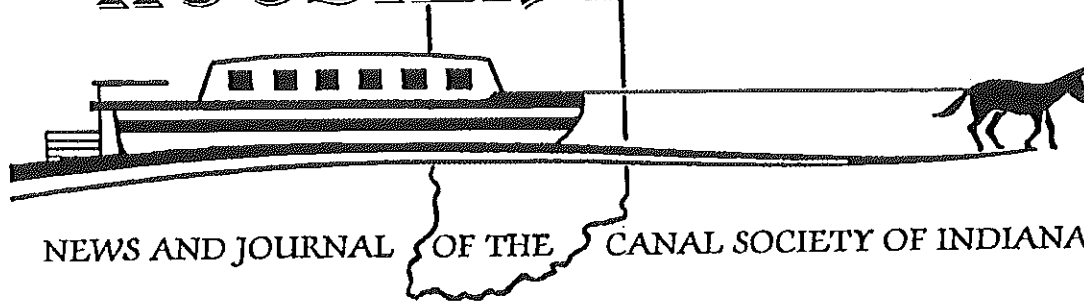


THE
HOOSIER-PACKET



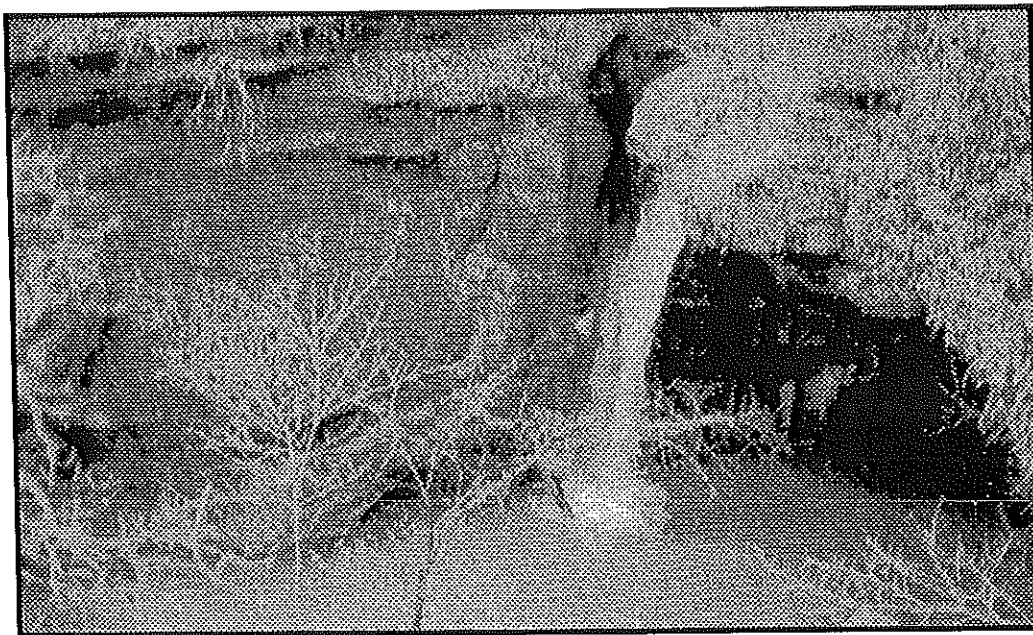
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 3 NO. 6

P.O. BOX 40087 FORT WAYNE, IN 46804

JUNE 2004

DOWN BY THE OLD MILL STREAM



Water, which once turned mill wheels, falls over the cliff at Devil's Den in Parke County, Indiana. Products from these mills were taken down Sugar Creek to the Wabash River and later, during the canal era, down the Sugar Creek Feeder Canal and then to eastern or southern markets via the Wabash & Erie Canal. Photo by Dr. Tom Grimes

Features

1. "Canal Connections" Spring Tour Parke County
17. Sandy & Beaver Canal Western Division Tour
20. News From Delphi: Museum Galleries Nearly Done, Earth Day Event, Dan McCain Receives Sagamore Award
22. Trail Of Death & Canal Elderhostel
23. Cultural District Identity Program In Indy
23. We Get Letters: Money From Casino, Letters Seek Genealogy Information, Canal In Liberty Twp., IN
24. Speakers Bureau: Loomis At Delphos, OH, McCain At Ft. Wayne, Schmidts At Fort Wayne
24. Canal Notes: Whitewater Canal Dredging, W&E Missing Marker Found, Corinth Canal
25. Forks Of Wabash New Canal Exhibit
25. In The News: (W) M&E At Texas, OH, Riley Lock #47, Roscoe Village, Delphi Galleries, Canal Timbers Displayed At Lafayette Depot, CSI Tour Parke Co., Hike Honors C&O Douglas Trek, Augusta Canal Gets Second Boat

"CANAL CONNECTIONS"

SPRING TOUR PARKE COUNTY

By Sandy Billing & Carolyn Schmidt

Turkey Run State Park Inn was the headquarters for the Canal Society of Indiana's (CSI) spring tour on March 26-28, 2004. The park established in 1916 as an Indiana state park has 2,382 acres. Captain Salmon Lusk was granted a piece of property for his military service. He and his bride Polly, who were originally from Vermont, set out from Terre Haute in 1826 looking for a new home. Seeing this land along Sugar Creek, they knew they'd found it. The Lusk family, especially their son John Lusk, protected their land from logging companies. The park still has one of the largest stands of virgin timber in the state. In 1881 the Indiana, Decatur & Springfield Railroad put up

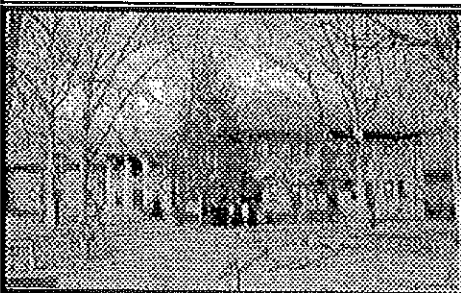
tents and built a restaurant advertising it as a pleasure resort called "Bloomingdale Glens."

When son John Lusk died in 1915, he left no will. That was the start of a "big rush" to buy the land by the Hoosier Veneer Lumber Company. Newspaperwoman and speaker, Juliet Strauss, was one of the first people to try to save the land. She made an appeal to Col. Richard Lieber, who knew that people loved nature and thought people would flock to the park. In 1916 he persuaded the State Historical Commission to put up \$1,700 to finance a campaign for funds to save "Bloomingdale Glens." Many organizations and private citizens donated money that totaled \$30,000. Since the land had been appraised for \$18,000, it was thought that they had plenty of funds. Two thousand people attended the land sale on May 18, 1916. Lieber's lawyer bid \$30,000, but the Hoosier Veneer Lumber Company bid \$30,200. The state lost and, for a few months, giant trees were logged. The people did not give up. They wrote letters to the company hoping to change the minds of its owners. Eventually the company sold the land to the state for \$40,000 with the state legislature appropriating the rest of the money.

Legend tells of great droves of wild turkeys that collected under the overhanging rocks. It was warmer there for them than in the canyon bottoms along Sugar Creek, which was also known as "Rock Run" or "Rock Run River."

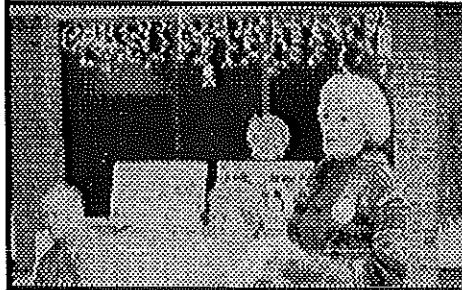
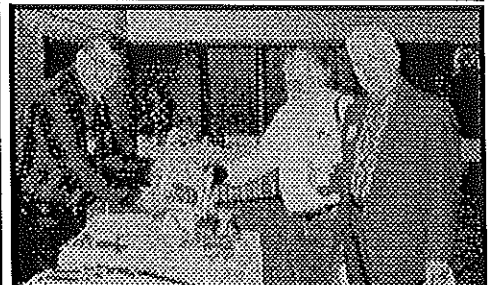
FRIDAY

Turkey Run Inn Photo by Chuck Huppert



Above: Tour committee: Charles Davis, Leon Billing, Sandy Billing, Berky Davis, & Bill Davis wait to present Friday's slide show of sites to be seen. Photos by Bob Schmidt

Left: Berky Davis, Sandy Billing & Carolyn Schmidt register Paul Brandenburg for the tour. Right: Leon Billing gives a tour packet to Tom Grimes and Earl Conn.



Left: Margaret Weir Smith, a new tour attendee, tells about herself. Sandy Billing's poster exhibit is seen in the background. Right: Sue Simerman looks at Don Haack's post card collection of Parke County covered bridges. Photos -Chuck Huppert, Bob Schmidt

Canawlers gathered at the Turkey Run Inn on Friday afternoon to register for the weekend. They received a tour guide book, a button badge and a bag full of maps, pamphlets and other goodies. This was followed by a seafood buffet in the inn's dining room.

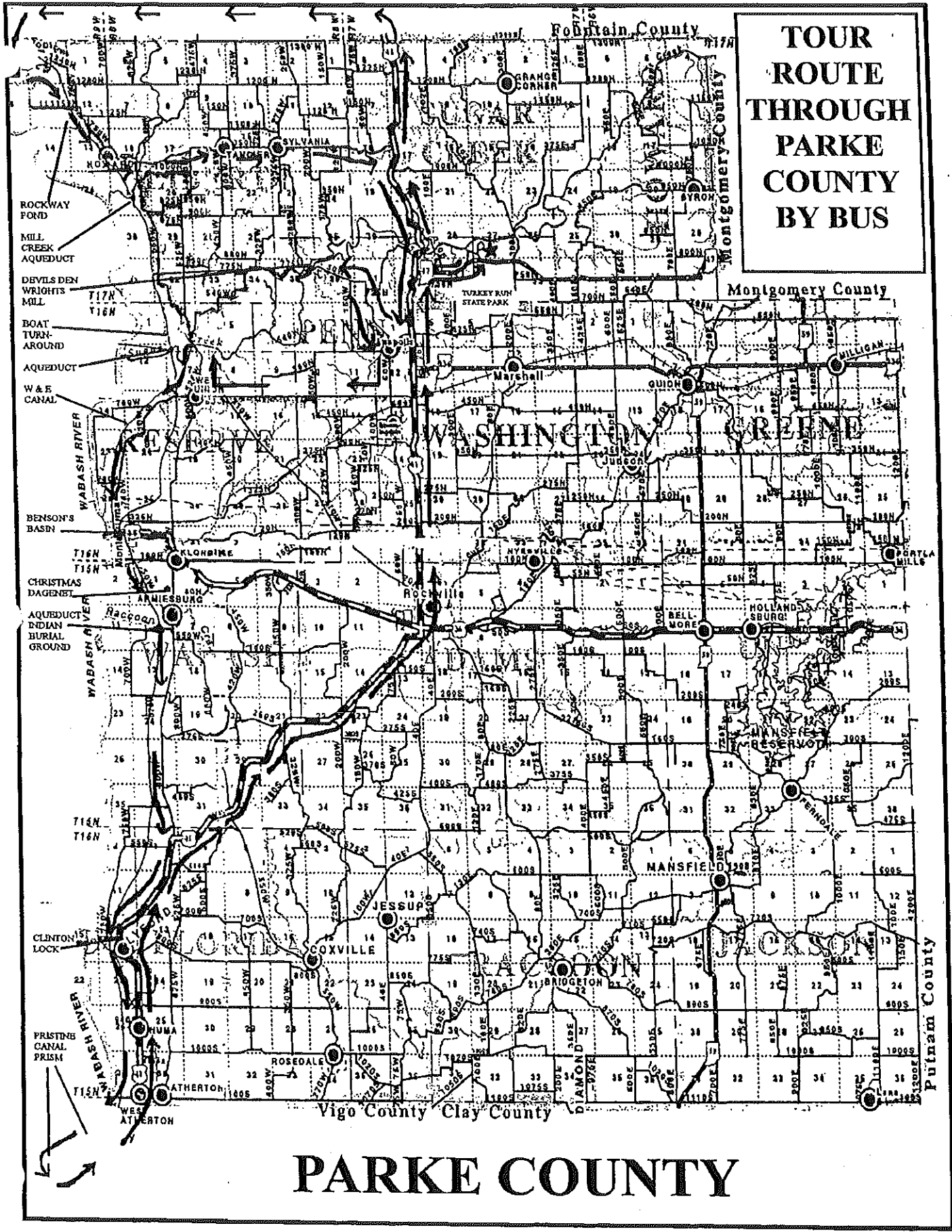
The program for the evening was held in the Lusk room. There the tour committee composed of Charles Davis, Bill & Berky Davis and Leon & Sandy Billing had displays of photos showing old and recent sites we'd see on the tour. Don Haack displayed postcards of Parke County's covered bridges.

Bob Schmidt, CSI president, welcomed everyone. He had all those who had never been on a CSI tour stand and tell about themselves. There were 17 of them. This set a record for new attendees. Charles Davis then gave an informative slide presentation of the sites we would see on Saturday and those we couldn't get to by bus. He also related some of Parke County's history. This was followed by instructions for the next day.

SATURDAY

Saturday morning we met in the Lusk room for a small continental

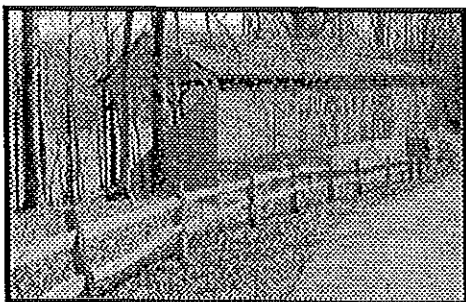
**TOUR
ROUTE
THROUGH
PARKE
COUNTY
BY BUS**



PARKE COUNTY

breakfast. Looking out the windows we saw fog engulfing the building. We hoped our buses, which were coming from Lafayette, would be on time. They arrived a little early and we boarded them. We put signs on them to help canawlers locate their bus. It did not always work. Margaret Weir Smith, Dan McCain and Ed Gruber "missed the boat" and got on the wrong bus.

The first bus we called "The Planet" for the first canal boat to reach Lodi from Toledo, OH, in 1847. The second bus was named "Rocky Mountain" for the last canal boat from Lodi to travel to Toledo in 1872.



Jungle Park grand stand Photo Chuck Huppert

Leaving the park and heading toward the canal we passed Jungle Park, a mecca for speed lovers in the 1920-40s. Opened July 5, 1926 for a 50 lap race, it had a half mile dirt race track and four grandstands for spectators. Only one grandstand remains. It was the first track in the world to have sanctioned night racing. King Brothers Construction Company of Montezuma built the track as well as the old brick track for the Indianapolis 500. A riot almost took place one night when the race was delayed. Spectators began throwing rocks and knocked out many of the lights. When the race began, the fans calmed down. Today the property is owned by "Turkey Run Canoe Trips," which has been in business for 30 years.

A brief history of Parke and Fountain counties was given en route. Parke County was organized in 1821 and named for Benjamin Parke, who was a territorial

congressman and judge. He also served as the first president of the Indiana Historical Society. The Miami Indians once hunted here before they were forced to move westward. Fish and wild animals were abundant, but the pioneers still had a hard time eking out a living. Coal mines played out and some factories closed, but the beautiful scenery still attracts visitors. Businesses thrive during tourist season. Artists, crafts people and businessmen are drawn here. The late winter Maple Syrup Festival offers real maple syrup served with pancakes and sausage. Springtime brings the Mushroom Festival to Mansfield. Billie Creek Village sponsors "Civil War Days," ice cream socials, antique car shows, concerts, "Corvette Show," "Steam Harvest Days," "Sorghum & Cider Days," "Fright Nights" during Halloween, and Christmas festivities. But October's "Covered Bridge Festival" cannot be surpassed. It brings over a million tourists from all around the world to Parke County.

The very lower part of Fountain County was crossed by the tour. It was established in 1825 and named for Major James Fountain of Kentucky. He was killed near Fort Wayne, IN in the Battle of Maumee in 1790. At the northern part of the county an experimental commune was set up by Father George Rapp in a small community called "Stone Bluff." German immigrants came to America seeking religious freedom. They settled in Pennsylvania, but decided they wanted a place with a better climate that was near a river. They moved to "Stone Bluff" in the early 1800s. Father Rapp believed that his 1,000 followers could live in perfect harmony. To do this, they had to live together as complete equals. All property and all work was shared equally. They had to believe strongly in the religion of Father Rapp. Known as the Rappites, they believed that the world would come to an end during their lifetimes, so they did not want to bring children into the world. They raised all kinds

of animals and crops, made all the things they needed in their day-to-day living such as clothes and tools, and lived almost completely within their own settlement. They loved music, and almost everyone knew how to play an instrument. They loved to sing and sang as they worked. Flowers were grown everywhere. Cut flowers adored all their buildings. Eventually they moved south to "Harmonie," which is known as New Harmony, IN today. Their experiment failed after 10 years.

Kingman in Fountain County was established in 1886 when David Ratcliff platted his farm land through which the Chicago, Attica & Southern Railroad passed. The name "Kingman" came from a man named King, who was the foreman of the railroad construction crew. At the start, Kingman was on the north side of State Street and a town called Fountainsville, which was named after the county, was on the south side of the street. In 1900 it merged with Kingman. A pretty mural painted on the east side of the red brick town hall depicts Kingman's history.

As we neared the Wabash River the road turned to the south as we entered Silverwood in Fountain County. It was platted in 1881 by Cale Waterman and apparently was named for nearby "Silver Island." The Wabash & Erie Canal passed through the county here and formed, with the help of the Wabash River, an island called "Silver Island." Supposedly Indians hid silver at this spot.

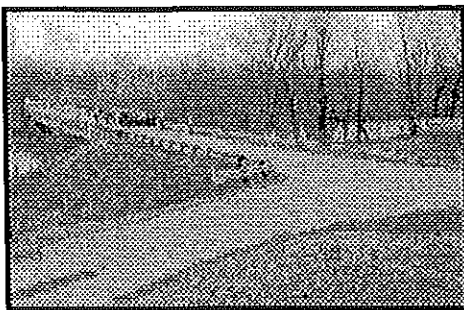
Crossing into Parke County we entered Lodi. Around 1832-33 this village was called "Gilderoy," but was platted in 1836 as "Fullerton." In 1837 the name was changed to "Lodi" for some nearby artesian springs. In 1857 its name was changed to "Waterman" for Dr. Richard Waterman who settled here and improved the business interest. Current maps show it as Lodi. "Lodi," an Italian town, was the site of Napoleon's victory over the

Austrians in 1796.

Instead of continuing into Lodi, our bus turned to the west to head across the Wabash River. The width of the flood plain was seen. We noted that because of its width the last dam across the Wabash to feed the canal was at Pittsburg, IN. From there to the south, creeks were dammed to feed the canal. Also seen was the swale, a low, wet and marshy area of land that was a part of the Wabash River in pre-historic times.

We entered Vermillion County to turn around and then crossed back over the Wabash. We saw a bald eagle's nest and Whitestown where Milton White ran a ferry across the river in 1858. A bell on a post by the river was rung to wake him at night. Round trip for a wagon or buggy was 25 cents, people on foot were 3 cents, hooved animals were 3 cents, and three round trips for a wagon as one dollar.

Re-entering Lodi it was noted that Lodi was the first canal port in Parke County to be reached from the north. It had 9 city blocks and was bordered on 2 sides by the canal. This made room for many warehouses and docks. Some warehouses had a dock built on the back to make loading and unloading the canal boats easier.

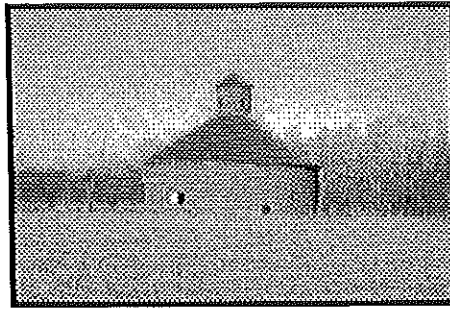


We stopped at Coal Creek in Lodi to see where the dam was built for canal boats to cross the slackwater. Photo by Lynette Kross

A dam was built across Coal Creek at the southeast edge of Lodi. It backed up water for a slackwater crossing for canal boats. It was 202

feet long and had a foundation of brush and trees. On each side there was a guard lock that had 12 feet high walls. There were also 2 canal boat basins.

The Coal Creek covered bridge built in 1869 had advertisements hanging inside for local businesses. They were later painted over. An arson torched the bridge in October 1992, just 2 weeks prior to the Covered Bridge Festival.



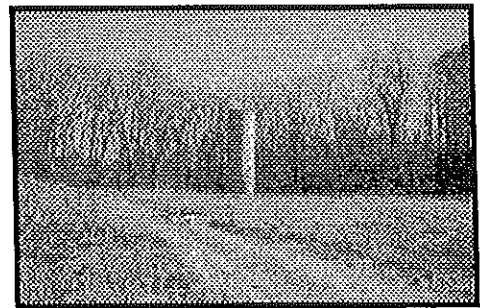
Round Barn Photo by Bob Schmidt

We passed a red round barn. Round barns were built to centrally locate a feeding station for the livestock and save the farmer time. However, they were too hard to heat and light effectively. This barn was much publicized in the 1980s when "Big Helen" killed Mr. Stonebraker for his insurance money and put his body in the hog lot so that the hogs would "eat the evidence."

Nearby in Miller Cemetery Joseph Gill, the locktender from Lodi was buried. The almost 200 year old cemetery is still receiving burials today.

We passed Pearson's melon farm. The sandy soil is just right to grow melons and other vegetables. We noted an old two-story corn crib. The spaces between the boards on its sides allowed the corn to dry on its own. Then we passed the home of Helen Thomas. She is known far and wide for her famous gourds. Wagons, carts, and crates of gourds that she ships to all parts of the country filled her yard. She has gourds painted in many designs and some painted after celebrities. Her

home is by Westport. Howard & Westport's history are linked together. The canal came through there in 1848. Westport was located on the flat land to the east of the canal and Howard was to the west beside the canal. Westport had most of the merchants while canal warehouses lined the canal in Howard. Howard became a great port serving the north and central parts of the county. It was named for Gen. Tilghman Howard, a popular and prominent citizen. By 1880 Howard had 2 large dry goods stores, 2-3 grain warehouses, lots of stores and workshops, a saddler, tailor 2-3 blacksmiths, a wagon maker a sawmill, a saloon, and a 2 room brick school. Today a weather-worn old scale house that once weighed grain sits on the edge of the road to remind us where Howard was once located.



A grain silo marks where canal warehouses and businesses once stood in Howard. Photo by Bob Schmidt

From Howard we left the canal and went through small towns, which had shipped by the canal, to reach US 41. Although this was a circuitous route and out of our way, the Jackson covered bridge just before Devil's Den could not be crossed by our buses due to a 5 ton limit.

Passing Ephlin Cemetery it was noted that when the first settlers' graves were dug they found remains of Native Americans buried in the sitting position. Some of the skeletons were of people 6'6" to 7' tall. A log school was also built on this hillside. The Brockways, who platted Howard, are buried there.

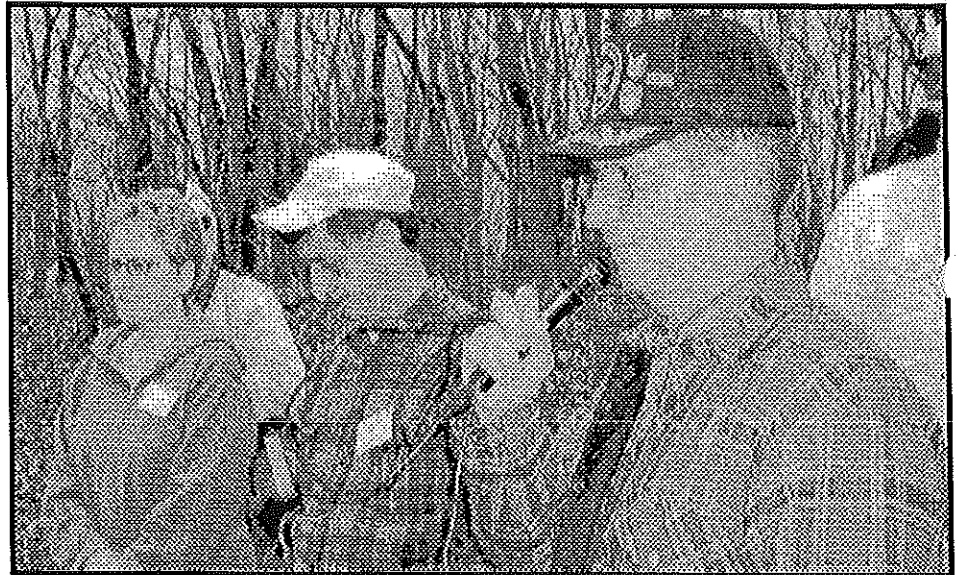
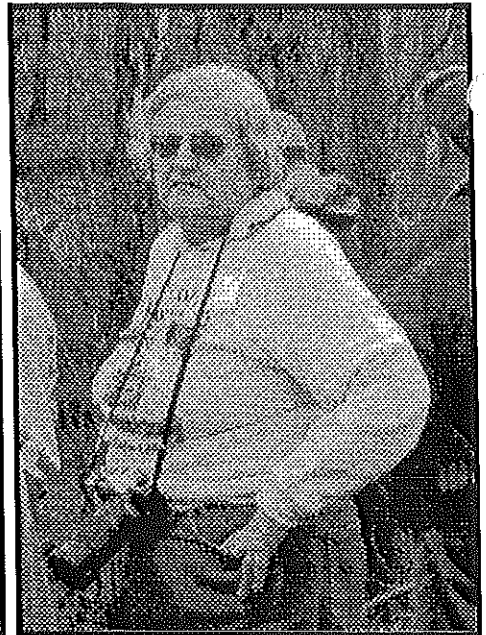
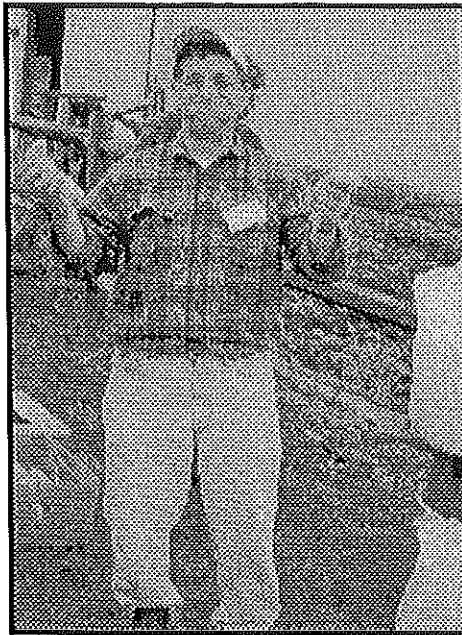
Just before Tangier was a farm that raises Clydesdales for the Budweiser Beer Company. The big, beautiful horses are trained to pull large wagons at fairs and exhibitions.

Tangier was platted in 1886 by the county surveyor, J. T. Campbell, who suggested its name. It has also been called "Woody's Corner" for Mary Woody, the local postmaster from 1876-1886, and "Long Siding Stop" from railroad days. The Indiana Coal Railroad started a store here. By 1900 Tangier had a hotel, canning factory, hardware store and a grocery/dry goods store. Behind a red brick wall by Tangier High School is a time capsule in a white concrete box to be opened in 2016.

Sylvania was platted in 1836. By 1880 it had 3 stores, 2 blacksmith shops, a broom handle shop, a barrel stave and picket fence factory, a wagon shop, a saw mill, a ceramic ware shop, and a photographic shop. It was also known as "Russell's Corners" for J. W. Russell, who came with a horse, for which he owed \$50, and went into milling, dry goods, trading, and pork packing. It is said that he probably handled more money than any man in all of Parke County other than the bankers.

At U.S. 41 we turned south and passed Gobbler's Knob, which was built in 1925 by the Civilian Conservation Corps. The building was the commissary for the C.C.C. men and was located where the Turkey Run State Park nature center now sits. It was moved to the highway in the 1930s and sells crafts, antiques and snacks.

We turned off U.S. 41 and headed to Devil's Den. This area has also been called "Rockport," "Rockport Mills," "Wright's Mills," and "Copeland." We parked the buses in the farm across the street owned by Rose Curtis. Bananas were passed out before we toured the area. Everyone was encouraged to eat lots

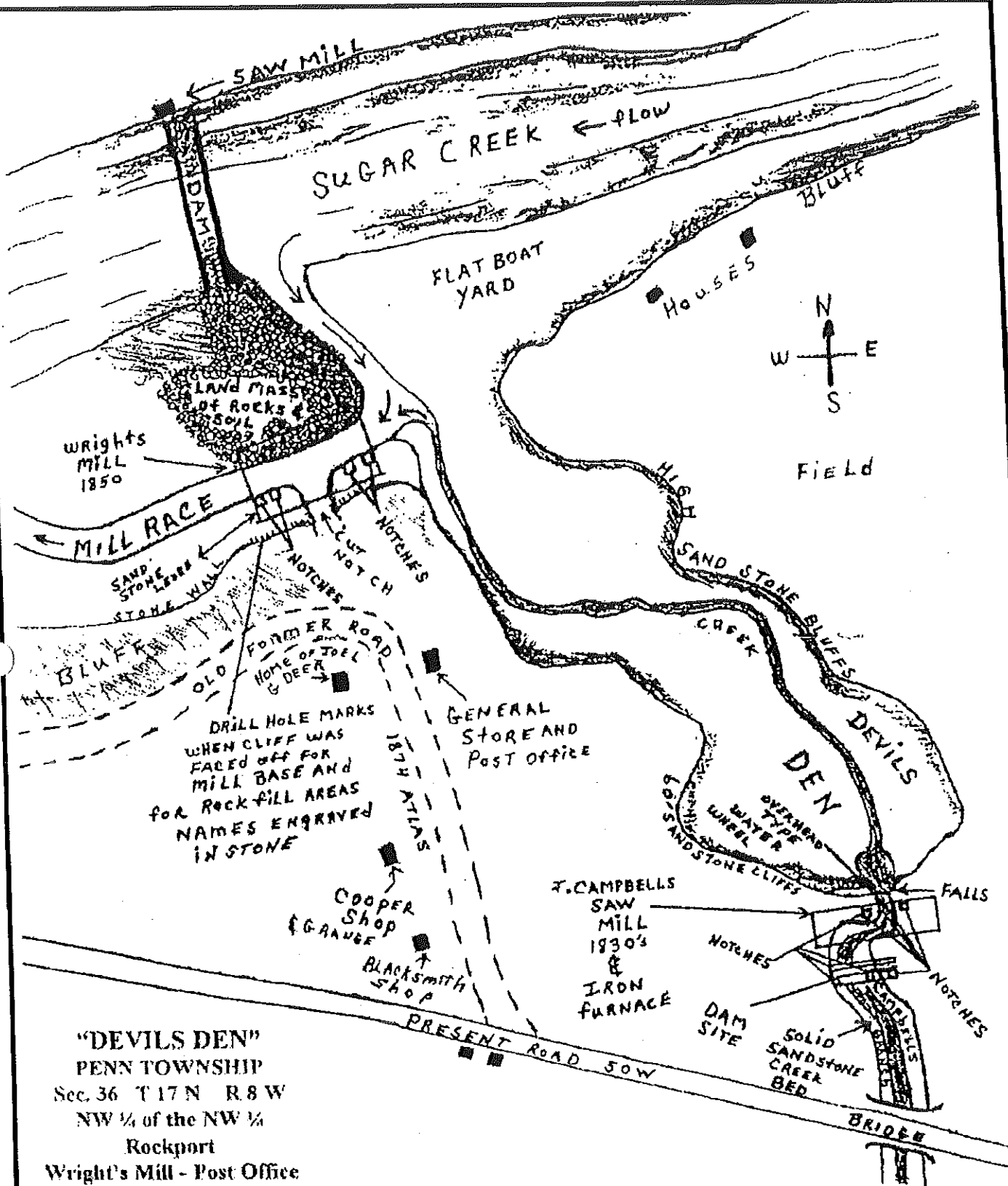


Left: Tom Castaldi offers more bananas to canawlers. Right: Martha Wright is one of the last descendants of Prior Wright, owner of mill. Bottom: Charles Davis (r), who has compiled "Canal Connections" history of Parke County, tells canawlers Debra DeBaun and Tom Castaldi about Devils Den.

of bananas since Carolyn Schmidt purchased 50 pounds of them on Thursday and Jim Ellis purchased 50 pounds of them on Friday. Obviously Carolyn and Jim were confused as to who was to pick up the bananas. Thinking he was helping dispose of banana peels and other trash he'd picked up, Tom Castaldi stuffed it into Sandy Billing's bag of items she had for the tour thinking it was a trash bag.

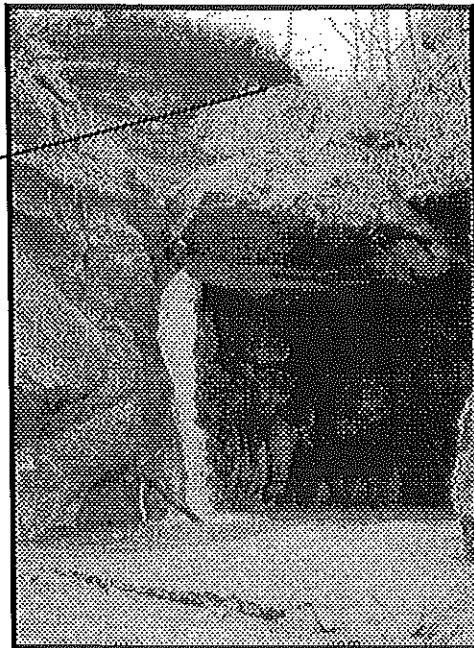
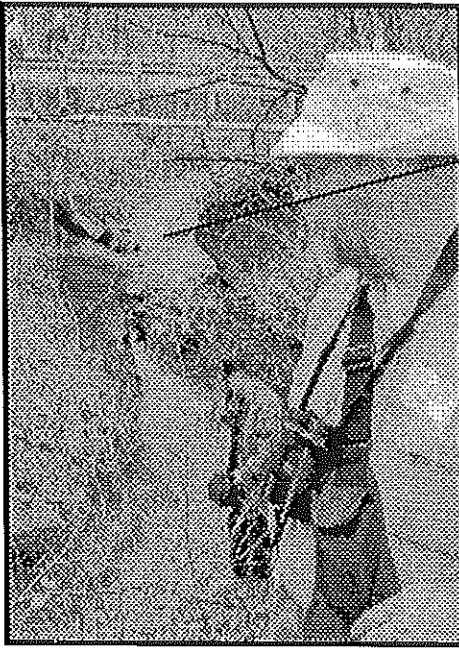
upstream from the feeder dam across Sugar Creek that fed the Wabash & Erie Canal. It was a port for Annapolis. In 1833 Joseph Campbell and John TenBrook bought 80 acres containing Devils Dan. They built a water powered saw mill at the head of Devils Dan above the falls. Stone cuts in the sandstone walls and creek bed for the mill and dam can be seen today.

Rockport was 5 miles Prier Wright built his first flour mill at the Narrows of Sugar



"DEVILS DEN"
 PENN TOWNSHIP
 Sec. 36 T 17 N R 8 W
 NW 1/4 of the NW 1/4
 Rockport
 Wright's Mill - Post Office
 Parke County, Indiana

Drawn by Charles Davis
 February 2000

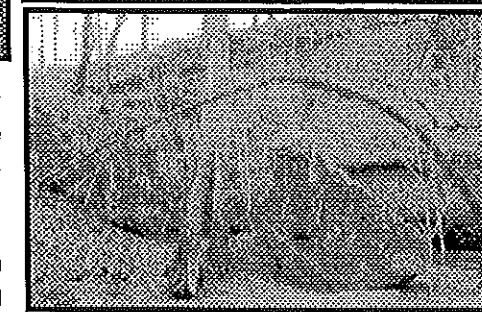


and floated down the creek to the canal or Wabash river. In 1882, the dam, which pooled water for the mill, washed out. The flour mill stood empty for ten years and was torn down in 1894. Once the mill stopped, the village declined rapidly.

Today Devil's Den has huge moss covered rocks lining the gorge. Water, which once turned the mill stones, cascades in a beautiful waterfall to the valley floor below.

Above Left: Charles Davis (left) points out the location of J. Campbell's sawmill above the falls to Ed Powers. **Right:** Devil's Den is below the falls. Photos by Lynette Kross

Below: Wright's Mill was located here where the creek from Devil's Den enters Sugar Creek on the left. A dam across Sugar Creek fed the mill race. Photo by Bob Schmidt



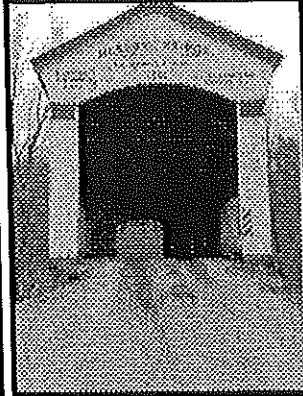
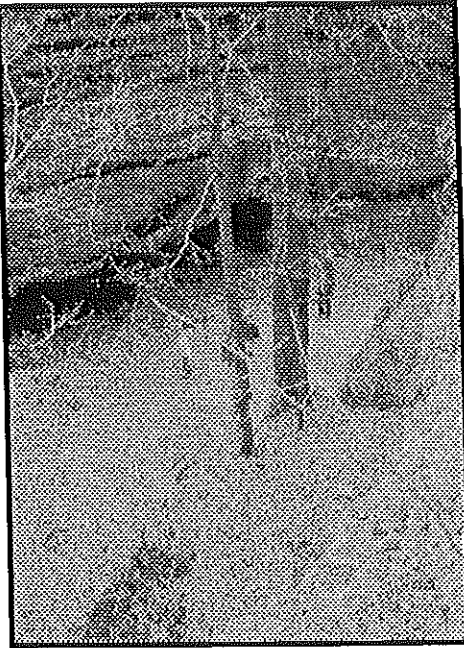
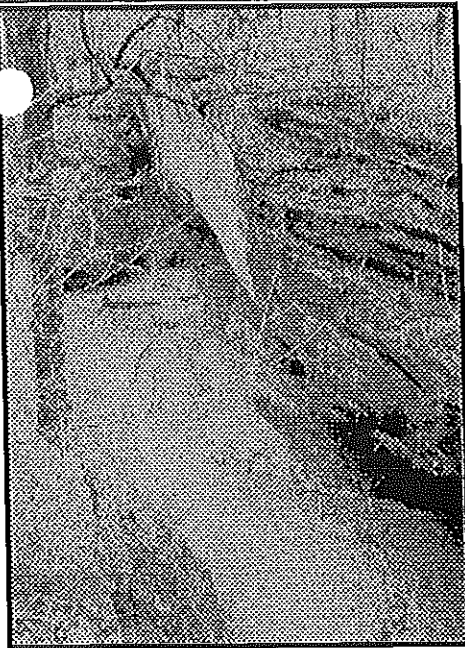
Creek, but a "freshet" on New Year's Day in 1847 destroyed it. In 1847-48, he built a flour mill at the mouth of Devil's Den on Sugar Creek below the saw mill. Wright's mill was a large building consisting of two large wheat burrs, one corn burr and one for buck-wheat with all the other necessary machinery. Zachariah Byers was the flour mill's first miller.

An immense amount of business was conducted at Rockport/

Wright's Mill during the operation of the Wabash & Erie Canal. Near the current bridge at the top of the gorge is a flat stone marked 1849-4-26.

Prior Wright's home, which housed the post office, and a string of small homes sat along the old wagon road. The village had a mill, store, blacksmith, and a shipyard where flatboats were built along the creek. The boats built there and at the Narrows were loaded with goods

We hiked to the location of Wright's mill and then followed the creek to Devil's Den. The cliffs rose higher and higher as we approached the den as seen in these photos. Photos by: Tom Grimes (top 3) and Lynette Kross (bottom)



Above: The cliffs rise high above the floor of the creek as canawlers approach Devil's Den. Photos by (l to r) Tom Grimes, Chuck Huppert **Below:** The Jackson covered bridge crosses Sugar Creek below Wright's mill. Photos by (l to r) Chuck Huppert and Lynette Kross

The historical marker in front of the home reads: "Boyhood home of J. G. "Uncle Joe" Cannon. From about 1835 to 1880 Annapolis was a thriving town with many factories, stores and potteries."

Two miles west of Annapolis was Coke Oven Hollow, which we saw in Friday's slide show. It was also called "Foundry" and "Sugar Creek Foundry." Flatboats were built there. It was a shipping point on the canal. From the high dirt bank came clay, sand, and coal that were used in construction of the smelting furnaces and in making coke. In 1836, William and Tom Coffin opened their iron foundry. They made the wicket gates for a lock on the canal, plow blades, log chains, iron kettles, and pottery there.

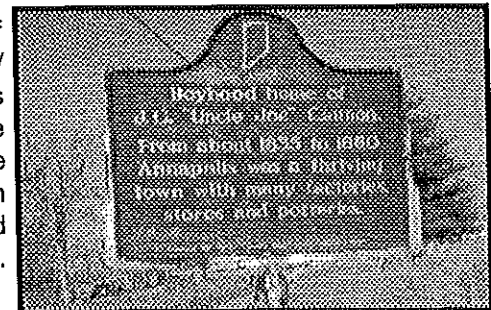
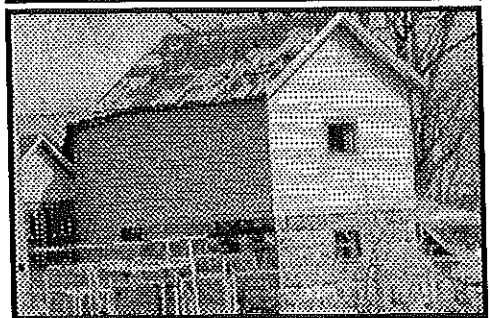
Another town seen in the slide program was Bloomingdale. It was settled around 1823 by Quakers and named "Elevatis" for the elevation where their meeting house was built. Its name was changed to Bloomfield in 1827 and to Bloomington in 1860 to avoid confusion with the other Bloomfield in Greene County. It was a major station on the

Top: This foundation was built of stone from the Devil's Den mill race. Lynette Kross **Bottom:** This marker is at Joe Cannon's home site. Photo by Bob Schmidt

Just down the road from Devil's Den is the Jackson Covered Bridge, the one our busses could not cross. Sometimes called the "Rockport Bridge" or "Wright's Bridge, it was built in 1861 by J.J. Daniels and is 143 years old. Before then Sugar Creek was crossed at a lower or upper ford. The single-span bridge it 207 feet long, 16 feet wide, has an 18 foot clearance, is constructed with a double burr arch with a double king post, and is painted white. Its foundation is of hewn stone. It is named for Andrew Jackson, U.S. President 1829-1837.

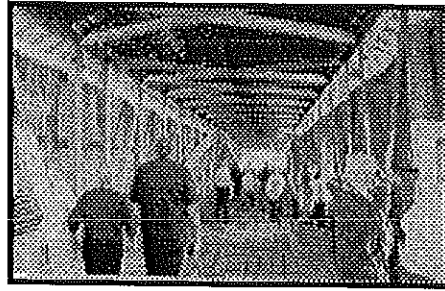
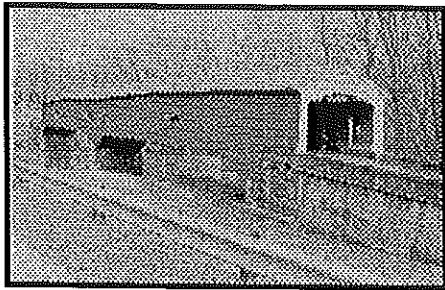
out in 1837, but actually settled in 1825. In the 1840s it had 16 businesses including artisans making harnesses, saddles, buggies and wagons; 4 dry goods stores; 3 or 4 blacksmiths; 9 saloons, and 2 churches. There we saw the "Warm House" in which Dr. James Boyd grew herbs. Its stone foundation was once part of the Devils Den mill race.

Annapolis was the home of Dr. Horace Cannon, a surgeon/physician who owned Annapolis pottery. He shipped his wares on the canal. One of his four sons, Joe Cannon, became a Representative in the U.S. Congress for 48 years and the Speaker of the House for 8 years.



Underground Railroad. An early co-educational, manual labor school called "Dennis Hall" is maintained as a community building today. Barnabas Hobbs, one of the principals of the Academy, was later the first president of Earlham College in Richmond, IN.

Passing Linebarger Cemetery and Chapel we learned that Nelson McClure was buried there. He worked at Foundry Hollow and sawed all the lumber at the water-powered sawmill that was used to build the Sugar Creek feeder dam..



We stopped at the West Union covered bridge, walked across it noting its construction and gathered at the end to hear about the Sugar Creek feeder, feeder dam, lock, aqueduct, etc. from Charles Davis.

Photos by Tom Grimes (top 2), Chuck Huppert

We stopped at the West Union Covered Bridge that crossed Sugar Creek, walked across it noting its construction, and were told about the Sugar Creek Feeder Canal. This

was the third covered bridge to be built at this site. The earlier Star Mills Bridge, built in 1861 was destroyed by a flood in 1866; replaced by Harrison Bridge in 1866 during the closing years of the canal and was catastrophically damaged in Dec. 1875 by a flood. Joseph J. Daniels built the third bridge in 1876. The spans of this bridge are 65 feet wider than the other bridges. It is the longest remaining bridge in Parke County at 315 feet. It is 17 feet wide with a clearance of 14½ feet. After the flood of 1913, the damaged abutments cost \$7,000 to repair. The poured concrete approach on the south end was built in 1921. The bridge was bypassed in 1964 and stands alongside the highway bridge. The W&E Canal Sugar Creek Feeder Canal was east of the bridge.

West Union was settled in 1822 by the Linebargers and Beards. It was platted in 1837. The first post office was named "Union." In 1840 it became "Delta." The West Union post office was established in 1886 and closed in 1932. It was located at the junction of the roads, a railroad, Sugar Creek and the feeder canal.

The Manwarring Basin for the canal was located at West Union. It was named for Robert Manwarring, who owned a mill there. Canal boats could lay at anchor or be turned around in the basin.

Sugar Creek aqueduct #11 was a covered bridge style aqueduct. It had 3 spans of 80 feet each and was 22 feet above the low water level. Just below the aqueduct was Lock # 38, which had a 6 foot lift. The feeder canal enters the mainline canal just below this lock. The feeder commences about 3 miles above this point with a dam and guard lock on Sugar Creek. Our buses could not travel on the gravel roads to see the the dam and lock. The feeder dam was 227 foot long and 9 feet high. The guard lock allowed boats to enter the canal from the creek.

Traveling south toward Montezuma, we learned that many men with canal connections are buried there in Oakland Cemetery. They include:

James Johnston, surveyor and canal superintendent from Ireland, who became a district attorney and legislator.

Col. Erastus M. Benson, slaughter house owner, who taught school, ran a dry goods store in Armiesburg, and ran his large business in Montezuma at the canal basin called "Benson's Basin".

James Mushett, canal boat captain, who is buried at the back of the cemetery close to the canal.

Dr. George McCune, doctor and miller during canal days, who began practice in Montezuma in 1865 and was also a Civil War surgeon.

Dr. Benjamin Franklin Hudson, doctor during canal era, who taught school in the winter and worked a farm in the summer.

Joseph Burns, builder of flatboats at Armiesburg, who leased then bought the ferry across the Wabash, which operated until 1892 when replaced by a bridge.

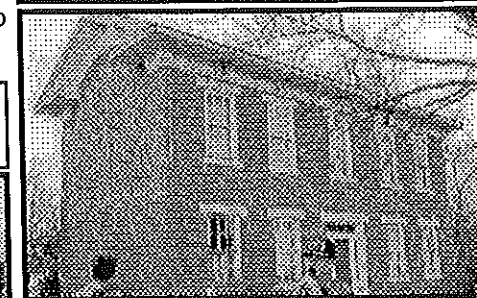
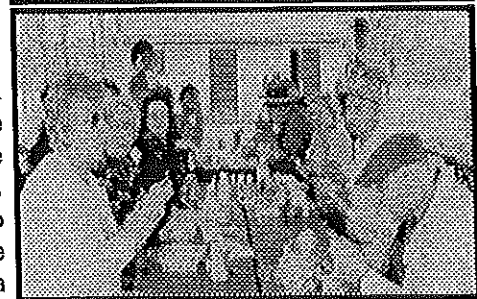
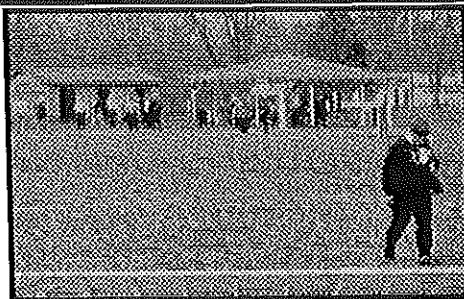
Rolland Bently, canal boatman from Canada, who worked for Benson.

James Patterson, who worked at Armiesburg mill and at a dry goods store.

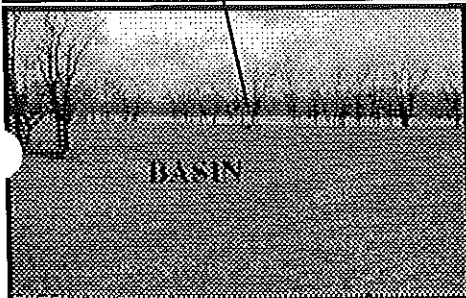
Montezuma was the largest canal port in Parke County. A large basin was built where many boats could be anchored and large ones could be turned around. Canal boats were owned by individuals or boat companies who paid tolls to use the canal. The first canal boats arrived in Parke County in 1847-50.

Many of the canal diggers were Irish Catholics and lived in Montezuma. Other canal workers congregated there at nights and on weekends. Liquor flowed freely, and fatal fights and murders were common.

We passed canal superintendent James C. Johnston's house and the site of the Brady Hotel, a large 2-story frame building that was probably built in 1849 by James and Jane Wilson. While Anna Brady ran it, it was called the "Brady Boarding House." It cost 25 cents per night to stay there. We also went by Ferry Road where Septimus Vanlandingham and later Joseph Burns operated the ferry. It was a block south of the Obriest Woolen Mill. The ferry at Montezuma was tied to a tree or stump way up the river by a cable. It went across the river at an angle to let the force of the current get the boat across. A cable carried over a "line of little ships" helped it float up out of the water.



The W & E towpath along the tree line has been recently cut. Photo by Tom Grimes



Top: The pavilion and restrooms in Montezuma's Reeder Park were by Benson's Basin. Photo by Tom Grimes

Center: Canawlers ate their box lunches before exploring Montezuma. Bob Schmidt

Bottom: Charles Davis led a walking tour of Montezuma. Photo by Bob Schmidt

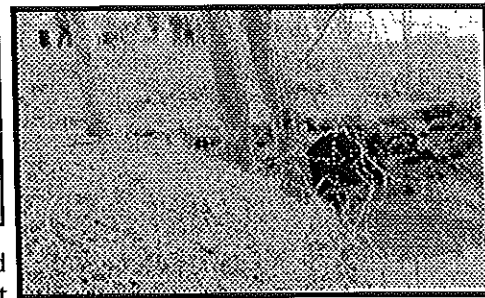
We stopped at Benson's Basin now Reeder Park. Originally a docking and turning basin for canal boats, it had warehouses along its banks. Road bridge #80 was at the northern end of the basin. The lower steamboat landing was near the midpoint of the basin below on the Wabash River. On July 1, 1906 the Montezuma Sanitarium and Indianola Springs Hotel were opened on the north side of the basin where Benson's canal warehouse had stood. Bathing and drinking mineral water was thought to improve one's health. In 1907 a suspicious fire burned down the hotel. The pool remained in use until the 1950s.

We left Montezuma and followed the Armiesburg Road. It was the first military road surveyed in Parke County. General William Henry Harrison's men camped along it in 1811 during the Indian campaign and Samuel Hopkins and his army camped along it in 1812. Since two armies had camped there, the town and road were purposely named Armiesburg.

Armiesburg was laid out in 1833. The post office was established as "Armiesburgh" in 1844 and closed in 1902. Earlier it was called "Stringtown" because the village cabins were strung out in a row from Christmas Dagenet's tepee to where the houses now stand.

We ate our box lunch at the pavilion in Benson's Basin. Then Charles Davis led a walking tour of some of the historic buildings and a cemetery in Montezuma.

Dagenet, a half-breed, was granted 634.94 acres of land here. He was an Indian agent and interpreter for the U.S. government. In the Treaty of 1840, the Miami surrendered their land and agreed to move west of the Mississippi River by 1845. He was in charge of their removal and made a contract with Thomas Dowling to take them out by canal boats. They left Peru and traveled by canal to Junction, OH, and then went down the Miami & Erie Canal to Cincinnati. From there they traveled by steamboat down the Ohio River and then up the Mississippi River, and then west on the Missouri River to Kansas City. For his work he received the land on which he built a frame house in 1826. His relatives lived in the string of cabins. In 1872 a brick home was built in front of his home. He let the Catholics bury their loved ones on his land grant. Armiesburg Cemetery has the graves of John O'Conner, buried in 1818, and Anna Brady, buried in 1916 after dying in her hotel.



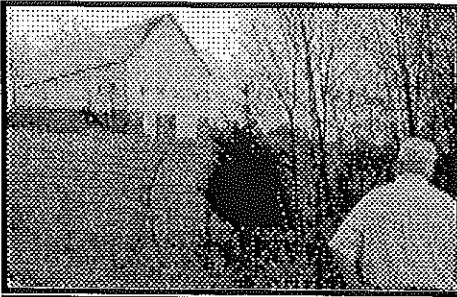
Top: Stones from the aqueduct abutment are placed around a culvert.

Bottom: Aqueduct #12 crossed Raccoon Creek at this point. Photos by Lynette Kross

Our next stop was to see the remaining stones of the Raccoon Creek Aqueduct #12, which carried the Wabash & Erie Canal across the

creek, and the old barn that was once a pork house. The covered bridge style aqueduct had 2 spans of 90 feet clear, 26½ feet above low water level. It was painted to protect the timbers from the weather. Stones for its abutments came from a nearby quarry. The stones had been rearranged around a culvert, but we could see where the aqueduct once stood.

Although there was no canal port at Armiesburg, flatboats were built there for use on the Wabash River 2 miles away. Goods shipped by canal were taken to Montezuma 3 miles away. Armiesburg was once considered to be one of the foremost trading centers in Midwest Indiana.



This barn was once a pork house.
Photo by Tom Grimes

The barn we saw was moved there from across Big Raccoon Creek. Saltwater stains on the planking and ancient timber inside testify that it once was a pork house. Pork sold at a store here for \$1.50 per 100 pounds. Salt cost \$7.00 a barrel.

A covered bridge was built by Henry Wolf in 1854 across Raccoon Creek. It was destroyed by a devastating flood in 1913, rebuilt in concrete, which collapsed in 1930, and replaced by the present bridge.

First Abner Cox built a log mill with a brush dam here. Arthur Patterson replaced it with a three story frame building and a dam of hewn logs. In 1890, the mill was sold to Aquilla Laverty, who put in a turbine wheel, steam engine to use when the creek was too low, and rollers to replace the original burrs.

We passed the town of Clinton Lock, also known as "Lyford" and "Hudnut." It was named for DeWitt Clinton of Erie Canal fame. The town of Clinton was on the opposite side of the Wabash River. Their goods would have been brought to the canal via the 1818 ferry built by John Beard if not for the canal people and the farmers in Clinton. They wanted a bridge built. Jesse Williams, Wabash & Erie Canal Chief Engineer, estimated that the bridge would cost between \$25,000-\$30,000. Of that, \$16,700 would be paid by the canal contractors and the balance by the farmers and Clinton citizens. The bridge was framed by Hiram Bishop and his crew. In June 1853 it was dismantled and reassembled over the river. It included 2 lanes of three wood-covered spans and a 70 foot draw span in the middle of its 790 foot length. It was a toll bridge. A. Patterson was the toll keeper. He lived in a house at the west end of the bridge. The bridge was purposely destroyed in 1899 and replaced by an iron bridge. That bridge was replaced in 1961.

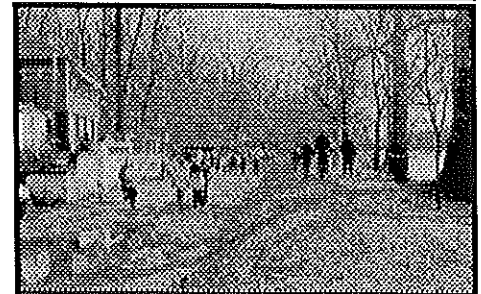
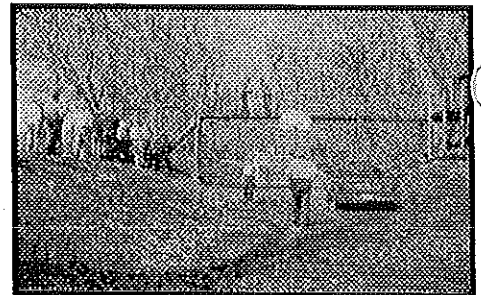
Canal lock #40 was at Clinton Lock. In 1850 W. G. Crabb built a 2 story, 40' by 80' warehouse right on the bank of the canal. Grain, furs, and packed pork were received from the south-bound flatboats and local settlers. His business attracted others. When the canal traffic declined around 1865, they were in trouble. Later Clinton Lock was called Lyford after the vice-president of the railroad and Hudnut during the days of the coal mines. Today it is shown as Lyford on maps.

We passed Numa, platted in 1836, which was a bustling town until the canal closed. Farmland surrounds the area down the hill and the towpath is plainly seen. This was the only canal town that had a "promenade ground." Travelers from the canal boats could stop, get out, stretch their legs and show off their fine clothes. In the center of town

was a park with a dance pavilion.

John Wilson laid out part of his farm into 72 lots in 1837. He thought that if he built a hotel he would get a lot of business from the Terre Haute to Lafayette stagecoach road nearby. His hotel's sign read "Entertainment for Man & Beast." When the hotel failed to make a profit, he tore it down and built a general store.

Silas Bowers was a resident of Numa who fussed and feuded with most of his neighbors, especially Nathan Sidwell. His gang called the "Regulators" did his dirty work. He had John Reeder set fire to Nathan Sidwell's barn. Bowers was caught and confined to Crabb's warehouse at Lyford. When he was sent to Illinois, he was attacked by two men and supposedly killed.



Top: We hiked up the canal prism on the towpath, found a road in the prism and saw houses on the berm side of the canal.
Bottom: We walked back down the towpath and saw that the Wabash River is undercutting the towpath.

Photos by Tom Grimes

Our next stop was at the Springbrook Rod & Gun Club located at the county line between Parke and Vigo counties. It had a large parking

lot for our buses. We hiked the canal prism along the river for about a half mile and back. The canal prism and towpath are very well-defined. The Wabash river bends there and is eroding into the towpath. Many home and camps have been built in or alongside the prism. A gravel road runs in the canal prism to these buildings. On returning we enjoyed Archway cookies donated by Jim & Ruth Ellis, more bananas, and cold water and pop.



At Otter Creek in Vigo County the canal prism is clearly see. We did not find any remains of Aqueduct #13, which once crossed the creek. Photo by Bob Schmidt

the courthouse, The first courthouse built in 1826 burned in 1861. Another one was started in 1829 and finished in 1832. The current courthouse was built in 1879. We also saw Beechwood Park, which was the home of the traveling Chatauqua programs that started in 1911; the old jail; the historic district with fine homes built before 1900; the library; and local businesses, which donated door-prizes for our event.

Arriving back at the inn, we had about an hour to rest and freshen up before dinner in the inn's dining room. Our annual meeting was then held in the Lusk room. The speaker for the evening was Esther Colleen Ducan. She gave a first person presentation of Mary Maxwell Bratton, wife of William Bratton, who was with the Lewis and Clark expedition. She was asked many questions following her talk about Lewis and Clark and about the pronunciation of Sacajawea.

Our last stop was at the site of Otter Creek Aqueduct #13. Nothing remains of the open trunk aqueduct. It was in section #151. The section was to be 39 chains long (2,574 feet) and was estimated to cost \$10,050. The aqueduct had 4 spans of 40 feet in the clear. The piers and abutments were all built of timber and rested on a timber foundation that went entirely below the bottom of the canal. Today the prism is clearly defined. Wildflowers grew on some of the canal banks.



Top: Colleen Duncan portrays Mary Maxwell Bratton and tells about the Lewis and Clark expedition. Pictures of Turkey Run are displayed behind her from Charles Davis. Photo by Chuck Huppert

Bottom: Larry Turner (l) presents the Kicks & Kapers Award to Dan McCain. Photo by Bob Schmidt

The canal continued on to Terre Haute, the jumping-off place for the Illinois country and the west. Terre Haute's population doubled within 2 year's of the canal's arrival. Jesse Williams, Wabash & Erie Canal chief engineer, was surprised when the state suddenly ordered the canal continued on to Evansville and the Ohio River.

We left Otter Creek and headed back to Turkey Run Inn. At Rockville the bus took a tour around

Sue Simerman presented a slate of directors up for election. Each year CSI elects one third of its

18 member board of directors for a three year term. They included Don Haack, Lynette Kross, Betty Lockhart, Dan McCain, Jerry Mattheis, Carolyn Schmidt, and Chuck Whiting. (The board later re-elected its officers: Bob Schmidt, president; Chuck Huppert, vice-president; Cynthia Powers, secretary; and Jim Ellis, treasurer.)

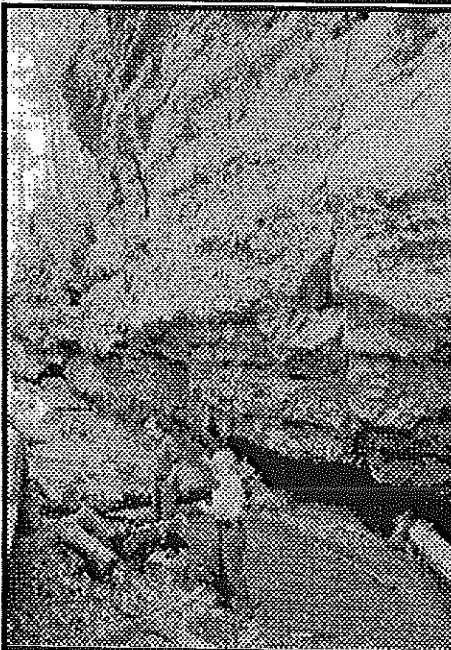
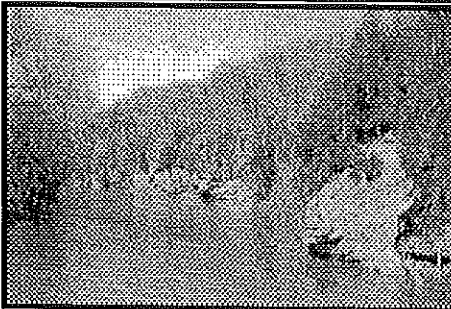
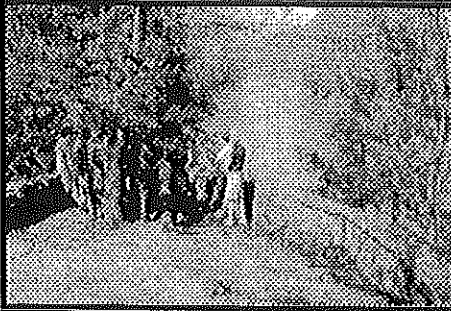
Area reports were given by Tom Castaldi, Jeff Koehler, Chuck Huppert, Dan McCain, and Bob Schmidt. CSI is donating \$6,000 to Carroll County Wabash & Erie Canal, Inc. for the Canal Interpretive Center in Delphi. This is the third installment of a pledge. To date CSI has donated \$30,000 to that organization..

Door-prizes were awarded (see tour thank you list of donors). The Kicks and Kapers award candidates were presented by Carolyn Schmidt. The award is given to someone who inadvertently adds some fun or humor to a tour. Larry Turner, last year's recipient, calls it the "dummy" award. Larry passed the plaque on to Dan McCain, who couldn't find Tom Castaldi to get his luggage from the car, didn't know his room number since he also couldn't find Paul Brandenburg, and had gotten onto the wrong bus that afternoon. Dan accepted the award graciously and will pass it on at the fall tour.

SUNDAY

Sunday morning canawlers met in the inn's Pioneer Room to learn more about the Lusk family and its home built in 1841. We saw the exterior of the home later in the day but could not get inside. It was closed until later in the spring. Last fall Sandy Billing took slides of the home so that we could see its interior. These were shown before we went to the nature center.

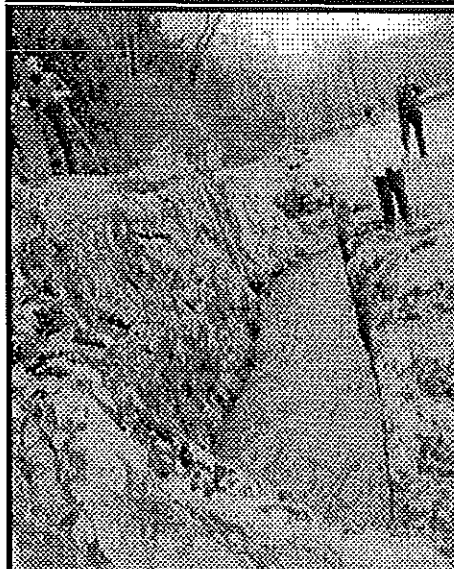
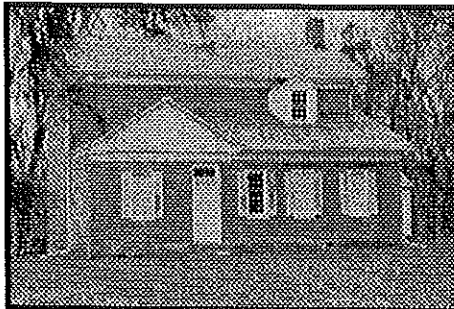
We hiked to Sunset Point along Trail 6; crossed Sugar Creek via



a suspension bridge; saw the grave of Richard Lieber, who was the founder and director of the Indiana state park system; and saw the log church. Barbara Cummings, head park naturalist told us some of the canyon's story, gave geological facts, and repeated some legends.

We formed a car caravan to drive to the Lusk home where we parked. We saw the exterior of the home, the site of Lusk mill and the "Narrows" covered bridge. We also saw cuts in the stone where the mill was located.

Our caravan then drove to the Cox Ford covered bridge. There we heard the history of this 1913 bridge.



Our last stop was a Gobbler's Knob Country Store where we could purchase snacks and buy crafts. We learned how the building that was once a CCC dining hall was moved to U.S. 41. This was the official end of the tour. Some canawlers said their goodbyes, some went to area restaraunts for lunch, and a group composed of Paul Moffet, Dan McCain, Paul Brandenburg, Dan & Ceri White, Roy Swonder, Brian & Judy Stirm, and Carl & Barbara Bauer went to the Skinner Farm Museum in Perrysville.

On Saturday night Dan McCain had extended an invitation from Norman Skinner to come and see his farm museum, which is located three miles west of Perrysville on SR 32. Skinner has 18 historic buildings that he has moved to his 80 acres. These include six log cabins, an 1918 round barn, an 1890 country school, a blacksmith shop, a jail, a printing shop, an 1830s tavern that has a hole in the ceiling where slaves hid, an eight-sided office that once housed a justice of the peace, and a 70' by 42' warehouse constructed with one-foot square hewn oak timbers that was once on the Wabash & Erie Canal. It still had a scale, the overhead rope and hook crank pivot. Canawlers would love to see the latter moved to Canal Park in Delphi. His collection of antique cars, tractors, a limo, and farm equipment surround his two-story brick farmhouse, built by his great-great-grandfather in 1844.

We will meet again for the CSI fall tour at the Falls of the Ohio in Jeffersonville, IN on October 1-3, 2004. We are also planning another trip on New York's Erie Canal on Sept. 21-23, 2005 to see the other half from Syracuse to Albany on the Emta II.

"Canal Connections" 146 page tour guide is available for \$13, which includes shipping & handling, from: Canal Society of Indiana, P.O. Box 40087, Ft. Wayne, IN 46804.

One: Sunset Point overlooks Sugar Creek in Turkey Run State Park. Photo Lynette Kross
Two: We crossed over Sugar Creek on this suspension bridge. Photo by Lynette Kross
Three: Sugar Creek is seen here from the suspension bridge. Photo by Tom Grimes
Four: Dr. Roy Swonder (l) listens as Barbara Cummings explains the geology and history of the area. Photo by Tom Grimes
Right Top: We visited the home of Salmon Lusk as seen here from the back. L. Kross
Right Bottom: Salmon Lusk's mill sat atop these rocks. Cuts in the stone are all that remain of the mill. Photo by Lynette Kross

THANKS TO THE FOLLOWING FOR A SUCCESSFUL TOUR



March 26-28 22nd Annual Meeting Turkey Run State Park Inn

Theme: "Canal Connections"

Friday Night: Registration & Dinner at Turkey Run Inn

Saturday Noon: Rockville IGA box lunches at Montezuma park (canal basin)

Saturday Night: Dinner at Turkey Run Inn

Hosts and Docents: Charles Davis, Berky & Bill Davis, Sandy & Leon Billing

Tour Refreshments: Leon & Sandy Billing, Jim & Ruth Ellis, Don & Betty Haack, Bob & Carolyn Schmidt

Logo: Nate Tagmeyer Button Badges: Stein Design - Kendallville

Tour Books: Charles Davis, Carolyn Schmidt

Goodie Bags: Sandy & Leon Billing, Berky & Bill Davis, Carolyn Schmidt, Turkey Run Inn

Name Tags, Recognition Gifts: Carolyn Schmidt

Door prizes: Sandy Billing, Berky Davis

Displays: Sandy & Leon Billing, Charles Davis, Don Haack

Donations from:

Leon & Sandy Billing, slides, pictures, posters, honorarium for Barbara Cummings

Sandy Billing's parents, hard candy and candy bars

Bill & Berky Davis, Parke County beige tote bag

Jim & Ruth Ellis, Archway cookies

Ernest & Helen Ellis, frogs on rocks

First Financial Bank in Terre Haute, yellow key chains, microwave popcorn

Gobbler's Knob, candy sticks

Nellie Myers of Turkey Run Inn, turkey plate

Parke County, Inc., red and navy zippered tote bag

Rockville Chamber of Commerce, maps of Parke County

Bob & Carolyn Schmidt, recognition gifts for tour committee

Steel Your Heart and Country Grapeville, metal tricycle flowerpot stand

Terre Vin Winery, bottle of "Parke County White" wine

The Fiber Closet, Lady's plaid bonnet and rose-scented glycerin soap

The Villager's, 2 boxes homemade fudge

Vigo County Visitors and Convention Bureau, Guide to Terre Haute/Vigo County

F. Program: Slides of the Wabash & Erie Canal in Parke and Vigo counties - Charles Davis

S. Program: Mary Maxwell Bratton/Lewis & Clark - Esther Colleen Duncan

S. Program: Slides of the Salmon Lusk home - Sandy Billing

Tour: Saturday: The Wabash & Erie Canal in Parke and a portion of Vigo counties Buses: Cliff Hall Inc.

Sunday: Turkey Run Park Nature Center, hike to mill site, Salmon Lusk home, car caravan to covered

bridges, Gobblers Knob - Barbara Cummings, Charles Davis, Bill & Berky Davis, Sandy & Leon Billing

Board Elections: Sue Simerman presented slate. Newly elected Don Haack, Charles Whiting Jr. All other directors and officers re-elected

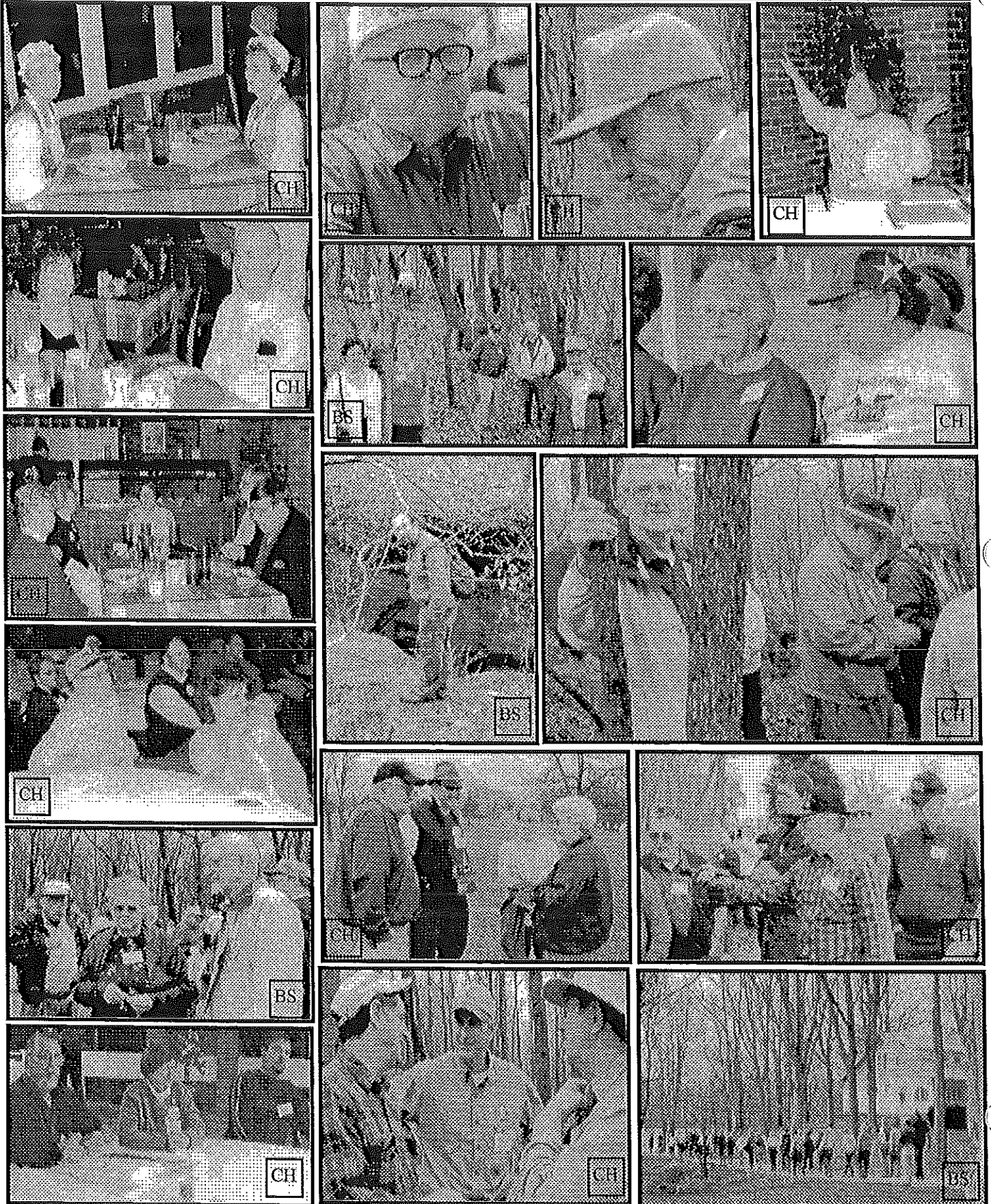
Kicks & Kapers Award: Dan McCain, presented by Carolyn Schmidt & Larry Turner

83 Attended States Represented: AL 1, IN 75, IL 4, OH 3

Attendees were: Darrell Bakken, Sally Bancroft, Carl & Barbara Bauer, Pat Beilke, Kenneth & DeLaine Bertsch, Leon & Sandy Billing, Terry & Ann Bodine, Donnie Bodine, Paul Brandenburg, Sue Burger, Tom Castaldi, Kendall Cochran, Earl Conn, Mary Crary, Charles Davis, Bill & Berky Davis, Curt & Debra DeBaun, Bill & Betty Easton, Larry & Margaret Eggleston, Ernest & Helen Ellis, Jim & Ruth Ellis, Guy Filchak, Richard & Donna Fontaine, Tom & Mary Grimes, Ed & Cleone Gruber, Dan & Betty Haack, Gerald & Jean Hulslander, Chuck & Lynda Huppert, Jeff Koehler, Lynette Kross, Annadell Lamb, Larry Ligget, Sam & JoAnn Ligget, Marilyn Smith Mann, Charlotte May, Dan McCain, Wayne & Judy Miller, Paul Moffett, Mike Morthorst, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Bill Shive, Phyllis Shive, Steve & Sue Simerman, Margaret Weir Smith, Brian & Judy Stirm, Lewis & Florence Stoelting, Roy Swonder, Michael Thrall, Larry Turner, Sharon Walker, Charles White, Dan & Ceri White, Dick & Linda Winchell, Wendall & Wanda Woods, Martha Wright

CAUGHT BY OUR CAMERAS

Those behind the lens were: Chuck Huppert (CH) and Bob Schmidt (BS)



**Sandy and Beaver Canal
Western Division
Canal Society of Ohio
Spring tour April 2-4, 2004
By Sue Simerman**

Having had a wet Friday for the Canal Society of Indiana (CSI) tour in March, six CSI members from Indiana drove through a wet Friday to attend another tour with rising waters. This time it was Sandy Creek, Nimishillen Creek and the Tuscarawas River that were rapidly flowing. This tour organized by the Canal Society of Ohio (CSO) was headquartered at the Sleep Inn in Bolivar, Ohio, where the Sandy and Beaver Canal crosses the Tuscarawas River to meet the Ohio and Erie Canal.

We assembled Friday evening at the hotel's meeting room for light refreshments and a slide presentation by Terry Woods, past president of both CSO and the American Canal Society. Terry started out by telling us that the Sandy and Beaver Canal was done "cheap and dirty." He has been studying this canal since 1968. He showed us slides of what we would see on the Saturday tour. He also told us he had had discussions with R. Max Gard, who had studied the Sandy and Beaver much earlier, and Max had warned him that the study of the canal is addictive. Terry agrees.

We started the tour from the hotel using two school buses from Rent-a-Bus Inc. Surprisingly they were a comfortable ride. We were able to get closer to some sites than we would have by using charter buses.

The Sandy and Beaver Canal is broken into three divisions, the western, the middle and the eastern. We followed it from the western end at Bolivar to the town of Hanoverton to include almost all of the Western Division. Few records are found about this canal. Research finds

discrepancies about the route and structures. Sometimes even signage is wrong, but our tour committee did a good job of pointing out what might not be correct and giving us their interpretation.

Digging of the canal began with the ground breaking on the Eastern Division near Dam No. 1 on Nov. 24, 1834. Work was stopped in 1837, was started again in 1844 and was completed in 1848.

Our first stop was the Bolivar



Larry Turner gave the history of the dam at Bolivar. Photo by Bob Schmidt

Dam. It is a "dry" dam in the Muskingum Watershed Conservancy District that was created to hold flood waters from Sandy Creek. It was constructed in the 1930's by the Army Corps of Engineers. We came here to see the remains of Lock No. 31, which was close to the dam, but because the gates of the dam were closed, there was too much water for us to see the prism and the lock location.

Specifications for the Sandy and Beaver's Western Division, changed during its years of construction, but when finished it had 31 locks averaging 7 feet deep, one aqueduct, one reservoir and five miles of slack water. It was 32 miles long.

Leaving the Bolivar Dam we back-tracked to view and walk the eastern embankment of the Sandy and Beaver Aqueduct that crosses the Tuscarawas River carrying the canal to Bolivar and connecting it to the Ohio and Erie Canal. We learned that the river was moved to allow

Interstate 77 to pass on the east side of Bolivar. We could not see any remains in the river of the wooden aqueduct. However, the power lines crossing the river and into Bolivar are close to the route of the canal.

We had to bypass the site of Dam No. 10 because of a road closure due to high water. The canal entered a slackwater here that eliminated the need for two locks that were in the original plan.

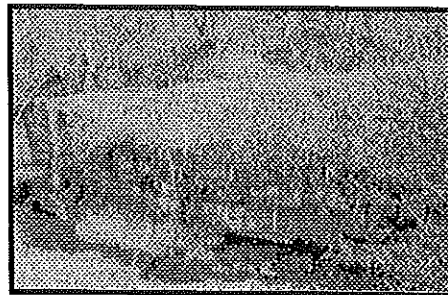
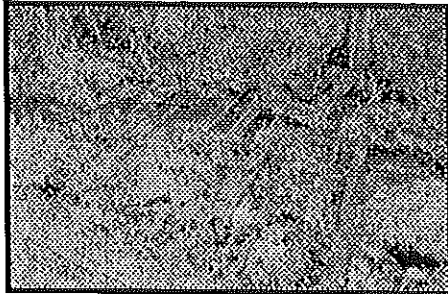
We passed the location of the first town of Sandyville (moved in the 1930's for the flood project onto higher ground) to see the present town. The Nimishillen and Sandy Canal that would have followed Nimishillen Creek north to Canton, Ohio was never completed, but we did make a stop to see some canal prism. Construction of this canal began in 1835, but by 1837, owing mostly to the financial panic, all construction stopped. Old Sandyville was the site of Lock No. 29 and the ruins of a mill.



The 1834 A.R. Elson Co. Magnolia Flouring Mills is still in operation. Photo by Bob Schmidt

Our stop at Magnolia, Ohio was at Elson's Mill. The mill still operates and is an impressive structure. The present owner led us on a tour inside the building and pointed out the back door where canal boats would come up to be loaded. She said the first canal boat came in 1847, this does not match up with the date of 1848 being the official navigation date for all of the Sandy and Beaver Canal, but it could still be correct for this portion of the

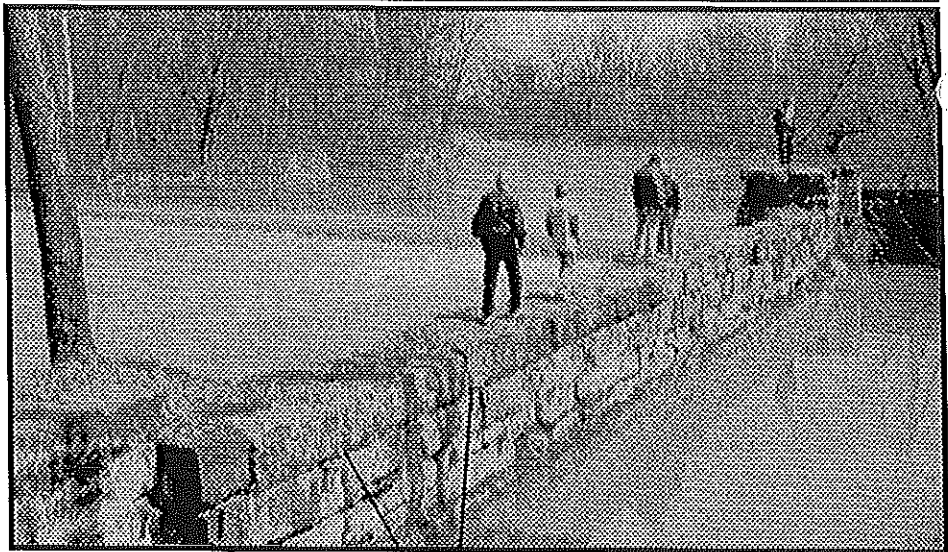
canal. She said that the canal ceased operation in 1852 due to a breach in Cold Run Reservoir and the coming of the railroad. Behind the mill is the location of Locks No. 24 and 25. Only one has remains to see.



Only rotted foundation timbers and a stone side wall remain of the locks behind Magnolia Mills. Photos - B. Schmidt

Back on the buses we headed east again for a stop at Dam No. 6 and the guard lock. This was the most intact sight along the whole Western Division. The Sandy and Beaver Canal Association is doing its best to maintain this guard lock, but it needs more help. They have used brick in the lower part of the lock wall where stone should be placed.

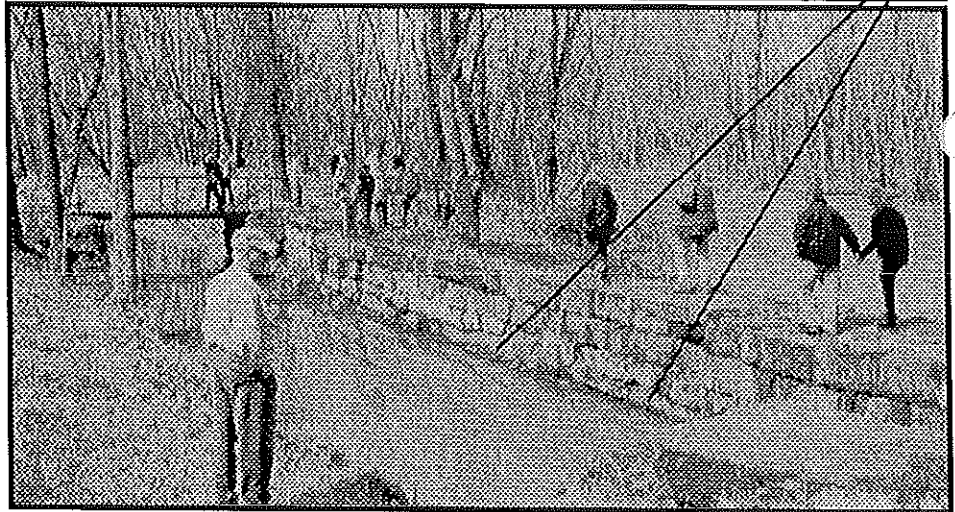
The locks that were built are composite locks (an inexpensive lock constructed of dry stone walls made watertight by nailing thick wooden planks horizontally to vertical timbers connected with iron wedge shaped pins to the stone walls). Remember the phrase "cheap and dirty." Some of the iron work such as the wedge pins, the goon neck (an iron strap applied to the coping stones to hold the gate collar in place) and cramps (inverted U-shaped iron bar used like a staple to hold together the coping stones) still remain in this guard lock. From this lock the canal boats going



Above: Dam No. 6 backs up Sandy Creek (left) between Magnolia and Waynesburg to feed the Sandy and Beaver Canal through this guard lock (right). Magnolia Mills gets its water through this lock. Note the iron work that held the planking that lined the lock.

Below: Canawlers scramble along the guard lock wall at Dam No. 6. Note the brick used to shore up the stone.

Photos by Bob Schmidt



east entered the slackwater navigation. Waynesburg is where the boaters exited the slackwater by using Lock No. 23.

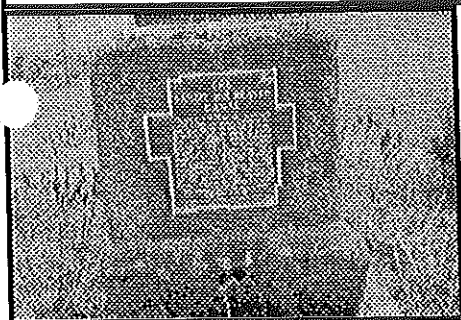
After passing the brick factory where canal prism can be seen, it was time for lunch. We ate at the Little Forest Inn, just west of Malvern. We had a delicious filling meal and had time to visit the two buffalo grazing at the rear of the property.

We stopped at Malvern Park to see both the deep canal prism next

to the road and the historical markers. One marker concerned the Sandy and Beaver Canal and the other was for the "Great Trail." We passed and/or walked to other canal remains, but again some were not in view because of the water depth.

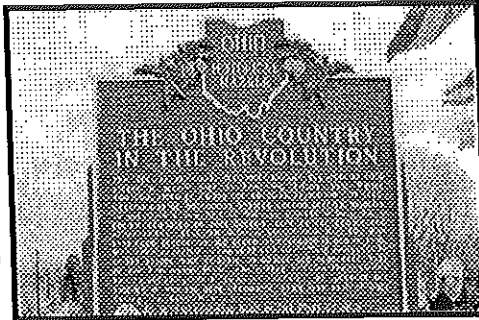
We drove through the village of Pekin. It was platted in 1808 and was a thriving port on the canal.

Minerva is a large town that once had a mill. A mural of the mill is on the side of a building by the mill site. We stopped at 409 Line Street



Sandy and Beaver Canal Planned in 1827 as an important trade route between Glasgow on the Ohio River, to the Ohio Canal at Bolivar, passed here. A basin and toll station were located nearby at Lodi, as well as Locks 19 and 20 and a canal dam. This segment of the Western Division was completed in 1845, and saw regular service between Hanover and Bolivar until 1853. The coming of the railroad and recurring floods caused its abandonment. Photo by Bob Schmidt

Street Park at Bolivar in the near future. They will have an Ohio and Erie Canal walking trail to link with other segments of the Ohio and Erie. Mr. Lebold explained how BOLIVAR RENAISSANCE was organized, how they apply for grants and presented other helpful information. He gave a short history of Bolivar and Zoar also.



This double sided marker reads as follows:
**THE OHIO COUNTRY
 IN THE REVOLUTION**

The western wilderness that later became the state of Ohio played a major role in American, British, and Native American strategy during the American Revolution. In 1778, General George Washington ordered General Lachian McIntosh to establish a new fort in Ohio to provide a base for a spring campaign on Fort Detroit., held by the British and allied tribes. That fall McIntosh set out from Fort Pitt with over 1,200 troops. On the nights of November 13 and 14, 1778. McIntosh's expedition camped at this site. They subsequently joined forces with friendly Delawares and proceeded west to the Tuscarawas River, where they fulfilled their mission by establishing Fort Laurens. Located at present-day Bolivar, it was the only Continental Army fort built in Ohio during the Revolution.

**THE GREAT TRAIL GATEWAY TO
 THE OHIO COUNTRY**

The ancient trail that passed near this spot was the major overland route entering the Ohio Country from the east through the 1700s. Also known as the Tuscarawas Path, the Great Trail was used by Native Americans, European explorers, fur traders, missionaries, military expeditions, land agents—and settlers after Ohio became a state. In January 1761, during the French and Indian War, Major Robert Rogers and thirty-eight rangers passed en route to Fort Pitt after taking Fort Detroit from the French. In 1764, during "Pontiac's Conspiracy," Colonel Henry Bouquet crossed here with an army of 1,500 men on his way to Coshachgunk (Coshocton), where he treated with the Delaware and freed captives. During the American Revolution, the Continental Army under General Lachian McIntosh camped here for two days in November 1778.

We were all invited to tour the museum up the street after the program. Many of us made the walking trip in a misty rain. The museum is located in a restored building. Being canal enthusiasts we mostly appreciated the Ohio and Erie Canal Museum on the lower level. The Zoar Museum upstairs included furniture and products made by the Zoarites.

This was a good tour even though we had to use the photos in our tour books at times to imagine what was at certain locations. Our docents Dan Schuster and Larry Turner and their committee did a marvelous job researching and planning the tour.

Sunday morning we awoke to find snow and ice on our cars and a brisk breeze in the air. Terry Woods had planned to lead some of us on a hiking tour, but due to the inclement weather we had a change of route and walked on the new Ohio and Erie towpath trail west of Bolivar. Taking a head count we only had five people brave enough or awake enough to follow him. Hoping we hadn't missed anyone, we left for the Ohio and Erie aqueduct site west of Bolivar to see where a pedestrian bridge will be built using the still solid piers and abutments of the old aqueduct. The hiking trail was just a little further west along Hwy. 212 and was made with crushed limestone. We used the new tunnel built through the railroad embankment, walked up to Wildcat Basin, which was a natural wide area, and continued to a culvert before turning around and returning to the motel.

to view a flat marker in someone's front yard that read "CENTER OF SANDY AND BEAVER CANAL." After stopping at another marker, we went to see Mendenhall's Reservoir and remnants of the feeder canal. There is water in the partial reservoir and an abundant wildlife population.

Our final destination going east was a drive through the historic town of Hanoverton. We then returned to the motel.

The evening banquet was held at the Zoar Tavern at the historic village of Zoar on Rt. 212 southeast of Bolivar. The town's history began in 1817 with the arrival of several hundred German Separatists. The Society of Separatists was a notable experiment in Christian communal living at Zoar. The society dissolved in 1898. The village buildings remain as a tourist attraction and are operated by the Ohio Historical Society.

Our speaker at the banquet was Richard Lebold, who told us about the grass-root movement of Bolivar and Zoar to create interest in the Ohio and Erie Canal and the Towpath Trail. They will build Canal

NEWS FROM DELPHI

CANAL MUSEUM GALLERIES NEARLY ALL COMPLETED

By Dan McCain

Each week brings the core of Canal Interpretive Center volunteers back to work on M-W-F mornings. This cadre of craftsmen has made such progress in the last year that the Center displays and exhibits are nearly all completed. Without these volunteers and donations of historic items there wouldn't be the exciting story of the canal in its 1850s heyday to tell.

Delphi is one of the few places where the public can access a reconstructed watered section of the longest canal in the USA and visit a brand new interactive history center, clean and full of intriguing galleries. In addition over seven miles of trails take the hiker to many historic vistas. Credit belongs to scores of volunteers in this Carroll County town as these hosts have no paid staff to rely on.

Mary Crary is one of those dedicated volunteers and also a board member of the Canal Association. She is shepherding the development of the Dry Goods Shop and has coordinated the decor of this "walk through" gallery. Originally the name was to be the "Millinery Shop," but because of the wider variety of items being planned for display in this exciting gallery its name was changed. A wall mirror and historic clothing on hooks inside the shop encourage the visitor to try on a costume and travel back to the 1850s.

Bill Draper has completed the carpentry for the Dry Goods Shop. Bill gained his expertise from being

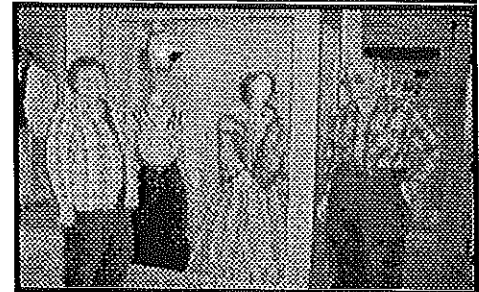
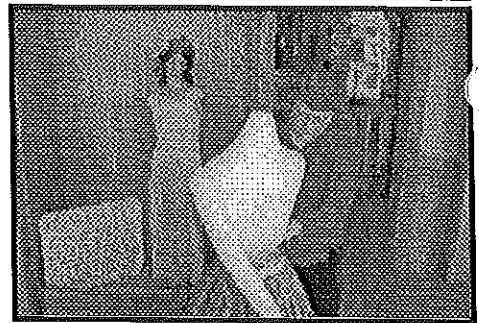
the head pattern maker for Peters Revington before he retired. Some of the beautiful wood trim comes from oak planks cut by volunteers four years ago during restoration of the 1873 Iron Paint Creek Bridge that now spans the canal three blocks from the Center.

An ornate and colorful lavender print wedding dress worn in 1853 by the Delphi bride of Dr. Edmond Spotswood is displayed. The silk dress was brought to Delphi from New York City on a Wabash & Erie Canal boat. It was given to the Canal Association several years ago by a decedent of the Schermerhorn family. The second dress was donated by Draper's wife Pat. The two dressed mannequins are displayed inside a case built by Draper. The case is covered with glass to show off the historic relics without having visitors touch the fragile fabric.

Another gallery now finished is the Archaeology display in a setting of an Irish Work Camp. A documented 1838-39 work camp found along the VanScoy Trail beside the Wabash River near Trailhead Park is listed on the National Register of Historic Places. Many artifacts including "Bullet," the skull of a mule with a bullet hole in his head, are part of this interactive exhibit. Electronic quiz boards allow museum visitors to match up artifacts with how they were used by the Irish workers.

A canvas covering replicates the "shanty town" atmosphere where Irish workmen lived during the construction of the Deer Creek Dam and nearby wooden Lock #33. The "cook shack" for feeding 300-600 workers was located by archaeologists seven years ago. Also next to the camp was the Wabash River. Typical woodlands are depicted by the dimly lit but colorful backdrop of this gallery.

All together a dozen galleries make up the Canal Interpretive



Top: Mary Crary dresses a mannequin in an 1850s dress.

Center: Mary Crary and Bill Draper stand before the case built by Bill.

Bottom: The Irish shanty-town exhibit frame is built by volunteers.

Photos by Dan McCain

Center located 11 blocks north of the Court House stoplight in Delphi. To see this marvelous interactive museum depicting the period of development, operation and demise of this historic canal, visit any Saturday 10 a.m. - 4 p.m. or Sunday 1 - 4 p.m. This facility is provided by the many volunteers of the Carroll County Wabash & Erie Canal Association. Admission is free.

EARTH DAY EVENT

By Dan McCain

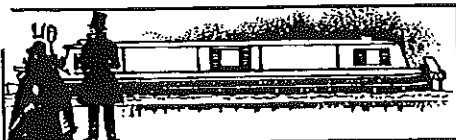
In Delphi the first sign of spring finds lots of people out enjoying Delphi's parks, the Wabash & Erie Canal and the many trails. Volunteers keep the trails at Trailhead, Riley and Canal Park in

good condition. After a long winter the trails were in need of repair. On Saturday, April 17 local youth gathered for PROJECT W.E.E.D. or "Wabash & Erie Earth Day" beginning at Trailhead Park 1 mile southwest of Delphi along Indiana 25. In the past EARTH DAY workdays have attracted 50-75 volunteers of all ages. This year the goal was to top 100 workers total for the three parks. Groups like 4-H, Scouts, church groups, and individuals of all ages were invited. Children worked together with parents or teachers. Volunteer "captains" supervised specific jobs.

Carroll County Wabash & Erie Canal, Inc. sponsored the event with support from the USDA/NRCS Earth Team. Those wearing Earth Team white hats were designated as "captains" and directed work and answered questions at the various sites.

After a flag raising ceremony at 9 a.m. and orientation the volunteers were assigned to work groups. They planted 350 tree seedlings along a new section of trail that was developed last fall. This section replaced the Robbins Trail that was so drastically altered by the flood last July. Whole sections of Deer Creek stream banks were ripped away and debris strewn by the raging waters. The tree and shrub seedlings will help to replenish the vegetation lost last year.

Other crews went to various locations on other trails, worked on the Riley suspension bridge replacement or renovated flower beds in Canal Park. Many brought their own tools marked with their names. They were provided a free lunch by Psi Iota Xi sorority. After finishing tasks and realizing how this helped their dynamic community, they felt good about their accomplishments.



DAN McCAIN RECEIVES SAGAMORE OF THE WABASH AWARD

By Carolyn Schmidt

Dan McCain, president of the Carroll County Wabash & Erie Canal, Inc. and CSI board of directors, was greatly surprised on April 20, 2004 when he was called forward to receive the "Sagamore of the Wabash" award at the annual meeting of CCW&EC, I held in Delphi's Canal Interpretive Center. Jim & Ruth Ellis, Bob & Carolyn Schmidt, and Steve & Sue Simerman from the Fort Wayne area represented CSI to congratulate Dan.

The Sagamore of the Wabash Award was created in the 1940s by then-Governor Ralph Gates (served 1945-1949). The idea for the award came to him when he attended a tri-state meeting in Louisville with officials from Ohio and Kentucky. His aides discovered that the governor of Kentucky was preparing Kentucky Colonel certificates for Governor Gates and Senator Robert A. Taft, who was representing the state of Ohio. He and his aides decided that Indiana should have an appropriate award to present in return.

The Sagamore of the Wabash is the highest honor that the governor bestows. It is a personal tribute usually presented to a Hoosier, or occasionally to a non-Hoosier, who gives distinguished service to the state or to the governor. Some winners have provided the governor with advice.

Among those who have received Sagamores have been astronauts, presidents, ambassadors, artists, musicians, politicians, and ordinary citizens, both men and women, who have contributed greatly to our Hoosier heritage. Rarely the award is given posthumously.

Northeast Indiana American



Dan McCain received the Sagamore of the Wabash Award. Photo by Jim Ellis

Indian tribes used the term "Sagamore" to refer to a lesser chief or someone the chief looked to for wisdom and advice. The "Wabash" River is the state river.

The awards are given at the governor's discretion. It is said that one governor even resorted to wearing full Indian headdress as he read the scrolls. Sometimes other state officials present the award. Indiana House Representative Rich McClain presented the award to Dan

Tom Castaldi, CSI Advisory Council and earlier recipient of the Sagamore Award, sent the following letter to CSI headquarters explaining the procedure in applying for the award and what Dan has done to receive it:

One of the requirements for the Sagamore is requesting the award from Governor Kernan through a sitting legislative member. A message supporting Dan's role as one who is leading a public-private project to the successful completion of the Wabash & Erie Canal Conference & Interpretive Center building in Delphi was sent to Representative McClain (Cass & Carroll counties), who welcomed and supported the suggestion. The request stated that Dan serves as president of the governing body of "The Canal Interpretive Center Commission" made up of representatives from: the Canal Corporation, City Parks Board and the City of Delphi. Funding for the building was secured from a Lilly Endowment grant through the Carroll County Community Foundation, a DNR grant, and INDOT's T-2 funding. Museum exhibits for inside the building were

financed with money granted by the DNR's Wabash River Heritage Corridor funds, and any/all donated money that he could secure such as that from the Canal Society of Indiana. Dan has worked for over 17 years to develop a community structure for his northern Indiana town of Delphi.

The facility today includes a 3,100 sq. ft. Canal Interpretive Museum that has become the centerpiece of a park and an extensive trail system serving citizens in this part of Indiana. He has been instrumental in the development of Trails, Park and the now newly added Center that together comprise a place of pride for all Hoosiers.

As the only publicly accessible 'watered section' of our nation's longest man-made waterway...the Wabash & Erie Canal...the Interpretative Center currently attracts tourists from Indiana and around the world with its rich history told through many colorful and educational interactive exhibits.

In completing the project, Dan has provided tireless leadership, persistent dedication and outstanding judgment to see the project through to completion. Yet he is quick to credit others for a museum that has been described by visitors as "outstanding."

Dan ignored the negative comments that believed the project was too great an endeavor for a small community and went on to lead a campaign that has raised over five million dollars. He is responsible for mobilizing a corps of dedicated volunteers, who

There is no record of the total number of Sagamores that have been presented, as each governor has kept his own roll and has reserved the right to personally select the recipients.*

The public was invited to come at 6:30 p.m. for a free "dessert bar" provided by the Canal Board of Directors. The short business session included election of directors and recognition of donors. During the meeting Bob Schmidt, CSI president, and Jim Ellis, CSI treasurer, presented the CCWEC, I with a check

continue to share their talents and time in the best spirit of building Indiana community pride. During regular monthly "Work Days," he has brought together people from all walks of life and interests to assist in the cause of celebrating the area's heritage. Boy Scouts from different parts of the state have earned their Eagle Scout rankings; teachers have taught students about archaeology; garden enthusiasts have made plantings along trails to beautify the area; skilled carpenters, blacksmiths, and stone masons have built structures; hard-working neighbors cut, graded and maintain trails for hikers; artists have created historical and directional markers; and musicians hold concerts in the Park. Dan has worked in a leadership role with the local chamber, Realtors and attorneys in acquiring all the necessary land for the Trail system as land donations, a remarkable feat.

Now, wedding receptions are taking place in the Center and educational lectures are being conducted on a regular basis. The Center's 12,000 sq. ft. of space features an exterior that replicates downtown Delphi in 1840. There is space inside for 275 people at round tables to enjoy programs and catered meals or even larger crowds seated theater style at assemblies including: plays, community gatherings, conferences, political events and social receptions offered for use and rent by the Carroll County Canal Association. Organizations such as the Historic Landmark Foundation, Wabash Heritage Corridor Commission, Canal Society of Indiana and the Division of Historical Preservation and Archaeology have held meetings in the Center.

for \$6,000 as the last installment of CSI's pledge for the Canal Interpretive Center. To date CSI has contributed \$30,000 to the group.

Featured speaker Esther C. Duncan in period costume spoke of historic events 200 years ago. Some of her talk was different from what she presented on the CSI tour.

*Source of Sagamore history:
www.in.gov/sic/about/sagamore.html



His community recently honored him with their Samuel Milroy Award, which recognizes Delphi residents who promote the economical and social well being to the town. Among his accomplishments has been working to preserve the Wabash & Erie Canal. He led a project to preserve the Paint Creek Bridge as a part of the Canal Park and Trail System.

Dan McCain served on the Indiana State Museum Foundation board during the capital campaign for the new building in White River State Park and I know personally of his dedicated work to help make that facility a success. He has or is serving in leadership roles for many non-profit organizations including: Canal Society of Indiana, Wabash River Heritage Corridor, Banks of the Wabash, Prophetstown State Park, American Canal Society, and is a credit to our state.

Dan stands as an example of how people can be brought together as volunteers to create purpose in a community. He has been able to improve community spirit by helping citizens remember their own rich history. The next step is to expand this success to neighboring towns...perhaps the old canal line is the perfect vehicle. Tom Castaldi

Trail of Death and Canal Elderhostel
 August 29-September 23, 2004
 Epworth Forest, North Webster, IN

Potawatomi Trail of Death - Shirley Willard, Don Perrot

Wabash & Erie Canal - Dan McCain
 Bus tour Wednesday: Chief Menominee statue, Fulton County Museum, Trail of Death historical markers to Delphi

Night at Camp Tecumseh YMCA
 Bus tour Thursday: Tour Delphi Canal Interpretive Center, follow canal to Logansport, return to Epworth Center

Native American cookout
 Ride "The Dixie" on Lake Webster
 Miami Indians to take part
 Learn connection of the canal to the Native Americans

Single \$705 Double \$592
 E-mail for info.: wwillard@rtcol.com
 574-223-4436 Indiana Awareness Center
 Fulton County Historical Society, Inc.

Cultural District Identity Program In Indy

After 37 rfp's were sent out, 17 businesses responded with creative proposals for the Cultural District. Those proposals were narrowed down to five finalists. The finalists made presentations Tuesday, March 2 to 15 panelists, representing the five districts, the Cultural Development Commission, Partner organizations and the City. While five very distinct and interesting proposals were heard, the group narrowed the list to two finalists. Two firms were selected to work collaboratively on this project.

"RLR Associates" and "three-sixty group" will form a creative team to develop the Identity Tool Kit for each district that includes nine components.

1. Logo
2. Tagline
3. Standard Marketing Message
4. Advertising Bug
5. Stationery Layout
6. Flyer Layout
7. Event Signage Layout
8. District Guide cover and inside page
9. Standards Guide for application of the identity elements

The goal of identity development for each district will be:

- * to create a consumer position that is compelling and differentiates the district
- * to select identity elements that can be used easily and consistently
- * and to insure that the identity elements can be used by the district, businesses within the district and partner organizations

Now that the creative team is in place they are meeting with each district to introduce themselves and to gather additional district input. Following these meetings RLR and

three-sixty group will develop identity concepts. They will be reviewed and finalized by late May.

The Cultural Districts are as follows:

- Broad Ripple Village
- Historic Central Canal and White River State Park
- Fountain Square
- Mass Ave
- Wholesale District

WE GET LETTERS

Chuck Whiting, CSI board of directors from Lawrenceburg, IN writes that the Argosy Casino and Hotel presented a check for \$36.5 million to the City of Lawrenceburg for 2003. The boat dock is very near the basin for the Whitewater Canal. This area of town has been greatly enhanced with money from the Casino. Is the basin in danger?

We get many letters and E-mails requesting genealogical information. We always reply with the best answers we have. Unfortunately canal workers moved up and down the line. There are only a few names listed in the census records that we have.

Maggie Samide E-mails that her g-g-uncle Robert M. McGrath (born in PA) worked on the survey party for the canal supposedly about 1839. She seeks information on who may have accompanied him and wants sources for further information. We assume she means the Wabash & Erie Canal.

Juanita Wise Santos E-mailed asking for genealogical information on a g-g-grandfather Michael Kennedy. She wonders from which counties in Ireland the canal men immigrated. She also wants information on the conflicts between the Irish working on canals from different parts of Ireland.

Eloise Clark, a former resident of Princeton (Gibson Co.) remembers picking mushrooms at what was known as the old canal (Wabash & Erie). Her great grandfather worked on the canal. She wants detailed information on that area of the canal and wants "The Final Link" tour guide.

Pat Stamm, a certified genealogical records specialist from St. Louis, MO is preparing a lecture and found articles in "Indiana Waterways," CSI's first publication, listed in a Persi search. She requests the following articles: "Census Records As Canal Search Sources," "Cincinnati & Whitewater Canal History," "Expansion of the Wabash-Erie Canal, 1845," "Frederick Brase, Canal Boat Captain," "Moving Via Canal, Naomi Clark Moffett Memories," "Passenger Traffic On The Central Canal, 1839," "Products on the Wabash & Erie Canal," "Jesse L. Williams, Canal Engineer, 1807-86," and "John Stopher, Indiana Canal Builder."

Judy Harvey from Wallace, IN sent an E-mail saying: "I found the following small article in The Parke County Sentinel, Wed., Mar. 3, 2004, p. 8, in the column "Around The Neighborhood; Tangier" by Bruce Brown. At the end of each of his columns Mr. Brown always adds some news from "Liberty a century back." This is news from early issues of the newspaper. This time it is:

"Sylvania, March 2, 1904.....Liberty township has a fine canal leading from the Sugar Creek township line westward to Tangier. A party of workmen gave it the finishing touch last fall by throwing a towpath on either side in such a way that much water leaks out of the center."

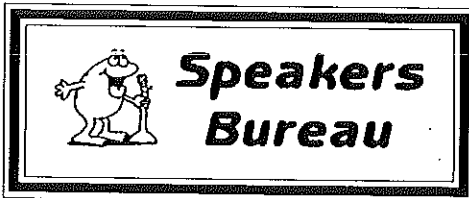
Judy descends from many Parke Co., Indiana pioneers and was raised in the county. She has never heard of a canal in this area. She sent this little item thinking that maybe it



would be of interest. She also included the phone number and address of Bruce Brown in Tangier, IN if we wished to contact him. We will put Charles Davis, who wrote "Canal Connections of Parke County" onto this project.

Mark Smith has been approached by a guest at the new Canal Interpretive Center in Delphi, IN wanting a list of canal-related resources such as books, videos, etc. He asked for assistance in developing such a list.

With all the requests CSI receives we need someone to develop a list of all the canal people and the information we have about them. We also need someone to index CSI publications "Indiana Waterways," "Indiana Canals," "The Canal Society of Indiana Newsletter," and "The Hoosier Packet." Indexing of tour guides would also be helpful. We have accumulated so much information that often we (Bob & Carolyn Schmidt) can't remember where it was published. HELPI



March 7 - Delphos, OH

Linn Loomis, CSI member from Newcomerstown, OH presented a 130 slides of "Ohio's Canals: Here and Now" at 7 p.m. on March 7, 2004 to the Delphos Canal Commission at the Eagles Club in Delphos, OH. There were around 80 people present. A question and answer period followed.

April 4 - Fort Wayne, IN

Dan McCain, president of the Carroll County Wabash & Erie Canal, Inc. and CSI board of directors from Delphi, IN presented a program about Indiana's Canals and the Canal

Interpretive Center in Delphi at The History Center in Fort Wayne at 2 p.m.

April 21 - Fort Wayne

Eighty-two Methodist retired ministers of northeast Indiana and their spouses were entertained by Bob and Carolyn Schmidt at their bi-annual meeting held at Aldersgate Methodist Church in Fort Wayne, IN at 10 a.m. Prior to the meeting coffee and pastries were served in the church lobby. During conversation time they could look at CSI's display of brochures, maps, books and booklets about Indiana's canals or purchase books that were recently published by two of the ministers. The meeting began with songs, committee reports and an election of officers.

The Schmidt's talked about the Wabash & Erie Canal around Fort Wayne and its impetus to community growth. Maps were given each attendee showing the routes of the canals in Indiana and Ohio and how they were an interstate transportation system. Carolyn once again was a canal traveler. She said that canawlers including the cook, who carried a flask on her hip for "medicinal purposes," needed ministers to curtail their drunk and brawling tendencies. The removal of the Native Americans by canal boat was pointed out on the map. A few common questions were asked during a short question and answer period, but no one came forth with new information such as we often learn at similar presentations. This was followed by a delicious meal.

CANAL NOTES

Whitewater Canal

The Whitewater Canal has been dredged cleaning out the accumulated silt east of Duck Creek Aqueduct. They were able to stay on top of the 1998 plastic liner for the most part with the old clay still

underneath. They had completed what they could do from the railroad (towpath) side of the canal and will continue to work from the Aqueduct west toward the town of Metamora. Time and weather will play a factor in how much is completed. They also plan to clean out by the Laurel Feeder Dam again this Spring. Other plans include a combination of workers and volunteers from the town painting the wooden cabin parts of the Ben Franklin III canal boat. Although the total color scheme is unknown, there will be less blue on the boat.

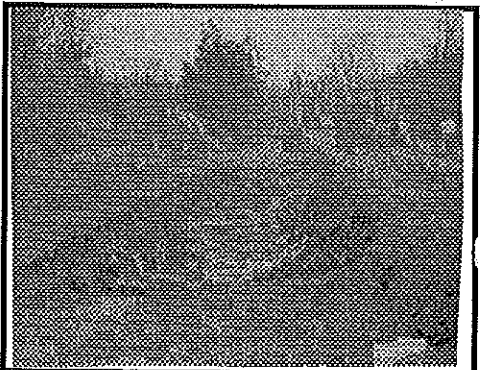
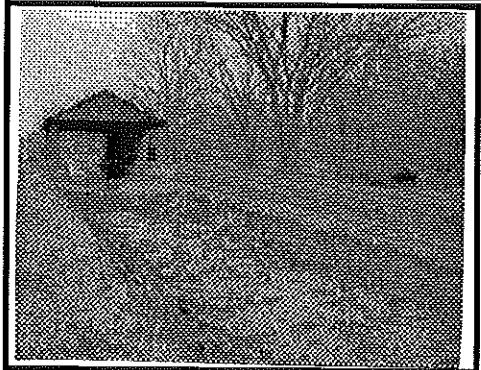
Jay Dishman, Managing Director of the Whitewater Canal Site

Wabash & Erie Canal

April 3: The Eel River Cross-Cut Feeder Dam historical marker placed along State Road 59 north of Clay City, IN on October 9, 2000 is missing. It appears to have been ripped off at the top of its post.

April 24: The missing historical marker on the Feeder Dam has been located. Seems someone noticed the marker was missing and

Silt has been removed on the east side of Duck Creek Aqueduct. Photos by Deb Alvey



found it on the ground next to the post. It was turned over to the State Highway Dept. who has it now waiting to put it back up. I talked to Larry Vaughan yesterday and told him we were never satisfied with the location of the marker. It was so close to the road a truck or large piece of farm machinery could knock it over. He told me that when they get ready to put it back up they would contact me and move it to a better spot.

Jeff Koehler, CSI board, Center Point, IN

Corinth Canal

We saw another canal while visiting Greece. The Corinth Canal was built in 1882-1883, is 4 miles long, 80 feet wide, 26 feet deep and the side walls are up to 259 feet high.

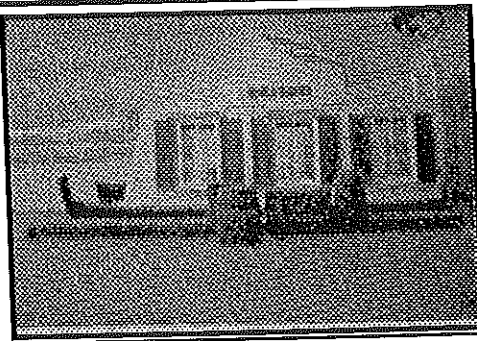
Chuck Whiting, CSI board member, Lawrenceburg, IN

HISTORIC FORKS OF THE WABASH HAS NEW EXHIBITS

May 1-2 the Historic Forks of the Wabash celebrated the renovation of its Interpretive Museum. They had costumed interpreters, dulcimer music, children's games, demonstrations, and entertainment plus 3 new exhibits: a Miami village on the Wabash River, a settler's log house, and the canal boat "Indiana" at the dock of Shearer's Warehouse.

The Little River entered the Wabash River at the Forks. Chief Richardville moved the Miami Council House there in 1831 after white entrepreneurs and settlers began moving into the Kekionga (Fort Wayne) area following the 1795 Treaty of Greenville, which removed Kekionga's control from the Miami. But the settlers did not stop at Fort Wayne. Huntington, Indiana had around 40 families of settlers by the mid-1840s. They encroached on the Native Americans living there.

Settler customs were not those of the Native Americans, who



Historic Forks has a new canal exhibit.

lived in small efficient dwellings; hunted, foraged or grew their own food; bartered for what they did not produce themselves; and followed old traditions. The settlers cleared the land, built log homes, cultivated large fields, used money, used products made hundreds of miles away, and had strict property lines. Native Americans lived with the land. Settlers tamed the land. The Wabash & Erie Canal served to connect these two cultures by bringing in settlers and providing transportation of their farm produce to eastern markets and by transporting the Miami from their land to Kansas Territory.



March 2004 - Texas, OH

"The Dreams Were Big For Texas, Ohio" was the title of an article by Richard Goss in Bend In The River. It was about the rise and fall of Texas — Texas, Ohio that is. It said that James Durbin bought land along the Maumee River in 1845 when "The Alamo" was being defended in San Antonio. He named his purchase Texas. It had a great location on the north side of the Maumee River and the (Wabash) Miami & Erie Canal. It sat between two ravines that kept it high and dry.

Although a post office was established there in 1846, the town's plat was not recorded until 1849. It became an important trading center

in Northwestern Ohio. On its eastern side a hydraulic canal was built. The county erected a mill. Soon Texas had a barrel factory, brick factory, handle factory, grocery stores, a gunsmith and warehouses. It had 18 buildings in town by 1852. A brick school was built during the mid-1800s with bricks made at the local brick factory. The Methodist Church was built in 1870. The Independent Order of Odd Fellows had a large hall.

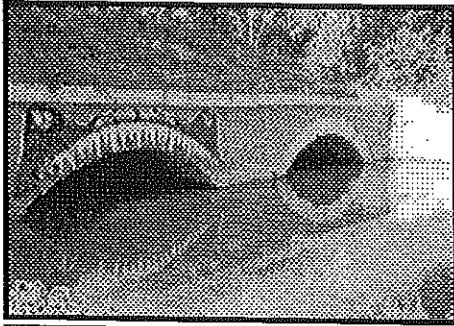
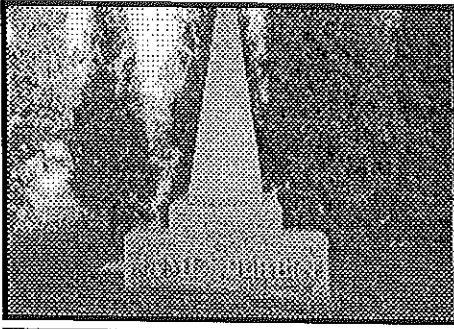
Mose Jackson ran the saloon. Its activities such as the drowning of the ferry operator, William Kitterman when he slipped off his ferry while being intoxicated, led to Mary Hardy's Women's Christian Temperance Union getting riled up. They entered his establishment and broke every bottle of whiskey in the place.

A 400-ft. deep well as drilled in 1866 by The Henry & Lucas Oil and Mining Company. It hit a pocket of natural gas instead of oil. At that time natural gas had little value. It simply blew all the tools right out of the hole. The well was capped and the land sold.

The soil contained sulfur and minerals. Capt. J. W. Geering built The Park Hotel & Health Sanatorium on the old well site. People came and bathed in the waters that they thought would improve their health.

Thomas Durbin, Jame's brother, was the blacksmith. He was also the county commissioner as well as serving in various other posts. With Tom's involvement in politics and Texas' growth, the town folk thought Texas would become the county seat. A county contract was signed with the brick factory to make the bricks for the courthouse, but the bricks were shipped by canal boat to another town, which had been chosen to be the county seat, thus adding insult to injury for the town folk.

The decline of Texas is attributed to its loss of the county



Top: Monument to James Durbin and his canal builders

Center: Vandals have painted "Jaws" on the side of Bad Creek Culvert facing the Maumee River

Bottom: Upstream side of Bad Creek Culvert built for the (Wabash) Miami & Erie Canal in Texas, Ohio

seat, the closing of the canal, and the entrance of the automobile, which allowed people to travel farther. The county eventually sold the ferry to a private owner for \$75. In 1903 the post office was moved to Liberty Center. In the 1930s the Methodist Church closed and is now a private home. A wall of the old school is almost all gone. The factories, mills, saloon, and warehouses are just memories for a few old timers. The abandoned canal prism is visible between U. S. 24 and the Maumee River.

Dick Kudner, CSI member, Perrysburg, OH

Editors note: A stone obelisk stands along the highway above a double stone culvert that passed the (Wabash) Miami & Erie Canal across Bad Creek. It has Sec. N 53. W. & E. C. Completed 1842 by James Durbin carved on it. He was very proud of his men's work. The culvert has been defaced by vandals. It can be seen from the mobile home court located between the road and river alongside the creek. Today the highway uses the culvert to cross Bad Creek.

March 18 - Riley, IN

"County Council Approves Study For Archaeological Probe Of Lock No. 47 Will Cost \$40,000" proclaimed the title of an article in the Terre Haute Tribune-Star. Robert Logan built Lock No. 47 in 1838 and the town of Riley in Vigo county grew up around it. One hand-cut stone wall and a few stones of the other remain of this excellently built structure that was on the Cross-Cut segment of the Wabash & Erie Canal. It was uncommon to have a stone lock on this canal, which had the majority of its locks built of timber. Plans are in progress to develop a new, 10 acre park at the site.

The first step is an archaeological investigation. Vigo County and Indiana State University must reach a contractual agreement before work can start. The \$40,000 study will include the stream bed as far south as Indiana 46. There are remains of a timber lock in the stream and a wooden box culvert upstream. The money for the study will come from the Economic Development Income Tax. They recently approved \$100,000 for park and recreation development.

Berky Davis, CSI member, Rockabilly, IN

Editors note: When completed, this park will be among other canal jewels along the 468-mile route of the Wabash & Erie Canal.



March 25 - Coshocton, OH

Fort Wayne, Indiana's monthly publication Aboite and About ran an article entitled "Roscoe Village, Canal Town." Roscoe Village at Coshocton, OH was an important port on the Ohio & Erie Canal. Edward J. and Francis Montgomery were the catalysts who started restoring the village. They bought the 1840 Toll House in 1968 and brought it back to its original glory. Thirty-five years later, Roscoe village has a Visitor's Center where an audiovisual presentation gives the history of the village and the canal; a 51-room inn; five restaurants; interpreters in the Toll House, Township Hall, Dr. Johnson's house and office, the blacksmith shop, etc. Other shops offer one-of-a-kind gifts in old time settings. A 45 minute ride on the "Monticello," a canal packet boat, down a section of the Ohio & Erie Canal is a ten minute walk from the Visitor's Center.

When the first canal boat "Monticello" arrived in the village on August 1830, it transformed the settlement into a thriving community by offering cheap transportation of people and goods. However, in 1913 the canal was damaged by a flood and railroads took over its business. The village decayed over 55 years and almost became a ghost town. Since its restoration it is a bustling tourist attraction. Its annual canal festival will be held August 19-20.

Jim Ellis, CSI treasurer, Ft. Wayne, IN

March 24 - Delphi, IN

"Canal Galleries Nearly Completed" was the title of an article in the Carol County Comet. It told how volunteers have worked together to complete the galleries at the new Canal Interpretive Center in Delphi that tell about life during the canal period. It had a picture of children in the dress shop trying on dresses and hats like those worn by children during canal time. Peters-Revening donated a wall mirror to

view themselves. Bill Draper made a glass display case for two periods that were donated from the Spotswood and Draper families.

The archaeology display shows items found in an 1838-39 Irish work camp. It includes the skull of "Bullet" the mule. It has a canvas covering displayed like that used for the cook shack that fed 300-600 canal workers. Seven years ago archaeologists located the brick oven used by the cooks.

Visitors register at the museum. The log shows that most of them come from out of town.
Dan McCain, CSI board member, Delphi, IN

April 7 - Lafayette, IN

The Lafayette Journal and Courier article "Exhibit Transports Depot's Visitors Back To Canal Days" said that the Wabash & Erie Canal timbers unearthed in 1993 by workers, who were digging a foundation for the old Big Four Depot as part of the Railroad Relocation project, are now on display in the lower lobby at the Big Four Depot on Riehle Plaza in Lafayette. When they found the hand-hewn oak timbers that once formed the canal's eastern wall downtown, work halted while federal historic preservationists reviewed the site. After a study and survey of the canal route, a piece of the wall was taken out and the timbers taken to Columbian Park's boat-house basement where they soaked in water for four years. In

1998 they were shipped to Jonathan Leader, the University of South Carolina archaeologist who oversaw the preservation of the Gronauer Lock timbers from Fort Wayne. They were soaked in polyethylene glycol (PEG), a nontoxic, biodegradable wax until the wax replaced the water inside the timbers.

The treated timbers have been placed in the lower lobby of the Big Four Depot at Riehle Plaza. The unique use of carpeting has a dark brown stripe representing the exact spot where the canal wall is 5 feet below the building, tan carpet for the land and blue carpet for the water that once was 4-feet deep in the canal. Four large posters designed by Terry Lacy, whose fine work is seen in Delphi's Wabash and Erie Canal Interpretive Center, show the canal's route through Lafayette; types of canoes, steamboats and canal boats; Lafayette maps and historic photos; and the Sample Packing House as it appeared during the Civil War. It was located between the canal and the Wabash River on Ellsworth Street. Henry T. Sample became one of Lafayette's earliest business tycoons and his home near Third and Alabama streets is one of Lafayette's oldest residences.

The massive oak timbers were used by Irish immigrants to build the canal through the area from 1838-1840. Lafayette's economy was put on a fast track between 1841-1874 by the canal. Railroads replaced the canal boats. The

Railroad Relocation project found that the steel rails for the Iron Horse were literally built upon the Wabash & Erie Canal, the longest man-made canal structure in North America.

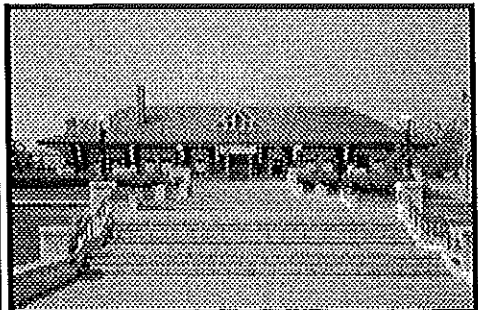
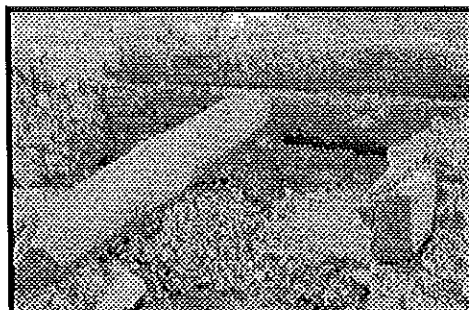
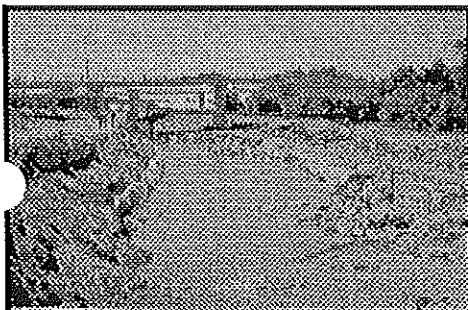
"Now, the Norfolk Southern Corp. railroad track closest to Riehle Plaza runs where the Wabash and Erie Canal's towpath once ran," said Liz Solberg, Railroad Relocation's executive director from 1987-2003, at the unveiling of the display on Tuesday, April 6. The display fulfills a promise made to federal historic preservationists. The exhibit is free to visitors.

The article was accompanied by pictures of the timbers, the huge posters, and an advertisement of the Wabash and Erie Transportation Company of Samuel Mahon, L. G. Thompson, and F. Comparet from April 14, 1841. An insert within the article announced that a display "Century on the Wabash: The Story of Tippecanoe County" in the Tippecanoe County Historical Association's museum at 909 South St. has a larger display of the timbers taken from under the depot. It is open 1-5 p.m. Tuesday-Saturday — \$3 adults, \$2 students & seniors, \$1 children ages 5-12.
Charles Davis, CSI member, Rockville, IN

April 14 - Rockville, IN

The Parke County Sentinel ran an article about the CSI tour in the "Around The Neighborhood: Tangier" column. It said that 82 CSI members passed through Liberty

Left: Plastic covers the timber walls of the Wabash & Erie Canal route through downtown Lafayette. Photos by Bob Schmidt
Center: These hand hewn oak timbers were found during the Railroad Relocation project to move the Big Four Depot.
Right: The Big Four Depot on Riehle Plaza has a display in its lower lobby showing the timbers from the Wabash & Erie Canal.



during a 3-day event centered at Turkey Run Inn. Charley Davis explained the Lodi dam and guard lock where boats locked through in conjunction with the two mule bridges and Coal Creek road bridge. Joseph Gill was the locktender.

It mentioned Howard, Ephlin Cemetery, and the home of J.P. Lundgren, who once had five running tobacco presses in Rockville and a store in Howard where he sold cigars as well as shipping them by canal. Parke Brown now raises Clydesdale horses at the 1860s home of Riley Swaim, who built the dump carts used by the workers constructing the W&E Canal through Parke County. Oral histories of Tangier and Sylvania were given by docents on the buses before leaving Liberty township to go to "Devil's Den," Annapolis, West Union, Manwaring Mills, Montezuma, Armiesburg, Clinton Locks, Numa, and Otter Creek aqueduct site.

Slides shows were presented in the inn's Lusk room on Friday night and Pioneer room on Sunday morning. Sunday morning canawlers were guided by park naturalist Barbara Cummings. At the Lusk home the history of the Lusks and Turkey Run was related from the history Charley Davis wrote about the park. The tour ended at Gobbler's Knob.

Charles Davis, CSI member, Rockville, IN

April 19 - Cumberland, MD

An article entitled "Hikers Mark Creation of C&O National Park" said that Paul Hauck was one of 9 people, who walked 184½ miles along the Chesapeake & Ohio Canal in 1954 with U.S. Supreme Court Justice William O. Douglas to call attention to the canal and prevent a highway from being built on the Maryland bank from Cumberland to Washington, D.C. Those who finished the trek formed the C.&O. Canal Association, a volunteer group that now has 1,100 members. In 1961 the C&O was named a national

monument and in 1971 the C&O National Historical Park was created. The C&O Canal operated from 1828 to 1924. Today the old towpath is a hiking/biking trail, which was used by 3.3 million people last year.

On Sunday April 18 Hauck (age 84) and 75 others began a two-week walk along the canal to commemorate the 50th anniversary of the Douglas hike. They camped most nights and were provided food by a supply crew that followed by car.

April 20 - Augusta, GA

An article entitled "Solomon Technologies Announces Augusta Canal Launches 2nd STI Electric Tour Boat" said that the Augusta Canal Authority announced the launch of its second tour boat "William Phillips." It joins its sister ship "Henry Cumming," an electric-powered reproduction of the Petersburg boats that carried bales of cotton and other cargo down the industrial canal during the Civil War era.

"The "William Phillips" is 65 feet long and has a 12 horsepower electric propulsion system produced by Solomon Technologies. This makes it easier to maneuver the heavy boat in the narrow canal, which has many obstructions.

The Georgia Department of Industry uses the Augusta Canal to promote the city by taking travel journalists, VIPS, and representatives of new business prospects from across the nation on a tour. They plan to use the rides for those registered for Augusta's world-famous Masters Golf Tournament as part of a business recruitment drive during tournament week.

The new boat was built by Rusty Fleetwood of WBG Marine in Tybee Island, GA. He appreciates Solomon's new technology in its proprietary propulsion systems and patented Electric Wheel. He says it

offers a unique electric motor design that has the ability to efficiently regenerate electricity and can be used by new boat designers as well as those replacing diesel motors.

Editors note: The unique Augusta Canal has three levels in the industrial portion of town. "In 1844, Col. Henry H. Cumming hired engineers to plot a canal from Bull Sluice east to Beaver Dam Creek to provide easier access to the city for cotton and produce barges, to furnish power for industrial development and to bring water into town for drinking, keeping down dust and putting out fires.

The August Canal Company was formed in 1845 and was publicly owned. It handled the financing and construction of the canal system. Col. Cumming was its president. Contracts were let, and while most of the laborers were slaves, crews probably included Irish workers and freed blacks as well.

The first water flowed through the gates on November 23, 1846, into the canal's first level, which was 7 miles long, 5' deep, 40' wide at the surface, 20' wide at the bottom, and capable of producing 600 horsepower for industry. The second and third levels were completed in 1848 bringing the canal's full length to 9 miles. In the 1850s the banks were raised to increase the canal's depth to 7 feet.

Back country farmers shipped cotton by narrow Petersburg boats down the river, through the lock, and down the canal to the 13th Street Basin, where it was loaded onto wagons and carried to the market at cotton row on Reynolds Street. By 1850, 25,000 bales of cotton were brought to Augusta yearly.

Ownership of the canal was transferred in 1849 to the August City Council, where it remains.

An 1872-1875 enlargement left the canal much as it is today: 9 miles long, 11' deep, 150' wide at the surface, 106' wide at the bottom, and capable of producing 14,000 horsepower. At the time of the enlargement, contractors brought in over 200 Chinese. They settled and formed the beginnings of Augusta's prosperous Chinese community."

Source: Augusta Canal Explore/A Self-Guided Adventure brochure