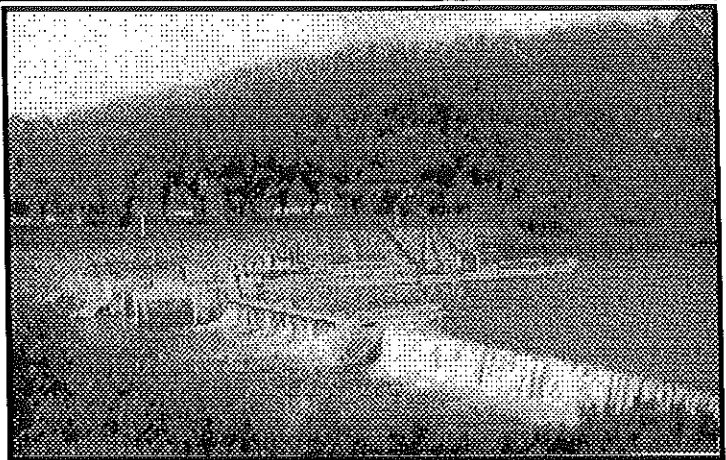
September 2003, my husband, Steve and I took a vacation trip that started in Cincinnati, Ohio. We crossed into Kentucky and followed the Ohio River east to look at the floodwall murals at Portsmouth, Ohio then continued driving east and south. Our destination was Louisa, KY and the Big Sandy River.

I had two old black and white post cards (no dates) showing the First Lock and Needle Dam built in the United States. The Big Sandy River starts with several forks in the hills of Kentucky and flows north to the Ohio River forming the state boundary line between Kentucky and West Virginia.

We followed Hwy. 23 south in Kentucky hoping we could find a road or drive to look at the river. The postcard said Louisa, KY was the location of Lock Number 3. We hoped we might see Locks 1 and 2. Although we could not see the river because of the growth of weeds, we could see small fenced facilities for loading barges. We passed coal trucks on the highway.

Driving around Louisa, we could not see a lock or dam from the only bridge crossing the Big Sandy River. Both sides of the river had homes that blocked access and the most likely site on the W. VA. side had a private property sign.

We went to the library to get information on the history of Lawrence county and Louisa in particular and found out that the dam and lock are located behind the park swimming pool on the north side of town. We walked down the sloped gravel drive and could see some people fishing at the abutment of the dam and others fished along the bank. The abutment and the banks were sandy. The other side of the river in W. VA. was completely reforested and no buildings could be seen. What caught my eye instantly were the round connecting circles of concrete, ringed in iron, making a dam above the old wooden and iron pieces of the needle dam that seemed to still be laying flat. Viewing the dam from our location, the river water dropped three times, first flowing over the concrete circles, then a short dam or support and finally over the needles.



These old postcards led to our trip to Louisa, Kentucky.

Inscriptions say:

Top: 1st Lock and Needle Dam Built in the United States, Louisa, KY., Big Sandy River

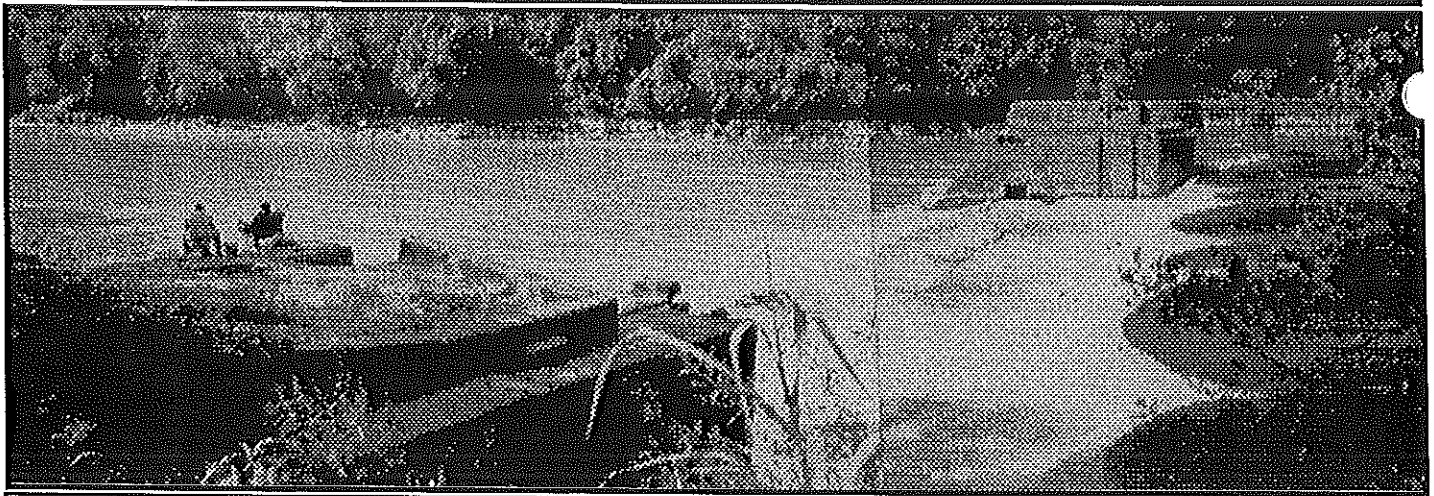
Bottom: Lock and Dam No. 3, Louisa, Ky. First "Needle Dam" Built in U. S. A.

The stone lock looked solid with some small trees and weeds growing wherever they could get a foothold. The upriver end of the lock looked slightly pointed but is most likely a wall beside the entrance to the lock. The down river side is perpendicular. The stone on the outer wall facing us was not cut or chiseled flat but was left with a rough rounded look.

One of the post cards, which required a 2 cent stamp, has a boat in the lock. The other card, which required a 1 cent stamp, shows what appears to be a locktender's house and at least three small buildings. Both cards show a derrick boat at the lock.

The Big Sandy River

The river is comprised of two forks, one is the Levisa (a corrupted word for Louisa) and the other is Tug. They join at Louisa, to form the Big Sandy River. Across the river from Louisa is the town of Fort Gay, W. VA. It had previously been called Cassville, probably for Lewis Cass, who ran for the presidency in 1848.



These two fishermen at Lock & Dam No. 3 could not understand why anyone would come to this spot and not fish. Note the three levels over which the water flows as described in the article. Two overlapping photos by Sue Simerman

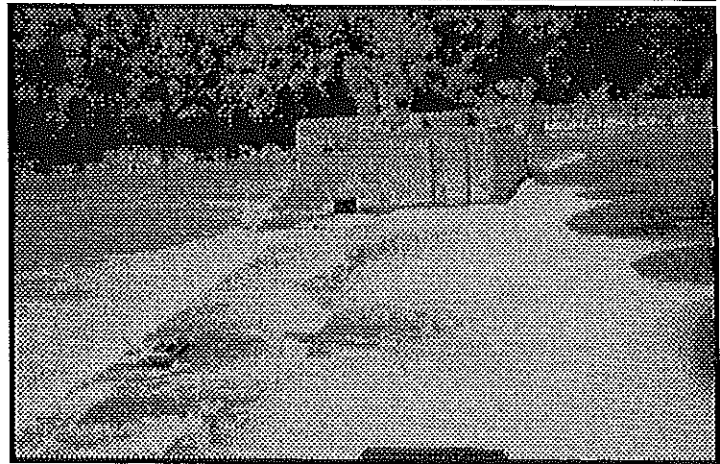
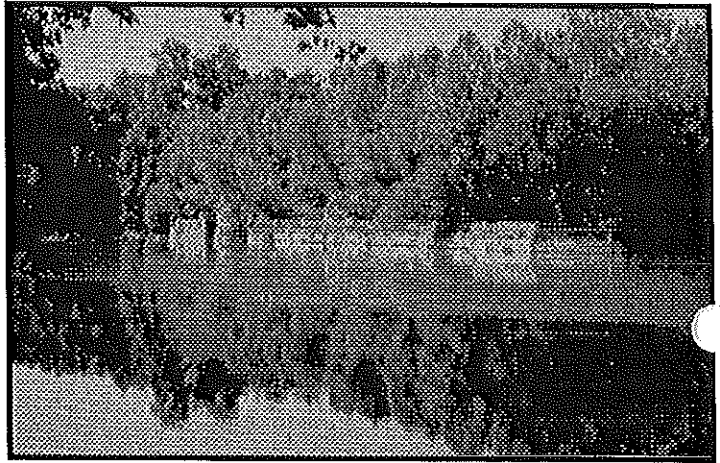
Side-wheelers plied the waters with regular packet service from 1837 into the late 1800s. Products shipped from Louisa and further upstream include the following: molasses, chickens, eggs, pigs, cattle, coal and bales of hide. There were several boat builders in Lawrence County that built boats carrying such names as "SANDY VALLEY," "FLEETWING," "DEWDROP" and "TOM SCOTT." The river boats ran for almost 100 years with the last remaining pilot bringing three barges of coal down from Torchlight.

The Big Sandy was declared navigable by the Kentucky legislature in 1850. Several creeks also were made navigable with the intention of helping loggers to float their logs out to the Big Sandy. The state of Kentucky had done a survey in 1835 that took three years to complete and led to the clearing of the waterway. Additional work was done in 1870 to protect the banks. The Big Sandy likely needed constant maintenance because of the sandy silt.

Big Sandy River Navigation Company

In 1847 some Cincinnati businessmen bought a large tract of land on the east side of the Big Sandy and began to open up mines to ship out coal that was of a superior quality. They erected a saw mill, built homes for the miners and built a grist mill to grind corn and wheat. Then they added carding machinery. Some of the products that were coming to Peach Orchard at this time were tobacco, blasting powder, drugs, pain killers, ink, tacks, coffee and cotton yarn.

The years 1858 and 1859 saw proposals being made to construct locks and dams to the Peach Orchard Coal Company. Rates were set and plans made, but the turmoil of the Civil War intervened. Peach Orchard was a community that was in full production in 1860.



Top: Lock No. 3 lowers boats past the dam.
Bottom: The river tumbles over the concrete circles and the lowered wooden weirs. Photos by Sue Simerman

The push for railroads was to follow the ending of the Civil War and discussion on the navigation of the Big Sandy did not surface again until 1875. The Corps of Engineers cleared the river for log traffic. A report a little later said the cost of a lock and dam system was not justified.

The Corps. wanted a slackwater system to reach the untapped coalfields at the head of the river. Three dams and locks were planned between Catlettsburg (at the junction with the Ohio River) and Louisa. Thirteen locks were to go upstream to Pikeville on the Levisa Fork and six to go up the Tug Fork to Warfield.

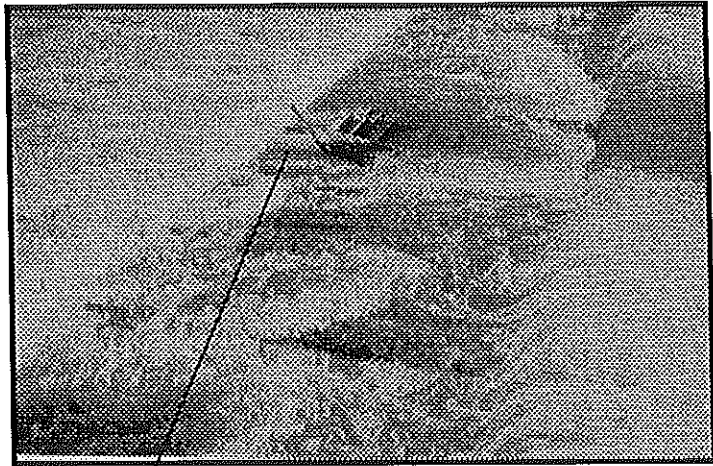
Lock 1 was built near the Ohio River, Lock 2 was half way between Lock 1 and Lock 3 on the northern edge of Louisa. Reading the material on the history of Lawrence County it seems that dam number 3 was the only one built on a movable French system and became the first lock and needle dam built in the U.S. This dam created pools of slackwater up both forks of the river where two other locks and dams were built on the forks. Only five of the proposed 22 locks were built.

Memories of Lock and Dam Number 3

In 1979 Claude T. Wilson wrote his memories of Lock and Dam No. 3 for a county history book.

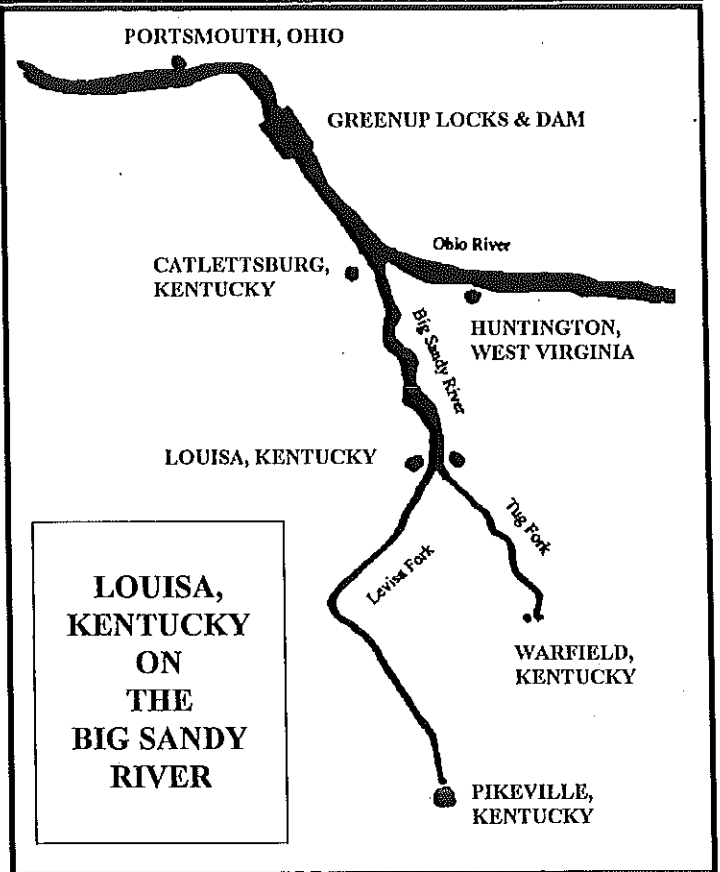
"Work was started on the Lock and Dam at Louisa, Kentucky, in 1883. One hundred and fifty men were put to work at \$1.00 per day salary. I was four years old at the time and do not remember when it was started, but do remember being taken to the site by my father to watch the men work. The bank was lined with men wanting jobs and they were really "raw-hided." When these men dropped out there was another ready to take his place."

"This dam was the first needle dam built in the United States and was completely built of stone. The dam from the Kentucky side to the middle pier was (were) wears (weirs) that could be raised and lowered. From the middle pier to the lock chamber was (were) called needles. They were 12 x 12 Cypress pieces, and were put in place and pulled out with a derrick boat. There were steel frames anchored to the foundation that could be raised and lowered, that held the needles in place. They had the same type of framework from the middle pier to the Kentucky side several feet above the wears (weirs), that could be raised and lowered during high water. This was used for a walkway and they also had a walk way across the needles, which was used by many people. The wears (weirs) were raised by the derrick boat and were thrown with a gear at the pier and bank abutment. On the Kentucky side a trip rod was anchored at the foundation, which tripped the braces on the wears (weirs) and let them fall. This rod had to be back in place before the wears (weirs) were raised. The last time the wears (weirs) were raised the trip rod was in a trip position and the wears (weirs) could not be thrown. If this had been in proper position the wears (weirs) could have been tripped to prevent a lot of



Above: This mechanism was used to raise or lower the wooden weirs in Dam No. 3 at Louisa, Kentucky on the Big Sandy River. Below: A map of the Big Sandy showing Louisa, KY.

Photo and Map by Sue Simerman



damage." (That caused the big washout back in the early 1900's)

He goes on to say that the dam was raised 4 feet in 1908 and the walkway was removed. In dry weather the river would become too low to get through the lock chamber. (He did not say anything about the lock being raised.) He mentions two men being appointed locktenders Jan. 1, 1897, T.J. Snyder and James Pigg.

Wilson's memories include the stone work of the lock being done by Italians. They set up their camp on the west side of town.

Lock and Dam No. 3 was completed Jan. 1, 1897 after approximately 14 years of construction. The lock last operated in 1944 and has been considered abandoned since 1947.

Checking the internet under the Corps of Engineers at the Huntington, W. VA location I learned that in 1999 15,605,774 tons of coal were shipped out from the Big Sandy River and that Marathon has a large refinery at Catlettsburg at the mouth of the river where it joins the Ohio River. Coal from the Big Sandy area goes down the Ohio River to Ohio and Kentucky to be used by the power plants. Today the Big Sandy has 8 miles of river that is maintained by the Corps.

I & M CORRIDOR EXHIBIT

The Illinois and Michigan Canal is another great place to visit. On September 16, 2004, a traveling exhibit celebrating the 20th anniversary of the formation of the I&M Canal National Heritage Corridor, the nation's first heritage corridor, opened in the Morris, IL. public library. It helped launch the historic preservation lecture series, "Rehab, Revitalize and Re-Use," sponsored by the Grundy County Special Places Advocates and the Grundy County Historical Society.

The exhibit, which was created by the nonprofit Canal Corridor Association with funding from the I&M Canal National Heritage Corridor Commission, was on view at the Morris Public Library through October 2. From there it went to the LaSalle County Historical Museum in Utica, the Pleasant Dale Park District in Burr Ridge, the Joliet Public Library and will be at the Gaylord Building, 200 W. 8th Street, in Lockport, IL from Dec. 2004—Feb. 2005.

The exhibit celebrates the projects and partnerships that were key to realizing the Heritage Corridor goals. It spotlights the diverse resources in the region and illustrates how historic preservation directly benefited corridor communities. It highlights the Morris Railroad Depot and Seneca's M.J. Hogan Grain Elevator and shows how historic preservation and conservation bring real value to communities.

The concept of the I&M Canal National Heritage Corridor was so successful that there are now 24 additional heritage areas throughout the United States modeled after it. This is described in a special free companion booklet to the exhibit, which includes many of the images from the exhibit as well as additional commentary.

Did you know that throughout the I&M Canal Corridor, many buildings are made from dolomite, a yellowish limestone found in the valley? The Gaylord and Norton Buildings in Lockport are built using this local stone. Its original use was as foundation stone for the canal's locks and walls. But the stone also found its way to Chicago's famous Water Tower and Pumping Station on North Michigan Avenue.

The Gaylord Building, one of the oldest industrial buildings in the I&M Canal National Heritage Corridor and a National Trust Historic Site, is a model of adaptive reuse, featuring the Public Landing restaurant, canal exhibits and more. The building is managed by the Canal Corridor Association. When the Canal Society of Indiana toured the I&M Canal in 1996, we had lunch in this building.

The Canal Corridor Association is a membership organization that preserves history, protects nature and open space, and creates destinations where people can learn and have fun in the I&M Canal National Heritage Corridor, from Lake Michigan at Chicago to the Illinois River at La Salle/Peru. It enhances, raises awareness of and expands the parks, trails, landscape and historic sites that make the I&M Canal region a special place. www.canalcor.org

REPLICA CANAL BOAT CHRISTENED AT MORRIS, IL

"The Heritage," a replica cargo boat, was christened at Morris, IL on Saturday October 2, 2004. It sits in the Canalport Park alongside the I&M Canal on Illinois Avenue at the foot of Fulton Street, approximately 4 blocks west of Rt. 47. Named by Rochelle Claire, who won a student essay contest, the boat and the park are wonderful examples of partnership projects in the Heritage Corridor. Contributing to the boat were the City of Morris, which provided the engineering and the foundation; Home for the Holidays, which provided the materials; and Carpenters Union Local 916, which built the beautiful 74-foot cedar cargo boat. This is the first canal boat to be seen alongside the I&M Canal in over 70 years. Actually it is more a play structure than a boat. The boat appears to be in the water if one stands on Illinois Avenue and squints. Its like looking back 150 years.

The park has been underway for a number of years. It is a project supported by individuals and organizations including the Canal Corridor Association.



WHITEWATER CANAL NEWS

CHRISTMAS WALK IN METAMORA

Old Metamora, the canal village area of Metamora, IN, will be decorated for the Christmas season November 27-29 and December 3-5, 10-12, & 17, 2004. The Whitewater Canal towpath and walkways are lit by candlelight on Friday and Saturday evenings only. Carolers and Santa will be there to greet visitors. Carriage rides are available. Visit the quaint shops. Get the Christmas spirit in old Metamora.

WHITEWATER CANAL COMMITTEE

WCTC COMMITTEE MEMBERS WELCOMED IN INDIANAPOLIS

The Whitewater Canal Trail Committee officers and members were welcomed Monday, October 5th, in Indianapolis to the Indiana State Museum at White River State Park by the Indy Parks and Recreation Greenways Administrator. Committee members were impressed by the museum's remarkable exhibit of the Gronauer Lock, one of the wooden canal locks used to raise and lower the boats to different levels on a section of the Wabash and Erie Canal during the mid 1830s to the mid 1870s. Named after the lock keeper, Joseph Gronauer, the lock's oak and poplar timbers were unearthed in 1991 during the construction of Interstate 469 east of New Haven, near Ft. Wayne. A section of the 98-foot lock is displayed along with tools used for the canal's

construction and household artifacts recovered from the Gronauer's house.

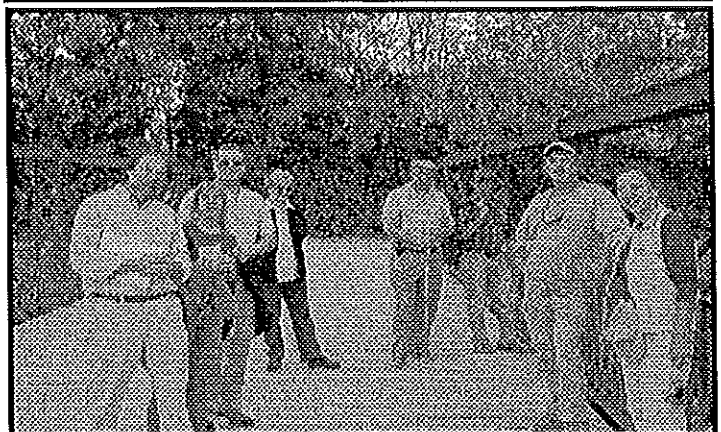
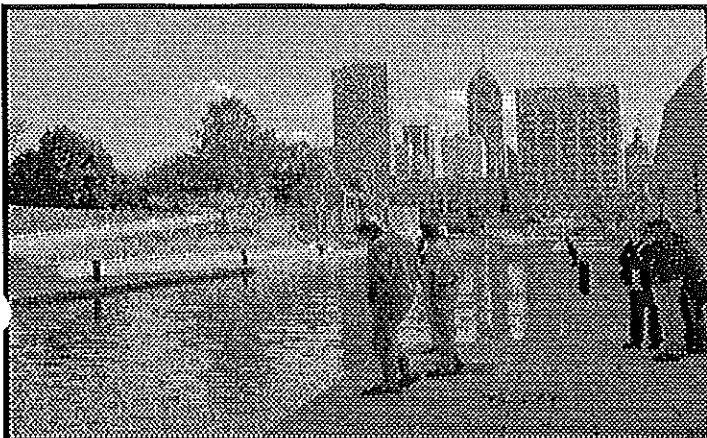
Despite the short life of the canal system in Indiana, it greatly impacted the early history of the state. It brought in people and supplies to what was then a still undeveloped pioneer state. But the \$10 million Mammoth Internal Improvement Bill of 1836 to finance the canal, roads and railroads bankrupted the state, prompting the frugal Hoosiers to insist that state legislators adopt a new constitution to sharply limit the General Assembly's powers to incur new debt.

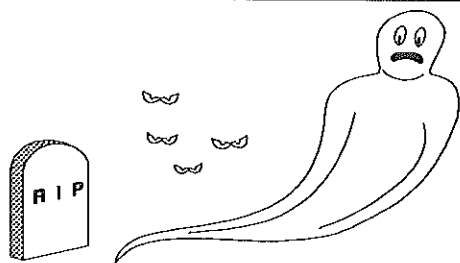
Later in the day, Ray Irvin, the Indy Parks Greenways Administrator, met the group at the Central Canal Towpath, near Butler University. He distributed Bike Route maps showing that the Towpath is more than five miles long, from the canal's headwater in Broad Ripple to 30th Street. Along the way, bikers, walkers and joggers can enjoy two restored 19th century bridges (one connects to the Gardens of the Indianapolis Museum of Art) and a new pedestrian bridge in bustling Broad Ripple Village. The trail is also linked to the city's bus system, IndyGo, making it a convenient and an integral part of the city's residents daily lives. The canal provides drinking water to the city and the adjacent bike trails provide a wonderful way to exercise, sightsee, or maneuver through this revitalized metropolitan area.

The WCTC's design team took away many ideas and applications for the signage, markers and even the crushed limestone trail surface for consideration on their on-going construction of the Whitewater Canal Trail between Brookville and Metamora in Franklin County.

Volunteers and new members are needed. The WCTC hopes to open a two-mile stretch of trail suitable for walking next spring. For more information about becoming a member of the trail or volunteering, visit www.whitewatercanaltrail.com.

The Whitewater Canal Committee toured the Central Canal in downtown Indianapolis and saw this restored 19th century bridge across the canal in Broad Ripple. Photos by Mick Wilz





OHIO'S GHOST TOURS EERIE EXPERIENCES

Billed as phantasmic weekend getaways by Ohio's Division of Travel and Tourism, the ghost tours in cities along Ohio's Ohio & Erie Canal and the Columbus Feeder had plenty of haunts to thrill and chill the most adventurous spirit. Ghost walks and lantern tours were held in the following towns.

Canal Fulton -The "Warehouse Ghost Tours" in Canal Fulton allowed participants to explore century-old buildings with local Registered Ghost Investigator Miss Sheri. Participants learned of the area's haunted past and present and got a course in the art of spirit dowsing with divining rods and paranormal investigation.

Cleveland - At Lake "Eerie" the Cleveland Ghost Tour with Psychic Sonya, an ordained spiritual adviser and paranormal investigator, took people to some of Cleveland's most haunted locations.

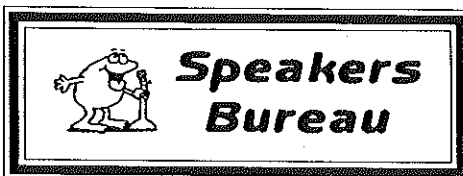
Columbus - Columbus Landmarks Foundation sponsored a tour of the Kelton house. Visitors were warned not to venture into the attic because items have been known to fly through the air unaided.

Granville - The historic Buxton Inn in Granville offered a restless night in Room 9 where "The Lady in Blue" died. Her cat reportedly pounces on the bed to awaken her. There was also a pie-stealing ghost.

Marietta - Marietta's Mid-Ohio Valley Players Theatre is haunted by Marietta's most notorious phantom Mr. Shea, the spirit of a man who

owned a string of small-town logical Society monthly meeting vaudeville theatres in the 1920s. Also featured Berky Davis, CSI member "The Castle," a Victorian mansion from Rosedale, IN talking about with strange unexplained incidents Indiana's canals and more specifically the Wabash & Erie Canal, which is located at the back of her property near Terre Haute. The meeting was held at the D'Arlier Center, the society's genealogical library, in Veedersburg, Indiana. Berky showed the interested group some display boards and entertained/educated them for 1 hour. She talked about both Fountain and Parke counties' history as well.

Zoar - Is it true that every house in Zoar is haunted? That's what the locals of this German separatist community believe. They claim ghosts occasionally are seen roaming the village. The lantern tours revealed all.



July 14 - Indianapolis, IN

Charles (Chuck) Huppert, CSI vice president from Broad Ripple, delivered a 1 ½ hour speech and tour of the downtown Indianapolis Central Canal for about 20 grade school teachers of the Geography Educators Network, who were in Indianapolis attending the Urban Institute's Conference.

Chuck has also spent a huge amount of time on The Canal and White Rivers State Park Cultural District representing CSI. He is on the steering committee and serves as chairman of the history/story telling committee. They met at least three times in September. On October 15 he was on a jury, which selected the first outdoor art work to be put up in the district.

Chuck will help Bob and Carolyn Schmidt in working out the details of the "Towpaths to Trails" tour of the Cental Canal on April 8-10, 2005. It will be headquartered in the Comfort Inn near Zionsville.

August 11 - Veedersburg, IN

The Fountain County Genea-

October 21 - Columbia City, IN

Bob and Carolyn Schmidt spoke to the Genealogy Society of Whitley County at the Peabody Public Library in Columbia City, IN at 6:30 p.m. There were 29 in attendance. The Schmidts told how the Wabash & Erie Canal brought settlers from New England, New York, Pennsylvania and Ohio to northern Indiana. Those arriving in Fort Wayne, Roanoke, or Huntington via the canal made their way by wagon or horseback to surrounding areas such as Columbia City. Those genealogists who had oral histories about their ancestors coming to Indiana by canal boat might have difficulty finding information about them, since there are no passenger lists available. Oral histories saying their ancestors worked on the canal might find the names of canal contractors on contracts at the Indiana State Archives. The 1840 Census lists heads of households and their occupations such as farmer, canal laborer, etc. The 1850 Census lists heads of households plus those residing in the house. It also includes lists of those in canal labor camps. County histories may contain biographies of canal people who became prominent in their community. Some local newspapers ran reminiscences of older people, who might have canal connections, such as the Frank Sumner Bash articles that appeared in the Huntington Herald Press in 1923-26.

400 MILLION YEARS IN ONE
WEEKEND cont.

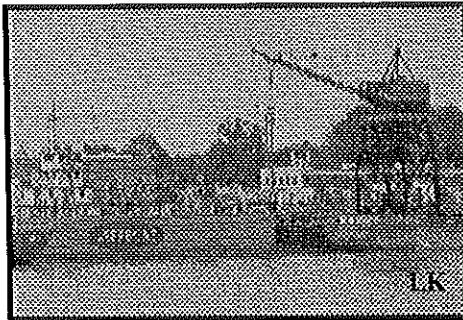
On Friday afternoon we boarded school buses for a tour of JeffBoat, "America's largest inland shipbuilder." They make barges for Ohio River traffic, as well as oceangoing vessels. Our guide, Michael Nagy, a former welder and now an inspector, called these "black-water" and "blue-water" vessels. Although he is now a member of management, he commended the Teamsters Union workers for their skill and dedication. He said it is especially hard to recruit skilled welders and described their job as "trying to make molten metal run uphill." Although a portable building resembling a Quonset hut slides on rails to cover the part of the barge being worked on, much of the work is done outdoors in temperatures as high as 120 degrees. The plant only shuts down if it gets below zero. The completed welds must pass stringent inspections, first by company officials and finally by the Coast Guard. An ad in the local paper for "JeffBoat LLC" described the good benefits they offer and "base pay up to \$15.95/hour."

We saw the parallel rails on the river bank where the completed boats are slid sideways into the river. Canal boats were launched the same way. JeffBoat also makes double-hulled oil tankers, which will be required after 2010 in an effort to minimize oil spills.

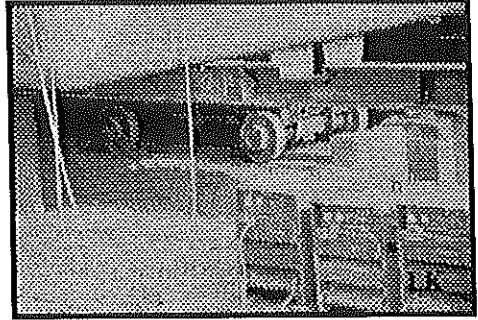
Signs at JeffBoat listed the following number of boats launched:

| | |
|--------------------|--------------------|
| 1960-1969 | |
| 954 HOPPER BARGES | 28 TOWBOATS |
| 240 TANK BARGES | 5 SPECIAL VESSELS |
| 1970 - 1979 | |
| 2323 HOPPER BARGES | 33 TOWBOATS |
| 98 TANK BARGES | 18 SPECIAL VESSELS |
| 1980 - 1989 | |
| 1324 HOPPER BARGES | 34 TOWBOATS |
| 77 TANK BARGES | 20 SPECIAL VESSELS |
| 1990 - 1999 | |
| 1936 HOPPER BARGES | 11 TOWBOATS |
| 179 TANK BARGES | 11 SPECIAL VESSELS |

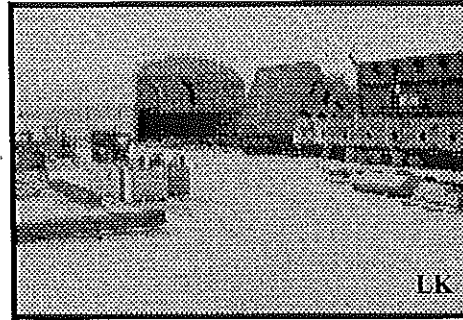
Photos taken by Lynette Kross (LK) and Chuck Whiting (CW).



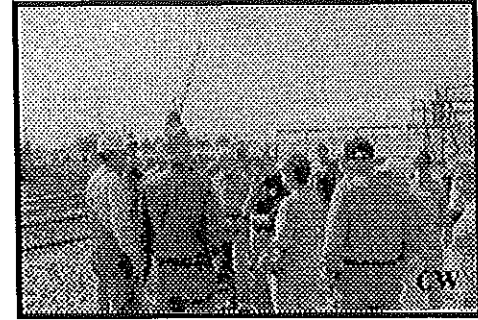
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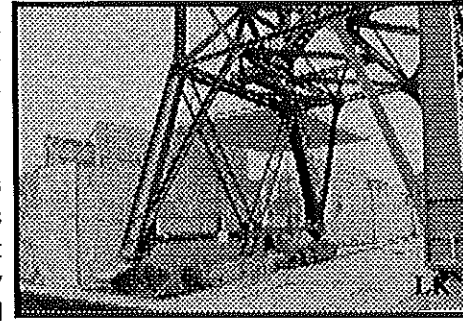
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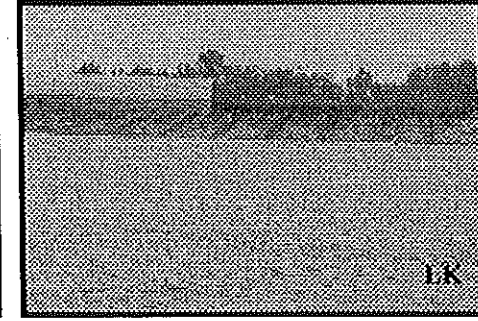
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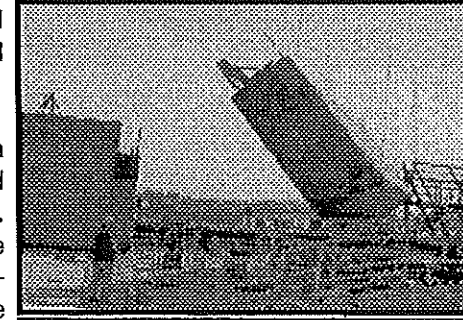
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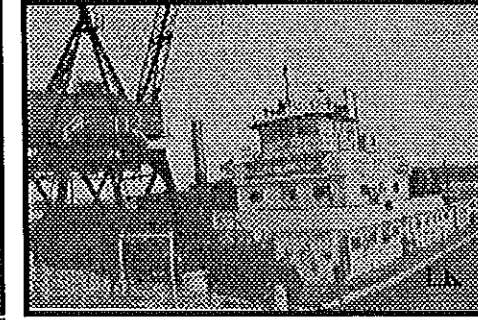
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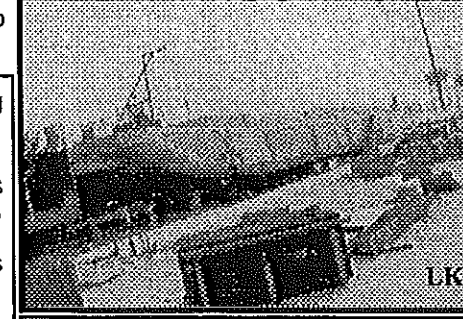
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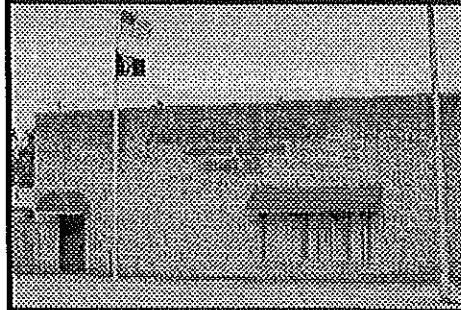
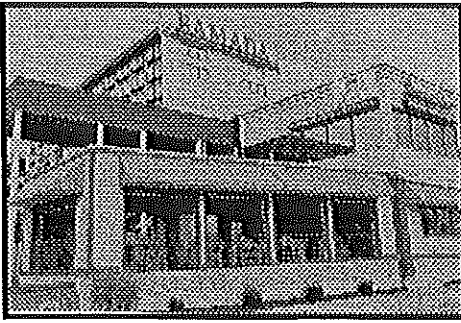
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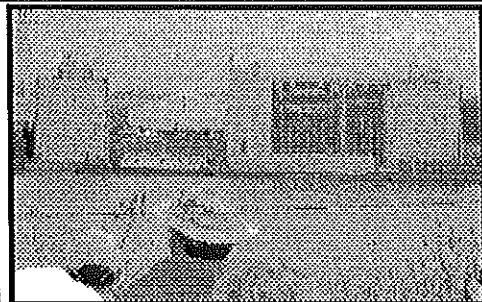
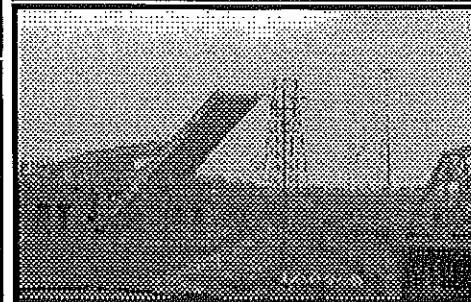
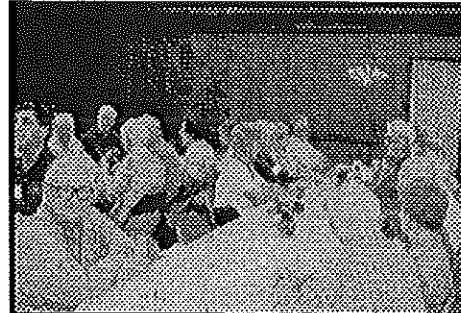
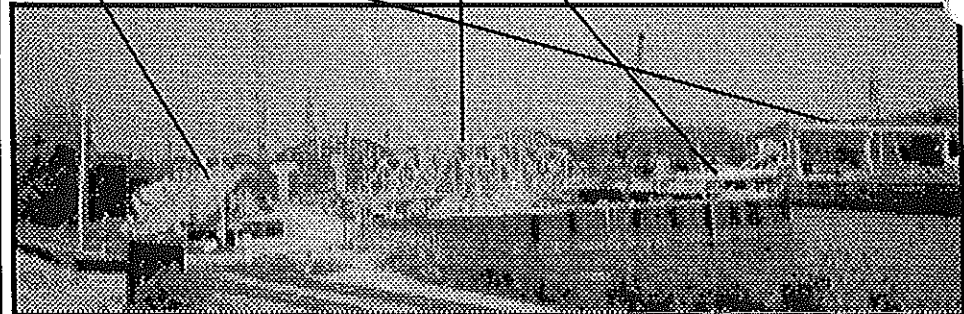
LK

1. JeffBoat as seen from the Ohio River.
2. A moveable building helps protect welders from the elements.
3. A crane on tracks moves barge compartments for assembly.
4. The end of a barge is lifted into place.
5. This barge is almost ready to launch.

1. Wheels are placed under the barge to move it along the track.
2. Nagy (left) talks to canawlers about launching the barges and tugs.
3. Boats are launched from this ramp.
4. This tug was built by JeffBoat.
5. Propellers await placement on tugs.



1. Canawlers posed for this group photo near the McAlpine Locks. Photos 1 & 2 B Schmidt
 2. Mike Morthorst points out the McAlpine Locks and Dam that is under construction.
 3. A coffer dam holds back water while the first lock is enlarged. A new bridge to Goat Island on the right will replace two old bridges that cross the locks. The new bridge ramps are seen to the left and right of the photo. Photo by Don Haack
 4. One of the old bridges is raised for a boat to pass through the lock. Photo - Chuck Whiting
 5. A lock gate facility will build gates and move them to other locks. Photo - Bob Schmidt



1. Ramada Inn was tour headquarters.
 2. Parking lot mural depicted sites in area.
 3. Friday banquet was at the Am. Legion.
 4. Canawlers renewed friendships after a turkey and baked steak dinner.
 5. They awaited a slide show by Mike Morthorst. Photos by Bob Schmidt

On Saturday, in car pools, we visited the McAlpine Locks, where two old locks are being replaced by one larger one. When all is complete, there will be two large locks in the short canal that goes around the Falls of the Ohio. This was not a huge waterfall, but a rock ledge that prevented river navigation except when the water was very high. Just as in early canal days, river barges now haul coal, gravel, grain and other heavy items that otherwise would require hundreds of trucks. Even with all the construction going on, the security guards permitted us to walk to the Corps of Engineers overlook for a good view of the canal.

LOUISVILLE & PORTLAND
CANAL CO.
MASONRY COMMENCED SEPT. 1862
FINISHED NOV. 1865
PRESIDENT, JAMES GUTHRIE
DIRECTORS, JAMES W. HENNING,
JONAS H. RHORER, JOSHUA F. SPEED,
ENOCK LOCKHART.
ENGINEER,
THEODORE R. SCOWDEN, CHIEF.
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NATIONAL HISTORIC CIVIL
ENGINEERING LANDMARK
LOUISVILLE AND PORTLAND CANAL
MCALPINE LOCKS AND DAM

The original canal and locks constructed at this site in the first half of the 19th century were responsible for permanently changing navigation on the Ohio River. The original locks and their successors improved the transportation of people and goods towards St. Louis, New Orleans and points west and played an important role in the settlement and growth of the nation.

COMPLETED 1830 DEDICATED 2003

SCOWDEN LOCK

These stone masonry remains are from a 2-lift lock system begun by the Louisville and Portland Canal Company in 1859 and completed by the U. S. Army Corps of Engineers in 1872, here at the Falls of the Ohio. Designed by Theodore Scowden, each lock was 350 feet long and 80 feet wide, and each had a lift of 13 feet. They were the first navigation locks ever built and operated by the Corps and could accommodate the largest steamboats. The huge stone blocks were quarried near Cannelton, IN and moved by barge to the Falls. Construction was interrupted by the Civil War, yet the cornerstone was laid in 1862, and in 1865 the white marble tablet was placed to mark this engineering triumph.

Wartime financial conditions prevented the Canal Company from completing the locks, and in 1869 President U. S. Grant ordered the Corps to finish them. Under the management of General Godfrey Weitzel, the project was completed in 1872, making these locks the largest in the world for many years. With regular maintenance and periodic modifications, the Corps continued their operation until 1970 when they closed after a century of service to Ohio River commerce.

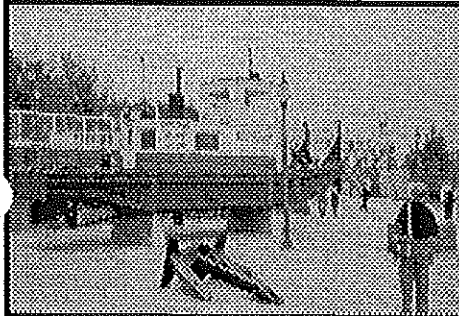
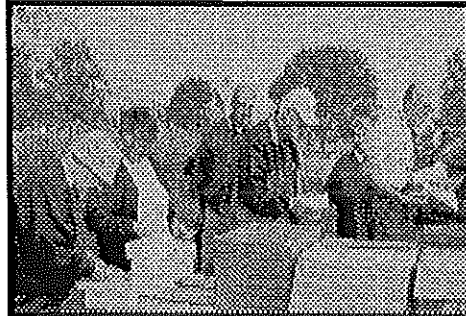
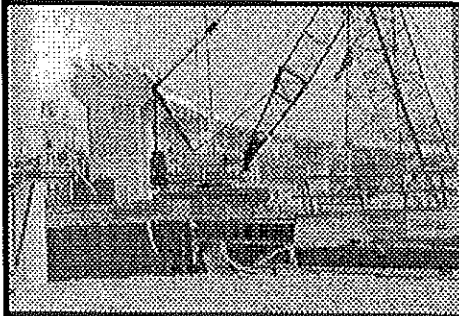
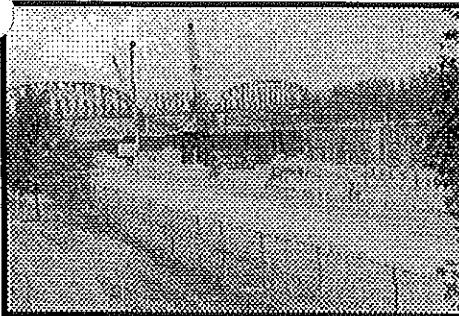
These remains were preserved in 2000 and reconstructed as part of the McAlpine Lock Replacement Project.

Three plaques marked the McAlpine Locks and Dam.

Upper Left: This stone tablet was the original one.

Lower Left: This bronze marker was dedicated in 2003.

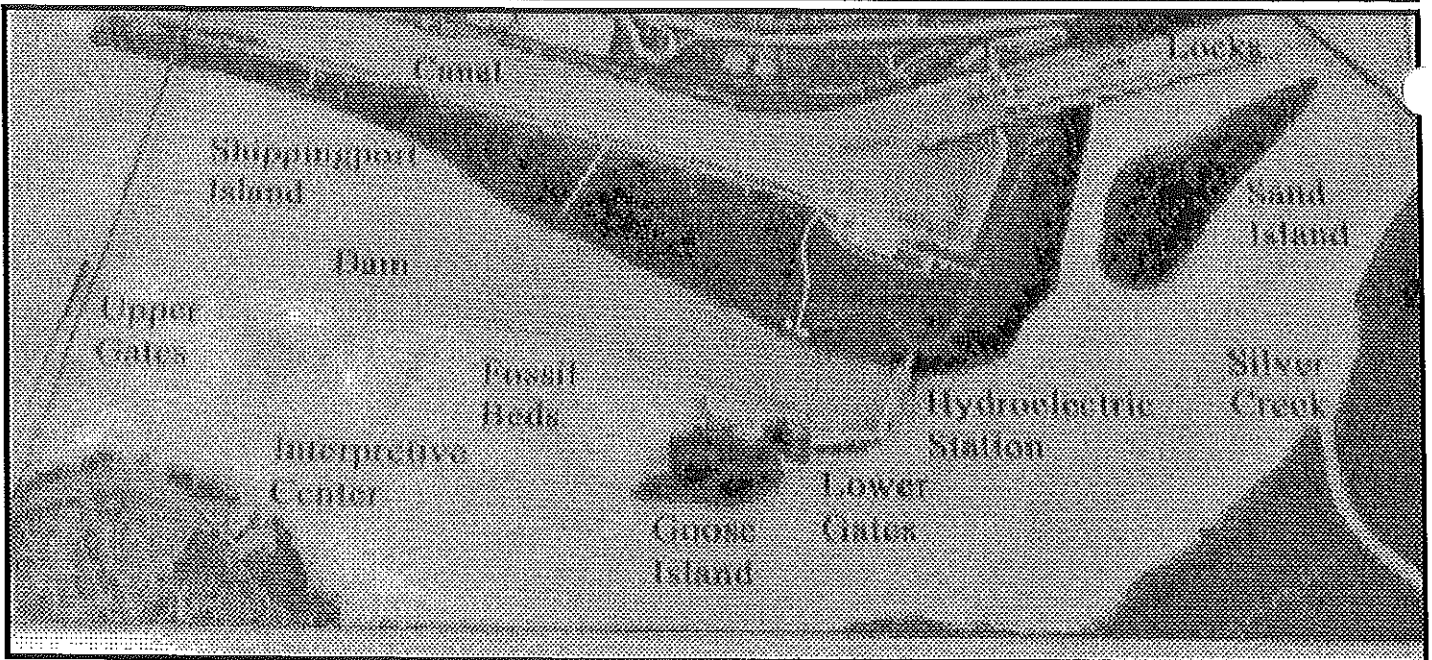
Upper Right: This recent modern sign also displayed pictures of picnickers watching the lock being built.



1. Work was being done on new lock.
2. Approach to the bridge over lock was almost completed. Photos 1 & 2 Lynette Kross
3. Army Corps boat was on display by the observation deck. Photo by Don Haack
4. Canawlers picked up box lunches at a nearby park. Photo by Bob Schmidt
5. Tug pushed barges of coal from canal locks upstream to Ohio River. P-C. Whiting

As we rounded the curve to the Falls of the Ohio State Park, we had a good view of the intriguing architecture of the new Interpretive Center. It is built with brown and gray layers, depicting the successive layers of sandstone and limestone in Indiana's geological history. Inside, we saw a short film about the geology of the area and then had a docent tour led by Pat Futch, a former teacher.

The main attraction, the Devonian Age fossil bed, was covered by high water shortly before our tour, and the trail was blocked by huge driftwood logs. This was because Hurricane Ivan had drenched Pennsylvania with rain in September; although the Louisville area itself got no rain, the river showed the effects of what happened upstream. But Pat, like all good trail guides, had an alternate plan. Many rocks from the fossil beds had been relocated near the parking area, so we were able to study the sponges, corals, crinoids



RIVER NAVIGATION

The Dam. The huge concrete wall that you see is the McAlpine Dam. Its main function is to control water levels for navigation, but its unusual shape, an elongated Z, also provides water for the hydroelectric station while keeping the fossil beds visible during periods of low water. All this is accomplished by opening or closing gates in the dam. There are 5 upper gates to your left, under the bridge, and four lower gates, down river, connecting to the hydroelectric station. Each gate is 22 feet high and 100 feet wide! The dam is over 30 feet high, but looks much smaller because it is about a half mile away. The waterfalls in the dam are called castellations. They allow water to reach the wetland next to the dam even in the driest months, which is very important for maintaining plant and animal species. What you see today is the third dam built here. The original was constructed in 1881 and major renovations were made in the 1920s and in 1961.

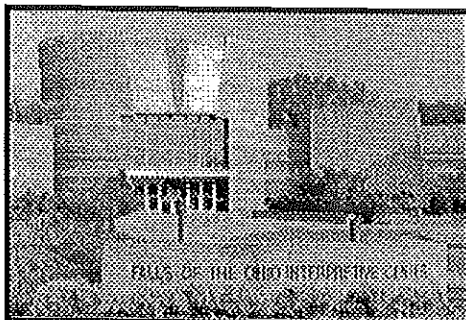
Behind the dam you see the headwaters for the hydroelectric station. Boats are not allowed in the area because of the dangerous currents near the turbines. The trees beyond the water are all on Shippingport Island. Once a busy town, the island is now protected as part of

the National Wildlife Conservation Area, with access by permit only. Beyond the island is the Louisville and Portland Canal.

The Canal and Locks. As early as 1802, the expense and delay of hauling freight around the falls was so serious that several plans were proposed to overcome the obstacle. The Louisville and Portland Canal was begun in 1825 and the first boat passed through in 1830. Originally the canal was 1.9 miles long, 64 feet wide and had a total lift of 26 feet with a three flight lock system. Renovations over the years have resulted in a canal 500 feet wide and a 110' by 1200' lock chamber with a lift of 37 feet.

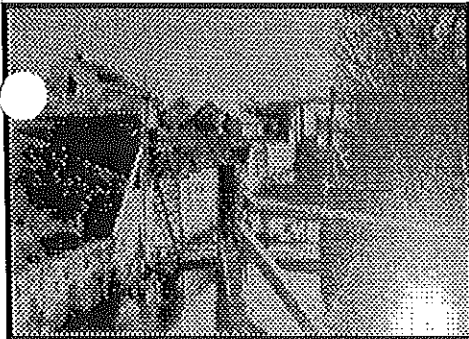
Construction is currently underway to build a second 110' x 1200' chamber to facilitate current and future commercial traffic. The Ohio River carries 40% of the commercial water traffic in the continental U. S., according to the U. S. Commerce Department. In 2000, 55.8 million tons of products worth more than \$12 billion passed through the canal. Coal, petroleum, grain, chemicals, iron and steel make up most of the tonnage.

U. S. Army Corps of Engineers
Indiana Department of Natural Resources



Above: This map at the Falls of the Ohio Interpretive Center showed river navigation and gave information. Photo-Lynette Kross
Left: Falls of the Ohio Interpretive Center was built to represent the various layers of limestone and sandstone at the falls. P-Kross
Right: The docent pointed out the upstream gates under bridge, concrete wall and water covered fossil beds. Photo - Bob Schmidt





This old photo in the Interpretive Center shows the original 3-flight lock system at the Falls of the Ohio. Photo by Bob Schmidt
A poster described the canal as follows:

The Louisville and Portland Canal

The Falls of the Ohio were known to all who traveled on the Ohio as the river's worst obstruction. There was a delay requiring portage around the Falls during all but a few weeks of the year. Thomas Hutchins surveyed the Falls in 1766, and issued a report concluding that improvements to navigation of the rapids were feasible. As keelboat and flatboat traffic increased in the late eighteenth century several private companies, chartered by state legislatures, conducted engineering studies and made a number of unsuccessful attempts to improve navigation of the falls.

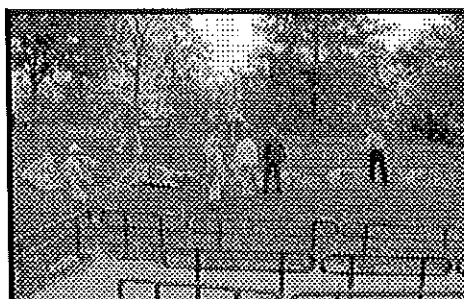
The development of steam propulsion brought about a major increase in commerce on the Ohio. Something had to be done to allow the steamboats to bypass the Falls. The Commonwealth of Kentucky chartered the Louisville and Portland Canal Company in 1825 to construct a canal around the Falls. The canal was completed in 1830. Although public and vier interests lobbied to make the canal a toll-free federal project, Congress refused to intervene. By 1855, the federal government controlled all but five shares of stock held by the corporation's directors. Congress chose to leave control and management of the canal to the directors, making the Louisville and Portland Canal Company one of the first public corporations in the United States. Improvements were made to the Canal following the Civil War. Louisville and Portland Canal was placed within the jurisdiction of the Army Corps of Engineers in 1874.

and brachiopods of 400 million years ago. One kind of colonial coral made a hexagonal pattern similar to the famous "Petoskey stones" of northern Michigan. Pat said she described this to inner-city kids as being like a housing development, where each little animal had its own hole. She also told of one little boy's delight in finding his "very own" fossil. She didn't point out that he was really standing on hundreds of fossils!

Inside the interpretive center were dioramas of Devonian age life, including the fearsome armor-plated fish Dunkleosteus. Although no fish fossils were preserved in the limestone reef at the Falls of the Ohio, the Devonian is known as the

Moving up through the geologic time span, we were lucky to see the last day of a temporary exhibit of dinosaur skeletons, mostly replicas. Various dinosaurs were tucked into every corner, and pterodactyls perched on top of exhibit cases. One had to keep in mind that in the vast stretch of time, they came much later than the Devonian. Even later was the Age of Mammals, represented by a skeleton of a huge cave bear, rearing on its hind legs, and by mastodon tusks.

Human history was also covered. I was interested in a huge Civil War hospital, built like the spokes of a wheel with the wards



1. Rocks were placed near the Interpretive Center so fossils could be seen during high water. Photo - Chuck Whiting
2. Pat Futch explained various types of fossils to interested canawlers. P-Bob Schmidt
3. Jerry "Squirt" Mattheis squirted water on the rocks to see the fossils. P- Bob Schmidt

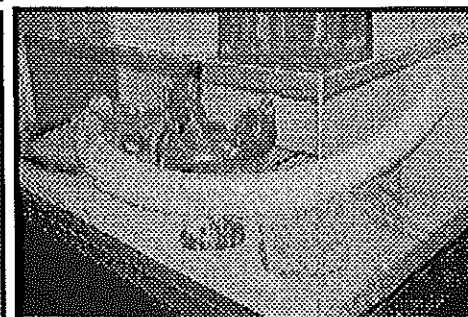
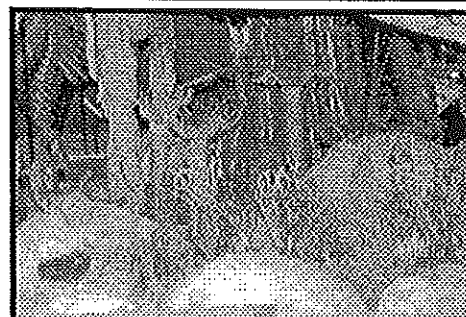
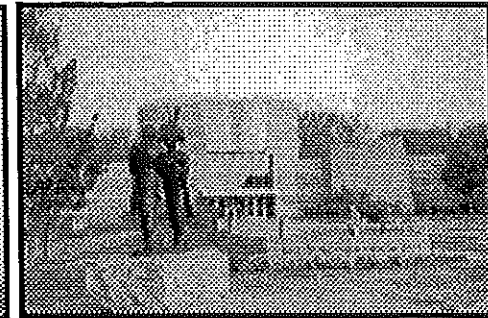
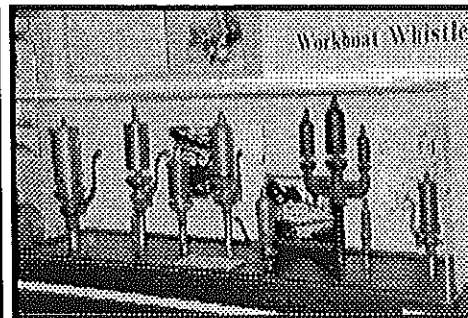
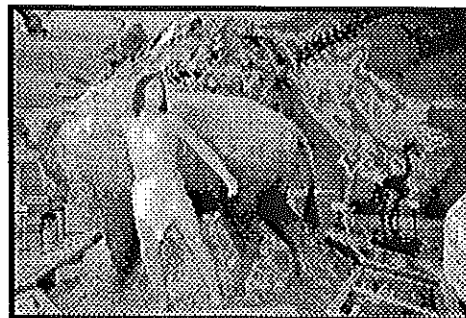
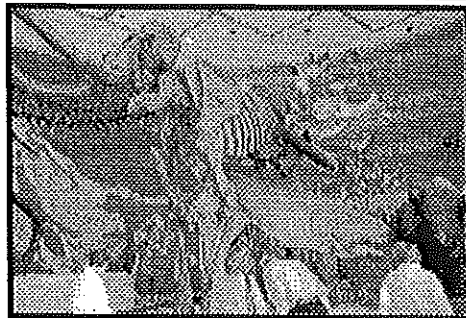
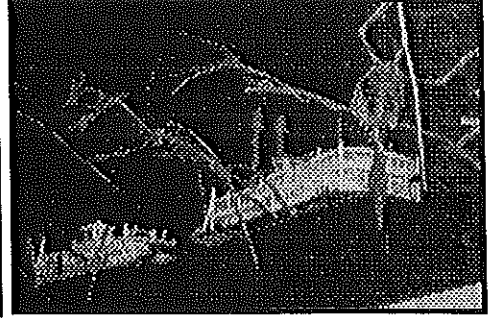
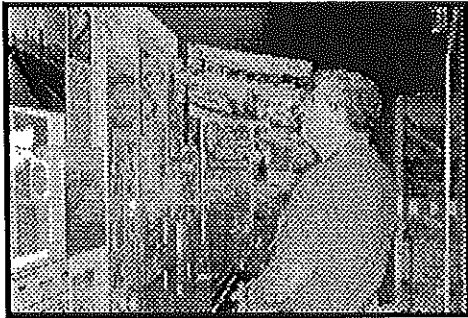
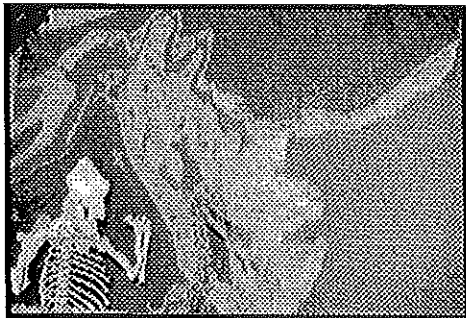
1. A large fossil was seen. P- Bob Schmidt
2. Canawlers scrambled over logs left after high water to reach the fossil beds. Photo by Bob Schmidt
3. Hundreds of fossils were seen along the swollen river where its main channel was beyond the concrete wall. P-C. Whiting

radiating out from the central supply area. It was at Jeffersonville and only served for a few years. And there was a display about the "Nine Young Men from Kentucky" who went with Lewis and Clark.

Just outside the interpretive center was a new bronze statue, to be dedicated toward the end of

October, depicting the famous handshake of Lewis and Clark in October, 1803. Strangely, I thought, the faces of the men do not resemble those in the famous portraits by Charles Wilson Peale! (And Clark has a really funny hat!) However, they do seem glad to see each other! They knew each other from the Battle of Fallen Timbers in 1794. From the

Clarksville area, they recruited the "Nine Young Men" most of whose fathers were known to George Rogers Clark from Revolutionary War days. One was Sgt. Charles Floyd, the only man to die on the Lewis and Clark expedition. Floyd County, Indiana, is named for his family.

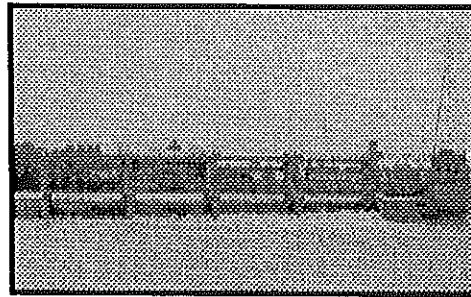
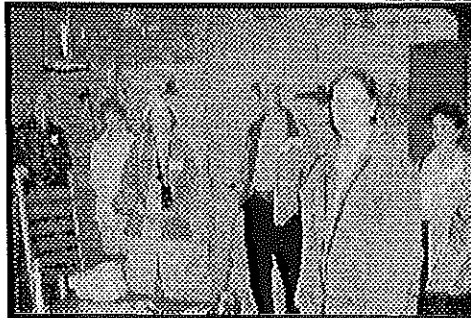


1. Falls of Ohio prior to canal mural Kross
 2. Early fishes of the river interspersed with traveling dinosaur exhibit. Kross
 3. Buffalo and Indian exhibit Lynette Kross
 4. Sea creatures that became fossilized and can be seen in the fossil beds. Kross

1. Leon Billing carefully read the information about boats. P - Schmidt
 2. Shannon's looked at and found the exhibits interesting. P - Schmidt
 3. Workboat whistles were displayed. Kross
 4. Old mammoth tusks were huge. P - Kross

1. Ohio River steamboats and flying dinosaur skeletons Photo by Bob Schmidt
 2. Early dinosaur skulls P - Lynette Kross
 3. Lewis & Clark monument P - Don Haack
 4. When they shook hands the Lewis & Clark expedition began. P - Bob Schmidt

We visited the newly reconstructed Clark's Cabin in the town of Clarksville, the home of George Rogers Clark. A similar cabin with the same floor plan was found and moved to the site about 15 feet from the original site. That was done to preserve the real site in case someone wants to do an archaeological dig at a later date.



1. Clark's Cabin reconstruction
 2. Docent up front told of Clark's history.
 3. View of lower gates and hydroelectric station from Cabin
 Photos by Bob Schmidt

Meriwether Lewis. But before William could leave on his famous expedition, he had to settle some of George's debts, even selling off some of his own landholdings.

In Clark's cabin was a huge molar of a mammoth he had found nearby. He could tell that it was a vegetarian from the flatness of the tooth. When Virginia finally granted him a ceremonial sword, George broke it over his knee and burst into tears, saying "They give me a sword, when I needed bread." He finally died at his sister's home near Louisville.

The "Overcoming Obstacles" tour report will be continued next month in The Hoosier Packet.

THE GEORGE ROGERS CLARK HOME SITE

In 1803, at age 51, General George Rogers Clark built a cabin on site overlooking the Ohio River. He received this land as payment for his heroism in the American Revolution. The cabin was part of a farm that included a barn, corn crib, orchard and slave cabins. The original cabin was torn down in 1854. The representation that you see was built in 2001.

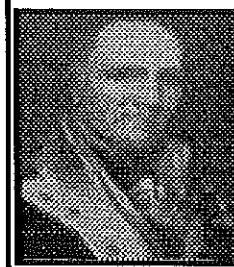
By the time George Rogers Clark built his cabin, he was famous as a military hero, surveyor, and expert on Indian affairs. Thomas Jefferson was a regular correspondent of Clark's. Celebrated figures frequented the cabin for friendship, business and advice.

Visitors included:

John James Audubon - Artist and explorer John James Audubon lived for two years in Louisville. In his journal, he mentions the friendship, kindness and generosity of the Clark family.

William Clark - Youngest brother of George, William left the military and lived in the cabin. In 1801 he was invited to join Captain Meriwether Lewis on President Jefferson's western expedition.

Meriwether Lewis - Captain Lewis visited the cabin as he and William Clark made their plans for the western expedition. The "Nine Young Men from Kentucky: were recruited from here in August 1803. This group would form the nucleus of the "Corps of Discovery."



General Clark was severely injured in an accident in 1809 and moved to Locust Grove, his sister's home in Louisville. He died there in 1818.

GENERAL GEORGE ROGERS CLARK

Home site 1803-1809

American Revolutionary soldier and frontiersman

Site of a military land grant for his Revolutionary War services, 1784

INDIANA TERRITORY

Captain William Clark, a brother and York, stayed at this site while recruiting the nucleus of the military unit, The Corps of Discovery, referred to as, The Lewis and Clark Expedition. The expedition left here on October 26, 1803 and returned on November 5, 1806.

Reconstructed in 2001 in honor of General George Rogers Clark for the Bi-centennial commemoration of the Lewis & Clark Expedition 2203-2006.

**GEORGE ROGERS CLARK
 1752-1818**

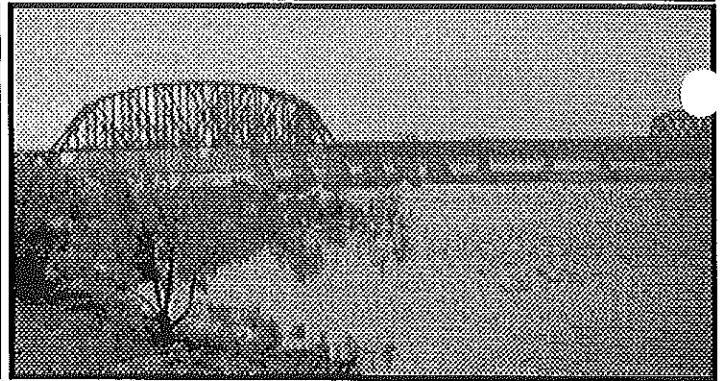
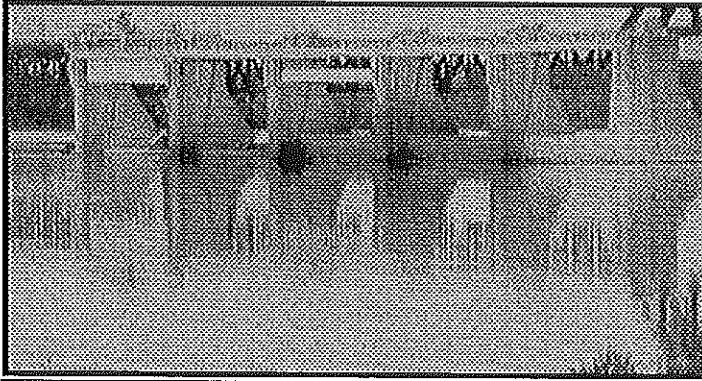
Near this site stood the home of General George Rogers Clark
 Pioneer—Soldier—Patriot

Conqueror of the Northwest Territory who with dauntless heroism during the Revolutionary War invaded the enemy territory, captured the posts of Kaskaskia, Cahokia and Vincennes and won for the United States the empire northwest of the Ohio River.

**LEWIS & CLARK EXPEDITION
 1803-1806**

Near this site on October 26, 1803, Meriwether Lewis and William Clark with the nucleus of the Corps of Discovery together set off down the Ohio River on their epic journey to explore the Louisiana Purchase and Pacific Northwest.

Markers near Clark's Cabin site



The upper gates on the Ohio River as seen from above and below the dam. Photos by Lynette Kross and Don Haack

DUES DUE

The Canal Society of Indiana's membership year runs from January 1, 2005 to December 31, 2005. You will receive a special dues mailing. Annual membership dues are \$22 single/family and are due prior to January 1 to receive all 12 issues of *The Hoosier Packet*, our news and journal. We encourage membership at higher levels. With these extra gifts we fund canal related projects throughout the state of Indiana. Please consider joining at one of the following levels:

\$35 Contributor,

\$50 Patron,

\$100 Frog Prince,

\$500+ Canal Captain

Remit dues to: Canal Society of Indiana, P.O. Box 40087, Ft. Wayne, IN 46804

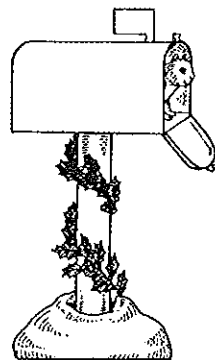
WELCOME
NEW
MEMBERS

The Canal Society of Indiana welcomes aboard the following new members who have joined at the \$22 membership level unless otherwise specified:

David & Caroline Hawk - Sugarcreek, OH
Laurence Seits - Benton, IL
Larry Turner - Doylestown, OH

Please find a Whitewater Canal brochure enclosed in this mailing. We missed putting it with *The Hoosier Packet* last month. It is being updated to add the locks that are in Ohio. This will make the number of locks when added up coincide with the total listed in the brochure. We thank Jerry and Phyllis Mattheis from Cambridge City for creating this much needed brochure.

You're Invited To



AN OLD
FASHIONED
CHRISTMAS
FESTIVAL

Sunday December 12, 2004 1-4 p.m.

Canal Park in Delphi, Indiana
(Washington St. about 11 blocks north of courthouse)

All buildings decorated and open to public
Cookies and punch for all visitors
Hot Apple Dumplings and Cookies for sale
Cabin Crafts Gift Shop in the Bowen Cabin
Announcements pertaining to progress and
future development of Canal Park

