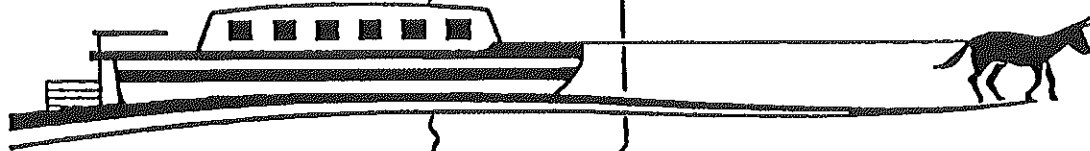


THE
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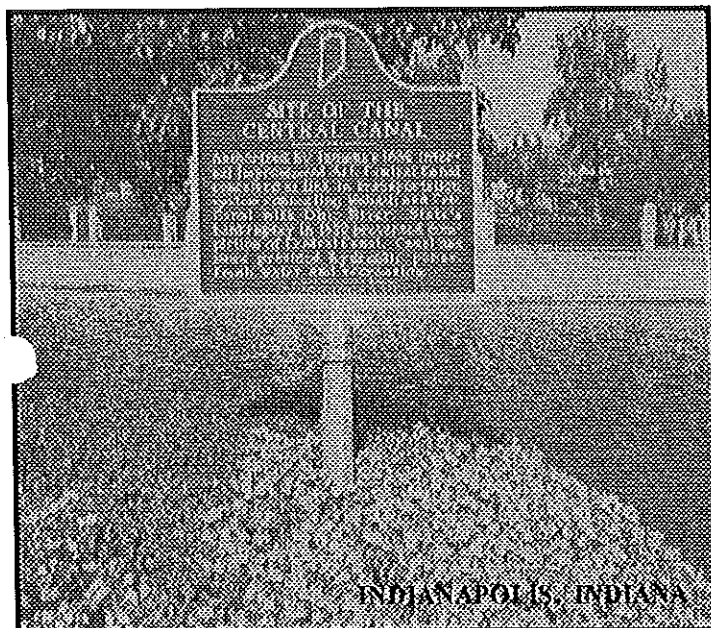
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 4 NO. 1

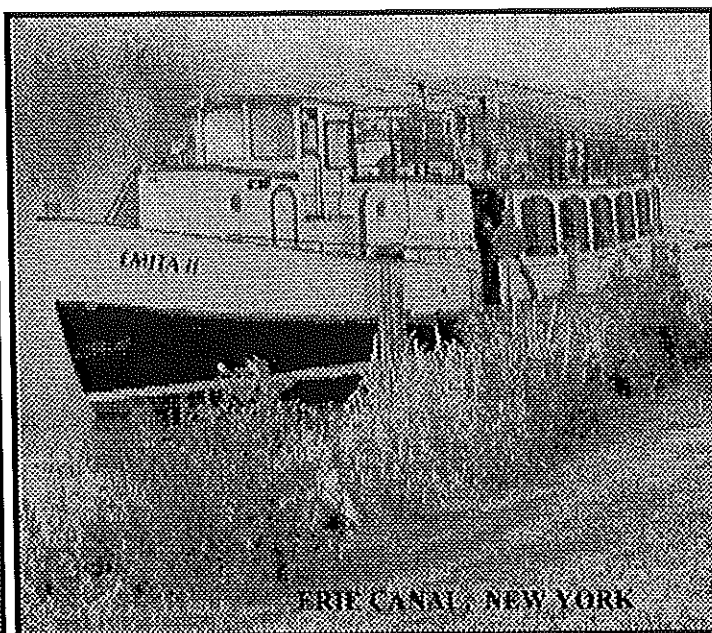
P.O. BOX 40087 FORT WAYNE, IN 46804

JANUARY 2005

“RINGING IN” 2005!



INDIANAPOLIS, INDIANA



ERIE CANAL, NEW YORK

CSI is planning two exciting tours for 2005. Visit historic Zionsville and stroll along the Central Canal in Indianapolis on April 8-10 headquartered at the Comfort Inn on Wesleyan Rd.. Glide along the famous Erie Canal from Syracuse to Albany, NY aboard the Erita II on September 21-23. Photos by Bob Schmidt & Lynette Kross

Features

1. We're Proud
2. 2004 CSI Accomplishments
6. CSI Annual Board Meeting
8. St. Joseph River Tour
9. Culvert #151 Near Terre Haute
11. Canawlers At Rest: Marcus Sherwood
13. Maumee Valley Heritage Corridor
14. News From Delphi: Trail Blazing On The Old Monon Railbed, Canal Talk & Walk, Folklore of Christmas Ornaments, Next Year Boat On The Canal, Riley Park Suspension Bridge
16. Whitewater Canal News: Whitewater Valley Railroad Receives State Grant, Whitewater Canal Committee
17. Genealogy Search: Elijah Bunyan
18. Prairie Creek Arch Culvert # 73 Near Peru
19. Speakers Bureau: Indianapolis, Richmond, Center Point, Ft. Wayne
19. In The News: Delphi and Lafayette Transportation Museum, Whitewater Canal At Metamora, Peru Toll House, Roanoke, IN
21. "Overcoming Obstacles" Tour Continued

WE'RE PROUD

CSI is "Ringing In" 2005 with plans for two great tours and a grand list of accomplishments made in 2004. Without the support of many volunteers who have conducted tours, written articles for The Hoosier Packet, done basic research, donated to the archives, built exhibits, presented programs about canals, and contributed money beyond the basic \$22 individual/family membership level, this would not have been possible. We hope each and every member will continue to support the society with their time, talent, and contributions above the basic \$22 dues level. With the extra gifts we support projects at canal sites such as Delphi's Canal Park, Cambridge City's Vinton House, canal trails and signage.

EDITOR: CAROLYN SCHMIDT

5205 WAPITI DR. FT WAYNE IN. 46804

260 432-0279

2004 CSI ACCOMPLISHMENTS

ARCHIVES

Books, videos, newspaper clippings, canal notebooks and a great number of photos from tours donated

ASSISTANCE

CSI was contacted numerous times by people researching their ancestors. CSI also provided information and help to several authors writing novels, college students for papers, other students for projects and several museums for displays. Members participated in videos filmed and written by Ball State students. Members were interviewed for numerous newspaper articles about canals.

BOARD MEETING

November 6, 2004, Christian Church, Cambridge City, IN, Jerry & Phyllis Mattheis hosts, Western Wayne Heritage provided lunch, trolley ride Cambridge City to Connersville to tour of CEC (Root's building), 16 board members present 11 guests

BOARD MEMBERS

Kreig Adkins - Peru	Lynette Kross - LaPorte	Cynthia Powers - Roanoke
Bill Davis - Rosedale	Bette Lockhart - Marion	Bob Schmidt - Ft. Wayne
Jim Ellis - Ft. Wayne	Dan McCain - Delphi	Carolyn Schmidt - Ft. Wayne
Don Haack - Ft. Wayne	Jerry Mattheis - Cambridge City	Sue Simerman - Ossian/Poe
Chuck Huppert - Indianapolis	Mike Morthorst - Cincinnati, OH	Chuck Whiting - Lawrenceburg
Jeff Koehler - Center Point	Gene Paschka - Ft. Wayne	

COUNTY HISTORIANS OF CSI

Allen Co. - Thomas Castaldi	Miami Co. - Kreig Adkins	Vigo Co. - Mike McCormick
Clay Co. - Jeff Koehler	Wells Co. - Craig Leonard	

CSI ACTIONS

6 CSI members attended CSO tour of the Sandy & Beaver Canal at Canton, OH April 2-4, 2004
8 CSI members attended the American Canal Society meeting St. Catherines, Ontario, Canada
8 CSI members attended the World Canal Conference in St. Catherines, Ont., CAN., June 2-4, 2004, Welland Canal
American Canal Society brochures sent to all CSI members
New Whitewater Canal brochures sent to all CSI members
Entertainment Book Sales - Jim Ellis, Brian Migliore, Bob Schmidt

IN MEMORIAM

12-16-2003	Dale Stedman	age 81	Fort Wayne, IN
1-27-2004	Charles Willer	age 49	Fort Wayne, IN
6-29-2004	George Obear	age 95	Delphi, IN

NEW MEMBERSHIPS (11 family, 13 individual)

James & Norma Bertsch - Cambridge City, IN	Terry Lacy - Delphi, IN
Terry & Ann Bodine - Covington, IN	Jeannie Logan - Delphi, IN
Allan & Linda Corwin - Wakarusa, IN	Barton & Dixie Richardson - Indianapolis, IN
Robert & Wallace Dolan - Lafayette, IN	Dan Schuster - North Royalton, OH
Guy & Mary Ann Filchak - Clinton, IN	Laurence Seits - Benton, IL
Miriam Fitch - North Hills, CA	Lanny & Janice Simerman - Markle, IN
Richard & Donna Fontaine - Attica, IN	Patricia Stamm - St. Louis, MO
Charles Gish - Battleground, IN	Carol Stevens - Ft. Wayne, IN
William Harris - Evansville, IN	Larry Turner - Doylestown, OH
David & Caroline Hawk - Sugarcreek, OH	Gerry & Faye Underhill - Delphi, OH
Lee Hoard - Delphi, IN	Bonnie Willy - Muncie, IN
David Keith - Charlotte, NC	Mick & Jenny Wilz - Brookville, IN

THE HOOSIER PACKET - January 2005

PUBLICATION

The Hoosier Packet Vol. 3 No. 1-12, Carolyn Schmidt Editor

Canawlers At Rest Columns

William J. Ball	b. January 1, 1814	d. April 21, 1874	Resident engineer south div.
Willard Carpenter	b. March 15, 1803	d. November 6, 1883	Canal/railroad entrepreneur
Thomas Coleman	b. August 2, 1818	d. September 18, 1887	Warehouse owner shipped by canal
Joseph Darby	b. February 27, 1819	d. March 21, 1907	Built Central Canal Locks
Asa Fairfield	b. January 28, 1797	d. October 4, 1868	Canal boat captain
William Henry Harrison	b. February 9, 1773	d. April 4, 1841	9th President of the US
William C. Linton	b. 1794	d. January 31, 1835	Canal fund commissioner
McMannomy Brothers			
John	b. April 4, 1812	d. February 26, 1899	W & E contractor
Col. James	b. March 5, 1824	d. July 20, 1908	Helped build W & E Canal
James Brown Ray	b. February 19, 1794	d. August 4, 1848	4th Governor of Indiana
Philo Rumsey	b. March 11, 1811	d. ?	Manager of Rockhill House
Jesse Lynch Williams	b. May 6, 1807	d. October 9, 1886	Indiana Chief Canal Engineer

SPEAKERS BUREAU

<u>Date</u>	<u># People</u>	<u>Event</u>	<u>Presenters</u>
Yearly	1,000+	Historical Groups, Classes touring Delphi Speaking about Canal elsewhere	Dan McCain
Weekly	42,000	WBNI-WBOI Historical Minutes (audited average weekly tune-in number per program)	Tom Castaldi
11-17-2003	89	St. Charles Catholic School grade 4	Bob & Carolyn Schmidt
11-19-2003	45	Con. Elem. West Terre Haute grade 4	Sandy Billing
1- -2004	37	Brazil First Christian Church Golden Yrs.	Jeff Koehler
1-29-2004	57	Town House Retirement Com. Ft. Wayne	Bob & Carolyn Schmidt
2-10-2004	?	Anderson Library	Darrell Bakken, Chuck Huppert
3-07-2004	?	Delphos Canal Commission	Linn Loomis
4-04-2004	?	Ft. Wayne History Center	Dan McCain
4-21-2004	82	Aldersgate Methodist Church	Bob & Carolyn Schmidt
7-14-2004	20	Geography Educators Network	Chuck Huppert
8-11-2004	30	Fountain County Genealogical Society	Berky Davis
9-14-2004	34	Northrup High History Class Ft. Wayne	Bob Schmidt
9-15-2004	56	Voyagers of Christ Church Ft. Wayne	Bob & Carolyn Schmidt
9-15-2004	20	Grant County Historical Society	Bob & Carolyn Schmidt
10-21-2004	29	Genealogy Society of Whitley County	Bob & Carolyn Schmidt
11-04-2004	2	Indiana State Library	Chuck Huppert
11-11-2004	?	Friends Fellowship Community	Web Hall
11-12-2004	?	Masonic Lodge Father-Son Riley	Jeff Koehler
11-17-2004	18	Well Spring Red Hat Society Ft. W.	Bob & Carolyn Schmidt

TOURS

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

Name Tags, Recognition Gifts: Carolyn Schmidt

Door Prizes: Sandy Billing, Berky Davis

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

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

THE HOOSIER PACKET - January 2005

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

Oct. 1-3, 2004, Joint Fall Tour with Canal Society of Ohio, Ramada Inn, Jeffersonville, IN
Theme: "Overcoming Obstacles" Falls of the Ohio

Friday Afternoon: Registration at Ramada Inn

Friday Night: Buffet at American Legion Jeffersonville

Saturday Noon: Box lunches from Kroger in park

Saturday Night: Banquet aboard Star of Louisville and river cruise

Hosts and Docents: Mike Morthorst, Bob & Carolyn Schmidt

Tour Refreshments: Jim & Ruth Ellis (donated Archway cookies), Don & Betty Haack, Bob & Carolyn Schmidt

Tour Books: Mike Morthorst, Carolyn Schmidt

Goodie Bags: Cynthia Powers, Carolyn Schmidt, Jeffersonville VCB, Louisville VCB

Name Tags: Carolyn Schmidt

Recognition Gifts and Door Prizes: Donated by Bob & Carolyn Schmidt

Friday Program: Slides of Jeffersonville, Clarksville, & Louisville sites - Mike Morthorst

Saturday Program: River cruise

Tour: Friday: Bus tour of JeffBoat Buses from Miller Transportation of Louisville

Saturday: Car caravan to McAlpine Locks & Dam, Falls of the Ohio State Park Museum and Fossil Beds, Shimpff's Confectionery, Howard Steamboat Museum, Clark's Cabin

Sunday: Walking tour of Portland, KY - Mike Morthorst

83 Attended States Represented: AL - 1, IN - 49, IL - 3, OH - 28, PA - 2

TOUR EXPLORATION GROUP (Canal Sleuths)

Group of "Canal Sleuths" formed, 25 registered, Chuck Huppert chairman

TOURS OF INDIANA'S CANALS BY OTHERS

ARCH conducted tours of Vermilyea House in Ft. Wayne May 22, 2004, CSI in period dress

Ball State students toured Whitewater Canal from Hagerstown to Metamora, Mattheis

Brookville on Whitewater Canal tour attended by 21 people on March 21, 2004, led by Wilz

Ft. Wayne History Center group toured Delphi Canal Museum May 1, 2004, Tom Castaldi

Ft. Wayne History Center group toured W & E Canal Ft. Wayne toward Toledo

Ft. Wayne History Center group toured St. Joseph Feeder Canal and W & E in Ft. Wayne

Geography Educators Network toured the downtown Indy section of Central Canal, Huppert

Potawatomie Trail of Death and W & E Canal toured by elderhostel Aug 29-Sept 3, McCain & Willards

Whitewater Canal Trail Committee toured Central Canal and Gronauer Lock Exhibit at Indiana State Museum, Wilz

ACTIVITIES FOR EACH CANAL BY AREA

(Miami) Wabash & Erie Canal

Butler Co., OH - Mill Creek received \$1.085 million to develop hiking trail

Maumee Valley - History week featured the canal sponsored by Maumee Valley Heritage Corr.

Defiance, OH - Kohart writes children's canal historical novel *Secret of the Lockkeeper's House*

New Haven - Celebrated Canal Days with festival

Ft. Wayne - Bill of sale of Wm. Edsall (canal boat) brought to program; 1880 plan to enlarge canal to a ship canal from Toledo to Lafayette found; 2-3 canal markers planned for Rockhill Park; Wabash & Erie Canal financial papers

purchased by Neil Sowards; Vermilyea House and W & E Canal nominated to National Register of Historic Places; "The Landing" of the canal featured in Ft. Wayne magazine by Castaldi;

anoke - Old letters found about logs being shipped on the canal
Huntington - Historic Forks of Wabash revitalized museum with new canal exhibit
Lagro - Canal workers church rare organ being repaired

Peru - Historic bridge toll house renovated for canal & Indiana history center; old locktender's house to become church youth center; 19th century canal ledgers donated to Miami County Museum; Prairie Creek Arch endangered when county contractors removed 3 foundation timbers; Adkins organizing group to repair arch facade

Delphi - Flood damaged trails repaired by 100 volunteers saving \$100,000; 19+ narrated trail walks along the canal; canal reconstruction completed; canal park attendance from 25 states, 123 cities, 4 countries; applied for grant for canal boat and storage; \$500,000 grant received for Burnett's Creek Arch restoration and park; Colleen Duncan spoke about Lewis & Clark at annual meeting; items donated to complete museum exhibits; craft demonstrations given in canal museum; Interpretive Center highly booked for reunions, weddings, etc.; over 100 workers for Earth Day plant 400 trees and flowers; April 20, 2004, Dan McCain received Sagamore of the Wabash award; new fence erected by Boy Scouts at Canal Park entrance; second half of canal lock gate built; June 5, 2004 designated 7 miles of Delphi trails as National Recreation Trails; state trail workshop held at conference center; Psi Iota Xi sponsored canal mural by Terry Lacy; Lock 31-32 excavated by archaeologist finding canal boat remnants; published new tour guide and book about canal center facade; 4th of July Festival attracts visitors from 10 states and 45 Indiana cities; "High Bridge" trail announced; Riley suspension bridge replaced; \$25,000 received from Kerlin estate; project underway for hands-on games for 4th grade visits to canal museum; Archive room built in Interpretation Center; received 3 used pontoon boats for canal rides; applied for archeology grant for Deer Creek dam and guard lock exploration

Lafayette - Canal wharf timbers displayed at Tippecanoe Co. Museum

Armiesburg - Christmas Dagenet marker dedication June 12, 2004, Charles Davis

Terre Haute - Culvert No. 146 uncovered for viewing; Terre Haute bypass may compromise W & E Culvert 151; old canal brewing building later owned by Bleemel sold to restaurant owner

Riley - \$400,000 approved for Lock 47 excavation and new park

Jay City - Eel River marker ripped off post, later found, needs repair and put back on post

Greene County - Canal structure found at Lagoon Creek

Evansville - June 5, 2004 designated 3 miles of Pigeon Creek Greenway as National Recreation Trails;

Statistical Summary - water sources, dams and feeders with dimensions & mileage compiled into chart

Central Canal

Indianapolis - Cultural Districts established by Mayor, Chuck Huppert CSI representative; \$70,000 art initiative for sculptures in districts given with another \$200,000 in grants from Sallie Mae, first sculpture is circle representing Indy circle city, wavy line representing White River, and straight line representing Central Canal to be placed at bridge by Michigan & Indiana Ave.

Whitewater Canal

Hagerstown - Needs Whitewater Canal sign placed on Interstate 70

Cambridge City to Milton - Canal prism lost to bulldozer, Jerry & Phyllis Mattheis created a Whitewater Canal brochure; \$262,000 grant for proposed 23 information kiosks along National Road may include canal information at Cambridge City, Indianapolis and Terre Haute

Connersville - CEC raised \$15,000 to renovate Root's factory and put in canal displays; April 8, 2004 the Whitewater Valley Railroad erected signs at canal locks from CSI funding; railroad received \$254,400 for an interpretation and display area, including a new concrete pit and foundation for an 84 ft. turntable bridge from the B & O at Newark, Ohio, that has been in storage for the past 20 years.

Lawrenceburg - New Whitewater Canal Marker erected; canal basin almost lost to bulldozer

Metamora - State plans to source water from pumps vs. Laurel Feeder Dam for canal; Ben Franklin III canal boat painted and equipped with public address system; Ball State students studied lock remains, recorded findings; idea of using wells and pumps to supply canal with water scrapped; Chicago Tribune article says Metamora is making a comeback; Whitewater Canal Committee organized and is working weekends to build trail; Christmas Walk in town on weekends

Brookville - Whitewater Canal Committee building trail along canal from Metamora to Brookville with help from members and community service kids, Visteon gave \$16,000 to kick off project; Indiana will build the rest of the trail from Laurel to Metamora making together a total 14 mile trail; Wayne County - Ball State students prepared exhibits and videos about Wayne County Intersections: Traces & Trails - Whitewater Canal, Underground Railroad, Political Parties, National Road, & Quaker Trace

Cincinnati & Whitewater Canal

Cleves, OH - Committee is investigating correcting drainage into tunnel from Highway 50 and nearby high-school property, want to excavate facade of tunnel

Articles and Activities on Canals Elsewhere

- Augusta Canal - 65 ft. long powered boat launched on canal at Augusta, Georgia
- Chesapeake & Ohio Canal - article about trail along canal in Ft. Wayne Journal Gazette
- Erie Canal - Bids reopened for revitalization of land along the canal
- Illinois & Michigan Canal - \$550,000. new canal boat launched and plans for another by 2008 at LaSalle; Exhibit for 20th anniversary of I & M Corridor created; canal boat play structure built at Morris, IL; canal featured on Illinois Public Radio WUIS-FM; 10 ft. wide pedestrian/bike path constructed along Rt. 6 for I&M Trail access;
- James River & Kanawha Canal - Flooded by tropical storm Gaston in Richmond, VA on August 30, 2004
- Miami & Erie - Brewing barns taken down but towpath being preserved; foundations of ice houses found; Miami to Miami bike trail along old towpath proposed
- Ohio & Erie Canal - Ghost tours in towns along canal

Canal Society of Indiana Annual Board Meeting

The Canal Society of Indiana Board of Directors met at the First Christian Church in Cambridge City, IN, for its meeting on November 6, 2004. Hosts for the meeting were Jerry & Phyllis Mattheis of Cambridge City. A delicious noon meal of chili, apple salad, cold cut sandwiches, pie and a variety of desserts was prepared by members of Western Wayne Heritage and attractively served in the well lighted and equipped meeting room.

During the meeting board members gave reports about the canal in their area. It was clear to see that our efforts to stimulate interests in canals were coming to fruition. Canal activity is alive and well. CSI headquarters receives requests for speakers and inquiries about all of Indiana's canals and the people who worked on them from school children, authors, genealogists, teachers, historical groups, etc.. The activities for towns along each canal this past year is reported in the CSI

Accomplishments article.

There were two special presentations given. Mick Wiltz, CSI member from Brookville, IN and president of the Whitewater Canal Committee, gave a Power-Point presentation on the Whitewater Canal Trail. It will run 14 miles from the Laurel Feeder Dam through Metamora to Brookville. The portion of trail from Laurel to Metamora will be completed by the state of Indiana and the portion from Metamora to Brookville will be cleared by the Whitewater Canal Committee. This 14-mile-segment of the canal was put on the National Register in 1968.

Ron Morris, professor at Ball State University from Centerville, IN, spoke about the "Wayne County Intersections" displays, videos, and traveling trunks his students are developing. They will include information about the Whitewater Canal as well as four additional topics.

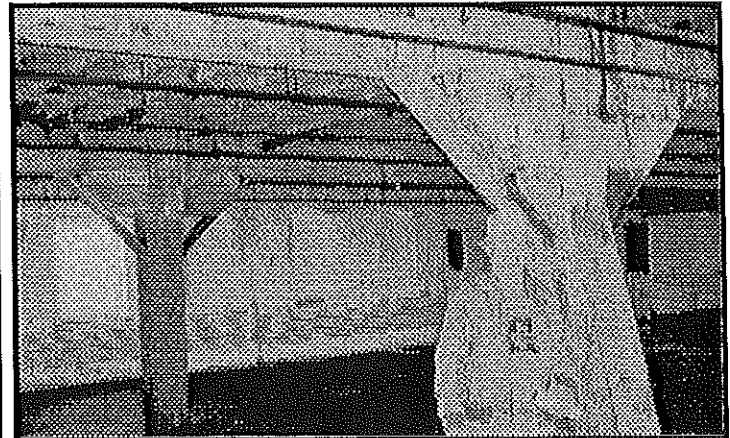
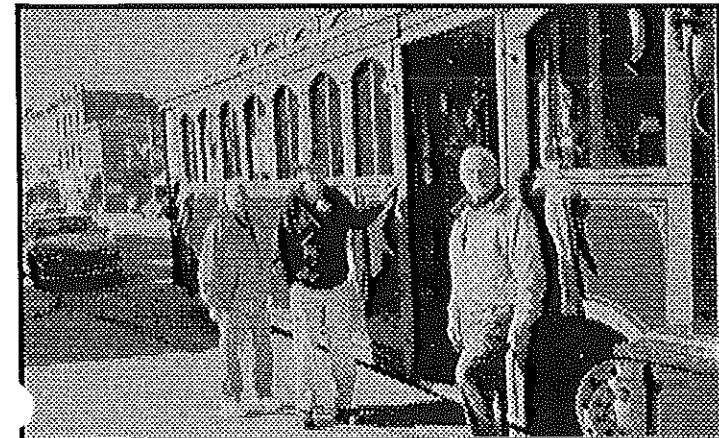
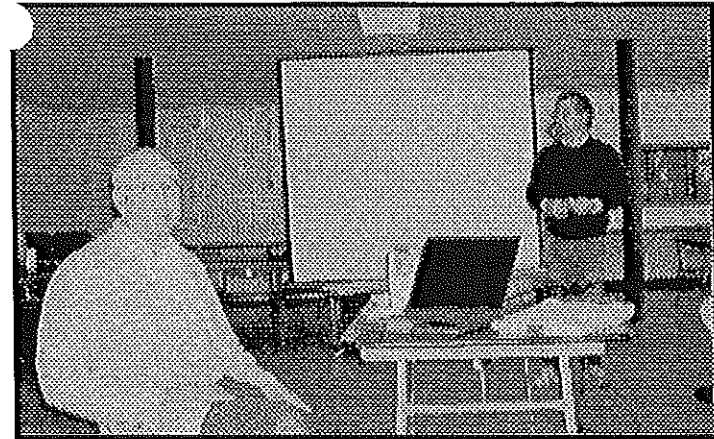
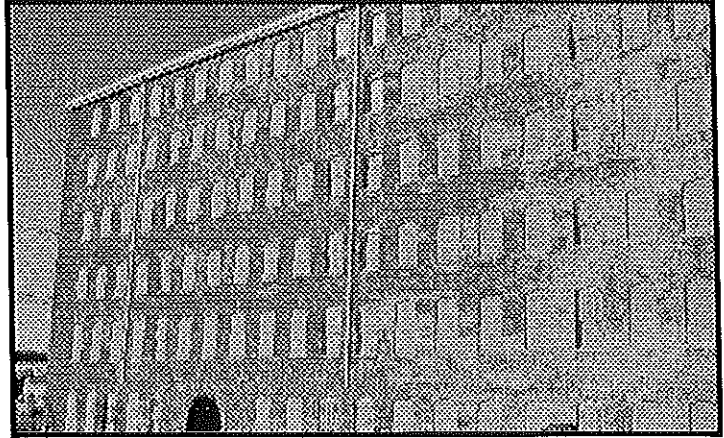
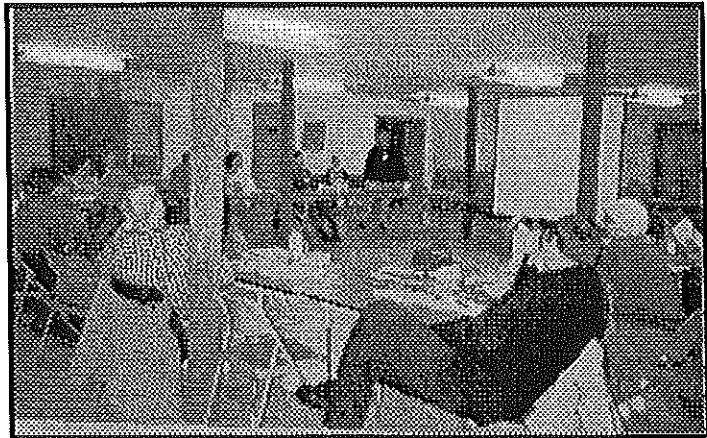
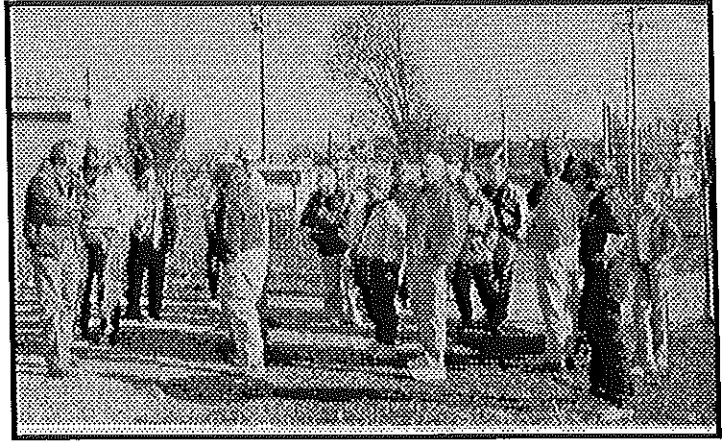
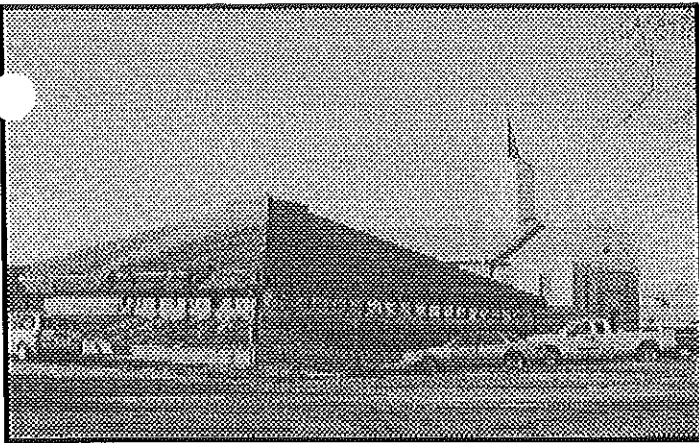
Dues will remain at \$22 single/family for 2005 but will be increased to \$25 in 2006 when new

brochures are printed and when members will receive a special gift. Upcoming tours are:

- Central Canal Apr. 8-10, 2004
- Erie Canal Sept. 21-23, 2004
- Miami, W & E Toledo -Spring 2005
- Whitewater - Fall 2006

Following the meeting board members boarded the Mattheis' trolley and traveled to Connersville to tour all six floors of the old brick Connersville Furniture Company building (Root's Pattern Factory) that has tunnels beneath it where water from the Whitewater Canal was used to provide power to run its machines. Docents were provided by the Community Education Coalition, which is developing the building into college classrooms, "incubator" space for new small businesses, and a community arts and science space. Over 300 windows are being replaced and the brick tuck-pointed. Before long construction will begin on the rooms on the interior of the building and a new staircase will be added to its exterior.

16 board members present



L1. Christian Church 2. Board meeting in church hall 3. Speakers - Wilz, Morris 4. Trolley to Connersville Photos by Powers & Schmidt
R1. Docent speaks to board 2. Furniture factory 3. Tunnels beneath factory 4. Site of Jerry Mattheis' grandfather's work bench

SAINT JOSEPH RIVER TOUR

By Tom Castaldi
Allen County Historian

A guided journey along the Saint Joseph River was the third in a series of four river tours sponsored by the Allen County-Fort Wayne Historical Society. Donn Werling Executive Director of the Historical Society wrote in the Historical Society's Bulletin that the public was invited, "to join Tom Castaldi and me for an informative journey along the St. Joseph river Saturday October 9."

Earlier in the year, a group followed the Wabash River and specifically the route of the Wabash & Erie Canal from the History Center in Fort Wayne to the Delphi Wabash & Erie Canal Interpretive Center. Later, a second tour traveled the Maumee River along U.S. 24 East to investigate a proposed scenic byway that included historical sites such as an American Indian spirit rock and grave sites, Anthony Wayne's march to Kekionga after the Battle of Fallen Timbers, Johnny Appleseed nurseries and the Wabash & Erie Canal. It is interesting to note that Allen County has the distinction of being the home of four river systems with major streams flowing in each direction of the compass.

The St. Joseph River Tour began on a typical Indiana autumn morning, with the promise of revealing a stream's heritage. The October 9th event traveled by caravan from the History Center north on Indiana Highway No. 1 into Dekalb County arriving prior to the opening of the Spencerville Covered Bridge Festival. The touring folks walked over the bridge as well as examined the Saint Joseph River over which the structure is built.

Returning to Allen County south on Highway 1 and following North Clinton (named for the father of the Erie Canal, DeWitt Clinton) the party returned to Fort Wayne's North Point Woods housing addition. After walking along a heavily wooded foot trail, the remains of a canal dam were the feature of a second stopping place. The St. Joseph Dam was 230 feet long and 16½ feet high constructed by the Wabash & Erie Canal builders to turn water into a feeder canal. Slightly over six miles in length, the Feeder conducted the water of the St. Joseph River into the Summit Level of the canal in present-day Fort Wayne. It maintained a depth of four feet, the same as the main line canal, which allowed canal boats to operate successfully. The Wabash & Erie Canal first opened to Huntington on July 4, 1835.

Once available to the public, these waters made possible a canal, which ultimately connected Lake Erie at Toledo, Ohio, with Evansville, Indiana, on the Ohio River. It had the capacity to send its waters both east and west, supplying the canal as far as the Six Mile Reservoir

at Antwerp, Ohio, about 28 miles to the east, and about 38 miles to the Forks of the Wabash to the west. A feeder dam was constructed at the Forks on the Wabash River, however, in extremely dry seasons half of the supply for the twelve miles below the Forks could also be drawn from the St. Joseph feeder a distance of nearly 50 miles to the southwest. Another feeder dam at that location served to supply water to the main line. Donn told of glacier erratic evidence, stones, which came with the ice flow to the region. Because there were no building materials for canal structures in the county these stones were vital to the construction of the dam and especially the abutments that the group observed. Time was spend examining the site of the feeder, guard lock and the remnants of a foundation and a cistern believed to have once served as the feeder lock tender's home. After the sale of the canal in 1876, the lake on the river formed by the dam became the focal point for Robison Park, a recreational area, which opened in 1896 and closed in 1919.

The next stop on the tour was the campus of the Concordia Theological Seminary where the architecture of Eero Saarinen was featured. Donn, explained the importance of the architect and significant design features both outside and inside the Kramer Chapel. Organ builder Herman Schlicker worked together with Saarinen for a magnificent result. Off in the distance of the eastern horizon, traces of the St. Joseph Feeder Canal where canal boats first floated along and later its towpath converted to a rail bed for an electric trolley line that served passage for visitors to Robison Park were visible.

Moving southward toward Fort Wayne, the party visited the Indiana University Purdue University Fort Wayne campus (IPFW). As a part of the school's athletic facilities in a 150 acre space on the west side of the St. Joseph River, the old feeder line is plainly visible. Along the old towpath are four historical markers that explain the people who laid out the line, the purpose of the feeder as well as an overview of the entire canal.

Time limitations took command and the group moved on past a significant burial site on the banks of the feeder and the St. Joseph River. Donn led a short discussion on the importance of John Chapman as a national personage and who was known to the world as "Johnny Appleseed." Chapman's remains are believed to be interred in the vicinity of the park that bears his name.

The tour returned to the History Center a few blocks from a historical marker on Fort Wayne's West Main Street near where the Saint Joseph River Feeder line joined the main line of the Wabash & Erie Canal. Groundbreaking for the Canal took place on February 22, 1832, and work on the feeder began that summer. When

the feeder was opened on July 4, 1834, F. P. Tinkham, who had built a boat, put it on the feeder and took a group of friends to the dam site at the St. Joseph River. The dam, located 198 feet above Like Erie was at the highest level of the canal section and gave rise to Fort Wayne's nickname "Summit City."

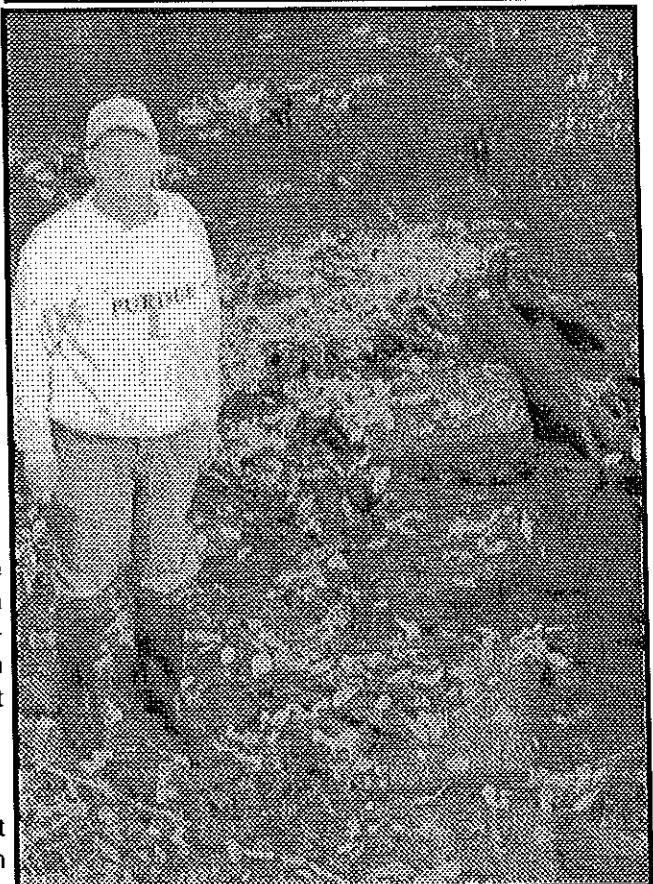
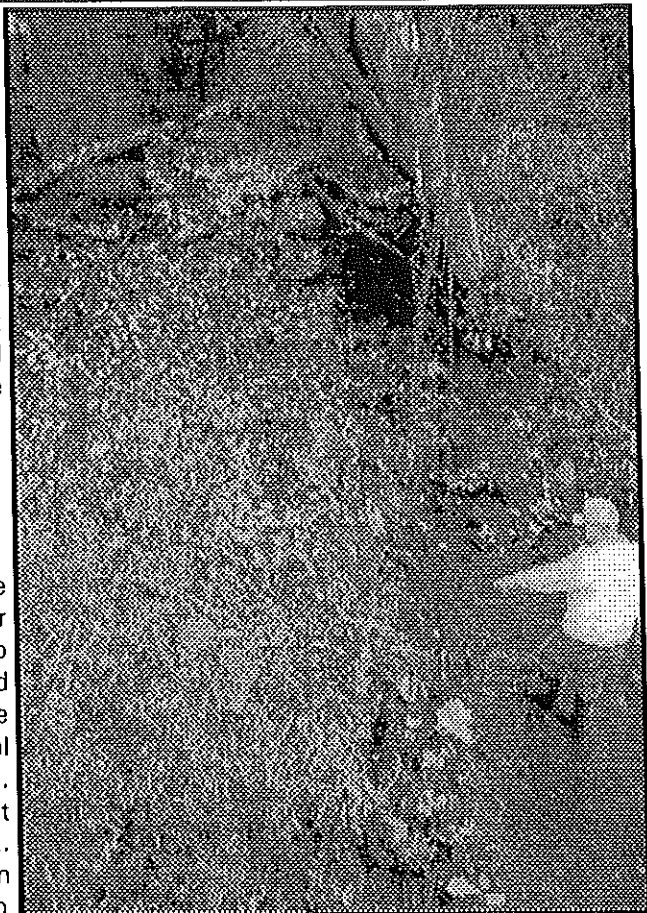
Guests were invited to continue on to the Trapper's Rendezvous at the Southwest Conservation Club and tour the Chief Richardville House next door. St. Joseph River Tour concluded on a priceless Indiana autumn day, made relevant because of a rich heritage that reached out to the people and their triumphs, who since the last great glacier period, have made this place their home.

CULVERT 151

By Sam Ligget

Ever since I was a sophomore in high school, I have known about the stones in the bed of Little Honey Creek near McDaniel Road. I always assumed they had something to do with the canal, but didn't know what. On October 5, I stopped to look at these stones as I have done many times over the years. McDaniel Road runs parallel to the Wabash & Erie Canal bed from Spring Hill to Honey Creek, south of Terre Haute, IN. (This is really a part of the canal that was called the Cross Cut Canal.) There is a bridge on McDaniel over Little Honey Creek. Standing on this bridge, it is just to the northeast that you can observe these large stones in the creek bed. These stones also line up with the prism of the canal that is still visible at this site. I reasoned that the recent dry spell would afford a good opportunity to climb down the steep embankment and get a better look at these stones. So on the morning of October 14, 2004, I grabbed my boots and my brother with his digital camera, and we set out to see what we could learn. (My brother is Larry Ligget, another Canal Society of Indiana member.) After we had tromped several yards up and down the creek bed we observed that the stones were only in this area, not in any other part of the creek bed. Thus the stones didn't appear to be indigenous to this part of Little Honey Creek. We also observed that many of the larger stones lie in a straight line. If you looked closely you could still see the grooves left from when the stone was quarried. Most of the year the water level in the creek and the vegetation cover many of these stones. We were sure that this was the culvert for the canal over Little Honey Creek; but knowing that most culverts around here were built of wood, we were having a hard time reconciling that this one was stone. I tried to no avail to find a description of Culvert 151 at the Vigo County Library. I E-mailed the Canal Society of Indiana asking where I could find a copy of the engineer's report. Carolyn Schmidt replied that they had a copy of the engineer's report and that Culvert 151 was indeed built of stone.

We noted as we were leaving that the house nearest the culvert site had a public notice in the windows. It had been purchased by the Federal and State Governments. It seems this is part of the course of the new bypass around the south edge



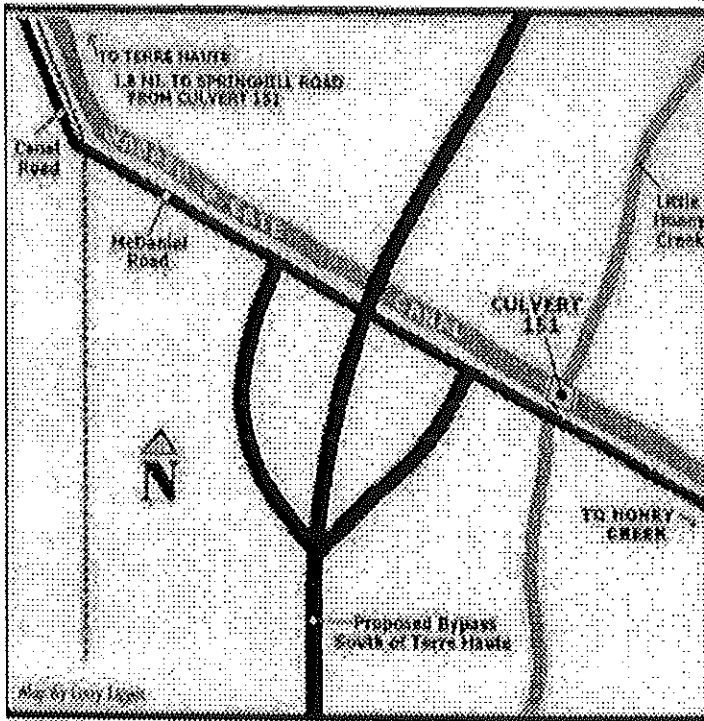
Sam Ligget stands by Culvert 151 stones. Photo - L. Ligget

of Terre Haute. To learn how this was going to effect the remains of Culvert 151 and the remaining parts of the canal prism in this area, I ended up at the West Central Indiana Economic Development District, Inc. office. I talked to Chief Transportation Planner, Patrick P. Martin. This is the same Patrick Martin who got the grant to restore Lock #47 at Riley, Indiana. He knew all about Culvert 151. He said the remains of the culvert over Little Honey Creek will not be disturbed by the new bypass. The only construction here will be a new bridge on McDaniel Road over Little Honey Creek as a part of the new 13th street corridor off of the new bypass going into Terre Haute. An exit is to be constructed off of the new

bypass just north of Culvert 151, thus greatly increasing the traffic on McDaniel Road. (Canal Road, 13th St.) See the map. The route of the new 13th Street Corridor is going to be basically the path of the canal south of Terre Haute almost to Honey Creek.

Mr. Martin stated that the stone at the site of Culvert 151 had been studied by geologists and it was quarried at a site near Pony Road in Vigo County. My brother and I used U. S. Geological Topo maps to locate Pony Road and found it to be very close to Riley, Indiana, and even closer to Lock #47. On this same map we discovered that one branch of Honey Creek in this area was called Stone Quarry Branch. It is probably that Culvert 151, Lock 46 and Lock 47 were all made of stone quarried from this location. Jeff Koehler, who was also aware of the location and type of construction of the culvert, notes that Culvert 151 is the only stone culvert in this area according to the engineer's report.

CULVERT 151



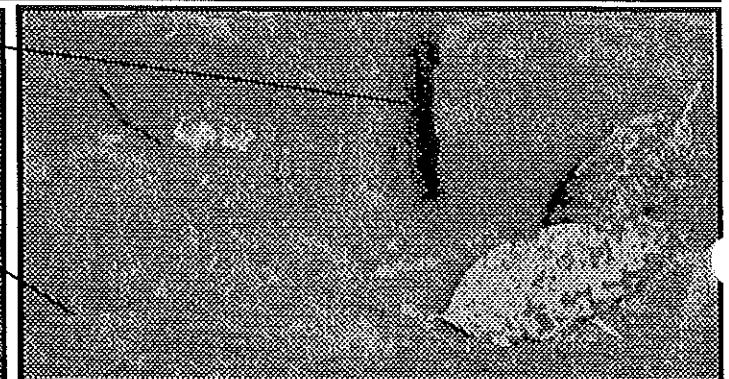
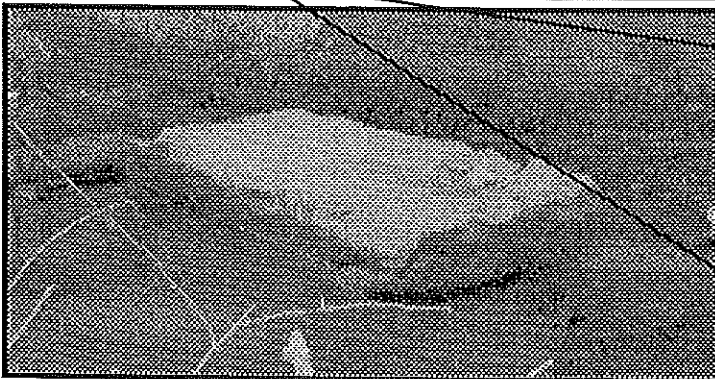
Above: This map by Larry Ligget shows the proposed bypass south of Terre Haute crossing the Wabash & Erie Canal, Canal Road, McDaniel Road, Little Honey Creek, and Culvert 151. The culvert should not be compromised by the bypass.

Above Right: The stones of Culvert 151 in Little Honey Creek

Below Left: One of the quarried stone is seen in the creek bed.

Below Right: Grooves in the stone were made when the stone was quarried.

Photos by Larry Ligget



CANAWLERS AT REST

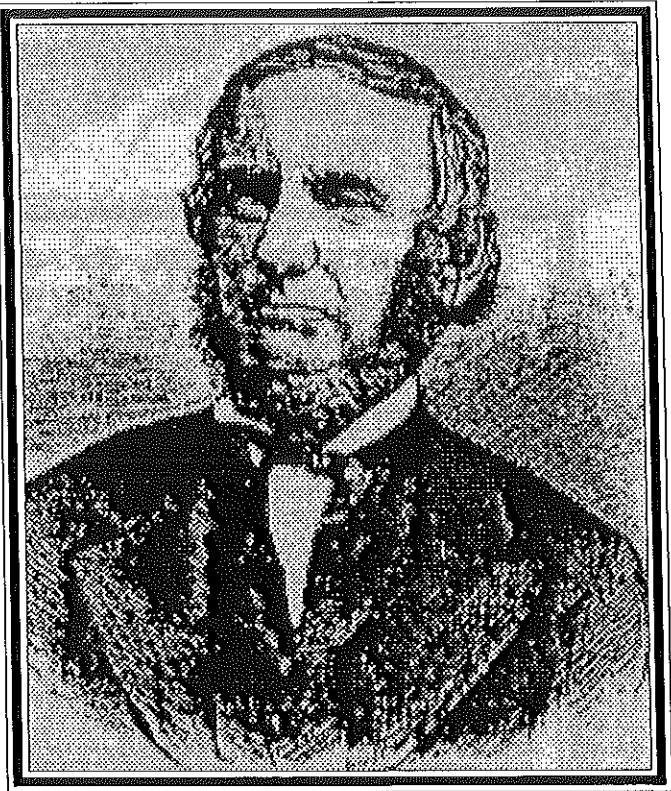
MARCUS SHERWOOD

b. May 28, 1803

d. Feb. 10, 1880

By Carolyn I. Schmidt

Photo from History of Vanderburgh County, IN.



Marcus Sherwood was born in Munroe, Fairfield county, Connecticut on May 28, 1803, to David Sherwood, a stone-mason and a member of the Connecticut Legislature. While Marcus was growing up he worked for his father during the summer and attended school during the winter. Although his father wanted him to become a blacksmith's apprentice, Marcus chose to go to Indiana after hearing the account of his uncle's visit there.

Marcus and uncle started for his new home. After spending 58 days driving an ox-team to Pittsburgh, Pennsylvania, they arrived with both man and beast worn out. His uncle went in with a group of friends and purchased a flat-boat. They loaded the boat with all their possessions and floated down the Ohio river to Evansville, Indiana, arriving on June 6, 1819.

When Marcus landed at Evansville, he only had two dollars in his pocket. He took a job as a day laborer and earned both fifty cents a day and the reputation as a "first-class hand." Over time he accumulated enough funds to purchase his own flat-boat. With this boat he made 28 trips to New Orleans, as deck-hand and proprietor. This was a profitable business. He invested the capital earned in Evansville real estate and speculated in pork and produce.

In 1831 original subscriptions were taken from those desiring a Presbyterian Meeting House in Evansville. The brick building was to be 30 x 50 feet with walls 18 feet tall having 8 windows with forty lights in

each of glass 10" x 12", two doors, a jointed floor and a good roof. Marcus pledged \$10 toward the project.

In 1834 Marcus married Prudence Johnson (b. 1808), the eldest daughter of Alexander and Mary Johnson, Esq., pioneers in Evansville. Marcus and Prudence had one child, a son named William B. (b. March 24, 1836), who grew to manhood in Evansville attending its public schools. Prudence died in 1870.

On November 11, 1834, the first board of directors of the Evansville National Bank was held. Marcus was one of ten directors. They elected John Mitchell president and John Douglas cashier.

Marcus was an advocate and a contractor on the Central/Wabash & Erie Canal and the levee. He was given great credit for his excellent work on both. He participated in other public works, such as the poor asylum where in 1838 he served as a commissioner along with John W. Lilliston and John Mitchell in purchasing a farm on which to erect the building.

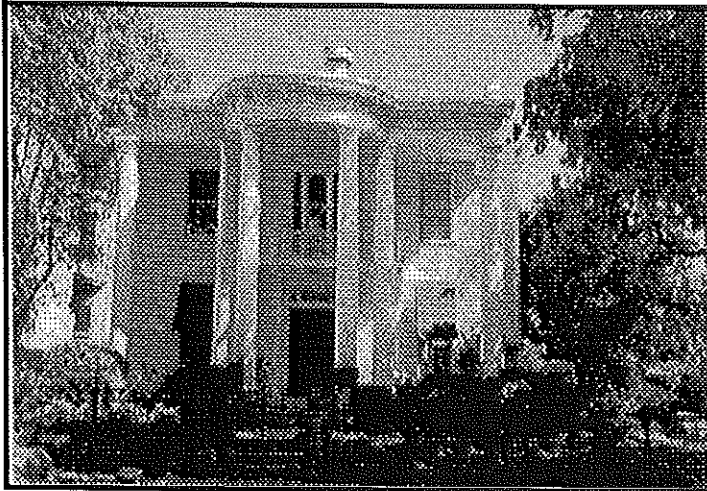
In 1839 Marcus took a big chance and built a 40 x 100 foot hotel called the Sherwood House. At the time others thought it would not succeed. It was Evansville's leading hotel and advertised being only one block from the steamboat landing on the Ohio river.

In March 1848, Marcus along with John Mitchell and Moses Ross entered into a contract with the city of Evansville to grade the Ohio river bank and complete a

wharf having frontage on five squares, a length of nearly 2,000 feet. This was considered a great work and an important step forward in the commercial history of the city.

In 1851, the Cumberland Presbyterian Church erected a church at the corner of Second and Chestnut streets in Evansville. Marcus was among those who gave toward the building. A portion of it burned but was rebuilt. The rapid growth of the congregation soon caused the old church to be inadequate.

Marcus became one of Evansville's wealthiest citizens and contributed generously to the Cumberland Church and its colleges. In 1876 they built a new church opposite the old one on Second and Chestnut streets. The modern Gothic style building with its main 61 x 75 foot auditorium, which could seat 700, a pastor's study, parlors, etc. cost \$50,000. Marcus contributed \$12,000 toward it. It was dedicated on September 30, 1877.



The home of Marcus Sherwood still stands in Evansville a few blocks from the Ohio River.
Photos by Bob Schmidt

Marcus died on February 10, 1880. He was known as an active, energetic man and had the confidence and respect of the entire community. He was laid to rest in Section 2, Lot 56, Grave 15 at Oak Hill Cemetery in Evansville, Indiana. The Central/Wabash & Erie Canal once ran at the base of the hill along Oak Hill road.

When Marcus died in 1880, his son William took over the proprietorship of the Sherwood House and concerned himself principally with its management and the management of the estate he inherited. William had married Johanna A. Marlett (b. July 23, 1838) on November 24, 1879 prior to Marcus' death. He and Johanna had two children: Burton W. and Marcus M.

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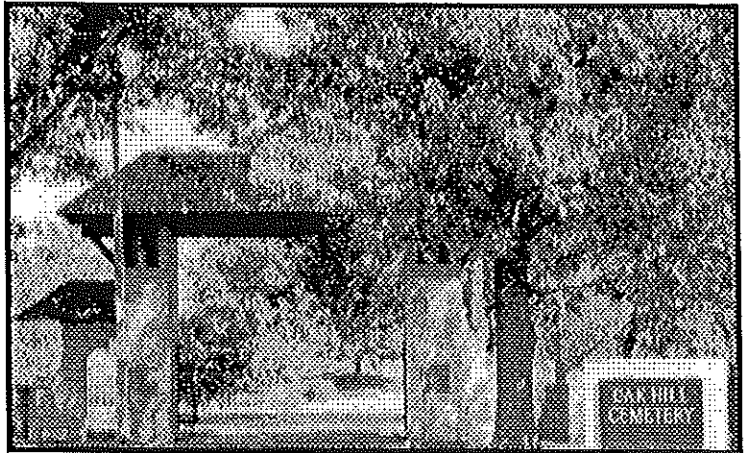
THEO. RUSSELL, Clerk.

EVANSVILLE, IND.

Send FREE OMNIBUS to and from the Depot.

Above: The Sherwood House offered free omnibus transportation to and from the depot.

Below: The entrance to Oak Hill Cemetery is at the foot of the hill close to where the Central/Wabash & Erie Canal once flowed.

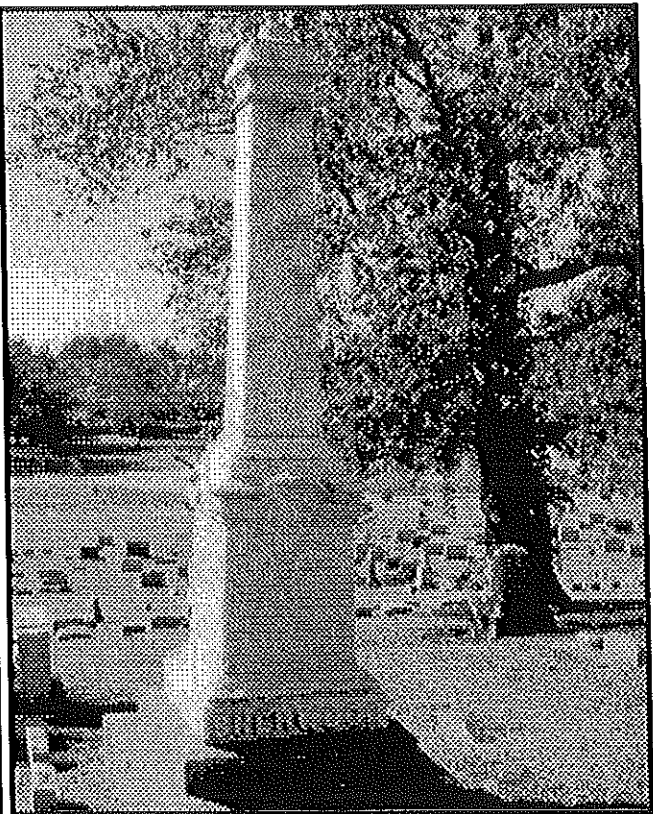
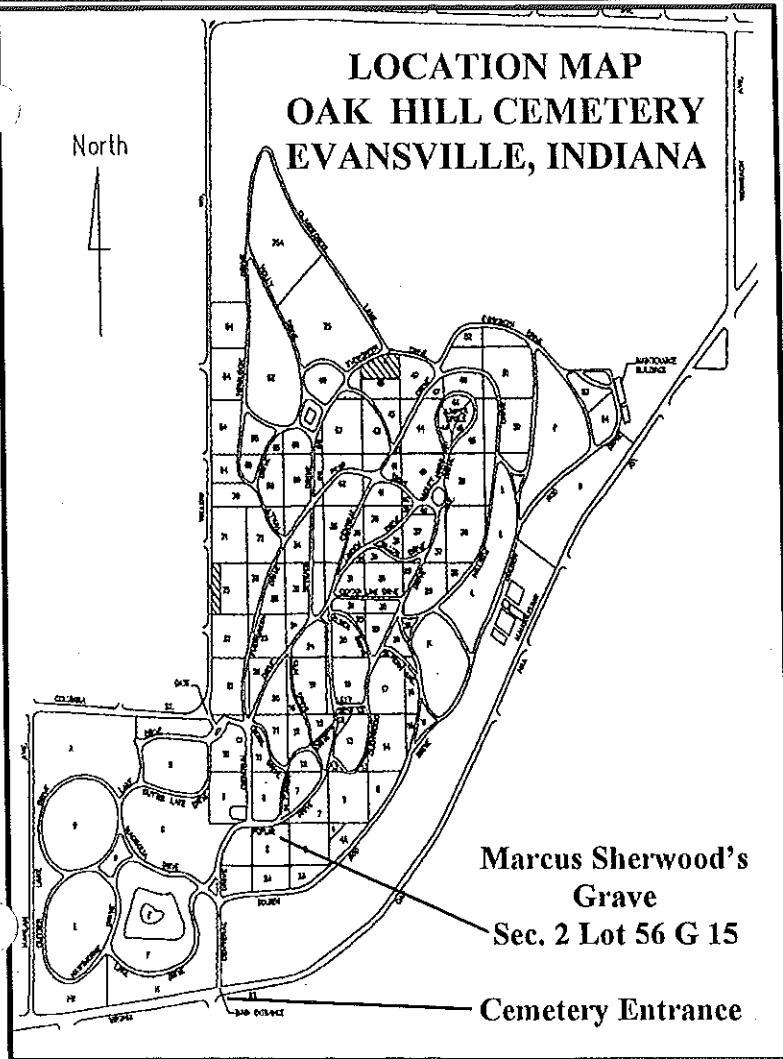


SOURCES:

History of Vanderburgh County, Indiana. Brandt & Fuller. 1889.

McCutchan, Kenneth P. At The Bend In The River: The Story Of Evansville. Windsor Publications. 1982.

Peckinpugh, Jane. Superintendent of Cemeteries, City of Evansville, Oak Hill Cemetery, 1400 East Virginia, Evansville, IN 47711.



Above: This stone marks the grave of Marcus Sherwood, his wife and other family members in Oak Hill Cemetery in Evansville, IN. The west side with the information about Marcus is so weathered that it is almost impossible to read.

Photos by Bob Schmidt

MAUMEE VALLEY HERITAGE CORRIDOR

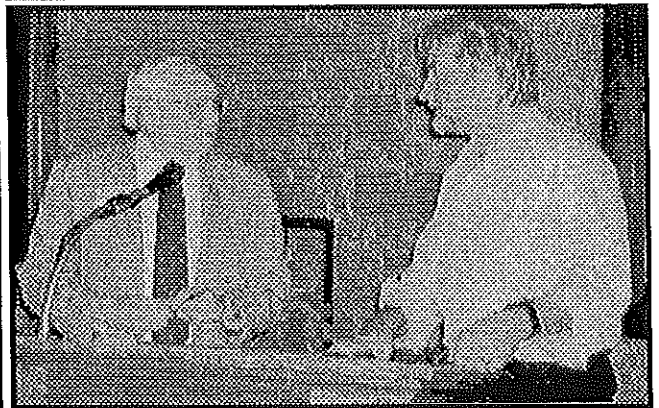
"Way Down on the Maumee River" was the title of the presentation given by Steve Pollick, Outdoor Editor of the Toledo Blade, at the MVHC annual meeting held at Otsego Stone Hall in Grand Rapids, OH, on November 11, 2004. He showed slides of the canoe trip he made 20 years ago down the full length of the Maumee River from its headwaters at the confluence of the St. Joseph and St. Marys Rivers in downtown Fort Wayne to Lake Erie at Toledo. Dick Kudner, president of MVHC, reported on its accomplishments in 2004.

MVHC

Below: Dick Kudner, Maumee Valley Heritage Corridor president (l), introduced Steve Pollick, Outdoor Editor of the Toledo Blade at the annual meeting.

Below left: The MVHC meeting was attended by CSI members from Indiana— Jim & Ruth Ellis, Don & Betty Haack, and Bob & Carolyn Schmidt— and from Ohio—Dick & Martha Kudner.

Photos by Bob Schmidt



TRAIL BLAZING ON THE OLD MONON RAILBED

By Dan McCain

Saturday, October 16th was called "THIRD SATURDAY WORK-DAY" in Delphi. Tradition has it if the weather is "not too hot or not too cold" canal volunteers work that day. It was cool, not cold, and it was overcast, not sunny. The hearty crew of 12 made progress on over 2,000 lineal feet of a most important product--the trail to the Monon High Bridge over Deer Creek.

Work this day was focused on brush removal in the right-of-way recently donated to the Canal Association by two Mears brothers. This gift allows the "rail-trail" development to go east from the end of the existing public access where Old Camden Road touches the rail overpass at Indiana 25 near the old Big R Farm Store. Camden Road had been cutoff 40 years ago when then new Indiana 25 was rerouted to eliminate the deadly "S curves" at this edge of town.

The Monon right-of-way was operated more recently as CSX Rail, but it was abandoned about a decade ago and tracks removed. For the past 9 years a Christmas-season narrated hike was offered by historian Charles Gerard. Each year it became more difficult to walk the overgrown pathway. Earlier this summer a decision to clear the path and begin developing the trail on the existing ballast was made by the Delphi Historic Trails volunteer group.

Further trail development will include placing finely crushed limestone screenings on top of the coarse railbed stone foundation. This will allow easier walking and bicycling the two miles from Delphi City Park to the end of property now owned by the Carroll County Wabash & Erie Canal Association. That end is a dirt parking lot near the beautiful old brick 1850s homestead of Sherry and Lois Mears. Their property is inside the bounds of the unique Deer Creek Valley Rural Historic District.

Someday the development of both a completed trail and historic district will attract many people interested in the rural scenic and historic area along Deer Creek.

CANAL TALK & WALK

On October 27 Dan McCain, canal expert and Canal Association President, gave an informative talk about the history of the Wabash & Erie Canal and future restoration plans at 1 p.m. in the Interpretive Center in Canal Park. This was followed by a walk on the canal's north end loop.



Delphi volunteers cleared the Monon right-of-way.
Photos by Dan McCain

FOLKLORE OF CHRISTMAS ORNAMENTS

On November 7, 2004, at 7 p.m. CSI member Wanda Lou Willis presented a program on the folklore of Christmas ornaments in the Canal Interpretive Center. She showed her collection of ornaments from around the world.

Wanda is a folklore historian who specializes in Hoosier folktales and historic research. She has been a feature writer for the *Indianapolis Star*, and has taught Folklore through IUPUI Continuing Education Division and OASIS.

Wanda is a popular presenter at schools, universities, libraries, and historical societies. She has received recognition from National Geographic magazine and the Smithsonian Institution. She is the author of *Haunted Hoosier Trails* and *More Haunted Hoosier Trails*, which were available for purchase in the Interpretive Center Gift Shop.

**NEXT YEAR LOOK FOR A BOAT
ON THE CANAL -- "Plan B"**

By Dan McCain

The Wabash & Erie Canal Association has been blessed recently with the donations of three aging but promising pontoon boats in its quest for water craft to focus on the beautiful re-watered canal in Delphi, Indiana. Since each vessel had something special to offer, the organization accepted all of the boats. In due time the Canal Association is hoping for grants and public donations of cash to build or purchase an authentic replica of a mid-nineteenth century canal boat.

Likely two of the used pontoon boats will be refitted with seating and refurbished to look something like a passenger "packet" that might have been used by canal travelers of a bygone era. It may even be possible to hitch 'ole Sal (a mule) to the rope and tow the craft as they would have in 1850. The Canal volunteers also intend to retrofit the third pontoon to operate as an "Algae Scow" for collecting (pushing/herding) floating aquatic vegetation to a place for removal.

The results of a trial launching of the first boat resulted in great excitement for the crew. Canal Park and the towpath look different from the water level. For the mile-long route of reconstructed waterway, the two historic bridges posed no problems for cruising beneath them. As for water to float a boat, there is an adequate water supply from the nearby quarry year around. Delphi Limestone Company discharges three million gallons of fresh water daily at the north end of the watered portion of the canal. However, algae and duck weed do accumulate and plans are to control this sometimes floating mass next year.

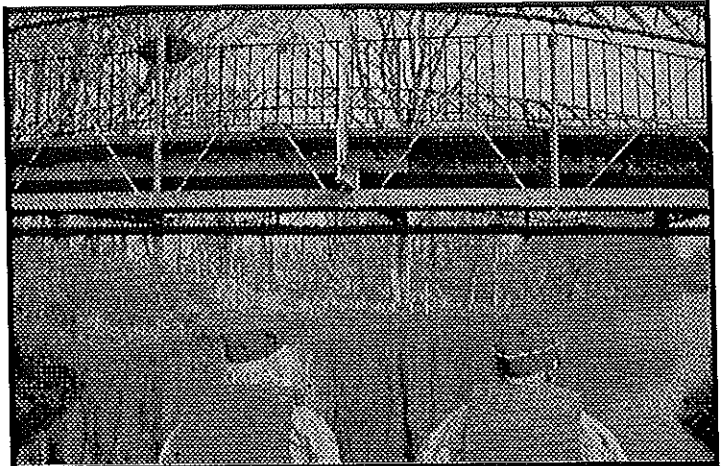
As winter approaches plans are to repair and make ready for public use at least two of these boats. Volunteers will work on each pontoon and prepare it for its best adapted use. Likely the old gasoline burning engines will be replaced with much quieter electric trolling motors. The pace should be as slow as a canal boat traveled. If anyone has such trolling gear or spare heavy duty batteries not being needed, consider donating them to the Canal group. Call 765-564-6297.

Volunteers tried cruising the watered section of the Wabash & Erie Canal in Delphi with one of the donated pontoon boats.

Photos by Dan McCain

RILEY PARK SUSPENSION BRIDGE

Delphi Historic Trails volunteers met Saturday, November 20, 2004 at Riley Park. Some volunteers hurried to complete the last of the work on the approaches to the Riley Park suspension bridge while others headed to the old Monon Railway bed east of town to complete the brush removal along its right-of-way heading to High Bridge. All volunteers and others then met at noon at the suspension bridge for a ribbon cutting ceremony. Completion of the structure, wiped out by the July 2003 flood, has taken over a year. Thanks to a corps of crafty volunteers headed by Dick Bradshaw, Ken Walton and Mary Ives, hundreds of hours have been spent to make this ready for public use.



WHITEWATER CANAL NEWS

WHITEWATER VALLEY RAILROAD RECEIVES STATE GRANT

The Whitewater Valley Railroad will receive one of the 35 Indiana State Transportation Enhancement Grants according to an announcement from Governor Joe Kernan and Lt. Gov. Kathy Davis. The group was awarded \$254,400 for use according to a proposal submitted to INDOT in January 2004. This covers a railroad interpretation and display area, which includes an 84 ft. turntable bridge from the B & O Railroad at Newark, Ohio, which has been in storage for the past 20 years. A new concrete pit and foundation will be constructed on which to place the bridge.

The new display should attract more people to the train ride from Connersville to Metamora along the Whitewater Canal. Recently the railroad put up new signs funded by CSI that mark the canal locks along the train route.



The Whitewater Canal Committee had a work detail on Saturday October 30, 2004, from 8:30 a.m. until noon near the farm owned by Ruth and Ed Campbell two miles east of Metamora. They cleared the back side of the fence. A community service group worked with them on this weekend.

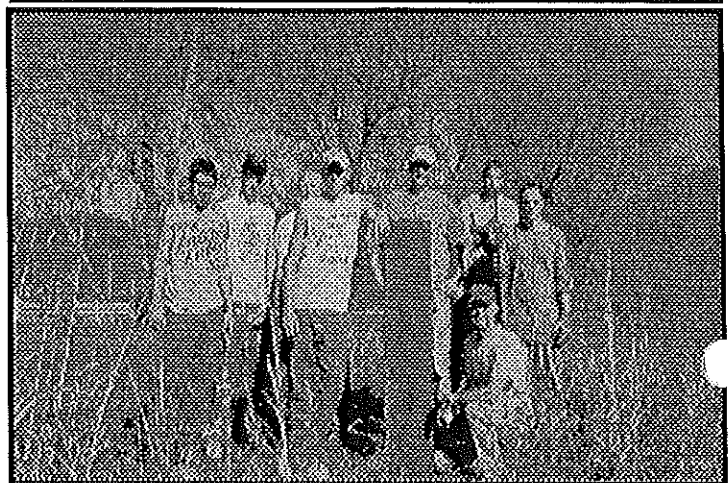
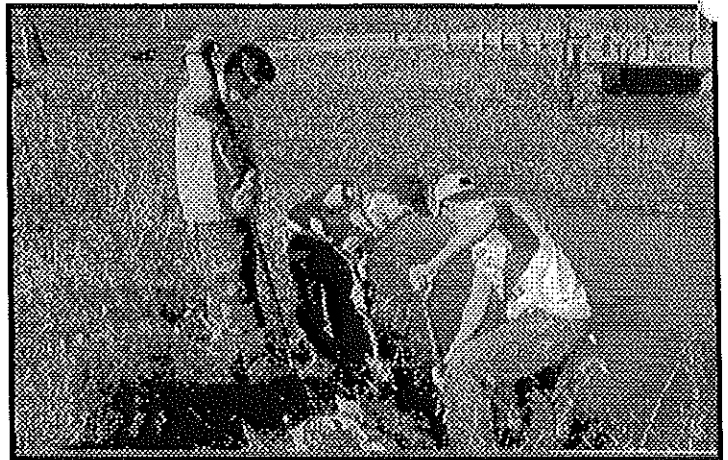
The Whitewater Canal Committee is clearing a portion of the Whitewater Canal towpath from Metamora to Brookville. Many interested individuals have volunteered almost every Saturday. To aid them, Mick Wilz, president of the organization and CSI member from Brookville, has worked with the Cincinnati prosecuting attorney and created a plan whereby those individuals caught driving drunk on the highway or on boats on the Brookville reservoir or caught in other misdemeanors may work off their time by helping with the trail construction. Mick says these are really good young adults, who have made a mistake. He pairs three of them with each of his volunteers. Currently they are not allowed to operate chain saws so their job is to remove the brush and trees cut down by the volunteers. He hopes they will feel a sense of accomplishment and pride once their time is over and will take an interest in history.

When Mick was asked how he gets so many

volunteers, he said Dan McCain of Delphi told him if he fed them they would come. Mick has a truck with sides that open up that he calls his "chuck wagon." He cooks meals in an iron kettle over a wood fire out-of-doors where the volunteers are working. They are always ready to eat when the time comes. He also has fitted out another truck as his supply wagon to carry all the tools and equipment needed by the work crews.

CSI commends all the enthusiasm and progress being made on the trail. Once the state of Indiana saw there was so much public interest, it got back into the act and agreed to complete the trail from Laurel to Metamora. In the 1990s a study was made to build such a trail and some work was done by Jay Dishman and his crew with the Indiana Department of Natural Resources located at the Whitewater Historic Site in Metamora. Inability to secure permission from land owners at the time was given as the reason the trail was never completed.

A community service group is helping the Whitewater Canal Committee create a trail along the old Whitewater Canal towpath from Metamora to Brookville, IN. Photos by Mick Wilz



GENEALOGY SEARCH

ELIJAH BUNYAN b. Dec. 18, 1796 d. 1838-39?

By Miriam F. Fitch
Great-great-granddaughter

Elijah was born to William and Sarah Bunyan on December 1796 in "Rishdon" (Rushden), Hertfordshire, England. William was a laborer. Records from the Tilehouse Particular Baptist Church of Hitchin, Hertfordshire, England, show the Elijah's birth was registered by a "Protestant Dissenting Minister," John Gerard, on March 4, 1797. Nothing else is known of his childhood.

Elijah married Sarah Swabey, at Paul's Walden, Hertfordshire on August 7, 1813. Both he and Sarah were sixteen years old at the time. They signed with "X's" on their marriage banns. His occupation while in England was listed as "clerk" and "miller."

Elijah and Sarah had ten children. Their names and the approximate years of birth follow:

Sarah (1813)
Eliazbeth (1817)
Azor (1821)
William (1824)
Mary and Joseph (1826/27) twins
Elijah and Exekial (1828) twins
George (April 15, 1831)
Martha (1832)

Sarah Bunyan, Elijah and Sarah's oldest daughter, married to George Osborn at St. Mary, Hitchin, England on August 18, 1832. She and her husband, along with their 6 week old baby, Sarah Osborn, accompanied Elijah and the rest of the family on the ship "George Washington" (according to the ship's manifest) from Liverpool, England. They arrived in America at New York on January 7, 1833.

While in Yardley Borough, Pennsylvania, Elijah's

wife Sarah died on March 20, 1833. She was buried in Old Stone Cemetery, a Friends cemetery, that is located along the Delaware River. She left behind six children at or less than six years of age, and a 9, 12, and 16 year old still at home.

In October of 1833, Elijah and his family moved on to Ohio where they purchased "reverted" land near Loudenville, Ohio. Elijah needed a mother for all his children. He married Mary Benskin of Massillon, Ohio, on July 8, 1834. Elijah and Mary sold the Ohio land in January of 1836 and moved the family to Allen county, Indiana.

Elijah obtained 160 acres of "Original Land," on February 20, 1836, in Allen county. According to the Stuart Harter map book drawn from the Fort Wayne Land Office, the legal description of Elijah's land was the "South West quarter of Section 12, Township 31, Range 14E." BLM records indicate that Elijah's land was sold to the state of Indiana, for the Wabash and Erie Canal on January 5, 1830. Elijah was paying taxes to the state for the land and also paying the Wabash and Erie Canal Board. I have receipts from his probate record showing these payments. It appears that, although he sold the land, he was renting it from the canal board. Ground breaking for the Wabash and Erie Canal at Fort Wayne, Allen county, Indiana, was February 22, 1832. The canal was completed from Fort Wayne to Huntington, IN by 1835.

Elijah had two more children with his second wife, Mary. Their names were Harriet and John.

Unfortunately, Elijah died at the young age of 42-43 in 1838-39. His death date and burial remain unknown. It is said by some Bunyan relatives, that he is buried in an Amish cemetery near the Maumee River, near Harlan, IN.

Records show the marriages of two of Elijah's daughters in Allen county. Sarah Bunyan Osborn was remarried in January 1840. Her new husband was Elzy Thomas. Elizabeth Bunyan married Charles Ackely, also in January 1840.

**Does anyone know where
Elijah is buried or have any
more information about his
life?**

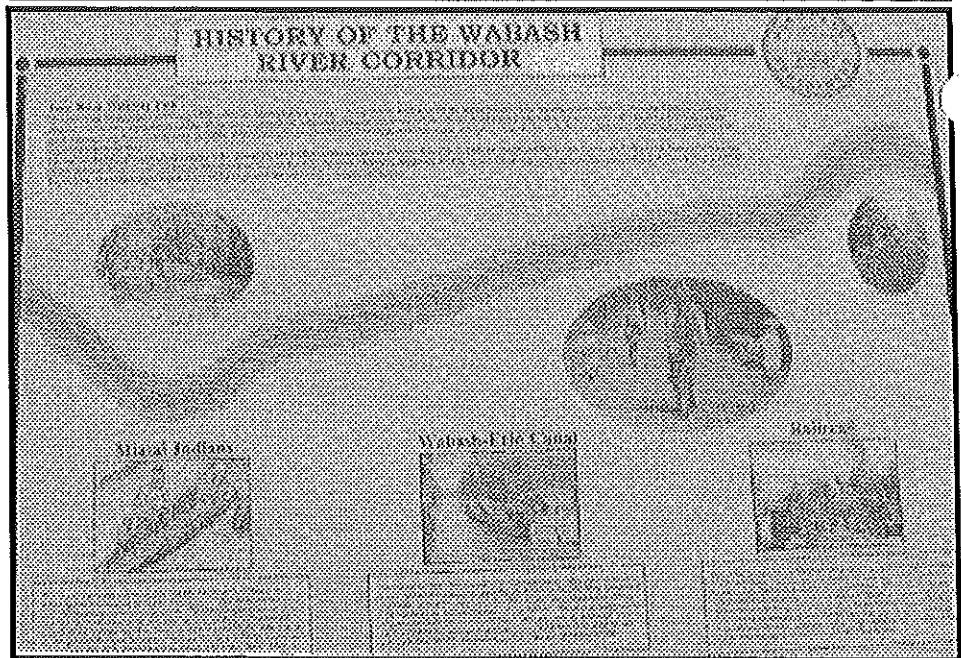


PRAIRIE CREEK ARCH

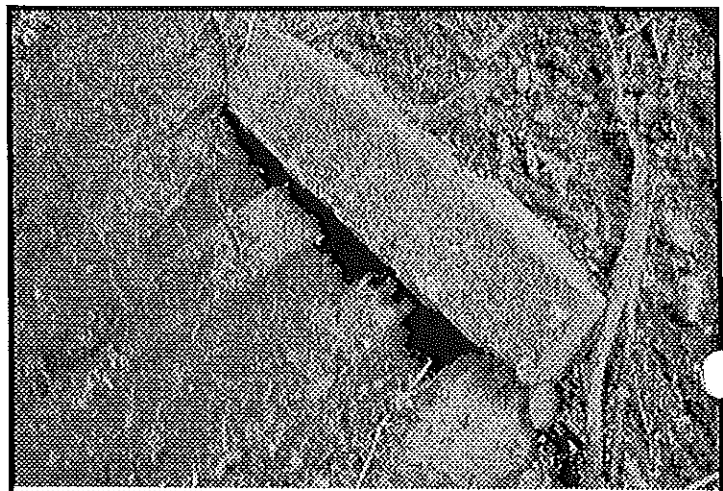
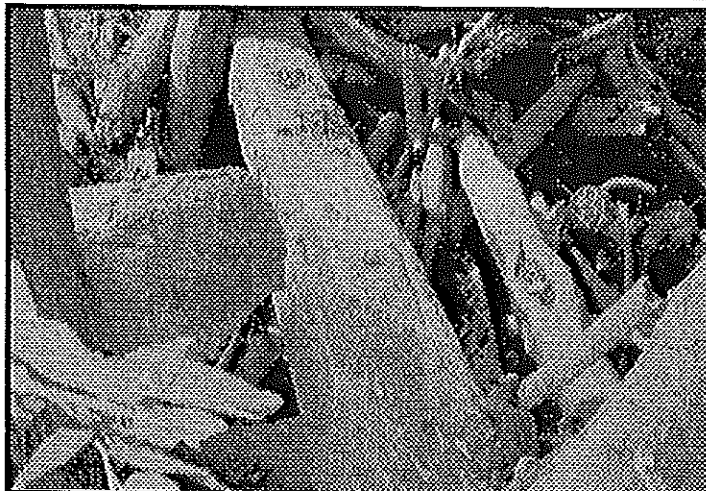
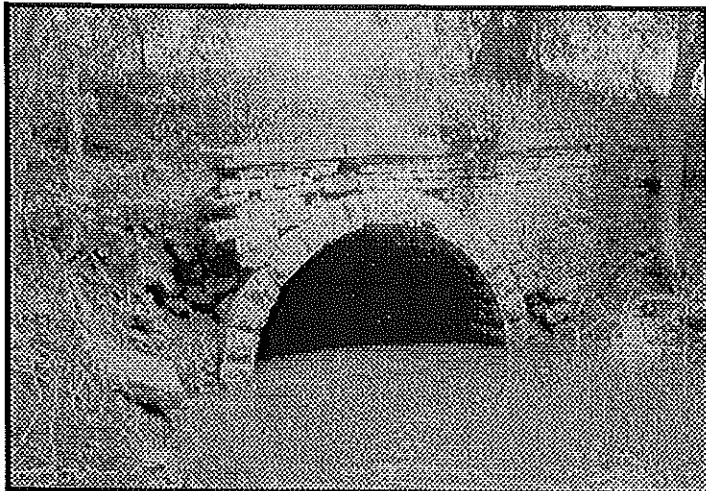
The face of Prairie Creek Culvert No. 73 of the Wabash & Erie Canal is in danger of collapsing. Kreig Adkins, Miami County Historian and CSI board member, is trying to organize a group to use city/county equipment to restore it. He is looking for an engineer to direct proper replacement of the stones.

Further injury was added to the culvert when Prairie Creek/Ditch was recently cleared of overgrowth and debris. A contractor hired by the county commissioners removed three of the upstream foundation timbers and piled them with the trees he removed from the ditch. Ed Fox, the landowner, is cooperating in attempts to salvage these timbers. Someone has placed a stone on top of other timbers, which were exposed by the clearing operations.

Photos by Kreig Adkins.



This sign erected by the Peru Park Department along the Peru River Walking Park trail gives the history of the park and tells about the Miami Indians, Railroad and W & E Canal. It says: The Wabash & Erie Canal was started in 1832 following the "canal craze" in America. It was constructed to connect the upper Wabash River with the Ohio River's Miami & Erie Canal. In Miami County twenty-one miles of canal were completed by 1837 in what was called the Wabash-Miamisport (Peru) section. The canal allowed goods to be transported easily and conveniently, but the canal era was to be short-lived. The canals were slow and unavailable in winter, consequently because of speed the railroad made them obsolete. The Wabash & Erie Canal was abandoned in 1876. P- Bob Schmidt





**Speakers
Bureau**

**IN THE
NEWS**

Tippecanoe County in the 1960s.

Amelia Earhart's home base was in Lafayette and the first and last men to walk on the moon graduated from Purdue.

November 4 - Indianapolis, IN

Charles (Chuck) Huppert, CSI vice-president from Broad Ripple spoke at the Indiana State Library at 4 p.m. as one of several public events sponsored by the library. Unfortunately only two people came. They were very interested in his presentation about the Central Canal in Indiana and the history of the beautiful walkway in downtown Indianapolis.

November 11 - Richmond, IN

The Friends Fellowship Community of Quakers in Richmond saw the CSI video "Indiana's Canal Heritage" and heard a talk about the canals by CSI member, Webster Hall.

November 12, 2004

Jeff Koehler, CSI board member from Center Point, IN, and Clay county historian, spoke at the Masonic Lodge father and son chili supper in Riley, IN. The fifty persons present found his hour talk and visuals about Indiana's canals interesting and asked good questions following it. CSI member Sam Liggett of Terre Haute also attended the meeting.

November 17, 2004

The Red Hat Society attended a canal traveler program given by Bob and Carolyn Schmidt at Well Spring in Fort Wayne, IN. The 18 ladies present were all dressed in purple and wore red hats. They had not heard of CSI before and were interested in learning more. Bob suggested they take a group to Delphi's new canal museum or ride a canal boat at Metamora, IN or at Grand Rapids, OH.

September 12, 2004 - Delphi, IN

The Lafayette Journal and Courier article "Canal Just Part Of Rich Transportation History" pictured and featured Dan McCain talking about the Wabash & Erie Canal. He said that prior to the canal only about a dozen white families had settled in Carroll county. When it arrived in 1840 it provided transportation for corn, wheat and pork to eastern markets and brought more farmers.

Dan said that most people in Delphi turned their backs on the canal once the railroad came. However, he and his brothers played in the moss-covered canal that was filled with mosquitoes, snakes and other critters. He and his family eventually led a campaign to restore a section of the canal and create a canal park. The park has become the hub of seven miles of hiking trails. It now has the \$2 million Wabash & Erie Canal Interpretive Center.

Lafayette, IN is also rich in transportation history. It was seen by voyagers in the 18th century, who came by large canoes down the St. Lawrence River, across the Great Lakes, and down the Wabash River. The canal brought canal boats and steamboats came up the Wabash River. Lafayette's founder was William Digby, a paddle-boat captain.

Once the railroads came, the Monon Shops benefitted Lafayette in the late 19th and early 20th century. Their 2,200 employees repaired and maintained train cars.

Add the following to all of the above and you have an ideal location for a transportation museum:

Interstate 65 was built through

Wabash National Corp. is the world's largest manufacturer of semi-tractor trailers.

Subaru of Indiana Automotive has a joint venture plant there.

Kent Schuette, an architect who teaches historic preservation at Purdue, is the initiator for building a transportation museum possibly in the Big Four Depot, which now serves train and bus traffic in Lafayette. From there, visitors could either canoe the Wabash River downstream to Fort Ouiatenon or upstream to Prophetstown State Park; ride a magnetic rail ride to Imagination Station, a hands-on family science center; or drive to Delphi to see the canal museum.

Berky Davis, CSI member, Rosedale, IN

October 18, 2004 - Metamora, IN

The Daily Clintonian from Clinton, IN. article "The Whitewater Canal" has 6 wonderful pictures of the canal, boat, mill, etc. and said that the Whitewater Canal Company was incorporated by the General assembly with the capital of \$1,000,000. In 1836, Gov. Noah Noble signed the Internal Improvements bill for \$13,000,000 (one-sixth of the state's wealth) of which the Whitewater Canal was allotted \$1,400,000.

The Whitewater Canal was 68 miles long from Lawrenceburg to Cambridge City. The Hagerstown business men paid for an eight mile extension to their town. Another 25 mile extension was built to Cincinnati. However, huge floods in the Whitewater Valley damaged the canal, there were problems with canal maintenance and the Flood of 1853 put the canal out of business.

Indiana began reclaiming and restoring a 14-mile stretch of the canal in 1946. Today the White-water Canal State Historic Site is located in Metamora. It offers a 25-30 minute cruise on the canal boat Ben Franklin III from 12-4 p.m. Wed.-Sun., May 1-Oct. 31. A representative from DNR provides information and answers questions. The boat passes through Duck Creek Aqueduct, a 70-foot Burr Arch structure that resembles a covered bridge.

Other attractions are the Metamora Grist Mill built in 1845, rebuilt around 1899 and still grinds grain; the Martindale Hotel built in 1838 that once served as a counting room and storage place for the canal trade; the Canal House that once was a drugstore; the Whitewater Valley Railroad that carries tourists 32 miles between Connersville and Metamora on Saturdays and Sundays through the summer; the Duck Creek Restaurant and over 120 antique and crafts shops.

Berky Davis, CSI member, Rosedale, IN

October 22, 2004 - Peru

The Peru Tribune article "Toll House Surroundings Get A Facelift Thursday" showed eight offenders and staff from the Miami Correctional Facility and volunteers from the Ole Olsen Memorial Theater group clearing the river bank near the Toll House for the bridge across the Wabash river. Plans are underway to restore the building, which sat between the river and the Wabash & Erie Canal. When completed it will be opened to Indiana fourth grade students to learn about the history of the canal and the toll house.

Michelle Goswell is coordinating the effort and her group has applied for a \$19,310 grant to finish the project. Meanwhile tools and equipment to haul away the debris have been donated by Arnie's Ace Hardware and the Peru Street Department. Not only will the

property look better with the over-growth removed, it should help to curb vandalism.

Sharon Andersen, CSI member, Peru, IN

November 1, 2004 - Roanoke, IN

"Rich History Surrounds Roanoke, Jackson Township" was the title of an article in The Huntington County TAB, which is featuring one township's history per month. Treaties with the Miami Indians created several Indian reserves, especially along the Little River. In the 1600s the stream with a large beaver dam across it was backed up and facilitated easier travel by canoes and pirogues. A Carrying Place or portage between the St. Mary's River and the Little River was the only section that involved land passage from Canada to the Mississippi River when the water level was not low. Land speculators early saw that the Little River and Cow, Calf and Bull Creeks in the township made it valuable, bought much of it and waited to make profits on its sale delaying white settlement.

During the canal era, Snap Richardville amazed settlers by riding his pony over a narrow log on the top of the Dickey Lock in Roanoke, IN. He was one of several notable Indians. Others were Chief Big Legs and White Loon.

Just upstream from Roanoke was Raccoon Village, an Indian settlement on the Whitley County line. It was an important port for shipping goods on the Wabash & Erie Canal.

Kil-so-quah, granddaughter of Miami Chief Little Turtle lived south of Roanoke. Born in 1810 she died in 1915 and was buried in Glenwood Cemetery in Roanoke.

The Wabash & Erie Canal was opened from Fort Wayne to Huntington in 1835 and stimulated settlement and commercial growth. One of the county's seven locks was

located at Roanoke — the Dickey Lock. The town grew around the lock with the first canal-era hotel being built at 311 Commercial St. Also on Commercial Street near the 4th Street crossing was the boat-yard of canal-boat builder William Corkens.

Building a canal boat required a summer to complete. Logs often as long as the entire canal boat were put between two long scaffolds and men using a whip saw above and below the log proceeded to cut two-inch thick planks. Usually it took half a day to cut one plank.

Other canal boat builders were Van Beckler, who had a boat-yard north of Roanoke, and George Bolinger, who also built the first steamboat operated on the canal. Bolinger's last boat was named the R. C. Ebersole after the local druggist, who dispensed quinine for protection against the plague or ague from his office on the canal bank.

William Shroyer came from Stark County, OH, to Roanoke via the Ohio & Erie Canal to Cleveland, then on the lake to Toledo, and then via the Wabash & Erie Canal to Roanoke. He was met by his grandfather with an ox team and wagon.

Port Mahon, now a ghost town, was founded in 1853 by the four Mahon brothers. It was located two miles southwest of Roanoke and was a canal port. It was mainly settled by Irish immigrants, who were described as mirthful, big-hearted, convivial and cordial - but always ready for a scrap. They held horse races along the towpath, cock fights, boxing matches, rat-killing exhibitions and dances.

The article contains much more information about the development of the township, the schools, artists, etc. It also describes the dimensions of the canal, canal boats, and the speed limit on the canal.

Jim Ellis, CSI treasurer, Ft. Wayne, IN

"OVERCOMING OBSTACLES"

(Continued from last month)

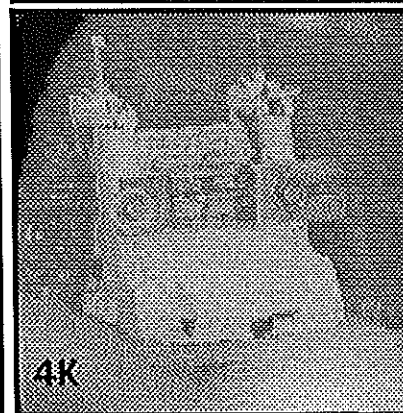
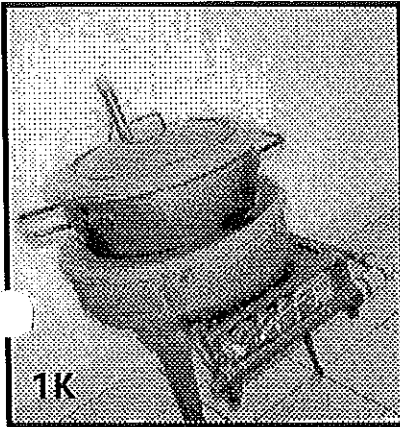
At noon on Saturday half of the tour group ate their box lunch in a nearby park while the other half went to Schimpff's Confectionery. About 45 minutes later the groups shifted places.

Schimpff's Confectionery has been producing fine, hand-made candies in Jeffersonville since 1891. It was founded by Gustav A. Schimpff Sr. and has been in family

ownership for four generations. The shop was expanded to include the building next door in 2001 for a candy demonstration area and candy museum, which displays turn-of-the-century equipment and thousands of pieces of American candy memorabilia from over the past hundred years. Both buildings erected just after the Civil War survived three major floods. In January of 1937 flood waters covered the globes of the city street lights. The first building offers candy for sale and has an old fashioned soda fountain.

Schimpff's is famous for its Fish Candy, Horehound Drops, original Cinnamon Red Hots, and hand-dipped Modjeskas, a candy named for an actress who performed in Louisville in 1883. A demonstration of making orange fish was given to our tour group. When all 18 flavors of fish have been produced, they are mixed and sold in a variety pack. Jill Schimpff, our docent, thought that making "fish" was appropriate since Jeffersonville is located on the Ohio River.

SCHIMPPFF'S CONFECTIONERY



1. Candy mixture is boiled in this copper kettle.
2. Hot syrup is poured and cooled on this table.
3. A blob of candy is shaped to go into mold.
4. Fish mold is placed on this machine that is cranked by hand.
5. Candy comes out as sheets of fish and cools.
6. Cooled fish are broken apart.
7. Jill Schimpff (r) tells about candy memorabilia to interested canawlers.
8. Canawlers purchase lots of candy.

Photos by

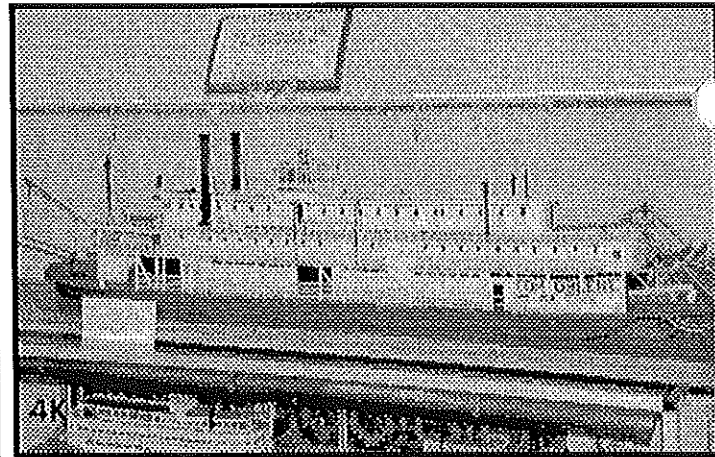
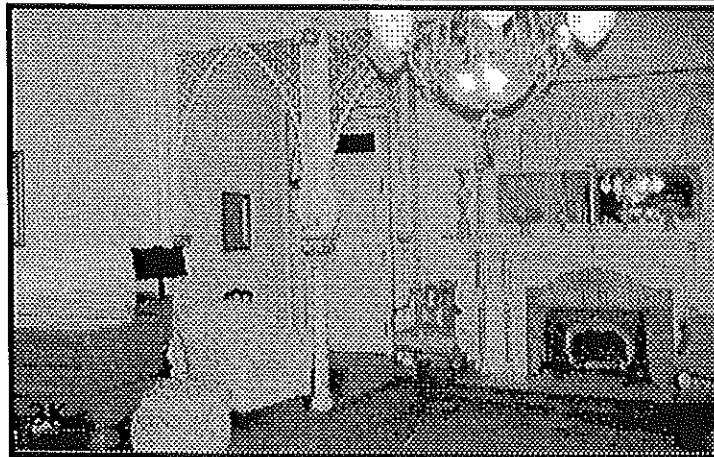
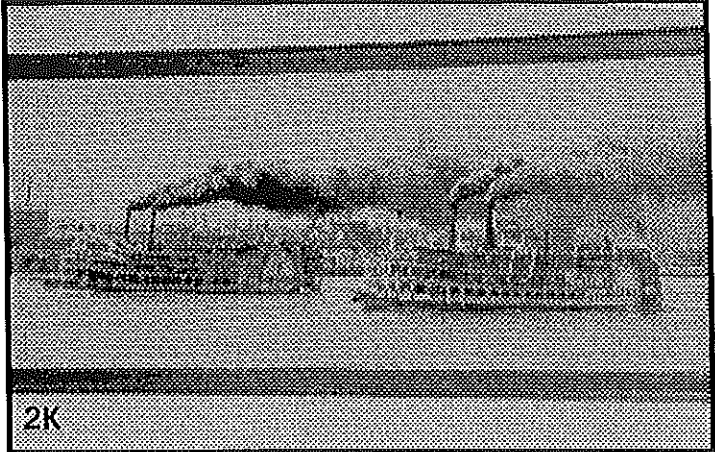
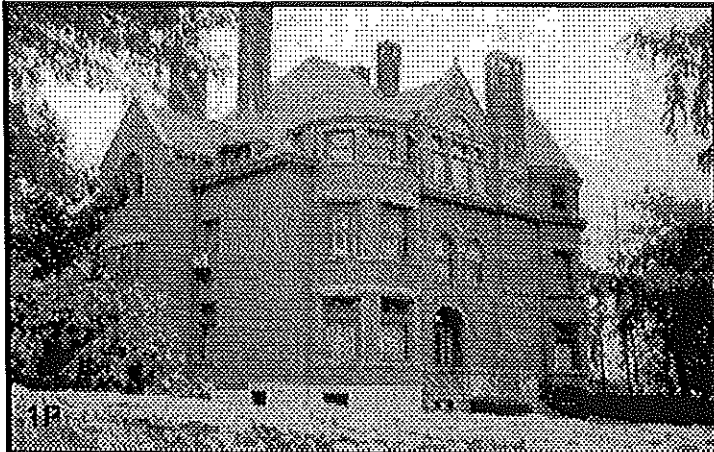
K - Lynette Kross
S - Bob Schmidt

P - Cynthia Powers
W - Chuck Whiting

The Howard Steamboat collection of steamboat models, tools, artifacts, documents, photos, paintings and models of steamboats from the Great Steamboat Era attract visitors from Tuesday to Sunday each week. The late-Victorian mansion's grand staircase, 15 types of wood used throughout the house, stained glass windows, chandeliers, and a large

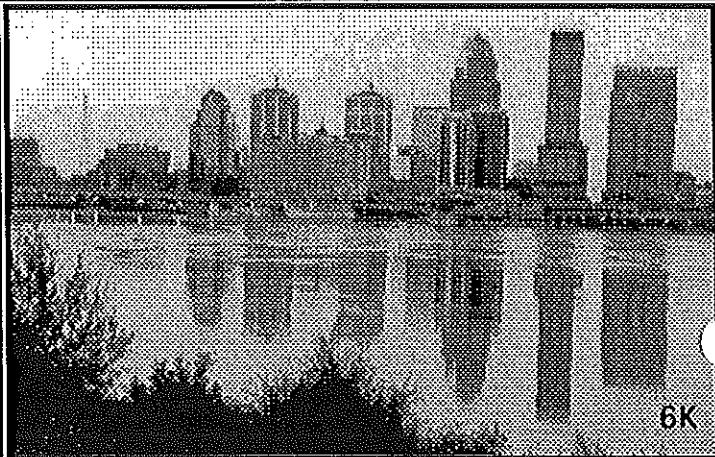
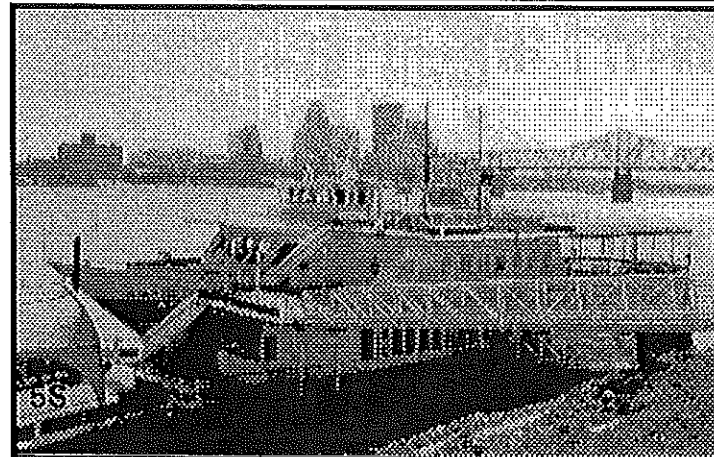
until 1941. This largest inland shipyard was then purchased by the U.S. Navy to construct LST's, subchasers and other ocean-going vessels for WWII. The American Commercial Barge Line Service (JeffBoat, Inc.) now occupies the oldest continuously operated shipyards in the country. The Howard Shipyards were owned and operated by 3 generations of Howards from 1834

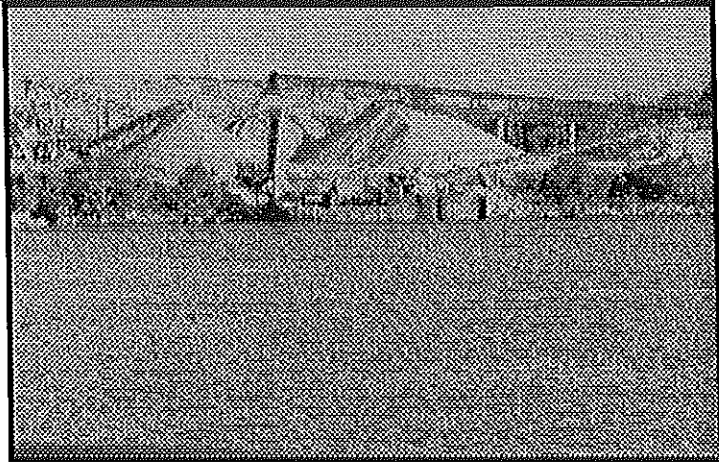
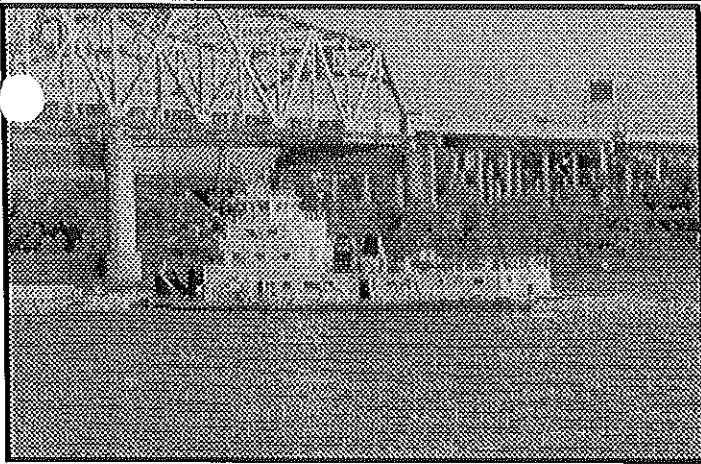
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1. The Howard Steamboat Museum 2. Pictures of steamboats were seen in the museum. 3. An ornate sitting room was painted white and had gold leaf. 4. One of several model steamboats on display 5. The Star of Louisville provided a dinner and cruise on the Ohio River. 6. The Louisville Skyline was beautiful as the sun set.

Photos by K-Lynette Kross, P - Cynthia Powers, S - Bob Schmidt





1. Towboats were seen pushing barges like this one on the river. 2. Sand and gravel awaited shipping down the Ohio River.
Photos by Chuck Whiting and Lynette Kross.

Canawlers experienced a special treat aboard the Star of Louisville on Saturday night. We had a private room in the bow of the boat and feasted on a delicious buffet. Following dinner we strolled around the deck, viewed the scenery, saw barges being towed, and watched the sun set over Louisville while a calliope played "My Old Kentucky Home" on another boat.

Mike Morthorst led a walk through Portland on Sunday morning. Eighteen canawlers met at Lannam Park, site of the West End Dump, which was made into a park and named for the former garbage commissioner of Louisville, who was from Portland. We gathered at a pavilion on the Riverwalk that represented a bungalow with a camelback roof that was evocative of Portland. Mike pointed out that the Riverwalk was along the top of the 29 mile long flood-wall built in 1948. Below us was the 1830 canal route and railroad tracks that were those of the old Illinois Central Panama Line, which brought bananas to the midwest.

Across the road we saw the 1852 U.S. Marine Hospital where old riverboat sailors went when sick or infirm. The National Trust for Historic Preservation lists it as one of the 11 most endangered historic buildings in the United States.

Across the canal we saw Shippingport, which once was a peninsula and is now an island. It was founded in 1806 by Louis and John Tarascon, who wanted to create a river sailing vessel to use on both the Ohio and Mississippi rivers and on the ocean. It didn't work.

In 1819 a grist mill with 6 stones was built next to the falls on the tip of the peninsula. It ground limestone for hydraulic cement. Later the Tarascon Hydroplant was built on the site that supplies 5% of Louisville's electricity.

John James Audubon spent a year on Shippingport before moving west. His family, who lived there, mailed his paintings from there.

Today a structure stands on the island to build lock gates. Once built they will be transferred to locks up and down the river.

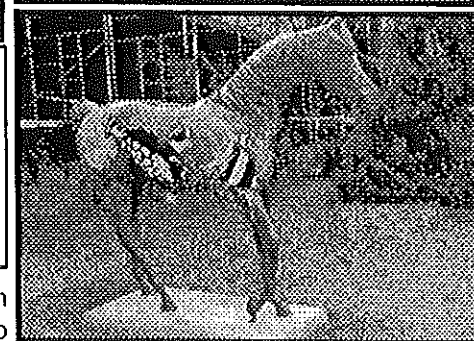
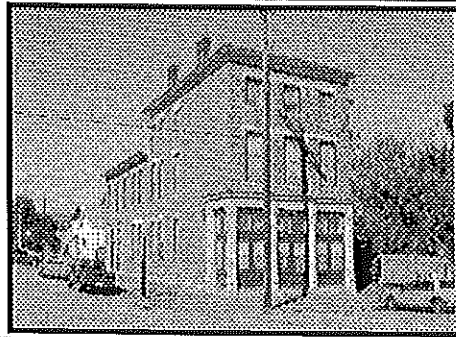
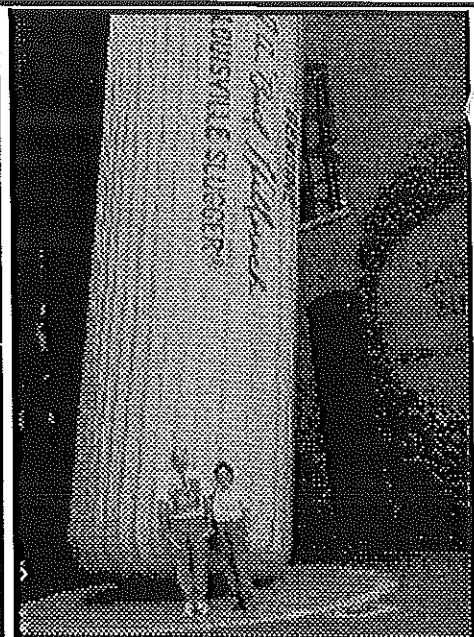
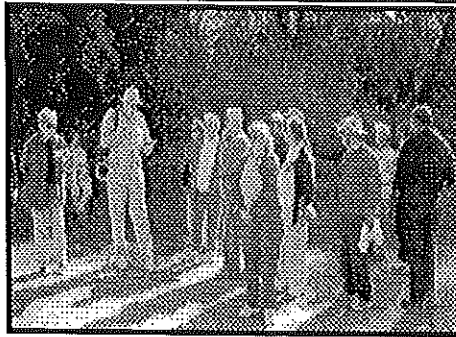
As we walked along Mike said the Louisville and Portland Canal was 2 miles long. It was originally 64 ft. wide and has been increased to 500 ft. wide. Allan Lapham was the engineer and geologist who published the first geological survey of the falls. Wm. MacAlpine was employed by the Civilian Corps before and after WWII. The locks are 26½ feet deep, 5 barges long and 3 barges wide and could hold 900 semi-trailer trucks. The locks are undergoing a 10 year

long \$333 million modernization that is adding a second 1200 x 110 ft. lock. We saw the world's largest floating crane working at the construction site.

We arrived at Portland (1806) and found that when the flood-wall was raised and moved closer to the river, four blocks of buildings were destroyed. Today large blocks of stone mark the site of some of the 140 foundations of former buildings. This area is now known as Portland Wharf Archeological Park and much is under 3 feet of alluvial mud from past floods.

When William Lytle planned the town he wanted 99 ft. wide streets so that ox teams could turn around. He hoped to use the money from the sale of property to finance the canal. Unfortunately in 1819 it went bust. It was bailed out by John Rowland of the second U.S. Bank. There was a large railroad freight handling yard located there. We saw a white Gothic mansion that was built by Enos Lockhart for the K&IT railroad headquarters.

Portland's claim to fame was that it was the original auto crossing to Indiana from Kentucky. In 1886 there was a suspended wagon way. In 1912 it was rebuilt with two lanes cantilevered on each side of the railroad bridge. It was a toll bridge from 1912 to 1929. In the 1970s it



Above left: Mike Morthorst gives canawlers the history of Portland, KY.
 Middle: Stones mark building sites in old Portland now an archaeology park.
 Below left: O'Bannon Grocery and storm sewer curb stone
 Middle: Squire Eric House, first courthouse and jail Four photos by Bob Schmidt
 Above right: Steve and Sue Simerman with Louisville Slugger bat
 Below: right: One of the Gallopalooza horses throughout the area Two photos Don Haack

was an honor system toll bridge. It closed in the late 1970s.

Mike pointed out several buildings that had various uses over time such as the O'Bannon Grocery of the 1880s; the Campbell House, a white mansion; Notre Dame Du Port built in 1839, rebuilt in 1866 and again in the 1870s, which is the third oldest church in Louisville; Academy of St. Benedict built in 1860; the Cedar Grove Subdivision designed by Otto Macht, who also built Freedom Hall that had designer homes built around it with garages designed for Model T's.; the Carnegie Library built in 1912, and the 1853 school that was encompassed by a newer structure in the 1950s. Probably the most interesting was the New Orleans Creole type Squire Eric House with its long sided front porch facing the river that served as the first courthouse with the jail in the basement. We also saw mooring rings from boats using the canal and river and curb stones under which were the early storm sewers.

Portland was incorporated in 1834, but it was annexed to Louisville in 1837. It was de-annexed in 1842 by an act of the Kentucky legislature and was independent from 1842-1852. Then in 1852 it was annexed once again by Louisville.

One side of a marker read:

Portland
 French immigrants established a community here in 1806. In 1814 it was surveyed and platted. By 1837 it was incorporated as a suburb of Louisville. It was an early river port and boat building center - 41 steamers had been built by 1855. Portland was site of first tramway in U.S. connecting it with Louisville, and once famous hostelry of South, St. Charles Hotel.

We had snacks of apples and Archway cookies, thanked Mike and said our good-byes. Some of the canawlers went to the Louisville

Slugger Museum while others took in the Gallopalooza horses that were stationed around the area and were to be auctioned off for charity later in the month.

Thanks to Mike Morthorst and all who helped to make this tour a success. It was fun seeing our old friends from the Canal Society of Ohio.

The next CSI tour will be April 8-10, 2005 on the Central Canal. Mark your calendars!

**ARE YOUR
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 MEMBERSHIP YEAR
 January 1 - December 31, 2005