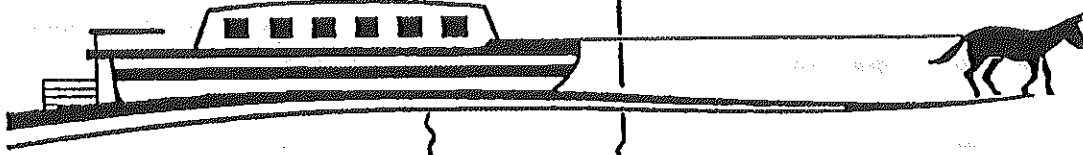


THE
HOOSIER-PACKET

ISSN 1545-421



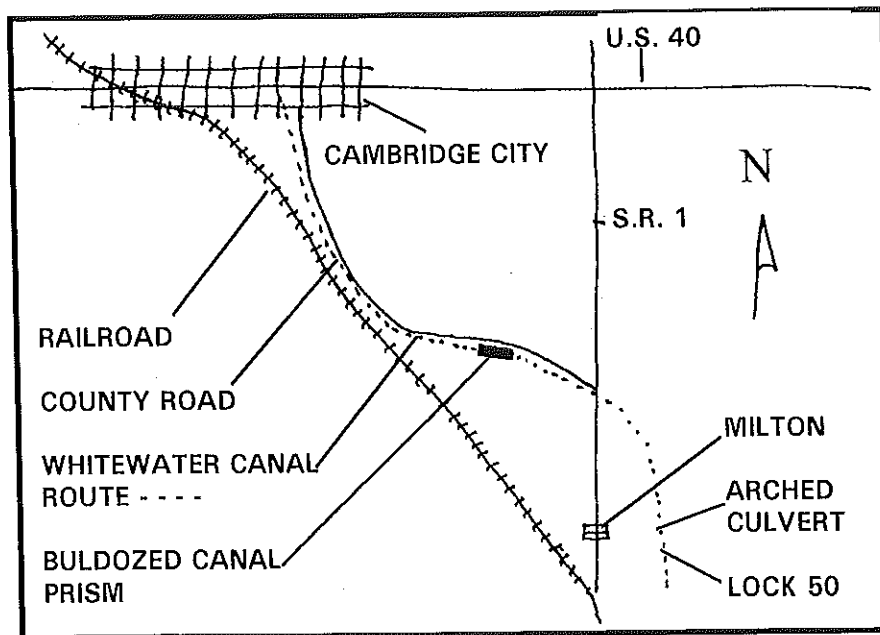
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 3 NO. 4

P.O. BOX 40087 FORT WAYNE, IN 46804

APRIL 2004

BULLDOZED AWAY!



A remaining section of the Whitewater Canal prism between Cambridge City and Milton, Indiana has apparently been bulldozed away.

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MORE CANAL PRISM LOST

Canal Society of Indiana (CSI) headquarters recently received the above map from Brian Banta, CSI member from Edinburgh, IN, showing the location of a small section of the Whitewater Canal prism that has been removed. While traveling through the area between Cambridge City and Milton on February 7, 2004, Brian noticed that where once the prism was visible there is no sign of it left. He assumes it was bulldozed away. Luckily this is not the section where the remnants of the stone arch culvert that carried the canal over City Run Creek and where Lock #50 are located.

Other sections of prism are being lost to new highways. We must educate others about the importance of saving the remains of this early interstate system.

EDITOR: CAROLYN SCHMIDT

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PARKE COUNTY MINERALS

AND THEIR WABASH AND ERIE CANAL CONNECTIONS

By Charles Davis

In past articles I've shown that the Wabash and Erie Canal was still used in Parke county as late as 1874-75, the year it ceased operation. New evidence shows how the canal extended its longevity in this region and to the north.

The Canal
Indianapolis Journal

Under the recent act of the Legislature authorizing such actions, the commissioners of Tippecanoe county have appropriated \$10,000 to aid in repairing the Wabash and Erie Canal, provided that the same sum be appropriated by Allen county and \$5,000 each by the counties of Huntington, Wabash, Miami, Cass, Carroll and Fountain, all of which except that of Cass county is already pledged. In view of this action, the Lafayette Courier says:

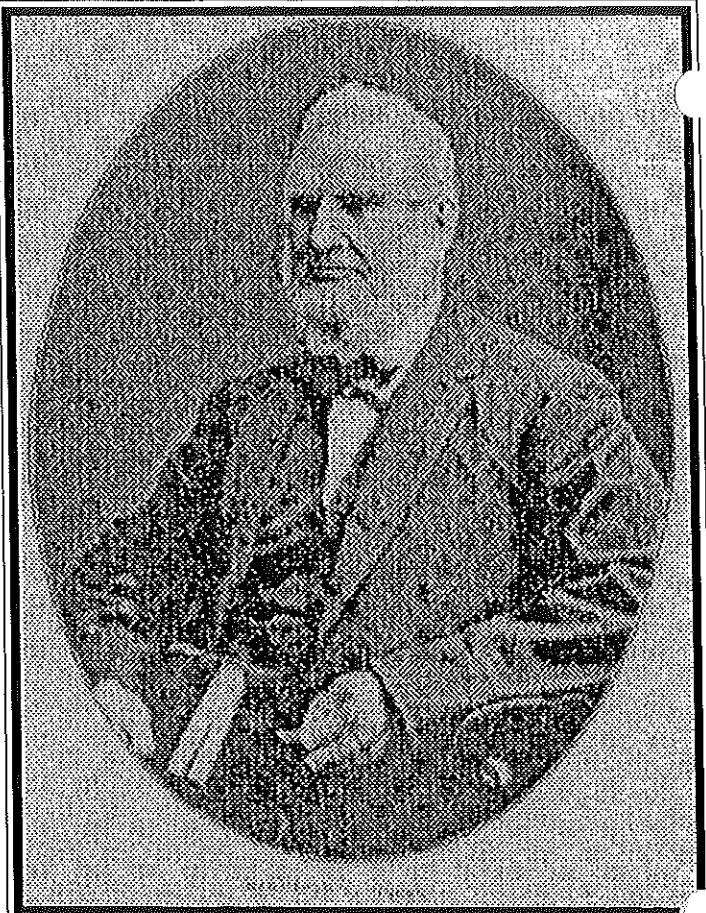
"We presume there can be no doubt of the cooperation of Cass and the complete success of the project. -- The \$50,000 as above will put the canal in good repair from the lower edge of Fountain to the Ohio state line. Parke county will also cooperate and open the canal still further south."

Rockville Republican, March 26, 1873.

During the early 1870s, the coal mines in Parke county were using the canal and railroads extensively for shipping. So we can see why Parke county was in support of repairing the canal. The Rockville Republican of February 5, 1873 ran an article by Professor Barnabas C. Hobbs entitled "Report of Geological Survey of Parke County." This is a valuable resource in recording where these coal mines were located plus their relationship to the canal in its final years here.

As the reader of this survey will note, many names and places contained in it can be related to the many articles I've written about the canal. Most of the references to the people in the survey gave only the initial of their first name. I have supplied their whole name in these cases.

To aid in understanding the report let me give the following definitions:

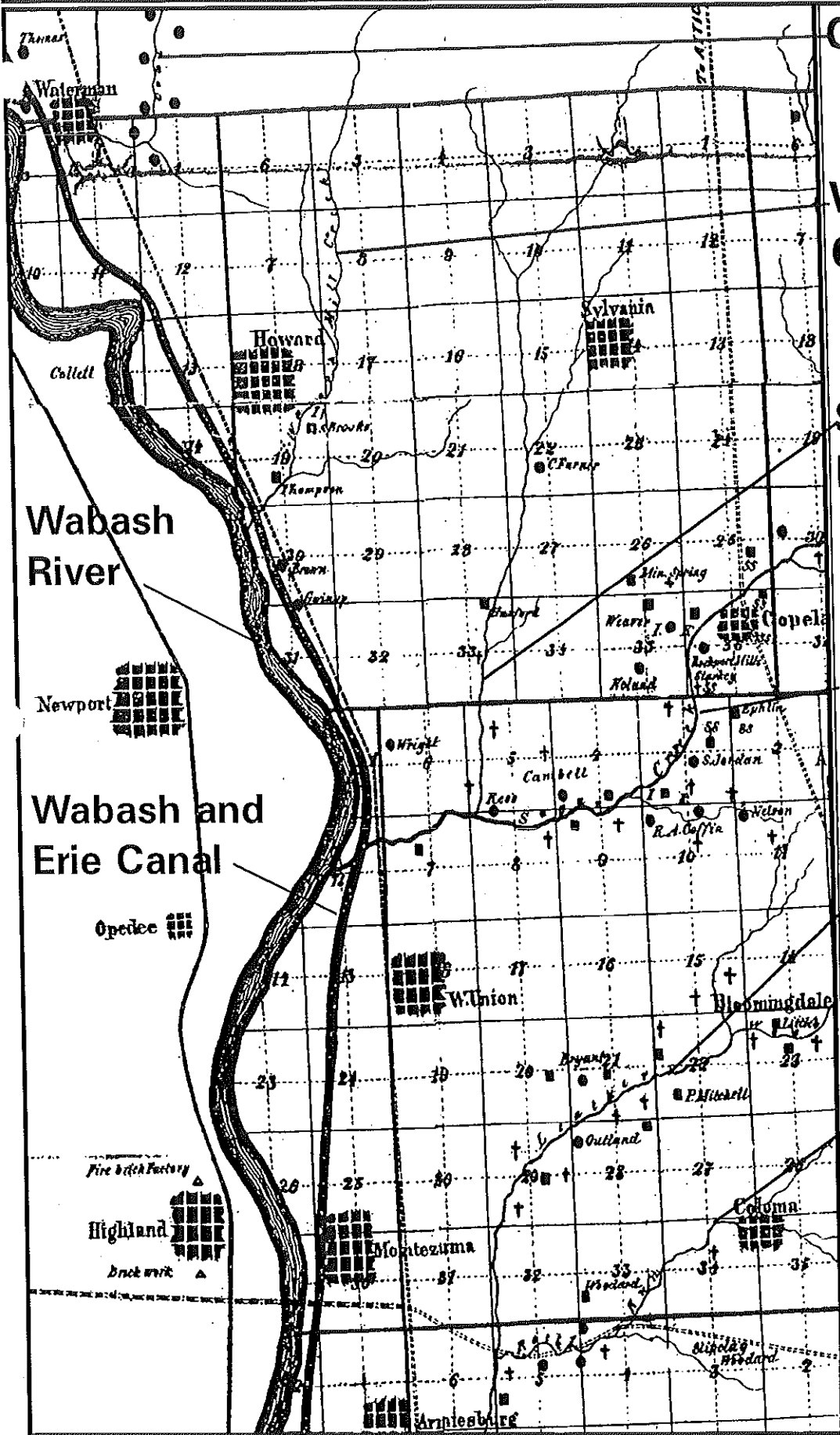


Barnabus C. Hobbs

Professor B. C. Hobbs was president of the Bloomingdale Academy from 1851-66. In 1866 he was appointed by Governor Morton, a member of the board of trustees of the new State Normal School. The same year he was elected the first president of Earlham College. He held other various offices until 1871 when he retired, moved back to Bloomingdale and assumed charge again of the Bloomingdale Academy.

In 1879 the Friends of America sent a message to Alexander, the Emperor of Russia, and another to William, the Emperor of Germany. Professor Hobbs was chosen to perform the mission.

For some years Hobbs worked in the interest of the Native Americans in North Carolina and Tennessee. He was also a preacher for the Society of Friends. He died in Bloomingdale (June 22, 1892.



Coal Creek

Wabash Mill
Creek

Sugar Creek
Branch

Sugar Creek

Leatherwood
Creek

Rocky Run
Creek

Map drawn by
B. C. Hobbs - 1872
from Indiana State
Library

Definition of Words Used in Article

agrillaceous - containing clay
 bastard coal - inferior quality coal
 bitumen - asphalt in a natural state
 bituminous - containing bitumen
 bituminous coal - when burned has much smoke and ash and yields pitch or tar
 branch - a division of a large stream near its mouth
 cannel coal - a tough, highly volatile, lusterless, bituminous coal that burns brightly
 carboniferous - producing or containing carbon or coal
 chalybeate - containing iron salts
 conglomerate - clustered into a rounded mass
 encrinite - a fossil crinoid
 plumbago - graphite
 pyritiferous - containing iron sulfide
 shale - fine grained, thinly bedded rock formed largely by the hardening of clay, which splits easily into thin layers

abandoned, and a new one more convenient commenced. When the North and South Railroad shall be finished, I expect an active business will be conducted in mining and in iron manufacture, lying as it does, contiguous to an unailing supply of water in Little Raccoon.

As we advance up Williams (Billy) Creek along the line of the North and South Railroad to Rockville, iron and coal are frequently exposed. Alexander Pickard is just opening an excellent seam in section 17. The same seam has furnished Rockville for some time past with a good article of semi-block coal from John J. Welker's place, one mile above. The latter has too much sulfur for smelting purposes, but answers well for grates and steam. -- It is marked K upon the map, and I take it to be the upper seam of Sand creek. It is mined in a branch and I was unable to ascertain the character of its roofing. It measures about four feet.

About half a mile east of Rockville, it is found in the bed of Williams Creek and again in section 5. In sections 26 and 35 this coal is found on Jacob Beard's land. The sample shown me was very superior. I have no doubt but that it underlies the entire township. Wood is too abundant to warrant the expense of mining by a shaft and the miner must wait until some avenue can be had to bear it to a distant market.

Report of Geological Survey of Parke County
 By Prof. Barnabas C. Hobbs

Union Township

In Union township but little is found of coal. I have mentioned a ten inch seam in section 38, under a dark bituminous shale. The same coal appears in section 22 of James Martin's place. A seam is also found in 27. The same nine-inch seam crops out in a branch, half a mile south of Hollandsburg on J. Oliver Stout's land, but 25 or 30 feet under it is a fine display of limestone in the bottom of the branch. In section 3 on Silas Burke's place, about two and a half miles north of the latter place, is a very fine cropping of a three foot seam of good block coal.

Limestone, about 16 or 20 feet, under it is in the bottom of the branch. The same seam shows equally well half a mile north of John Carver's place. About half a mile south of Bellmore is a fine display of iron ore on John Miller's place. All the way up Raccoon valley, massive, yellow, conglomerate sandstone is seen, and limestone is naturally present in the bottoms of the valleys. These limestone exposures correspond with the Putnam county formation, and assure us that we here reach the downward limit of the coal deposits.

Adams Township

In section 25 and 26 on Jacob Beard's and Andrew Jackson Nevin's land is found a very good coal. I was unable to reach it. Its qualities were spoken of in very high terms by different and disinterested gentlemen. As nearly as I could learn, these coals measure about three feet. In sections 22 and 33 are found Samuel R. Beal's mines, north of Little Raccoon, and marked I upon the map. This coal measures about five feet. The North and South Railroad passes over it. It was not worked when I visited it. It is under the drift, and but a few feet below the surface of the Raccoon bottoms. An old entrance had been

In Little Raccoon valley, east of Rockville, is found a very superior quarry of carboniferous sandstone. -- It quarries into any desirable block. It has a very sharp grit and is excellent for grindstones. In some places it is beautifully white, in others red, brown and yellow. It resists the action of frost and air well, and is a very desirable building stone.

Washington Township

I shall speak here of that portion of the township which is drained by Little Raccoon. In sections 34, 33, 27, 28 and 21, along the valley of Sand Creek, are found two coal seams, marked on the map K and L. The upper is roofed by a carboniferous limestone. Under it is fire clay and shale and about twenty-five feet under it is a three foot seam of block coal. The seam K is variable in quality. It generally yields a superior bituminous semi-block, but in some places it has too much sulfur for smelting purposes. The block coal seam has not yet been mined sufficiently to test its qualities. It bids fair, however, to take a favorable place in the market. Very extensive operations are here conducted by Wm. H. Nye and Company and the Parke County Coal Company, by means of the transportation offered by the Logansport, Crawfordsville and Southwestern Railroad. A large number of mines are worked for neighborhood supply, in croppings along the hillsides. An analysis of these coals will appear elsewhere in a tabulated form.

In sections 14, 23 and 34, northwest of Judson Station, on the Logansport, Crawfordsville and Southwestern Railroad, is a continuation of the Sand creek coal seams. Kidney iron ore is found here on Alexander Buchanon's land.

Green Township

Coal makes an appearance in the southwest part of this

township in section 31 on land owned by John Marks. One of the surveys of the Indiana and Illinois Central Railroad passes over these coals. An outcrop of a 20 inch appears on Jesse Strong's place in section 10 and two miles north on Burr's land, which is mined in a stream by removing the soil cover.

A good brown and bright red sandstone is found on Jesse Strong's land in section 17, which has been worked considerably the past summer to supply demand in Clinton county. It appears well for foundations.

Limestone is found in the northeast portion of this township, showing that we have passed below the coal seams. A good quality of lime is made from this stone.

Professor Hobbs goes on to describe the mines by streams rather than by townships from here on.

Leatherwood Creek

Leatherwood enters the Big Raccoon one mile above Armiesburg. -- Just above its confluence, section 7, (Wabash township) are found five coal seams, four of which have been worked. The upper one, M, corresponds with the upper seam at Solomon B. Woodard's mines in section 4 and measures twenty inches. It is separated from the seam below by a space of eight feet -- three feet of fire clay, four of a greenish argillaceous shales underlaid by a black pyritiferous slate containing fish teeth, spines and scales. The second seam which is now most worked is four and a half feet and is marked on the map L. It yields a good coking coal and an eighteen-inch stratum of block coal. It corresponds to the main seam at Rosedale and Roseville (Coxville). It also contains bands of iron pyrite and a pyritiferous clay parting. The third seam, K, measures about four and a half feet and corresponds to the upper seam at William Jackman's mines in Raccoon township. Under this seam is a five feet stratum of fire clay, four feet of argillaceous shales, a soft sandstone ten feet, shale twenty-one feet. Under this is the fourth coal seam overlaid by a thin seam of black slate.

This black pyritiferous shale is often suspected to be plumbago. It will mark paper well and can be readily cut into pencils, but will burn easily, leaving a slaty ash. This seam is but a few inches above the surface of Leatherwood.

During the past year, about forty thousands bushels of coal have been taken from these coal seams to supply the demand in Montezuma and other places in the vicinity. In section 4 (Wabash township) on Solomon B. Woodard's place, I and M crop out in a ravine, where they are mined to good advantage. The upper seam measures about twenty inches, and is separated from the seam below by eight feet of fire clay. Bituminous coal occurs in this mine and gives good satisfaction in the market. On the opposite side of the valley of Rocky Run, these seams are inferior in quality.

A carboniferous slate is found accompanying the lower vein at this place, which is sufficiently solid and durable to make a good flagging. Coal can be seen on Leatherwood creek, cropping out on R. Outland's (Leatherwood Station, section 21, Reserve township), James Bryant's and Perly Mitchell's (section 22, Penn township) places and does not vanish until it reaches

within half a mile of Bloomingdale. It is generally too thin to work to good advantage, except in places where the covering can be removed. It is of a good quality and is a semi-block coal. I think if search was made the seam under it may yet be found in Leatherwood valley. I take it to be the same as that found in the bottom of Rocky Run, southwest of Rockville, which is generally from four to five feet thick. The upper seam is usually roofed by a sandstone and both seams are attended by pyritiferous iron ore usually known as "turtle stones."

Roaring Creek

This stream flows into Sugar creek in section 30, Sugar Creek township. Section 32 (Penn township) is a rich coal district and also section 7 in Washington township. The valley of Roaring creek is so tortuous (crooked) as the mind can well conceive. The land is cut into peninsulas and affords abundant access by its deep gorges to its stratified rock. Nature here discovers some of its strange freaks that afford subjects for profound thought as well as admiration.

On the land owned by D. Reynolds, in section 32 (Penn township) on the west side of the stream is a denuded hillside. Here two coal seams about forty feet apart as far up the stream as they can be discovered, approach each other, the lower one with a gentle rise and the upper by descent. They pass down the stream separated by a few inches of clay and shale, and become hid by the soil and vegetation. About one eighth of a mile below, on the opposite side of the stream, these two seams are exposed in the mines of D. Reynolds affording an excellent supply of block coal, which would no doubt find a ready demand in any market whenever transportation can be had. The two seams will mine about thirty inches each, and being separated by but eight inches of clay shale and having an excellent sandstone roof, the mines will have a clearance of about six feet. A short distance north of this is a like exposure in Captain Samuel Durman's mines.

Tracing the gorge in which this mine occurs to its terminus in Roaring Creek. Passing down to a narrow passage of the stream at the Simon Rubottom Mill coal between the opposite sandstone cliffs, on the right, is the cropping that is inferior but copious supply of copper that the early settlers used to resort to as a mordant for their dyes.

Passing up Roaring creek a fair show of coal occurs on the land owned by Thomas Nelson. On Eli Gundy's land a little farther east, coal occurs as like on Buchanan's and Mark's. When reached by rail, affords abundant inducements to the miner.

Sugar Creek (Reserve township) M

Hess' mine is represented to afford good coal. It and the one south of the creek below are perhaps the same as a two-foot seam on the (Wabash & Erie) canal, on Daniel Wright's place in section 6, roofed by a limestone. On Josiah Campbell's place, a two and a three foot seam crop out the same that will be described in Coke Over Hollow and roofed by a two or three foot seam of limestone. About half way up the hillside, south of the (Sugar Creek) Feeder Dam is an exposure of coal which has not completed the transition from the organic to the inorganic form. It presents a beautiful and conclusive evidence of the vegetable

origin of coal. -- The fern and flag steams and leaves being so perfect that many of them can be separated and then show their forms as perfectly as if they were relics of a preceding year.

"Coke Oven Hollow" is named for the business conducted in it by Wm. G. Coffin about thirty-five years ago. He had a foundry at "Mount Etna" near by and procured his pig iron from Cincinnati, Hanging Rock and Pittsburg. It was transported by wagons from Cincinnati, and in order to have loading economically both ways, he mined and coked coal in this Hollow, which reaches Sugar creek below the Feeder Dam and would either make sale of it in Indianapolis, Richmond or Cincinnati. This is a forcible illustration of the disadvantages under which industry was placed at that day in contrast with the present and of the discovery which has since been made of the adoption of our block coal in the uses of the forge without the waste and loss of coking.

Four coal seams crop out in this valley. The upper seam is a composition of clay, shale and bitumen and has a soapy feel. It has a strong resemblance to black lead, but when exposed to heat the bitumen will burn with a blaze until consumed, leaving a fire clay shale as a residuum. It will mark freely like plumbago. It measures about 15 inches and has been used as a black pigment in oil painting and makes a neat finish. It will also serve as a good lubricant. Above this coal is a white and clear sandstone that would serve a good purpose for the manufacture of glass. About 15 or 20 feet below this seam, under a soapy clay, is found a two foot coal seam. It is covered by a carbonized limestone.

Further down the valley are two superior coal seams, the upper one measures two feet. It is covered by a sandstone roof and has been mined along this outcrop for smith purposes for many years and is much valued. It is rich coking coal. About 15 or 20 feet of shale separates it from a seam of about 8 feet near the bottom of the ravine which yielded the "Coke Oven" supply before refereed to. This seam would be extensively mined if it were not too inaccessible. These seams crop out farther east on Samuel Jordan's place and are being mined for the market.

Fire Clay and "Slip" Clay

Near the head of "Coke Oven Hollow," on Robert Addison Coffin's land, by some of nature's primitive forces, the strata have been cut through from north to south and a channel of some 200 yards breadth has been made to a depth of 40 feet or more, the bottom having never been reached. R. A. Coffin's stoneware manufactory stands here. This chasm is filled with an excellent clay and it has, in different localities, five different varieties. The upper portion is of variegated color and the proprietor assures me that from it can be made a good article of white ware. Farther down, he is satisfied that the clay will make a fire brick that cannot be excelled. He has tested it by exposure to intense heat with brick of best reputation in the market. Another clay burns to a beautiful reddish purple and the ware is beautifully smooth. The fire clay has so good a reputation in the market that he has shipped, by the Canal, as much as 619 tons in one year, to Toledo, Maumee, Delphi and Attica. The supply at this place appears to be inexhaustible. His pottery establishment occupies the place vacant by mining.

Near by on Sam Jordan's place, a very good clay is also found and on H. Hittle's place, half a mile west of Bloomingdale. The glazing of the stonewares are made by a surface finish of "slip clay," which is a very fine fire clay of such chemical composition that it will melt at less heat than the clay of which the body of the ware is made. This surface of slip clay thus becomes a flux and glazes the surface of the ware.

Formerly potters in this county went to Lucas county, Ohio; to Seneca Falls and Albany, New York; to Independence, north of Attica, Indiana; and to other distant places for supplies, but of latter times a superior article has been found in our own county west of Wm Wildman's nursery (Wildman's Hollow, road 350 W), Isaac N. Woodard's place, to which the craft in adjoining counties resort for supplies. It is found also below the falls of Wabash Mill Creek (Liberty township) and on Josiah Campbell's place below the Canal Feeder Dam (Penn township).

A few hundred yards above the Feeder Dam is a show, above the stream, of sandstone grit. About one mile above the dam is a fine display of iron ore on a forty acre lot owned by Joseph Milligan of Waveland. This is mainly in kidney nodules in a bed of shale, but a heavy band or bed of ore is found near the bottom of the stream. In ravines above is a beautiful display of excellent building sandstone in massive cliffs.

Above it, on Joseph Milligans' iron bank, is a legendary spot in "early times," the Indians, it is said, found a supply of lead in the bed of Sugar Creek at this place. They would wade into the stream and feel with their feet and thus procure their supplies. They were not disposed to show the pale faces the spot, and after they had left their hunting grounds, the construction of the Wabash and Erie Canal demanded a feeder dam across the stream below and the search for lead in its bottom was made hopeless. The Canal dam having gone into decay, the stream may in time be reduced to its former level and the lead may be someday found. (SE quarter Section 35)

Between this point and Rockport (Devil's Den) is another gratifying exposure of coal. At Starkey's mines on the south side, much very good bituminous coal has been mined from a two foot seam. On the north side of the stream (Sugar creek) in section 35 on Joe Weaver's and Wm. Noland's lands are found two good coal seams, bedded on fire clay and with sandstone roof. The upper seam is about two feet, and the lower one three feet five inches. This coal is about a half a mile below the crossing of Sugar creek (Jackson bridge) by the New Albany and Salem Railroad and can be made very accessible by switching.

On Joe H. Weaver's land is a very excellent chalybeate spring in a deep and romantic valley, which can not fail in time to be a cool summer resort for the invalid, when travel to it shall be made east.

At Rockport are found on both sides of Sugar creek a high and massive projecting sandstone which will serve as excellent purposes as abutments for the North and South Railroad bridge that is expected to cross at this place. (The railroad never happened.) Near the line of the road is an excellent sandstone, as fine as any I have seen in the county, except Mansfield stone. It will no doubt some day find its way to Chicago.

Square Rock Branch

Square Rock Branch, however, is a locality of some interest. It is on Robert Wright's place about one mile above Rockport. A two foot seam of black limestone is here exposed, which has very regular lines of fracture. It has over it and under it a black clay which has become incorporated with it so as to give it color. It is quarried in square blocks from 6 to 18 inches in breadth and from 6 inches to 1 foot in thickness. It will admit of a good polish but is not sufficient for foundations or table tops. A seam of iron ore is under it. It rests on a fine carbonized clay. It has been found to make a good polish for shoe blacking and for lubrication. The experiment has been made to wagon this iron ore to Terre Haute, but the cost of transportation was found too great.

On section 30 (Sugar Creek township) a very desirable coal crops out of the north side of Sugar creek on Hugh Russell's land. It mines 3 feet 8 inches and is a rich, semi-block coal, clear of sulfur, has a sandstone roof, and its bed is fire clay. This seam is found also on James Moore's place, near the mouth of Mill creek, and just above his mill in the bed of the stream. It is also on John Lusk's land. The "Narrows" (Turkey Run) at this place is a narrow passage of the stream between two perpendicular walls of sandstone about 32 feet high and of 55 feet span. During high water the stream rushes with a whirl through this deep gorge with tremendous force. A second and narrower (wall) channels the stream. It measures above five feet.

In the north bank of Mill creek, at this point, is a two foot seam of coal, under a sandstone cliff. I think it probable that these two seams are the two seen at Alexander Buchanan's along Roaring creek and on Mill creek and Green creek above. At James Moore's place they have not been sufficiently worked to learn their qualities. Some months ago, in time of a freshet, the waters from Moore's dam cut through the coal underneath and mined it out in large blocks.

In sections 3, 10, 14, and 15, can be found very rich coal fields. Two seams crop out on both sides of Mill creek. Near the county line, at J. Lawson's mines, the under coal seam measures from 5 to 6 feet and is made up of strata. A quarter of a mile west is another exposure on George Barker's land which is of much better coal. It mines from 4 to 5 feet. It yielded a good article of block coal in the upper stratum of the seam and the lower stratum is a rich bituminous coal. About two miles below on G. Barker's land, a bank has recently been opened, which made a fine show of good block coal, apparently free from sulfur. I saw no indication of a difference in quality as in the mines above.

In the bluffs east of Ward's Mills (Russell's Mills) two coal seams are found but they were not sufficiently exposed to indicate their thickness or qualities. One mile and a half west, on Green creek, these coals again crop out. They make a good showing on Barker's and Thomas Ratliff's lands. At the former place, the principal mine is in the creek bottom and is mined six feet, the bottom has not been found on account of water. The upper three feet is an excellent block coal, the lower is bituminous. This coal will probably be found as desirable as any coal in the state. In the bank about fifteen feet above is a good

showing of another coal seam. Both seams are roofed by limestone and are separated by shale. The upper seam is but partially exposed. No one appeared to know its thickness. It is considered not less than five feet. The two seams are evidently under the North and South Railroad, from Sugar creek northward into Fountain county and can be readily approached anywhere by shafts and switches. They are probably the same as the two mines on Coal creek, in Fountain county, which measures three feet, three inches and three feet 9 inches.

Rush Creek (Liberty township)

Along this stream on Conrad Farner's land (section 27), a good showing of coal is seen, which supplies the smiths in the vicinity, also on Huxford's lands below, but its thickness could not be ascertained. A two feet seam and a less one are found out cropping in various places along the (Wabash & Erie) Canal from Sugar creek to Howard, covered by encrinite limestone.

Narrows of Sugar Creek

The scenery here is wild and picturesque. Heavy cliffs of beautifully white yellow and cream colored conglomerate sandstone are found on both sides of the stream, and if reached by rail would afford a very desirable stone for building as well as for glass manufacturing. An excellent laminated sandstone is also found here that can be split into desirable thicknesses for flag stone. Half a mile above a bastard sandstone is quarried, which is a rare material for flagging. It is on H. Lipple's land. The white sandstone above referred to is found some 15 feet deep in the river bed.

About one and a half miles above "The Narrows" is a valley of more than ordinary interest. It gives the following section of the rocks of that locality. It is an interesting fact that here the conglomerate sandstone again gives place to the regular coal and shale foundation, this section reaching down to the water surface without finding it. Near the entrances in Sugar creek canal coal is found a few feet below the surface under the sediment of the stream and near its head. In Thomas K. Cannon and John S. McMurtry's mines (Sec. 25, 25 and 35 Howard township) it occurs above the block coal, making about an eight or twelve inch seam. In the ledge of sandstone found along this valley the fossils, some of which are quite large, instead of being petrified, as is usually the case, are converted to cannel coal. Clumps of this fossil coal are seen all through the sandstone without any connection with or being a part of any regular seam and showing perfect impressions of the back of these coal plants.

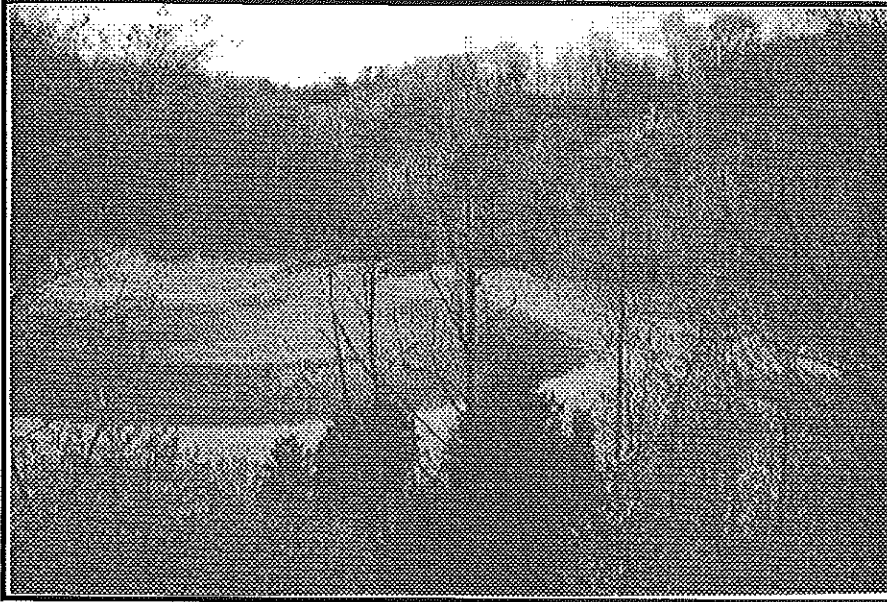
About half a mile east of this valley, on W. M. Newlin's land, was found two large blocks of cannel coal, containing about eight cubical feet each, detached from their original stratum, which will no doubt be found nearby. These blocks are now in the collection of the State Geologist at Indianapolis and weigh 890 pounds.

The sandstone in this locality is generally a rich fawn skin color, and answers an excellent purpose for foundations. Since the Logansport, Crawfordsville and South Western Railroad has opened a way for the transportation of this coal, the corporations of Nye & Company and the Parke County Coal

Company have done an extensive mining business on Sand creek and I find their coal ranks among the best in the Indianapolis market for locomotives, for general steam purposes and for grates. The coal seams are subject to much irregularity on account of the wave-like foundation of the conglomerate sandstone on which they rest, as at Roseville and Big Raccoon above the Feeder Dam, at Rockport and the "Narrows" along the valley of Sugar creek, coal being found often only in the intervening valleys and cut off by sand ridges which perhaps rose above the surface of the lake in which the coal plants grew. Who knows but the Creator, in His fourth days work, had a special design in giving us access to most invaluable minerals.

Florida Township

The white and burr oak and the poplar are the hauling timbers of this township. The walnut is found where the lumberman has not been. The canal on the west, the railroad on the east, and the prairie demand from Illinois, has depleted the timber in this section of the county. Liberty, Reserve, Wabash, Penin, Washington, Adams, and Raccoon townships have some magnificent forest of excellent timbers, but the demand from Illinois, home consumption, and the railroad and canal have all been busy in seeking the best of them. In many less accessible places, some valuable oaks and poplars are still found.



Top left: Coke Oven Hollow provided the early settlers of Parke county with coal, fire clay, and sandstone for glass manufacturing. William G. Coffin coked coal here to use in making his iron. Robert Addison Coffin manufactured stoneware here.

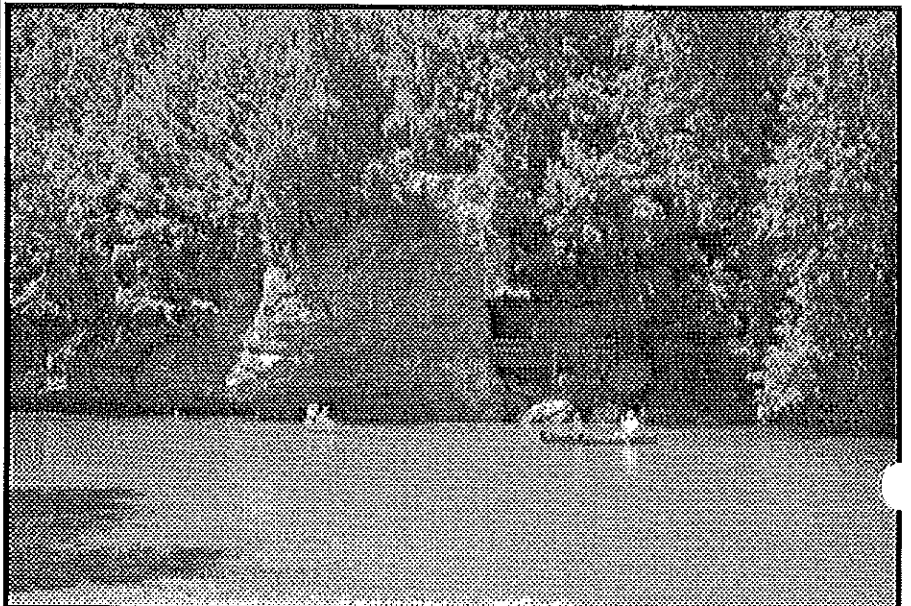
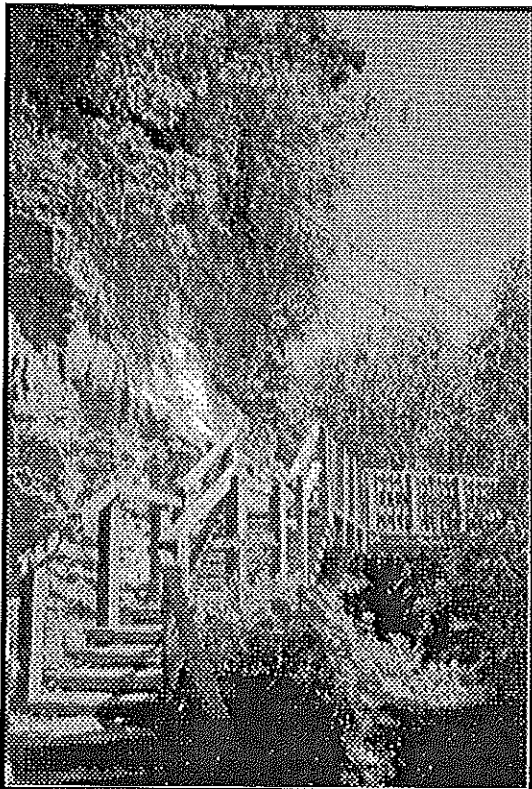
Photo by Charles Davis

Bottom left: The beautiful white yellow and creamy sandstone conglomerate cliffs at "The Narrows of Sugar Creek" were used as picnic areas by early settlers and today are a part of Turkey Run State Parke's trail system.

Bottom right: "The Narrows of Sugar Creek" is an excellent place to canoe. The creek passes through a wild and picturesque area of old sandstone outcroppings, under old covered bridges, and past beautiful trees, which are brightly colored in autumn. The sandstone was good for building material or for manufacturing glass.

Photos by Bob Schmidt

PARKE
COUNTY
AS
SEEN
TODAY



CANAWLERS AT REST

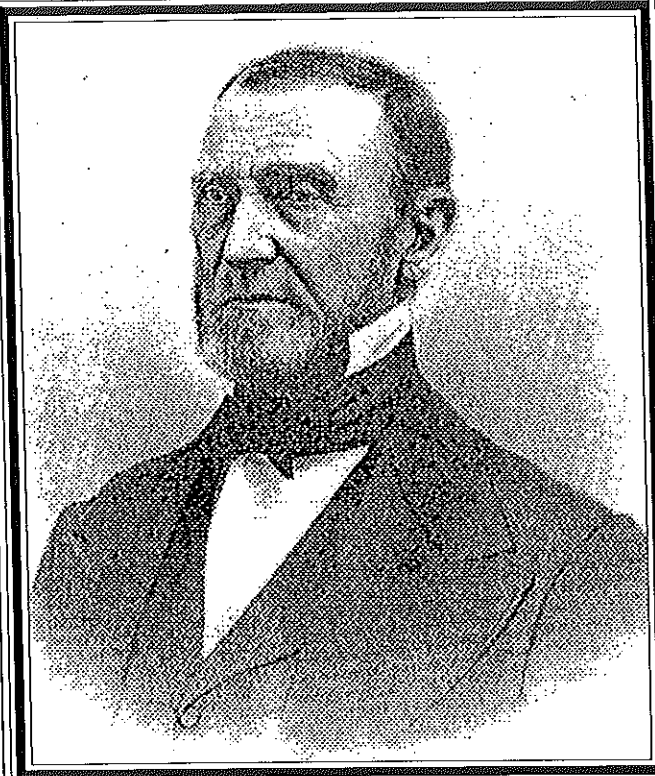
JESSE LYNCH WILLIAMS

Indiana's Chief Engineer

b. May 6, 1807
d. October 9, 1886

By Thomas E. Castaldi

Portrait courtesy Allen Co. Historical Society



Among that special-interest group who enjoy nineteenth century canal history, Jesse Lynch Williams is considered a giant. His achievements in advancing Henry Clay's plan for internal improvements in the United States included canals, railroads and turnpikes. It was during Williams' career that Abraham Lincoln gave a new sense of priority to public improvements as the Civil War was coming to a close.

Jesse Williams came along at a time when the nation was facing the challenge of solving its traffic problems. Historian H. S. Knapp wrote that Mr. Williams passed the bounds of local limits, and became national. Beginning in Ohio working on canals, Williams ultimately rose to national prominence as a director for the transcontinental railroad. As for the State of Indiana's Internal Improvements efforts, arguably no other person achieved his level of accomplishment. That his work was significant is suggested in a letter written to him by the President of the New York Board of Canal Commissioners:

We are impatiently awaiting the completion of your great Wabash canal, anticipating from it results not less important than those we have actually experienced from the Ohio canal. In truth we may well expect a larger accession of trade from the Wabash than from the Ohio canal. We look upon the unprecedented development which is going on in Ohio and Indiana, as a most interesting fact in the history of American civilization, and fraught with consequences of the gravest magnitude. The

granaries of Indiana are destined to exercise a commanding sway over the manufacturing and commercial interest of the Atlantic states; but we cannot make our people actually feel that fact, until the boats commence running from the Wabash to Lake Erie.

The man who engineered the project of such a magnitude that others saw as, "a most interesting fact in the history of American civilization..." was perhaps embarrassed to see it reprinted in the January 30, 1841, *Peru Gazette*, extracted from the *Logansport Telegraph*. That said, it was a well deserved compliment.

Born on May 6, 1807 near Danbury, North Carolina, Jesse Lynch Williams was the youngest son of Jesse and Sarah Terrell Lynch. Young Jesse was the grandson of Judge John Lynch, the founder of Lynchburg, Virginia. The Judge's name became associated with the term "Lynch Law" due to his summary treatment of Tories during the Revolutionary War. On his father's side, young Jesse Lynch Williams' grandfather, Richard Williams, married Prudence Beales and together produced eleven children. Among them was a son named Jesse, and a daughter they christened Prudence. This elder Jesse married Sarah Terrell Lynch and sister Prudence married Levi Coffin Jr. The Coffin union produced a son, Levi Coffin, later to become "president" of the Underground Railroad in Indiana. Thus, Jesse Lynch Williams was the first cousin of the famed abolitionist Levi Coffin and there are indications that some of the Quaker values had an influence on

young Jesse's life. As new research reveals more about Indiana's Underground Railroad that all inclusive name given to the various routes for conducting fugitives from the American slave states to freedom in the north in the early and mid nineteenth century, the more we learn of the role played by the Wabash & Erie Canal line as a likely landmark leading northward. By 1819, Jesse Lynch Williams' parents moved to Cincinnati, Ohio, and shortly thereafter moved on to Wayne County, Indiana. Young Jesse studied engineering at Lancaster Seminary for two years in Cincinnati.

Some biographers note that in early 1824, Jesse went to work with the Corps of Engineers under the supervision of Civil Engineer Samuel Forrer to make the first survey of the Miami & Erie Canal from Cincinnati to Maumee Bay. However in an interview, Jesse said that after his brother, Micajah T. Williams, was able to get him a position as rodman earning \$9.00 a month on the Miami & Erie Canal he assisted Thomas J. Matthews to run the first level between Cincinnati and Dayton.

Biographers also report that in 1828, the Chief Engineer of Ohio, David L. Bates, appointed Jesse Williams to take over the work of the final location of the canal from Licking Summit, to Chillicothe, along with the Columbus side-cut. Further, that after the line was located and placed under contract, Jesse took charge of the construction between Circleville to south of Chillicothe. Then in 1830, the Canal Commissioners of Ohio appointed a Board of Engineers to examine and decide the problem of supplying the summit level of the Miami & Erie, either by an artificial reservoir or by feeder. Williams recommended what later was constructed and became known as the Mercer County Reservoir.

In the interview Jesse Williams stated that his next assignment was pushing through the wilderness in the region of the Auglaize River. At this point Thomas Matthews returned to Cincinnati to assume the position as professor of Mathematics at Transylvania University in Lexington, Kentucky. Jesse's new boss was Francis Cleveland. Williams said of these two mentors: "Matthews and Cleveland were, both of them, fine mathematicians. They were always solving some difficult problem, and it was from them that I got my start in the study. Whenever it rained so that we had to remain in our tent, they would keep me to work solving some problem, laying down the principles so clearly and concisely that I could never forget them."

At the age of twenty-five years, Jesse faced pursuing one of three career options: superintendence for the Miami & Erie, taking charge of the construction of one of Ohio's state buildings in Columbus, or relocating to Fort Wayne, Indiana, and serving as chief engineer of the Wabash & Erie Canal.

Jesse Williams accepted the Indiana position in 1832 and moved to Fort Wayne with his wife, Susan Creighton. The two had been married in Chillicothe, Ohio, one year earlier. Indiana's 1832 House Journal includes a report of Williams' June 18, 1832 employment explaining that he was: "to take charge of the superintendence of the Canal, in Indiana, as principal Engineer for a salary of \$1,800 per annum, his engagements to last three years, and be continued as much longer as the service may require for the same compensation....he has had in the construction of the Ohio Canals, the creditable manner in which the important and extensive works were completed, which had been under his superintendence, with his character for sound judgment and business habits, affords the best assurance, that his acceptance of the engagement, will be a valuable acquisition to the State."

His wife, the former Miss Creighton was a strong advocate for temperance in this country, and was the daughter of the Hon. William Creighton, who served in Congress during the War of 1812 and later became Ohio's Secretary of State. Susan was the granddaughter of David Meade, who once hosted Lafayette at his estate near Lexington, Kentucky. As young men, Meade with his brother had traveled from Virginia to England to live with the grandfather of William Makepeace Thackeray and are said to have been the inspiration of the heroes in Thackeray's novel, *The Virginians*.

In 1834, Jesse, along with William Gooding, was appointed an associate engineer to survey a canal from Lawrenceburg, Indiana, on the Ohio River through the Whitewater valley. Next, Mr. and Mrs. Williams moved to Indianapolis in 1835 and by 1836 Jesse was named Chief Engineer of the Indiana canal system. In September of 1837 another appointment gave Williams an additional responsibility of Chief Engineer for railroad and turnpikes. As State Engineer, his supervision embraced more than 1,300 miles of public works. Later when the authorizing powers had been changed, he was chosen by the State Legislature to the same position and continued until 1841 when all public works except the Wabash & Erie Canal was suspended. Susan and Jesse returned to Fort Wayne in 1842 as the pall of financial concerns fell over the Indiana internal improvement projects. During their years together the Williams' marriage produced three sons Edward P., Meade C. and Henry M. Williams. Rev. Moffat gave a description of the Chief Engineer stating: "His wonderful energy now showed itself. A single exploring party, engaged under his directions, in ascertaining in advance of the surveyors, and for their guidance, the relative heights of various summits, and of the water courses for the supply of the canal, ran accurately a continuous line of levels 600 miles in extent, between early spring and the succeeding autumn. And when the Legislature met in December, 1835, more than

500 miles of definite location of canal lines, with estimates thereof, were reported to that body by the engineers under his charge, the whole having received his personal attention."

By 1837 as Indiana's Chief Engineer, he was known as being a tireless worker, riding all day on horseback and spending evenings solving the numerous engineering problems of the canal. In addition, Jesse Williams' handling of the account books, correspondence and reports to the legislature that the great project demanded, are clearly and concisely written.

Some thirteen contracts for public projects under the Board of Internal Improvements were let in the fall of 1838. They were placed at several sites throughout the state and separated by two weeks travel by horseback. During the course of three months in 1838 he traveled about 3,000 miles, which suggests that he was in good physical condition to withstand the experience. So, from 1836 through 1842 Jesse Williams had the responsibility for all the public works in the State including the continued construction of the Wabash & Erie Canal. Because of the Financial Panic of 1837, followed by a financial upheaval, public projects in the United States came to a halt. From 1842 through 1847, Jesse Williams was engaged in the mercantile and manufacturing businesses in Fort Wayne. When the State abandoned the Wabash & Erie in 1847, an arrangement for completing the project to the Ohio River was made with the responsibility resting upon a Board of Trustees. The Board was comprised of representative from the State and from among the bondholders. Under the trust arrangement, "a Chief Engineer of known and established character for experience and integrity" was specified and the position was offered to Jesse Williams.

Williams was known for his individuality, "a combination of intense vital and volitional energy." According to words spoken by D. W. Moffat, "His temperament made idleness intolerable misery to him, and, with a strong physical constitution habits of industry and a tremendous capacity for work, when his will was bent on the accomplishment of a purpose, he worked tirelessly often sixteen or eighteen hours a day til it was accomplished." He managed to stay above all the charges of corruption, venality, incompetence and theft that public works projects suffered during the 1840s as the canal's financial woes deepened.

In 1854, Jesse Williams was appointed Chief Engineer for the Fort Wayne & Chicago Railroad and held that position until 1856 when the company merged with the Ohio & Pennsylvania and the Ohio & Indiana Railroads. From 1856 until 1871 he was a director of the Pittsburg, Fort Wayne & Chicago Railroad. He became a trustee of this line that evolved into the Pennsylvania

Railroad.

In July 1864, President Abraham Lincoln appointed his friend Jesse Williams as a government director of the Union Pacific Railroad. His selection with the great transcontinental railway project meant serving a one-year term that required an appointment annually. As a matter of record, Jesse was reappointed through the year 1869 by presidents Andrew Johnson and Ulysses S. Grant. He held that position with honor long after the Union Pacific met the Central Pacific at Promontory Point in 1869, which gave Americans their first railroad line across the west. His job included establishing a route and preparing a report for the railroads through the Rocky Mountains. His account revealed how the project could save millions of dollars in construction costs and led to investigations of the original proposals. Most importantly it disclosed, in part, the great scandal known as "Credit Mobilier: involving the corruption of contractors as well as highly placed politicians.

During January of 1869 he was named Receiver of the Grand Rapids & Indiana Railroad Company by the United States court for the Western District of Michigan. His immense capacity and energy probably is what saved the business from failure and afterward the court ordered that he be authorized and directed to build and place in operation the remaining two hundred miles of rail line.

A work of three hundred and twenty miles duration, this project connected Fort Wayne, the region farther south, with Little Traverse Bay and the Straits of Mackinaw. Congress had granted lands to the State of Michigan and the work had been started many years previous. A failure to negotiate its bonds had caused the State serious financial embarrassment, and suspension of the construction left a mere twenty miles that could be operated. Rivals were observing and hoping that the project would fail in order to assume the valuable grant of land. Under state law twenty additional miles was to be completed by July 1, 1869, or suffer forfeiture of the grant valued at seven millions of dollars. Construction had to take place in a near wilderness environment and winter freeze was a mere fifty or so days away. The courts ordered Williams, as the Receiver, to borrow money by pledge of the land and build the railroad as required by the law. It was an enormous challenge with no provision made for a second chance to recover the land grant if the project exceeded even one day. Eight days before the deadline, Jesse Williams was able to telegraph the governor of Michigan stating that, "The last rail of the twenty miles was laid last evening."

The court then authorized Jesse Williams to direct and build the remaining two hundred miles of line between Fort Wayne and the Muskegon River. In

addition to his fiscal responsibilities for the Grand Rapids & Indiana Railroad he had the duties of Directing Engineer to accomplish. The rail line was open for business in October, 1870. Because of the pressing obligations of the job, he resigned in October as Government Director of the Union Pacific and devoted his full attention to the Grand Rapids helping move it a rate that was comparable to the speed at which the Union and Pacific lines were completed.

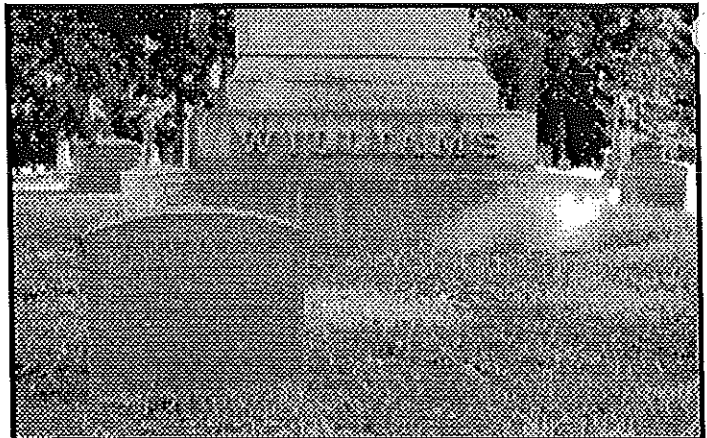
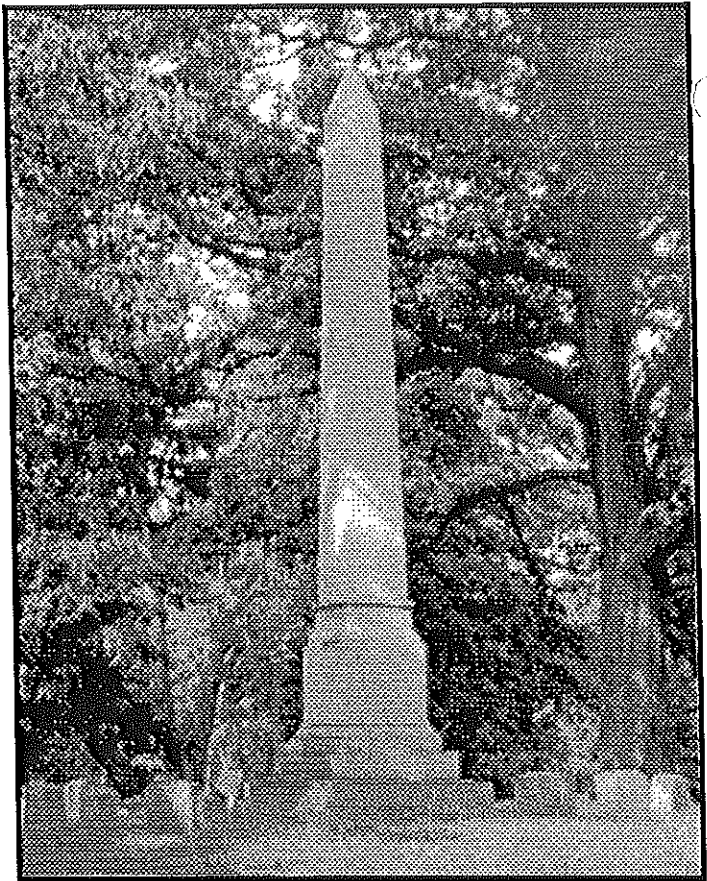
In 1871 he was appointed Chief Engineer for the Cincinnati, Richmond & Fort Wayne Railroad. His assignment was to connect the remaining sixty miles with Cincinnati, through the Grand Rapids road, with the Michigan forests, and the Straits of Mackinac. In 1876 after the sale of the Wabash & Erie Canal was ordered by the court, Jesse Williams' official relation with that project came to an end.

During his career, Jesse Williams was a devoted member of the First Presbyterian Church and elected an elder of his Fort Wayne congregation. In fact, his home in Fort Wayne was the Presbyterian headquarters for the surrounding region. It was a refuge for missionaries and elders where they were made welcome with food to eat as well as room for overnight guests.

Always resting on Sundays and a staunch opponent of alcohol, Jesse Williams, whenever possible, would forbid contractors from issuing strong spirits. He took great pride telling others of having managed the construction of the State's longest dam, the Wabash Dam No. 4 at Pittsburg, Indiana, on the Wabash & Erie Canal system without the use of alcohol among the laborers.

Spending his last days in Indiana, Jesse Williams died on Saturday October 9, 1886, just before noon, at the age of seventy-nine years and five months. He was buried Wednesday morning of the following week on October 13th in Fort Wayne. At his funeral service, Dr. Moffat related the words Jesse had written in his 1831 journal, wherein, he gave a minute account of his reconciliation with God. He noted that he had received religious instruction and advice from his parents as a child. They had the wish that he would, "enjoy all the advantages of religious meetings, society and readying. And in his earlier years he frequently experienced 'the strivings of the spirit'" by which he was convinced of the necessity to amend his life. After leaving home, for some years in the course of business, he was separated from the influences of his early training often times surrounded by those he described as thoughtless and irreligious people. He sometimes attended his church but never with any conviction.

Williams' journal reads: "It is true that I was not



Above: The Williams' family plot at Lindenwood Cemetery. Below: The Williams' family marker with Jesse Lynch Williams' gravestone on the lower left. Photos by Tom Castaldi

a gambler, nor a drunkard, nor very profane in conversation, yet it was not from any fear of God or love to Him that I avoided these vices. It was from motives purely selfish. It would be well for those who expect to be saved in consequence of their morality, to look into their own hearts and ascertain by what motives their conduct is regulated; whether it proceeds from a love or fear of their Creator, and whether they would not act just as they do if they believed there was no God."

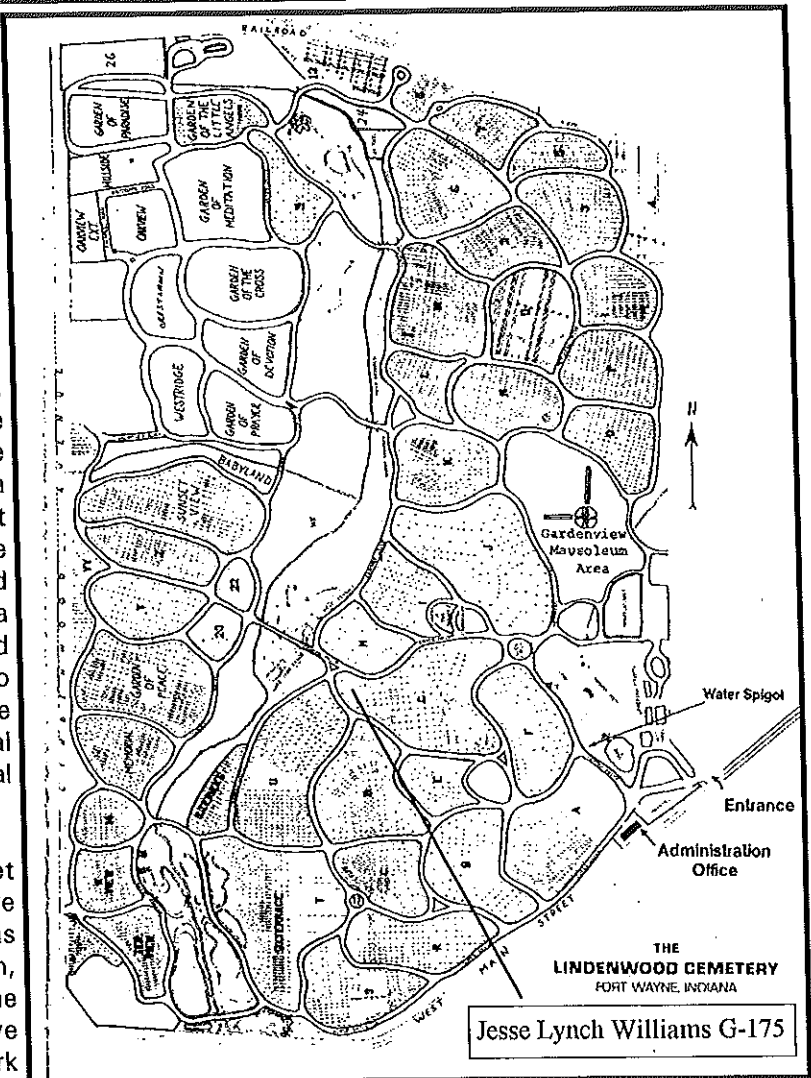
During the year of 1832 he happened to hear a sermon on the effects of the Spirit on the hearts of men

that reminded him of his early experiences, but soon forgot what he had heard after returning to his working life. A friend, who had recently converted his ways, introduced the subject of religion giving an account of his own experiences. For some reason a feeling of solemnity overtook Jesse Williams and subsequently he claimed that is why he returned to church. In doing so he was attracted to the Presbyterians.

At his funeral, the pall bearers were J.K. Edgerton, John Cochrane, Calvin Anderson, W.H. Hoffman, J.D. Nuttman, R.P. Randall, L.M. Ninde and Judge John Morris, all friends and part of the old citizens of Fort Wayne. The funeral procession left the First Presbyterian Church on a pleasant autumn morning and moved slowly through the city. His cortège rolled over streets of his adopted home and along the line of the old canal; down a carriage road, which he supervised building; and into Lindenwood, a cemetery he had helped to establish. There in the presences of his wife, three sons and their wives, four grandsons and several nephews and nieces, he was committed to eternal rest.

Today in Fort Wayne, there is a street dedicated to his memory as well as an entire neighborhood. The site of his home later served as the parking area for the Third Presbyterian church, which is now the Templo Aposento Alto. His home that once stood in a small portion of his extensive landholdings comprises the Williams Woodland Park Historic District. It was first designated as a private park opened for public use by the Williams family in the 1879s. After Jesse's death, the family made repeated offers to the city to sell the property at half the appraised value. The city turned down the opportunity and Henry Williams and his co-heirs platted the area in October of 1903 selling sixty-six Williams Park lots to Realtor Louis Curdes. When the streetcar lines reached the neighborhood from downtown Fort Wayne lots sold well. Curdes sold the remainder of the lots by lottery one evening at the Fort Wayne Commercial Club with the idea that incorporating development-wide deed restrictions would enhance the property value. Presently it is a proud part of Fort Wayne and features a uniform character and current park-like atmosphere as a direct result of the thoughtful layout for the addition. Noticeable among attractions is the retention of existing trees, consistency among houses in size, scale, and style, uniform setbacks, and together they create a pleasing rhythm along the district's streets.

In 1874 a newspaper described Jesse Williams as one of the most prominent men in the West, yet today he is largely unknown by the general public. It is



especially unfortunate that those not familiar with Jesse Lynch Williams are the beneficiaries of his work. His energies and talents have given this nation a transportation system that knits together our economy, unites us with our jobs, friends, and families and fuels businesses everywhere.

This article for The Hoosier Packet was taken from a manuscript that Tom Castaldi has written as a Wabash & Erie Canal companion piece for the Wabash & Erie Canal Interpretative Center in Delphi, IN and for the 2004 Allen County History Book project.

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NEWS FROM DELPHI

GREAT PLANS FOR FUTURE OF CANAL PARK

By Dan McCain

January 31st was the deadline for submission of proposals to the Indiana Department of Transportation (INDOT) for Transportation Enhancement projects. Funding for these activities comes to INDOT from federal gasoline tax receipts. Ultimately these projects involve money earmarked for several non-vehicular transportation enhancements including "historic transportation museums." The City of Delphi assisting the Carroll County Wabash & Erie Canal Association has submitted a 25 page document describing an exciting new local venture--a dock, storage warehouse and Canal Boat. An illustration showing the proposed location of the above is seen on the following page.

For years the question has been posed over and over by visitors, "are you going to have a canal boat we could ride someday?" The positive response by Canal Board members has been, "yes when we find the means and when our volunteers are ready for such a big project." The time may have come now that the Canal Interpretive Center is complete. All the elements are coming into focus for this exciting project.

For the past eight years work by the Canal volunteers and contractors have netted almost a mile of watered and reconstructed Wabash & Erie Canal in Delphi. The bountiful source of clear groundwater is released from the Delphi Limestone Company's pipe diversion at the north end next to the flood levee at Founders Point. Millions of gallons

daily flow through the 19th century manmade waterway keeping it full. The reconstructed canal passes under two historic bridges, one stone and one iron, before entering Canal Park. Inside Canal Park the canal passes immediately beside the new Interpretive Center where a replica dock is being planned.

Plans have been developed for the canal park section to be used for towing the two-thirds scale replica canal boat during big weekends, festivals and at other special times. Towing is made possible because there is an adequate "treeless" towpath right beside the canal for direct access by draft animals. These mules or horses would be hitched to a towline for propelling the boat and would afford a true historic adventure for passengers of all ages.

The opportunity for the public to experience this historic transportation mode is not available within 150 miles. In Indiana only the Metamora site, with its Whitewater Canal, offers this type of ride. Several authentic boats are located in Ohio and LaSalle, on the Illinois & Michigan Canal west of Chicago, is presently building a canal boat.

To be a true experience for travelers our boat will be towed by draft animals. On weekdays and for tour groups of 40-50 people the boat will have the ability to be propelled by a hidden inboard motor and have an unseen durable metal hull. This two-thirds scale craft will be just able to pass under the Washington Street stone arch bridge and the 1874 restored Paint Creek iron bridge in Canal Park Annex. Bumper guides at waterlevel beneath this bridge will keep the boat centered safely under the arch much as an automobile enters a carwash bay.

For the times this boat passes to the north of Washington Street it will need to be propelled by a motor as there is no continuous

towpath for that half mile up to Founders Point. Some creative ideas for reserving the use of the boat have included wedding parties, tour bus groups and school classes. Some groups could load at the warehouse in Canal Annex Park and exit a half mile later right at the dock beside the Canal Conference and Interpretive Center. A slow paced Sunday afternoon cruise to the scenic sections to the north could take travelers casually past several historic points along the way including the lime kiln site, the canal boat turning basin and the restored iron bridge.

A special storage facility fashioned as an 1850s canalside warehouse would house the boat overnight. In addition this facility could protect this boat in the winter by raising it out of the water inside this two story building. Creating the illusion that this building featured a top loading cargo facility just as the historic Speece Warehouse did in the 1850s would add to the realism of the original turning basin site.

The Canal Association will begin the task of raising funds to match the federal TEA-21 program if the grant is approved later this year. The last such INDOT grant involving the Canal Association funds and City administrative assistance allowed building the new Interpretive Center that was dedicated last July 4th.

NARRATED WALKS ANNOUNCED

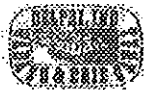
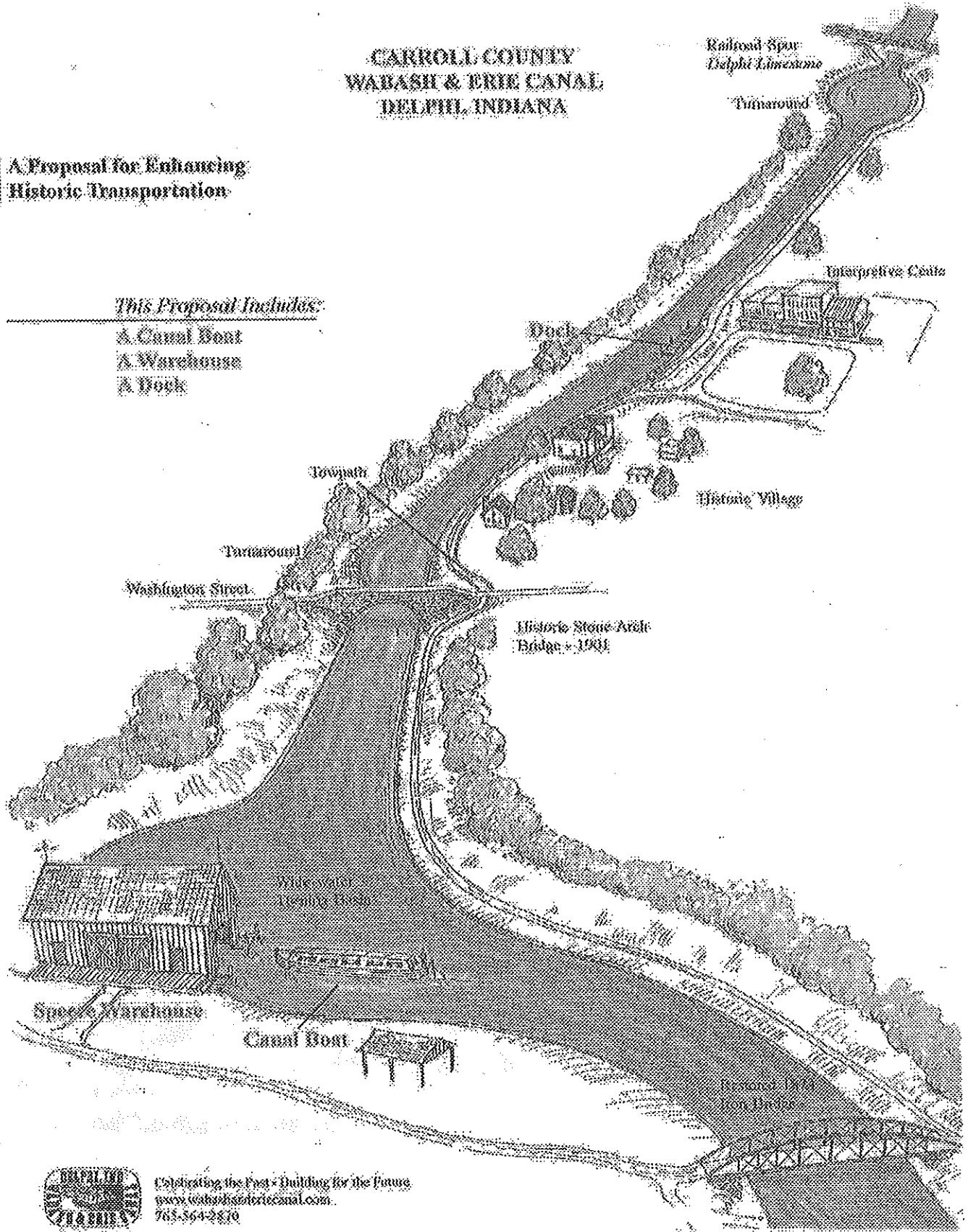
Delphi Historic Trails is once again conducting a series of delightful walks in places in and around Delphi. Some of the walks deal with the canal, canal related businesses or canal men. They vary in length and ease of walking. Some include transportation on a trolley. All are fun and educational. Cancellations or shifts in time due to weather are placed on the CANAL HOTLINE 767 564-6572. Take a day off and enjoy one of the following narrated walks.

CARROLL COUNTY
WABASH & ERIE CANAL
DELPHI, INDIANA

A Proposal for Enhancing
Historic Transportation

This Proposal Includes:

- A Canal Boat
- A Warehouse
- A Dock



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HISTORIC TRAIL WALKS FOR 2004

(TBA) = To be Announced

April 17: EARTH DAY Celebration
Tree planting, lunch
1 PM Walk from Trailhead Park

April 24: Nature and History Walk
1 PM Walk from Riley Park to High Bridge on
Deer Creek
Charles Gerard narrating

April 24 A Walking Meditation
10 AM Trailhead Park along the Wabash
David McCain narrating

April 25 Odd Fellows Cemetery Walk
2 PM ½ mile N of Delphi - Carrollton Rd.
Mark Smith narrating

May 5: Spring Nature Walk
6:30 PM Along Rock Creek
Terry Lacy narrating

May 15: May Day Celebration at Canal Park
AM Workday AM
1 PM Playtime & Walk

June 5: National Trails Day - two different walks
11 AM Walk from Canal Park
1 PM Walk from Canal Park

June 13: Paper Mill Site Tour
1 PM Walk from Canal Park and paper making
demonstration
Mark Smith narrating

July 3: Narrated Canal Walks around Canal
Interpretive Center
Discovering the facades
Charles Gerard narrating

July 3-4: Indoor Walk at Canal Interpretive Center
Deeds of early canal era leaders (slide show)
Mark Smith narrating

Sept. 12 Delphi Airport "Fly-In"
In connection with the Delphi Historic Trails
(TBA)

Sept. 25: Deer Creek/Wilson Bridge
(TBA)
Mears family member narrating

Oct. 9 Interurban/"early settlers' walk
2 PM Trolley from Riley Park
Mark Smith, Brian Stirm narrating

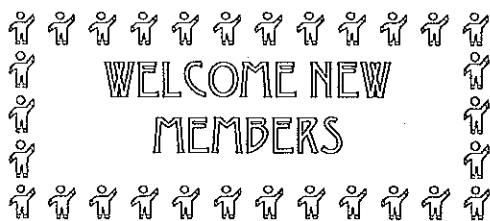
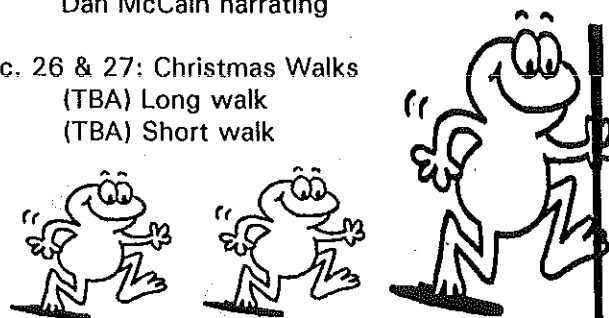
Oct. 17: Fall Nature
2 PM Walk along Rock Creek
Terry Lacy narrating

Oct. 24: Odd Fellows Cemetery
2 PM walk ½ mile N of Delphi
Mark Smith narrating

Nov. 13: Downtown and Railroad Remembrances
(TBA) Walk and Trolley Ride
Charles Gerard, Brian Stirm narrating

Nov. 27: "Saturday after Thanksgiving"
(TBA) walk
Dan McCain narrating

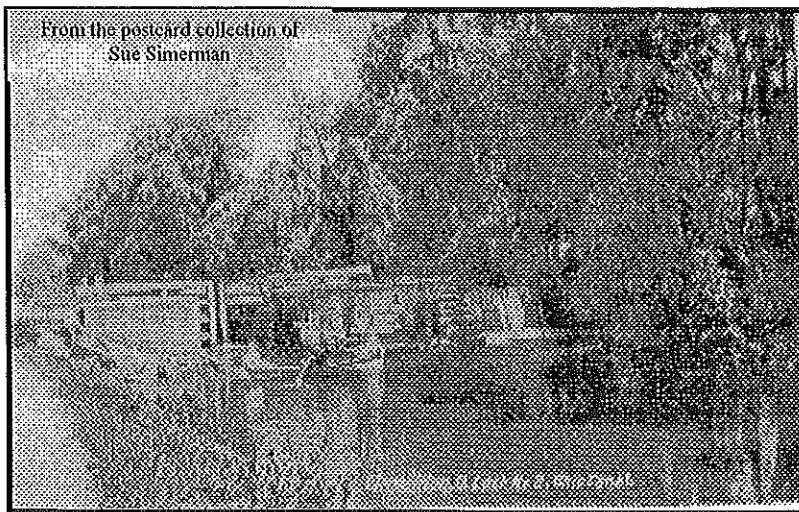
Dec. 26 & 27: Christmas Walks
(TBA) Long walk
(TBA) Short walk



WELCOME NEW
MEMBERS

We welcome aboard the following new members who have joined at the \$22 membership level unless otherwise noted:

David R. Keith - Charlotte, NC



From the postcard collection of
Sue Simernan

LOCK
NO. 2

OHIO
&
ERIE
CANAL

Straw hats were made by Wm. Crain in his Hattery.

Pottery ware could be bought at home, at a pottery established by one Beckelheimer, and a flourishing brick kiln, owned and operated by Dennis M. Smith, was able to supply the demand for that building material.

John McKinney conducted a Tannery just south of the present Dixie (Dixie) Highway.

An Iron Foundry and Woolen Mill stood on the hill above and Grist and Flour Mills were built along the waters of the canal; of the latter, the Everly and Sangster Mills were probably the oldest.

Covington became the greatest trading point in all this section. Hotels were built, always with their accompanying tavern. The oldest of these was probably the Hügel House, on Canal Street. Here Mr. Lincoln found accommodations while here on business in the courts. The California stood across the canal.

Transportation by water and overland by stage were the accepted modes. A Mr. Teller whose home was on Fourth street between Harrison and Crockett streets, was the owner and operator of stages and canal packets, landing his packet

passengers at the foot of Pearl street. He doubtless was responsible for getting some of the mail to Covington, mail arriving twice a week by horse or stage.

The one time delightful river trip now shared its popularity with the new diversion of "Packet Parties," with all the gayety, accompanying moonlight and rhythmic motion that naturally attended upon such pleasure seeking.

When the Civil War came on, so rapid had been Covington's progress that the population was almost as large as it was 20 years later.

The completion of the I.B. & W. from Indianapolis to Bloomington from 1869 to 1871 opened a new mode of traffic for Covington, and was really the death knell of the Wabash & Erie Canal in this section. The last little packet named the "Goodman" on November 13, 1875, made the trip from Lodi to Lafayette. From that time, the completion of the Wabash Railroad on the north and the I.B. & W. here, the canal days ended and all accompanying trade fell into disuse. Boats, locks, warehouses, mills, woolen factories, packing houses, breweries. With all these gone, Covington was much changed, even the name of men who had much to do with the development and

commercial life are almost unknown by these later generations and may have been forgotten in the hurry and bustle of live, except we read the made carved in the marble slab in a nearby cemetery.

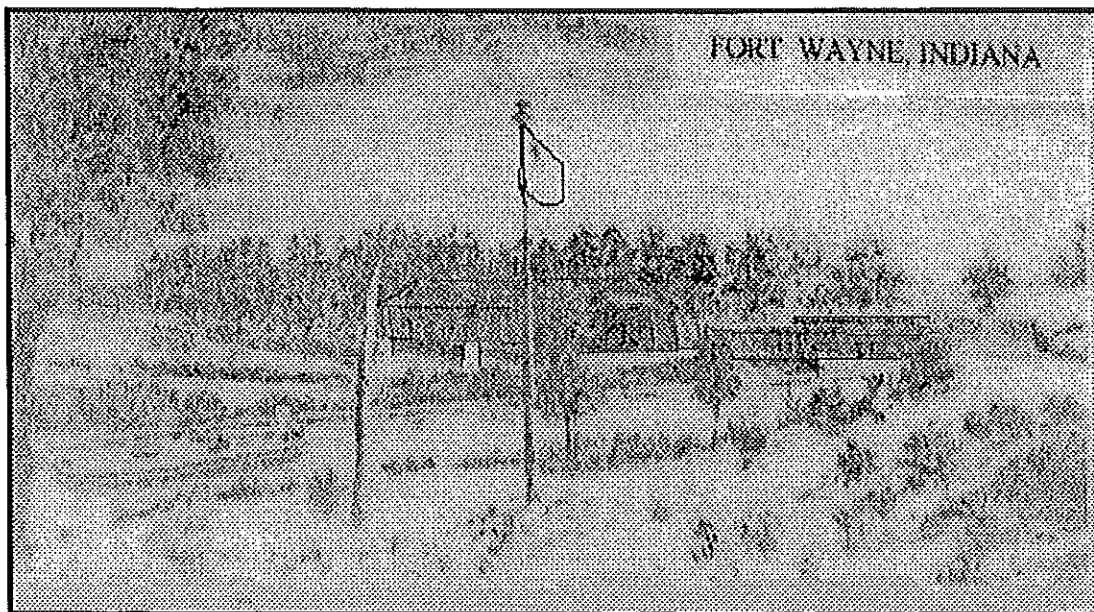
Editors notes:

I.B. & W. (Indianapolis, Bloomington & Western Railroad)

Canal Scrip was issued, which the Covington merchants exchanged for goods, taking it at par and agreeing to wait until the completion of the canal to Covington. Its value did go as low as 40 cents on a dollar. The Covington men were honorable and made good on their pledges. Joseph L. Sloan's fortune was lost and he never recovered. Doctor Hamilton lost thousands of dollars. When the canal failed it added more to the disaster.

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

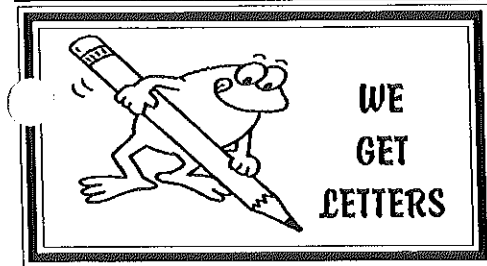
The last canal boat to pay toll "clear" at Covington from Lodi to Toledo was the "Rocky Mountain." Her toll was collected by Dave Webb on October 26, 1872. Some local traffic occurred beyond that time.



FORT WAYNE, INDIANA

This is how the Main and Clay Street intersection appeared in 1870 in this old painting. The flagpole in the foreground marks the site of the old fort and a canal boat can be seen at the left. At the right is a bridge over the Wabash & Erie Canal and beyond that one over the Maumee River in Fort Wayne, Indiana.

Painting courtesy of CSI treasurer Jim Ellis of Fort Wayne.



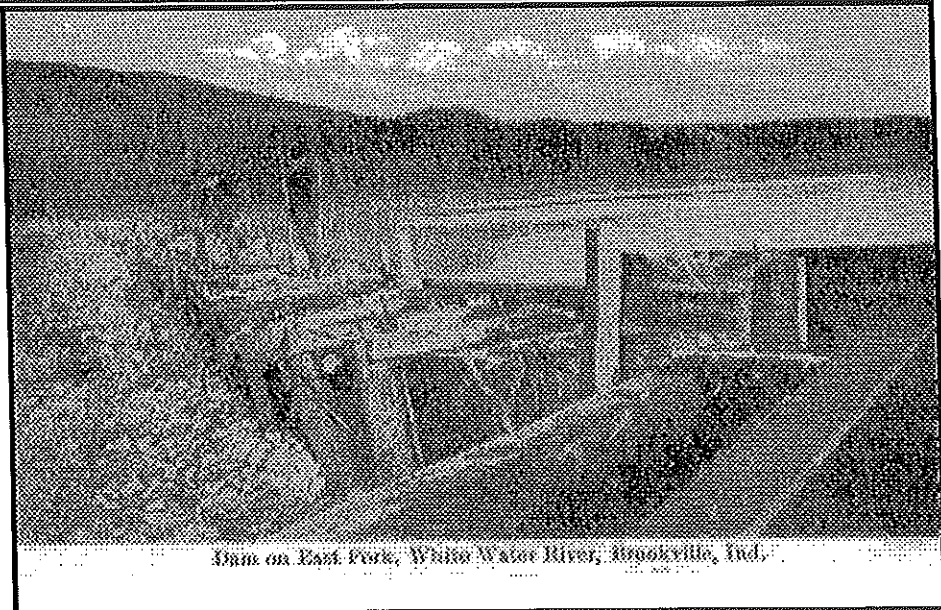
February 6, 2004

CSI Editor:

I read with dismay the article in the February, 2004, issue of **The Hoosier Packet** about the potential (planned) loss of water in the four and a half miles of the Whitewater Canal between Laurel and Metamora. I'm sure that the summary given, is not the last you will have to do with the issue. But, I regret the potential further loss of watered canal.

However, the issue is larger than just the water in the prism as it affects the very successful tourism operation at Metamora, the views from the Whitewater Railroad, and the long range future of the canal itself. It also affects the future of the Laurel Feeder Dam, a historic canal structure. I am quite certain that if the dam is no longer used to supply the canal, the reason for its maintenance will disappear. It will then soon be regarded as an unacceptable hazard and then the legions of anti-dam folks will cheer its removal. Thus the choices now about water supply will dictate the future of another canal structure.

When I read your article, there appears to be two sources of silt. One is the Haspin Acres off-road facility. From past experience working for a mining company, I know that it is the legal responsibility of landowners to prevent erosion silt from leaving their property. In all sites I am aware of, hay bales, silt fences, and settling ponds and their maintenance are mandatory. There are heavy fines for failure to design, get approval, construct, and maintain such systems. If silt escapes one's property, it is the landowner's (not the state's) responsibility to take and finance all measures necessary to clean it up. If land must be bought or leased for settling ponds, the polluter should pay for it. The claim of heavy rain is not considered an excuse. This is an enforcement responsibility of the state. If the state park people will not lodge the necessary complaint, any citizen may. I know from



Dam on East Fork, White Water River, Brookville, Ind.

This dam on the East Fork of the Whitewater River at Brookville, Indiana, backed up a pool of slackwater to allow canal boats to cross the river. Note how the timber cribs were filled with rock and soil. This dam was approximately 15 miles below the Laurel Feeder Dam, which was originally built like it. The Laurel dam was replaced by a concrete dam, which was later repaired by Rainbow Construction after being washed out by flood waters. From the postcard collection of CSI member, Sue Simerman

experience that the state environmental reaches the river. That's a win-win situation. police must investigate any complaint.

As to silt coming from the river, I suspect that this is a recent phenomenon, not one that has been going on for the last 160 years. Silt into the river results from uncontrolled releases upstream. Not only is it affecting the canal, but also the fish habitat in the river and it should be accumulating behind the dam. It says that someone(s) has not installed or maintained the necessary control measures. This is a violation of federal law. Again, the solution is the federally mandated enforcement.

I love (not) the planned solution of pumping well water into the canal. The non-answer to the neighbor's question about drawing down the water table means that the answer is probably yes. Comparing this plan to the situation at Delphi is absurd. At Delphi, the limestone quarry company has to pump water to maintain their operation. I'm sure that they also take great care to see that it is properly settled of any silt that may be entrained from haul road runoff. After pumping, they have to discharge it somewhere and putting it in the canal both helps the community and provides an additional buffer before the water

I think the fact that the state folks didn't consult with anyone, but just reported their already made conclusions says much. The three options offered by their consultants probably indicate that the consultants were given a restricted scope of investigation. While state employees may be restricted in their options by internal or external pressure, citizens are free to demand broader action. I hope you will continue efforts for a better solution.

Sincerely,
Dave Barber
President
American Canal Society

The Hoosier Packet article of February 2004 and Dave's letter have been sent to the Department of Natural Resources, Indiana State Museum & Historic Sites.



IN THE NEWS

January 2004 - LaSalle, IL

The Peoria Journal Star article entitled "Canal Boat May Boost LaSalle-area Tourism" said that the nearly two million visitors who visit Starved Rock State Park annually will be boosted by approximately 70,000 more visitors when a replica of a 19th century canal boat is launched next year. The U. S. Senate has approved \$550,000 to build an 80-passenger, 15 x 76 foot boat like those of the mid-1800s that plied the waters of the Illinois and Michigan Canal.

The boat should be finished by fall, launched and tested. Next spring 2005 hour-long tours, dinner excursions and field trips will take place aboard it. Actors will portray life on this canal, which was Chicago's link to the Illinois River and southern ports from 1848-1933.

The open-decked boat will dock just south of downtown LaSalle at a \$2.5 million visitor center, which the canal association hopes to build by 2006. It will have canal exhibits, shops, and a ticket counter. The association also hopes two have a second replica boat done by 2008 to insure departures every hour.

The boat ride will travel about three miles from LaSalle to Split Rock. The stretch is one of a few parts on the canal that still is filled with water.

In the mid-1800s canal passenger boats provided a "brief travel bridge between stage coaches and trains." It took 22 hours to glide down the canal from Chicago to LaSalle, a distance of 97 miles. Steamboats provided faster travel to the south from there on.

Betty Easton, CSI member, Terre Haute, IN

January 2004 - Seneca Falls, NY

"Erie Expedition" in BoatU.S. Magazine, published by the Boat Owners Association of the United States, said that the New York State Canal system includes 338 miles of the Erie Canal, which has 34 locks that drop 565 feet from Buffalo, NY to sea level at the Hudson river, and another 186 miles of the Cayuga-Seneca, Champlain and Oswego Canals, which have 23 locks and feed into the Erie Canal. Over the past five years New York State has spent \$32 million to revitalize the canal system and is marketing it as a destination. Tourists spend \$384 million annually in association with the canal.

Started in 1968, Mid-Lakes Navigation now runs a fleet of 11 canal boats all built by them in Skaneateles, NY. The author of the article rented "Cayuga" from them for a week's cruise of the Cayuga-Seneca Canal.

The "Cayuga" was 42 feet long and weighed 12 tons. Its exterior appeared like that of canal boats over 150 years ago having a shallow V bottom, and fat open bows. At the bow was a convertible rag-top-covered semi-circular seating area with a table. Then came a long cabin, which had knotty pine covered walls inside and included a saloon with a furnace, large stowage area, kitchen, pullout settee, and refrigerator. Halfway back of the saloon were two cabins, two heads, separate sinks, and stowage lockers. One cabin had bunks, the other had a double bed. Aft was the open steering station. The coach roof served as cockpit, fishing dock, cocktail spot, etc. The boat came with two beach bikes. It was steered by a tiller and ran at six knots, less than the 10 mph speed limit.

The author describes steering the "Cayuga" as "point-and-shoot-boating," for there were no tides, current, wind, or threat of squalls. He

could make a U-turn on the 125-foot wide canal in a boat length. Since the boat was of steel construction, he could let it bounce off the locks walls if necessary.

The week-long, 102-mile trip began at Macedon, NY, went through the 8,000 acres Montezuma National Wildlife Refuge where he saw ducks, great blue heron and bald eagles, beached at Cayuga for a short walk, and tied up east of Lock 25 for the night. He went to Seneca Falls and saw the Seneca Falls Heritage Area Visitors Center that showed how the canal system influenced its early development, and then passed through many canal towns on their way west to Pittsford.

The author commented on seeing not more than a dozen boats a day. He was impressed by the pride the locks tenders took in their locks, and was shown the inside of an original powerhouse with its shiny paint and sparkling electrical machinery.

The present day Erie Canal takes advantage of the natural topography and incorporates lakes and rivers. The original Erie route required much digging into the earth.

The author tells about navigating through two locks for a 50 foot lift at Seneca Falls, the birthplace of the women's rights movement. Ironically it has a female lock tender. He also was in Fairport during its Canal Days celebration and describes the canal lift bridge as being crooked (the road bridge is slanted over the canal). At Palmyra he visited the Grandin Building, which has a museum about the birthplace of the Book of Mormon. He suggests taking cards, board games and books or scheduling a trip during one of the many festivals.

The Erie Canal is open from early May to early November. It is drained during the winter.

Dick Kudner, CSI member, Perrysburg, OH