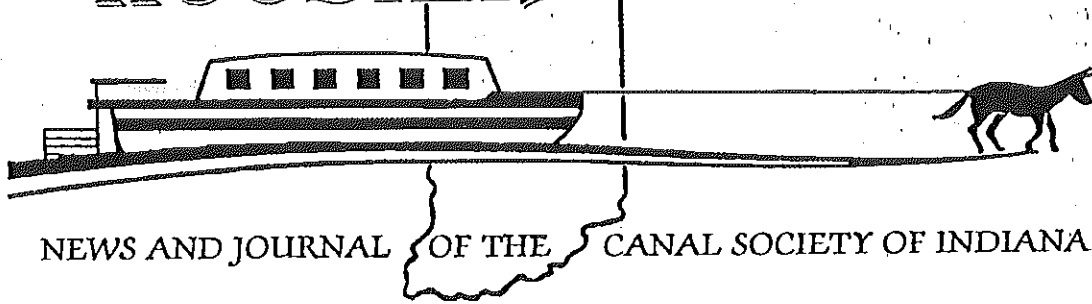


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REMNANTS & RESERVOIRS



Today Berlin Lock of the Whitewater Canal sits abandoned in a swampy area along Indiana State Road 121, between Nulltown and Alpine in Fayette County, IN. Photo by John Bower — Studio Indiana

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EVERY DITCH, A CANAL?

By Lynn Bower

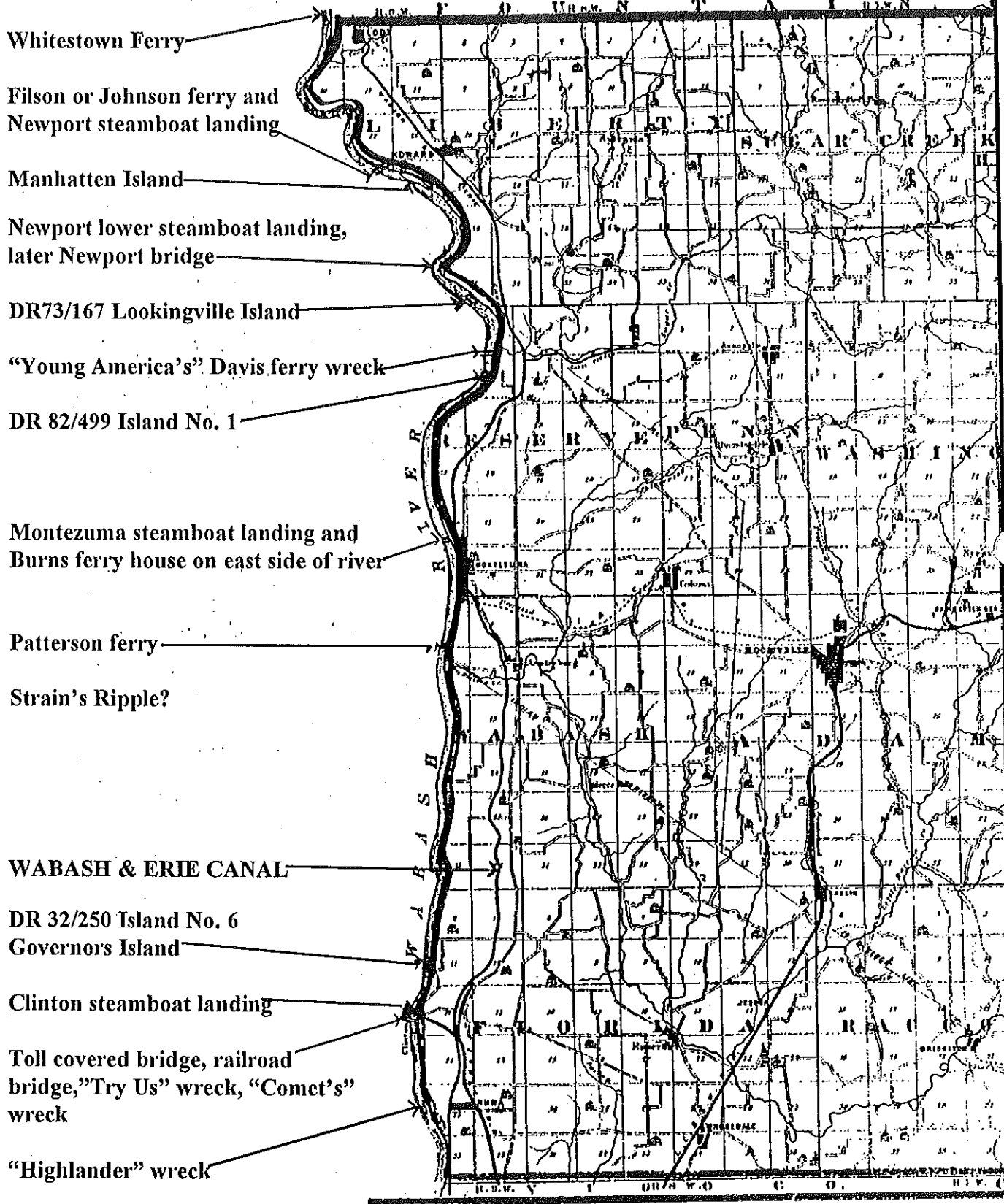
It was late afternoon, nearing 5:00 P.M. My husband, John, and I were wrapping up another day-long photo shoot—capturing fascinating images for his third photograph book on Indiana's heritage. We'd be heading home soon, back to our place in the woods of rural Monroe County near the Brown County line.

As I look out our SUV's side window, I slowly became more aware of the scene that was rolling past us. Nearby were the sandy banks of the White River's West Fork, railroad tracks, and a shallow running depression. Wait. Could it be? Of course, a canal!

(continued on page 14)

1874 PLAT MAP
WITH ADDITIONS
BY CHARLES DAVIS

Map of
PARKE COUNTY
INDIANA.



Whitestown Ferry

Filson or Johnson ferry and
Newport steamboat landing

Manhattan Island

Newport lower steamboat landing,
later Newport bridge

DR73/167 Lookingville Island

“Young America’s” Davis ferry wreck

DR 82/499 Island No. 1

Montezuma steamboat landing and
Burns ferry house on east side of river

Patterson ferry

Strain’s Ripple?

WABASH & ERIE CANAL

DR 32/250 Island No. 6

Governors Island

Clinton steamboat landing

Toll covered bridge, railroad
bridge, “Try Us” wreck, “Comet’s”
wreck

“Highlander” wreck

WRECKS IN THE WABASH RIVER DURING CANAL DAYS IN PARKE COUNTY, INDIANA

By Charles Davis

The Wabash river was once a major traffic route for rafts, keel boats and steamboats from the 1820s to the turn of the century. Covered bridges and railroad bridges, in that order, had draw spans or turn tables to allow passage of steamers to pass under them. Clinton and Terre Haute, Indiana, had such covered bridges across the Wabash. The Clinton covered "toll" bridge, which had a double lane for traffic in opposite directions, was built in 1852 and provided another crossing of the river in addition to the old Beard or Crabb Ferry. It was in active use for 42 years.

The Wabash & Erie Canal opened through the area in the late 1840s. Mention of this toll bridge that was just east of Clinton is made in the reminiscences of many travelers coming to Clinton Locks on the canal. They would leave the canal boat at the lock and take a hack across the bridge to Clinton. The gate keeper's house was located at the west end of the bridge.

All transportation some way or another was linked with the Wabash & Erie Canal such as ferries, bridges, stage coaches, rafts, steamboats, roads, railroads, etc. By the turn of the century, steamboats were a thing of the past except for small excursion boats. Our subject here is some of the wrecks of steamboats on the Wabash river along Parke and Vermillion counties.

There were steamboat landings near Newport, Montezuma and Clinton, Indiana. Not only were these towns served by the boats, but goods could be hauled from them by wagon to interior points. A map is included with this story to show these landings and to point out the possible locations where some of these steamers came to rest at the bottom of the Wabash river.

The first steamboat that came to Parke county was in the spring of 1826 when the Wabash was very high, at flood stage. It was a good sized steamboat from Cincinnati called the "Young America." It ran up Sugar Creek at its mouth on the backwater, passed over the dam at John Beard's Mill (site of West Union covered bridge) and tied up at the still house where it discharged goods and took on whiskey. Her hull lays just below the mouth of Sugar Creek on the east side of the river. She was built at Montezuma in the 1860s by John Hixon and others.

The steamer "Phoenix" sank on Strain's Ripple in the 1870s. Her hull lays there in sight at any time when

the river is low. She was built at Perrysville, Vermillion county, Indiana, by C. B. Jones in 1870 or 72. She was about seventy tons burden. Her machinery was saved. When she sank she belonged to Plunket and Goodin of Lamont Prairie, Illinois.

The steamer "Try Us" was sunk by striking the railroad bridge at Clinton around 1874. She belonged to F. W. Shewmaker of Terre Haute, Indiana, but was chartered to other parties. Her hull rested against the toll bridge at Clinton for some years after she sank.

The little steamer "Comet's" hull lays at the east end of the Clinton wagon bridge between the east pier of the bridge and the east bank of the river. She belonged at Clinton. She was coming under the bridge when she struck some tiling that was in that part of the river and some of it went through her bottom. Part of her hull is there at this time. She sank in the latter part of the 1870s or early 1880s.

In 1849 the steamer "Highlander" sank two miles south of Clinton, Vermillion county, opposite what is called Walker's Bluff on the west side of the river. Her hull is still there, but it is in deep water. She was of the same class of boats as the "Visitor" and was a side-wheeler. She was loaded with shelled corn in sacks and other produce. She was going south to the Ohio river. Her cargo and machinery were saved, but the cargo was in a bad condition.

Even in the 1890s steamers were quite popular on the Wabash. Mr. A. Lemp purchased the staunch little steamer, "Theo. Wagner" of Evansville and had it overhauled, repaired and fixed up in top style. It plied between Lafayette, Covington, Terre Haute and intermediate points on the Wabash river for camping, picnic, excursion parties, etc.

An example of a Captain trying to save a boat at Montezuma in 1883 was related by Ambrose Jared, the nephew of Captain Perry Spence Jared and is a good story to be told. A sawmill boat owned by the Woodorn Sarvin Wheel Company of Indianapolis was jammed in the ice while at anchor on the west side of the Wabash river at Montezuma, Indiana. It had been anchored there for the winter. When the spring break-up came, it became jammed in the ice. There were three men on board at the time. They were trying to make the boat fast to the bank but did not have enough rope.

Perry Spence Jared was the pilot of the boat. He was in Montezuma at the time the ice broke up. He had just been united in marriage to Sarah F. Mains that winter and was therefore staying ashore. When he was alerted of the danger to his boat, Captain Jared saw the necessity of more ropes to hold the boat and so began

to make ready to cross the Wabash. His wife's father, being a shoemaker, put steel spikes in Mr. Jared's shoes so he wouldn't slip on the ice. He wore a heavy overcoat and was carrying a large coil of rope down the shore. His wife Sarah E. was very much alarmed. She was afraid her newly wedded husband would be in great danger. He started across jumping and stepping from one cake of ice to another. The river was a raging mass of ice, gorging and breaking everywhere. He made his way across without a mishap and proceeded to tie the boat to some large trees on the bank.

Luckily Captain Jared and his three helpers were on shore when a raging gorge of ice came down upon the boat and ripped open her hull. She sank to the bottom. The four then made a dash for the Burns Ferry house, which was located at the ferry landing. Once inside they decided to build a fire, but they were unsuccessful. They were wet through and none of them had a match. So they tried rubbing sticks together, but they could not get a fire started.

It was so cold that when Captain Jared took off his overcoat and stood in a corner it stood there as if someone were in it. Without success at building a fire, they had to run around in a circle in the Ferry house to keep warm. The captain became so cold that he began to feel sleepy. He would back-off in a corner and start to go to sleep when one of the other fellows would grab him out and make him run. He would become so angry that he would draw back his fist to hit them, but it would be so cold he couldn't. The next morning they were dead tired from running to keep warm. By then the river was clear so the people of Montezuma sent a boat across to get them.

Old Dad Nailer then built the boat "Montezuma." The machinery in the boat that sank was put in the "Montezuma." It was finished in the summer of 1884 and Captain Jared piloted it on its virgin trip up the Wabash. He piloted steamboats on fourteen different rivers over a period of eighteen years and was counted as one of the best pilots in his time.

Another story that is related to the aforementioned steamers on the Wabash river is told here in its entirety from the Terre Haute Express as reported in the Rockville Republican, June 14, 1871.

"From the T. H. Express.

IMPROVEMENT OF THE WABASH

"The public understand that the improvement of the river Wabash is again occupying the attention of Congress. Many years ago, as early as 1824, a strong effort was made to interest the General Government in improving the navigation of this river, and similar efforts

have been since confirmed. Nothing however has been accomplished. Last July Gen. Weitzel was directed to make a survey of the river, but owing to the limited amount of funds at his disposal, for that purpose, no accurate instrumental survey could be attempted. Mr. Frederick Stein of Tipton, Ind., however made a preliminary reconnaissance, during last fall and winter, and furnished an approximate estimate of the cost of the improvement suggested by him, extending from the town of Wabash to the mouth of the river. His estimate is \$1,163,253.25. An accurate survey is now in progress, under charge of Mr. Stein, with competent facilities for its proper execution, and the officers of the Government will, in a short time, be advised of what is needed in the way of work and expenditure to make the Wabash navigable. This work has been long neglected and this neglect is astonishing when the important and increasing trade of the Wabash Valley is considered. In noticing the object of the present survey and what is expected to result therefrom, the Cincinnati Commercial says: 'Before any actual improvement is begun, it is necessary that a more thorough survey should be made; distances ascertained and the exact spots located where work is to be done. Such are the objects of the expedition which left Louisville, under command of Mr. Frederick Stein, on the small steamer Try Us, on the 2nd of last month. The party consists of ten men besides the engineer in charge. They take with them a thorough equipment of instruments and other articles requisite for the undertaking in hand; and beginning at the mouth, will survey up the Wabash River to the city of Lafayette, beyond which it is not at present deemed profitable to attempt to make the stream of service for purposes of navigation. The boat has not been heard from, officially, since its departure, but is supposed to be now at work a short distance up the Wabash, where post offices are not plenty. The time consumed in completing the survey will be about three months. The Try Us is hired by the Government. The cost of the present survey is estimated at fifteen thousand dollars. Its results will probably be an appropriation by Congress of a sufficient sum of money to perfect the improvements found necessary, and when these shall be made they can hardly fail of benefitting greatly the large section of country through which the Wabash flows.'"

"The importance of the work is shown by an extract from a letter written to General Humphreys by General Weitzel, in relation to this matter. He says; 'It is the most important northern branch of the Ohio river. The three cities, Lafayette, Terre Haute and Vincennes are situated on the river. Twenty years ago the annual value of the commerce of this river and its branches in wheat, corn, pork and live stock alone amounted to about four million dollars. Since then and especially within the last few years, iron and coal veins have been opened. Now, all this commerce has been nearly or

entirely ruined by obstructions in the river. The Commercial also furnishes the following abstract of the preliminary reconnaissance made, last fall, by Mr. Stein, contained in his official report to General Weitzel, Jan. 3, 1871. This summary, which shows the nature and estimated cost of the proposed improvements, will be read with interest by the citizens of the Wabash Valley. His operations were in a great measure superficial, as he had no instruments, nor time to use them. He began at the town of Wabash and descended the stream. We note some of his more important observations. From the starting point to Logansport, he found the river running slow on very little descent, in a wide and shallow bed formed of limestone rocks with nearly four fold that necessary to navigation. The Erie and Wabash Canal (Wabash & Erie Canal) is fed by the river, and dams for that purpose obstruct the beds. There are, besides, many bridges spanning it on a grade entirely too low for the passage of steamboats, none of them provided with a draw. Mr. Stein says if the Erie and Wabash Canal were abolished, its waters returned to the river bed, and the several feeder dams removed, navigation would be easy up to Wabash town at any time from April to December and if, on the other hand, the water now in the river was confined by walls to about one-third of the present width of the bed, it could be raised so as to admit of light navigation, even in time of drought. In this latter case of course locks would have to be built at each point where there is a feeder dam in the river. The first condition is improbable, and the last too expensive."

"Mr. Stein recommends the building of locks and the removal of sand-bars and driftwood. Such locks would be necessary at Peru and Logansport, and would cost \$50,000 each. To dredge and clean the river of driftwood from Wabash to Logansport would cost \$5,000. At the last named city the Wabash receives the waters of the Eel River, which so increases its volume that thence downward navigation would not be difficult but for the "Rapids" seven miles below Logansport. These rapids will have to be removed, at a cost of \$18,000. The expense of removing a large deposit of sand and gravel at the mouth of Eel River, would be \$2,777. Between Delphi and Lafayette, the Tippecanoe river falls into the Wabash. This is twice as large as the Eel, and hence to its mouth the Wabash is a navigable stream."

"Mr. Stein recommends the removal of sand-bars at the following named places, and recommends the cost of such removal at the figures annexed: Opposite Logansport, \$5,600; a mile and one-half below Portland, \$3,333. All the other sand-bars between Logansport and Terre Haute are of such a nature that their contents cannot be estimated, but they could probably be taken out in two months by a steam dredging machine, at the cost of \$28 per day. There are two dams between

Logansport and Lafayette; these necessitate two locks at a cost of \$50,000 each. The bridges on this part of the river are higher than those above Logansport, and some have draws. Downward from Terre Haute the river is full of bends, in many of which snags and sand-bars have accumulated to so great an extent that the labor of hundreds of men and horses will be required for months to clear them off. Between Terre Haute and Vincennes, the engineer estimates the cost of doing this at \$15,000. He recommends a cut-off at Sugar Creek Bend, immediately south of Terre Haute, to cost \$162,223 and the removal of Musgrove Bar, a few miles farther down, at an expense of \$3,500. About three hundred rods below this bar, there is a great deal of drift heaped up, which should be chopped and burnt. There should be a cut-off at Aurora Bend, which would cost \$78,621.50. At Forks cut-off the channel needs widening; and there should be a cut-off at Hackberry Bend; these two improvements would amount to about \$100,000. From here down the dredging machine and axe must be used; the bed is nearly filled with sand and logs. The new channel at Horse Shoe Bend wants widening; \$35,000 will widen it. Some logs must be snatched out at Point Conpee; and a little below Vincennes \$3,500 worth of sand-bar is to be removed. Ambrough's bend, ten miles below, ought to have the logs and sand taken out, and a wing dam built — \$1,387.50. About four miles above the mouth of White River, the bed of the Wabash is obstructed by what is called the Little Rock; this should be blasted; \$1,600 will blast it in the most approved style. A mile and a half below Little Rock are the Grand Rapids, three quarters of a mile in length. There is a lock here which cost \$70,000. It is out of fix, and not susceptible of repair. \$125,000 will build such a one as the necessities of the case requires. To take and carry away a sand bar at the mouth of White River, \$12,000 is wanted. A wing dam at Coffee Island will cost \$740. There is good water all along from White River out; and if some driftwood and sand be taken out, there will be no more obstruction to navigation. That would cost, between New Carmel and Graysville, about \$3,500. A cut-off, saving three miles, might be made at the latter place, the expense would reach \$115,000."

"Some rocks need raising at Chainville, and near there an old wing dam must be repaired. These improvement can be made for \$3,249. A rip-rap wall should also be built here, to protect the right bank of the river; \$21,750. Four and a half miles below; another wing-dam \$411. Two miles further, the necessary widening of the channel will amount to about \$3,500. The last bend, before the Wabash empties into the Ohio, is a very large one - over seven miles in length - with many sand-bars and much driftwood. A cut-off could be made that would reduce the distance to a mile and a half. The cut-off would cost \$252,360.75. The dredging of the river from Vincennes to the mouth, by two steam

dredges would take two months, at \$28 per day; Total \$1,400."

"Mr. Stein, although his survey was an incomplete one, thinks the improvements recommended are about what the river needs, and that the estimated cost which foots up \$1,163,253.25, is correctly stated."

I, Charles Davis, was most interested in the names of the places in and along the Wabash river, and wonder if some of the names are recognizable to some of the readers today. One such named, "Little Rock," I would like to know if this rock is still there or was it blasted in time. I underlined the "Try Us" in the story, to show its relationship to the beginning of the steamboat wrecks story. At that time they understood that the Wabash and Erie Canal was soon to be closed north of Terre Haute and realized the importance of the Wabash river. But in 1873 and thereon, the railroads were built all the way through here and the Wabash was doomed as was the canal.

Sources:

Davis, Charles. "Parke County and Its Wabash & Erie Canal Connections.

Jared, Ambrose. "Captain Perry Jared." Montezuma Enterprise. July 3, 1930.

Rockville Republican. Oct. 6, 1898.

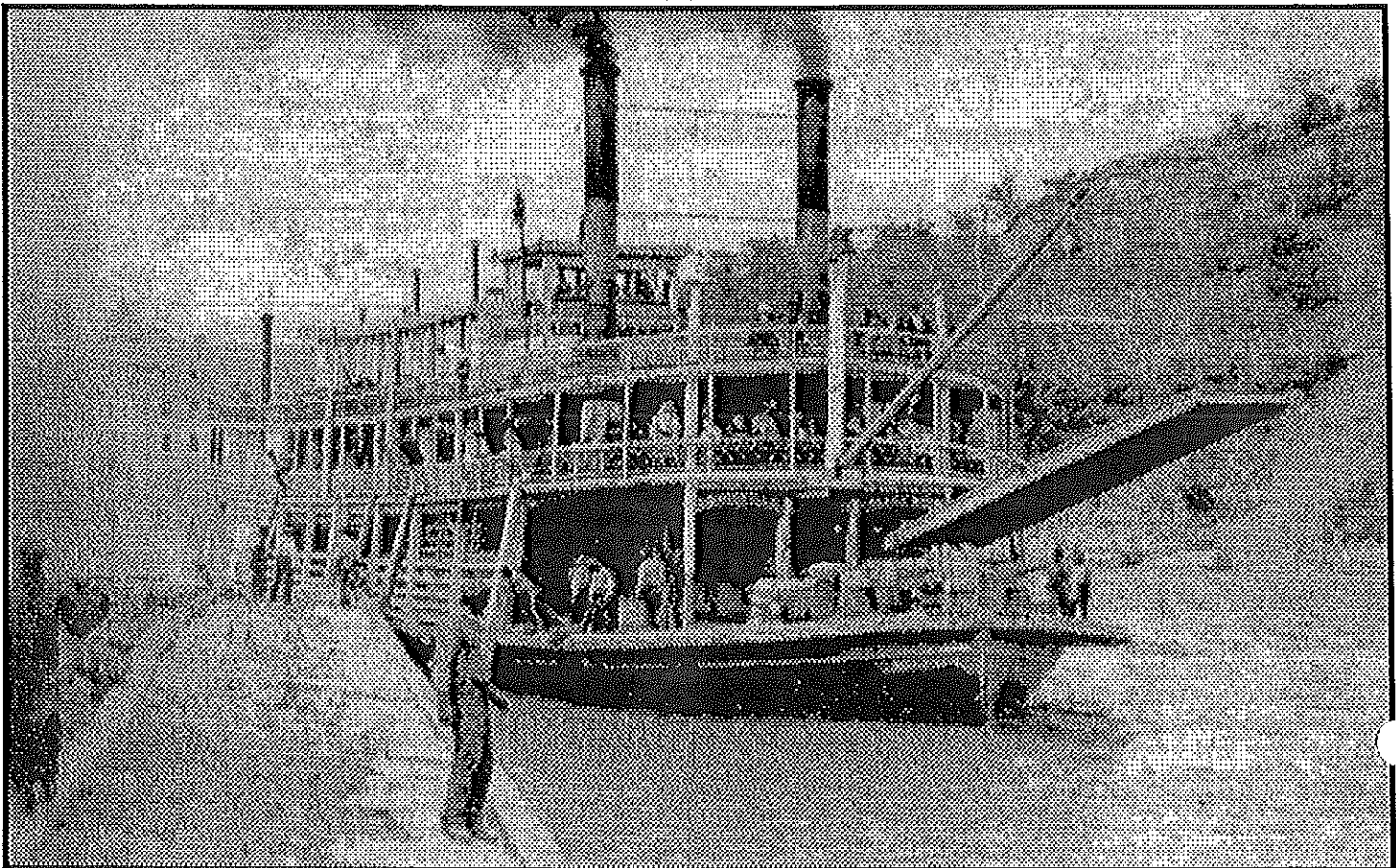
The Rockville Tribune. Oct. 28, 1897 p. 1.

The "Falls City" steamboat, pictured below courtesy of the Kentucky Historical Society, plied the Ohio and Kentucky rivers between Louisville and Valley View, KY, from 1898-1908. These terminals are 232 miles apart. There were three cities along this route: Carrollton, KY, Frankfort, KY, and Madison, IN; almost a dozen small villages; and some farm landings. It took a day to reach Frankfort from Louisville and another day to reach Valley View. At its peak it made a round trip to Frankfort once a week and a round trip further to Valley View including Frankfort once a week.

This steamboat was built at Cincinnati, OH, in 1898. The wooden hull was 32.6 ft. wide, 132 ft. long, and 6 ft. deep. The deck was 36 feet wide including the guards and the width of fenders was added to that. The lock at Frankfort was only 38 feet wide and 145 feet long with a lift of ten feet. There was not much wiggle room within the lock.

In the picture the "Falls City" has bumped into the guide wall while approaching Lock 5 located about one and a half miles below the Frankfort landing on the Kentucky river. Passengers have gathered to see what happened. Probably not much damage has been done, but the pilot has the engines running strong and its rudders down to starboard to get aligned along the wall.

Steamboats on the Wabash river would have been similar to the "Falls City." An article in *The Waterways Journal* Sept. 13, 2004, containing this information was sent to CSI headquarters by William Shive, CSI member from Belleville, IL.



CANAWILERS AT REST

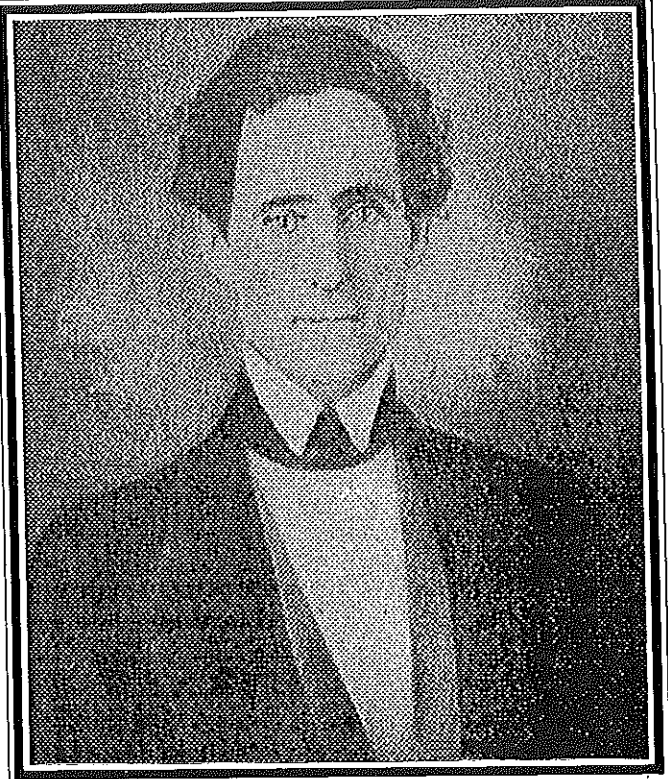
ELISHA E. EMBREE

b. Sept. 28, 1801

d. Feb. 28, 1863

By Carolyn I. Schmidt

Portrait from
History of Gibson County, Indiana: Her People,
Industries and Institutions



Judge Elisha E. Embree, was born in Lincoln county, Kentucky, to Joshua and Elizabeth Edmonson Embree. In November 1811 Joshua, his parents, and siblings moved to Indiana Territory and settled on Marsh Creek approximately 2½ miles southwest of Princeton in Knox (now Gibson) county. The area was densely timbered. They cut the timber, erected a cabin and cleared the land for a small farm. Joshua, was a Kentuckian at birth and a member of the Baptist Church. Elizabeth was born in Virginia and was a member of the Christian Church. Joshua only lived two years after moving his family to the farm. He died in 1813. Elizabeth subsequently married a Mr. Spencer, who became Elisha and his four siblings' step father. Elizabeth lived in Gibson county until her death in June, 1829.

Elisha spent his youth in hard work as a farm laborer since the family was poor. He first attended school in his late teens and received the little education that the district school of that time afforded. He studied diligently on his own. He progressed so rapidly and at exhibitions he displayed such aptitude for declamation and oratory that his teacher advised him to become a lawyer. He read law with Judge Samuel Hall in 1825, was licensed to practice by the Supreme Court of Indianapolis on May 3, 1826 and began practice in Princeton, Indiana, that year. He was a sound and practical counselor, an able and eloquent advocate, and ranked as one of the ablest men at the bar.

Eleanor Robb, born to Maj. David and Mary Robb on December 3, 1801, became Elisha's wife on March

15, 1827. Eleanor's father was a prominent pioneer of Gibson county, a member of the state constitutional convention and the state Senate. The Robbs lived on the White River near where the town of Hazleton now stands. Elisha and Eleanor had six children: Maria Louisa, James T., Ophelia (died in infancy), Ophelia Elizabeth (died in infancy), David F. and Milton P.

In 1828 Elisha was appointed the county agent for one year. His salary was \$25 for his entire year's work.

Elisha had been raised as a Universalist. Following his conversion, he carefully examined the various churches, their creeds, confessions of faith, polity, etc., and came to the conclusion that the Methodist Episcopal church came nearest to his idea of a Bible church, and prophesied that it would become the church for the conversion of the world.

The Methodist church was organized about 1815 at Princeton but did not erect a building until 1838. At that time Elisha was one of the subscribers and worked ardently for the church up until the time of his death. When seeking subscribers he once remarked: "We have been driven from private houses to the jail and from there to the court house, and I propose now that we build a house of our own." For many years Elisha served as superintendent of the Sunday school.

In 1833 Elisha was elected to the Indiana State Senate defeating the Hon. George H. Proffit. While there

he was one of few who opposed the Internal Improvement legislation that eventually led to Indiana's bankruptcy.

Elisha was elected Judge of the Fourth Judicial Circuit Court in 1835. In those days the lawyers were few in number. They followed the court from county to county. He succeeded Judge Charles I. Battell, who only served for a short time in 1835, and became a distinguished leader of the bar. Elisha was re-elected for a full term in 1838. He served a total of 10 years until 1845 as president judge. Associated with him were Thomas Montgomery and Patrick Payne, Samuel A. Stewart and Robert McCrary, and James Wilson and Anderson F. Ely.

One county history said that Judges Samuel Hall and Elisha Embree were "the only resident lawyers (those living in Gibson county) of any note." Shortly before he retired, there came a case from Vanderburgh circuit court on a change of venue. The case "State of Indiana v. Romain Weinsorpflin." was widely noticed and was a case of ill-feeling. The trial was held in the old Princeton courthouse on March 5, 1844 and continued until March 9. The twelve jurors under presiding Judge Embree found the defendant, a priest of the Roman Catholic church from France who was charged in three counts of rape, assault and battery, and assault, guilty of the first count. They fixed his punishment imprisonment with hard labor for a term of five years.

When Elisha retired from the bench in 1845, he stopped practicing law until 1852. At that time his son, James T., and himself opened up offices together and continued until his death.

In 1847 Elisha was elected to the national House of Representatives from the First Congressional District for a two year term defeating the Hon. Robert Dale Owen. The Reverend John Ferguson in his Recollections of Pike County tells of the influence the camp meeting had on Elisha's election as follows:

"Few influences were larger upon the masses of the people than the camp meeting. These were held annually and attracted the attention and gained the patronage of almost everybody in the community. Their first benefit was religious they were the means of influencing many to live the Christian life and most every church worker was converted at the camp meeting altar. They also had a large social and ethical influence and many a desperado was quieted and controlled through their ministry. The likewise furnished an opportunity for political campaigning. Robert Dale Owen suffered a defeat in his campaign for congress at the hands of one who gained his influence through the camp meeting. Owen was a democrat and while a man of scholarship

and a politician was an agnostic. The wigs (Whigs) elected his opponent Elisha Embree, a great lay worker in the camp meetings. He sang acceptably and attended all these meetings thus gaining a wide acquaintance and being elected over Mr. Owen. By the time he asked for re-election the democrats had selected as his opponent a man who could exert the same influence and get votes by the same method. The man who defeated Mr. Embree for congress was Mr. Albertson of Paoli and the only qualification which he had was that he could sing and work in camp meeting. But in this he was superior to Mr. Embree and when the ballots were counted he was found to have defeated his camp meeting opponent."

Elisha was the first and only Whig ever elected in the First Congressional District. While in that office, he originated the proposition to abolish mileage to members of Congress.

While in Washington, D.C., he became acquainted with Elihu B. Washburn, Horace Greeley and Abraham Lincoln, all of whom he remained friends until his death. He lived in the same boarding house as Lincoln and Washburn for a time.

Politically Elisha was a Whig during the period the Whig Party existed and later became a Republican for the rest of his life. The Whig convention made Elisha their nominee for governor of the state of Indiana in 1849. Elisha declined the nomination. Instead he ran for Congress again. At the time Abraham Lincoln was not up for re-election from the Springfield district of Illinois and he wanted Elisha to win. Lincoln and J. K. Dubois, who had been raised at Vincennes but had moved to Illinois and become the Illinois State Auditor, came over to assist him for a few days. They went to Vincennes sometime in the fall of 1848, rented horses and, since there were no buggies in the county at the time, rode by horseback crossing over White River at Decker's Ferry and arriving at Judge Hillman's home to meet Elisha for a dinner appointment. Also joining them was Cyrus M. Allen, a young lawyer from Petersburg, IN. After eating dinner together, they all went to Deffendol Grove near Hornbrook's store just south of where the town of Union, Indiana, is located. There they all made some talks and Lincoln gave a speech. They then shook hands. Three of them went on to speak at Petersburg that night and in Pike county the next day. From there they went to Warrick, Spencer, Gibson and a few other counties.

Even though Elisha and his friends campaigned hard, he was defeated in his race for re-election to Congress by Hon. Nathaniel Albertson. At this point he virtually gave up practicing law and devoted most of his time to personally supervising his estate.

Abraham Lincoln sought the help of his friends in

1849 when he was an outgoing congressman and was attempting to secure patronage positions for Whigs of nois in the General Land Office. At the time there were no Whig clerks in any of the departments except J. M. Lucas in the Land Office. He recommended three clerks in a letter to the Secretary of War. When he saw his candidates had no chance, he eventually pursued the Commissioner of the General Land-Office for himself. He wrote the following letter to Elisha:

CONFIDENTIAL

Hon. E. Embree Springfield, Ills.

Dear Sir: May 25 - 1849

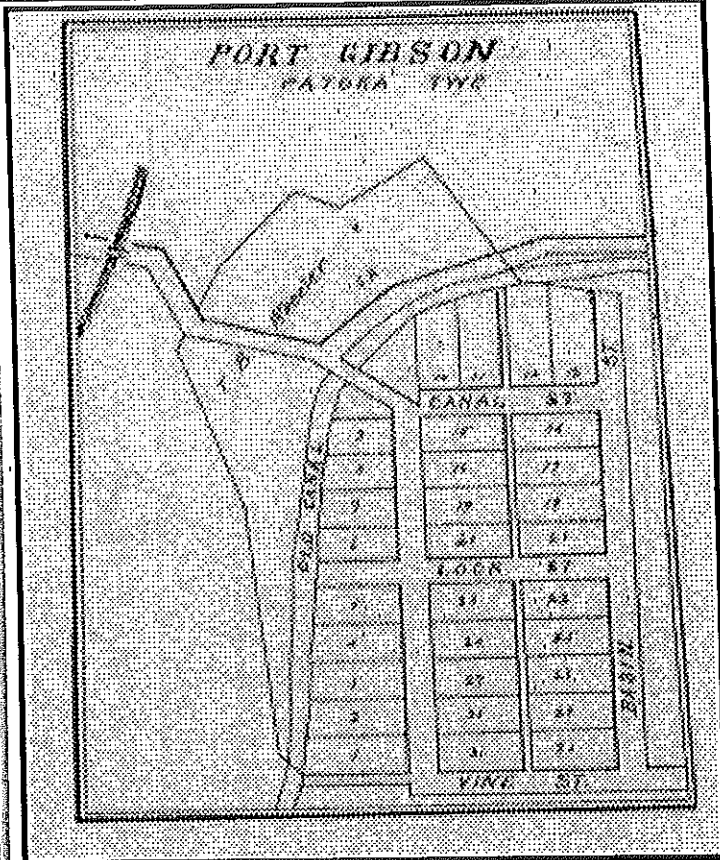
I am about to ask a favor of you—one which, I hope will not cost you much. I understand the General Land Office is about to be given to Illinois; and that Mr. Ewing desires Justin Butterfield, of Chicago, to be the man. I give you my word, the appointment of Mr. B will be an egregious political blunder. It will give offence to the whole whig party here, and be worse than a dead loss to the administration, of so much of it's patronage. Now, if you can conscientiously do so, I wish you to write General Taylor at once, saying that either *I, or the man I recommend*, should, in your opinion, be appointed to that office, if any one from Illinois shall be. I restrict my request to Ills. because you may have a man of your own, in your own state; and I do not ask to interfere with that. Your friend as ever A. LINCOLN

Lincoln was defeated by Butterfield.

When Elisha and Samuel Shannon saw that the Wabash & Erie Canal, which was begun in Ft. Wayne, IN, in 1832, was finally going to be completed from Toledo to Evansville, they decided to plat Port Gibson in section 3, township 2 south, range 10 west, on the southeast bank of the canal. It was surveyed in the spring of 1852, the year the canal opened its entire distance.

The Wabash & Erie Canal was a waterway project born in 1827 with the U. S. government granting Indiana every alternate section of land along the proposed canal route. In 1830-32 the Indiana Legislature offered these grants for sale at \$1.50-\$2.00 per acre. The money was to be used for digging the canal. The government stipulated that the government boats and agents would be allowed to travel the canal free of cost.

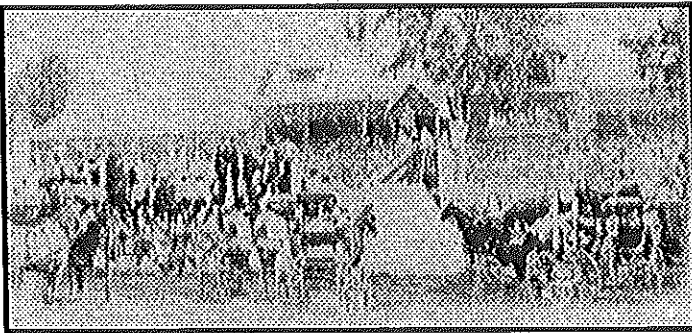
The entire length of the Wabash & Erie Canal was four hundred and sixty eight miles, some of which were in the state of Ohio. It cost six million dollars to construct



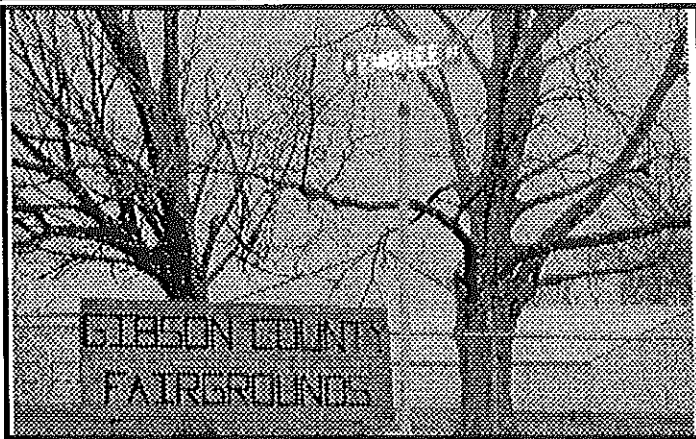
and was completed just as the railroad came into its own as a means of transportation.

At first when the Wabash & Erie Canal passed through the eastern part of Gibson county, it provided a highway for transportation of most of the county's products. Port Gibson thrived and became strong. There a huge reservoir was built to feed the canal. It covered over two thousand four hundred acres. The canal locks at Port Gibson took time to pass through so passengers disembarked and the little settlement became the principal canal point in Gibson county. The town boasted of having a store, a blacksmith shop and a flouring mill. The mill was promoted by Mr. Iglehardt of Evansville. "Dud" Campbell started a saloon. For a time, while passenger traffic was heavy, canal boats stopped for one or two hours at Port Gibson. The little town would have blossomed into a small city had it not been for the arrival of the railroad. From Terre Haute to Evansville, the canal became the right-of-way for the Evansville & Indianapolis railroad.

In 1852 the first county fair was held on the Princeton courthouse yard. It was very successful and continued to be so the following years. On September 19, 1856, Elisha filed and signed the articles of incorporation for the Gibson County Horticultural and Agricultural Association. They stated that non-dividend-paying share of stock be issued and, at the beginning of the organization, 233 shares were sold. Elisha was



The Gibson County Fair began in 1855 and was held around the city square. In the 1860s it was moved to land purchased from Judge Elisha Embree. The photo above is of the permanent fair grandstand in the early 20th century. The photo below shows the fairgrounds are on Embree Street. Photo by Bob Schmidt



elected its first president and had 12 men on the board of directors. They purchased ten acres of land for a permanent grounds near Princeton. Eight of the acres were purchased from Elisha. The first admission to the fair was charged in 1857. In 1860 another six acres were purchased and a show-ring built. Today the fair grounds encompass over 60 acres.

Elisha took a keen interest in the questions arising after the outbreak of the Civil War. He regretted that he was too old to be in active service. He was strongly for the Union and, at the outbreak of the war, he aided and encouraged the enlistment of troops. All of his three sons entered the army.

James T. Embree, Elisha's oldest son, was born in Princeton on January 2, 1829. He was educated at Asbury (DePauw) University, read law under his father, and graduated from Indiana University at Bloomington, IN, in 1852. He practiced law with his father in the E. & J. T. Embree law firm. He married Mary Mageline Landes, in 1852. They had three children: Lucius C., Samuel L. and Eleanor. He enlisted in the Fifty-eighth Regiment, Indiana Volunteers, in 1861 and rose to the rank of lieutenant-colonel. He served for three years. After his return from the war he practiced law alone until 1866,

when he formed a partnership with his brother David F. Embree. He died on August 3, 1867 at the age of 38. Mary, his wife, had died in 1863. He was a prominent lawyer. His son Lucius also became a lawyer.

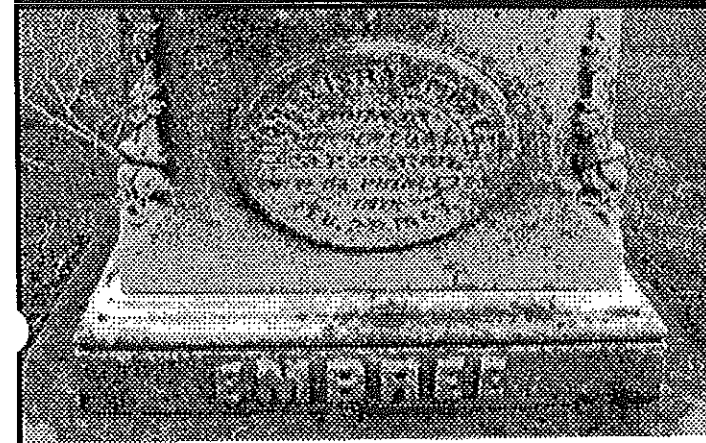
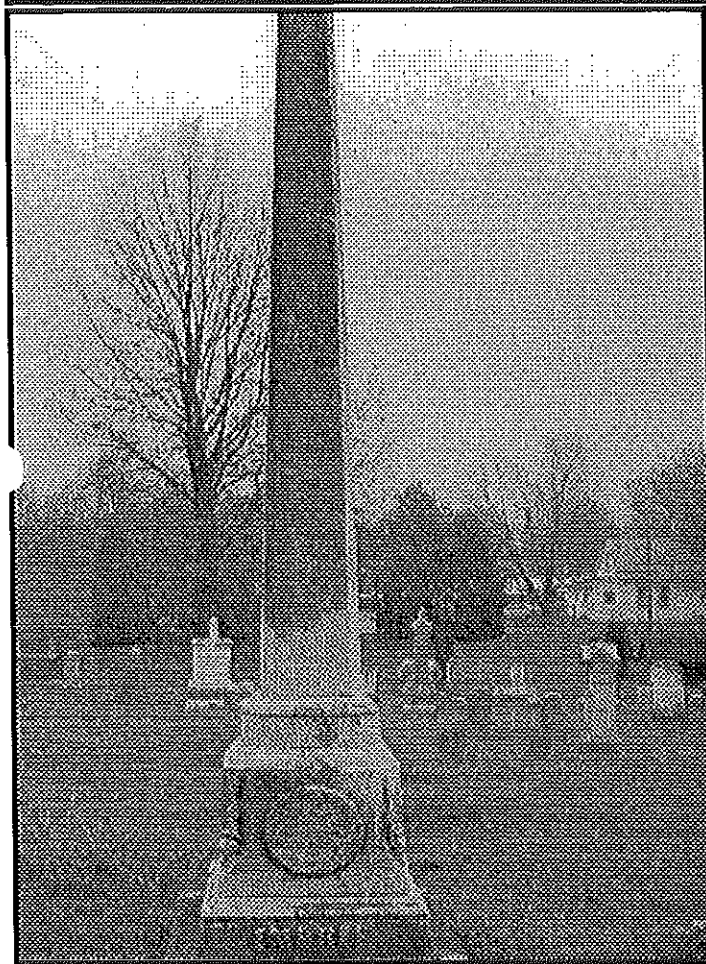
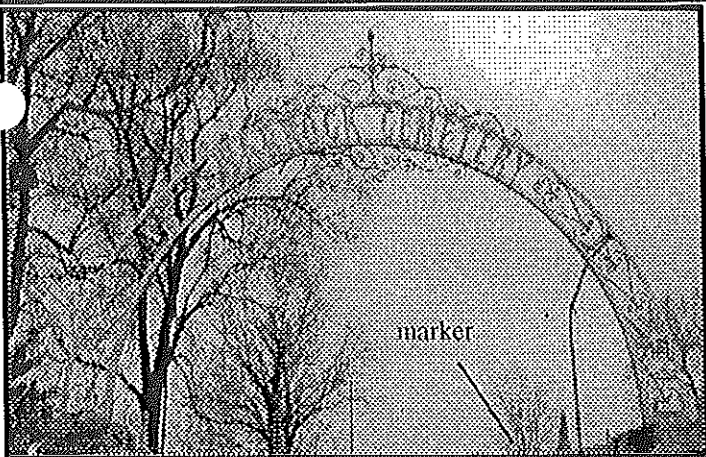
David F. Embree, also a graduate of Asbury University, who had studied law under his brother James T., joined the Forty-second Regiment and remained in the service for three years. He attained the rank of Captain of Company E. He then attended the Albany, N.Y. Law School for one year. He completed his law degree at Michigan University in Ann Arbor, Michigan, in 1865. He then became the junior partner in the law firm of James T. & David F. Embree and continued in that position until the death of James. During David's last few years of life his health failed. This compelled him to give up his practice and seek rest and recreation by traveling in the South and West. Thinking he was better, he returned in 1876 and began a law practice in partnership with Thomas R. Paxton. He died in January, 1877. He was married to Mary Fleming. They had two children: Anna F. and Charles F.. David, like James T., was a very successful practitioner of the law.

During the war Elisha spent most of his time at the front devoting his services to the sick and wounded soldiers. Even his house was used as an asylum for a sick soldier. He believed that the terrible Civil War would result in universal liberty. It is thought that his hard labor and exposure during this time caused his death.

For many years Judge Elisha Embree was a prominent man in Gibson county. He died at his home in Princeton on February 28, 1863. He believed in immortality. Eleanor, his widow, lived to a ripe old age. She was 81 at the time one of the historical articles was written.

An article described Elisha as "a man of plain and simple habits...(who) disliked anything like show or parade..."

Judge Elisha Embree was laid to rest in Robb Cemetery (now known as Warnock Cemetery) in Princeton, Indiana. To reach his grave site: From U.S. 41 at one of Princeton's exits turn east on 100 N, turn right on Old 41, which becomes Warnock St. after crossing Embree at the fairgrounds and high school, turn left on N. Main and right into Warnock Cemetery. His marker is behind the large tree at the top of the hill on the right. An iron rod sticks out of the top of his stone obelisk where a finial or urn has fallen off. The information about Elisha is on the side of the marker facing N. Main. The other sides give information about other members of his family buried there.



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1. The entrance of Warnock Cemetery leads to Elisha Embree's stone behind the tree at the top of the hill.

2. The Embree grave stone.

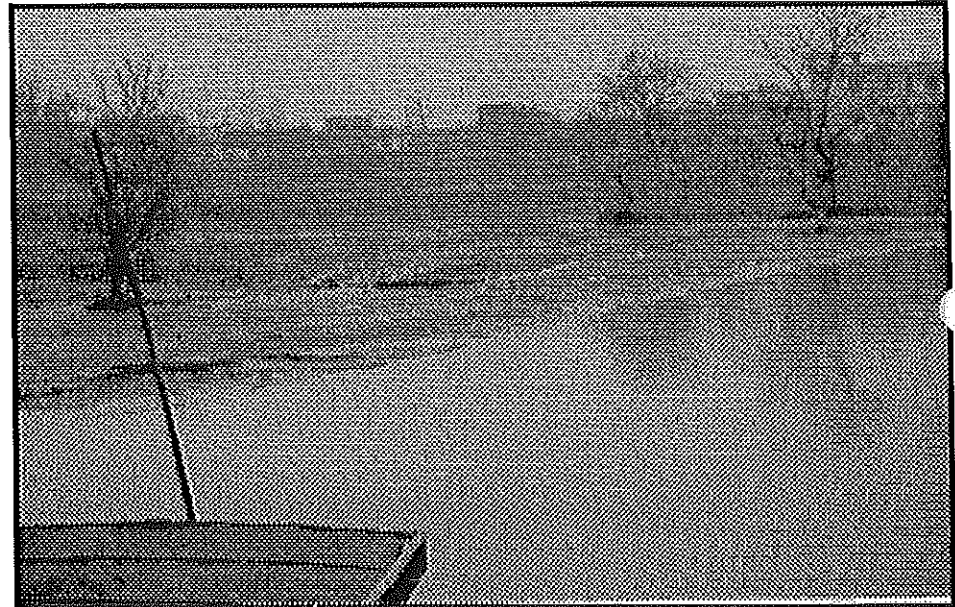
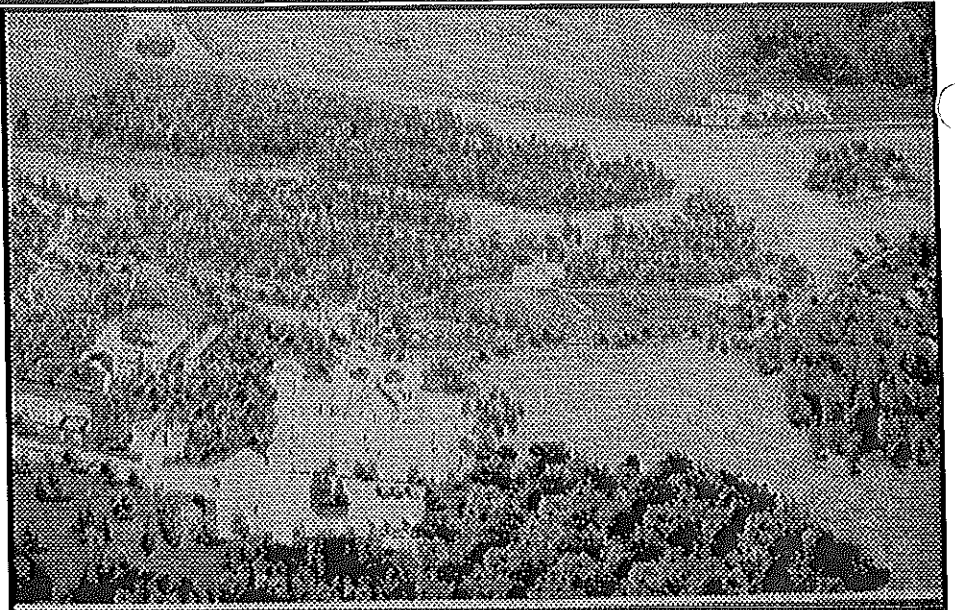
Photos by Bob Schmidt

3. Hon. Elisha Embree, Born in Lincoln Co., Ky. Sep 28, 1801, Died in Princeton, Ind. Feb. 28, 1863.

The Ling Canal

By Neil Sowards

While touring China with two pilots of the Flying Tigers of World War II, their friends and their relatives, we visited Guilin. It was at this city the Flying Tigers had one of their air fields and Clare Chennault had his headquarters. We took a side trip to a museum that had some wreckage of a Flying Tiger bomber that had been recently discovered high in a cleft of a mountain. What made it particularly interesting was the fact the museum was located at the junction of the Ling Canal and the Li River. It is a very old canal. About 219 B. C. the Emperor Qin Shi Huang united central China. He then decided to send his armies to conquer southern China but there were no roads or rivers going in that direction to enable him to move his troops and their supplies. He discovered there were two rivers whose sources were close to each other—one, the Xiang River, flowed north to the Yangtze River and the other, the Ling River, flowed south to the Pearl River and then to the South China Sea. By connecting the two by canal five years later in 214 B.C., the emperor was able to transport his army and supplies south and conquer southern China.



Top: This bird's eye painting shows the dam in white, the island, and the canal at the top.

Bottom: This view of the dam shows clearly its V shape. Photos by Neil Sowards

A dam was built across the Ling River at a place of an island so the dam went to the tail of the island and then continued to the other side in a broad V shape. The dam had two large stone block walls with the upstream wall being the higher. The space between them was filled with large flat stones wedged vertically. Our guide said the dam rested on a mattress of trees and had been rebuilt several times in its 2,219 year history. It was said it is the oldest navigation and irrigation canal in the world.

The Ling Canal is 34 kilometers long (20 1/4 miles) and 1 pier in the center of the bridge. In the understood the guide to say it had wooden floor of the bridge are two locks. We were at the point where it crossed the Ling River, which was the summit level. Therefore, no locks were needed in this section. The island divided the river, forcing about 30% of the water into the Ling Canal, which parallels the Ling River, and 70% to the Xiang River.

Near the dam on the Ling Canal is a narrowing of the canal by well cut stone walls. There is a bridge

wooden access trap doors, which can be lifted out and wooden beams laid across the canal into slots in the stone wall to regulate the flow or, in flood time, to cut the excess flow into the canal.

Two signs were written in both Chinese and English read:

The Large and Small Scales Dam
The Large and Small Scales

Dam look like a Chinese character Ren, cutting through the Xiang River. Being an excellent section of the Ling Canal with its exquisite design and suitable construction, it has become one of the world's marvelous wonders. It balances the water perfectly. That's why it is called the Scales Dam. It remains firm and normal against thousands of years of surge. It is not only a crystallization of ancient Chinese wisdom, but also a brilliant pearl in the history of water conservancy projects in terms of its history value and science.

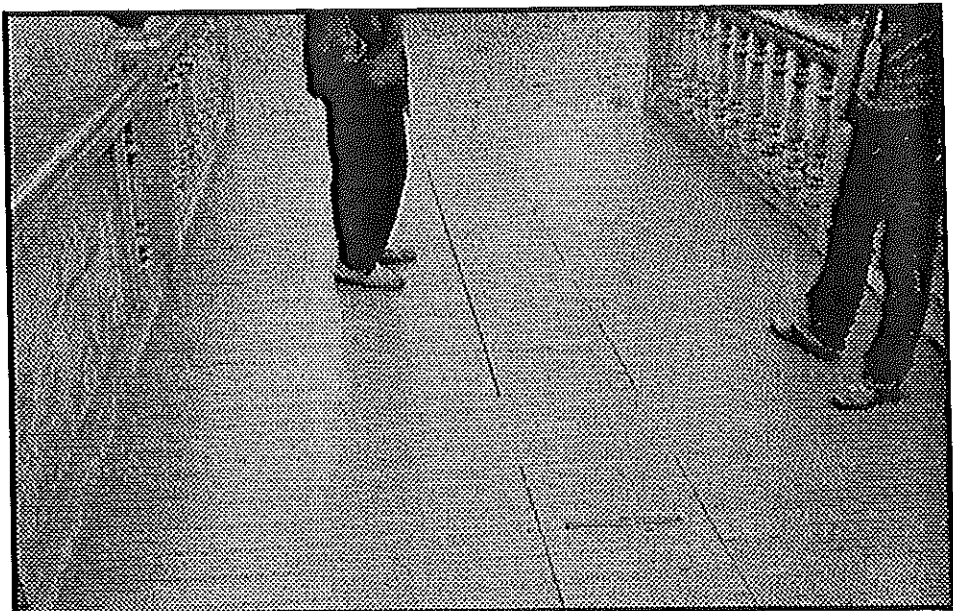
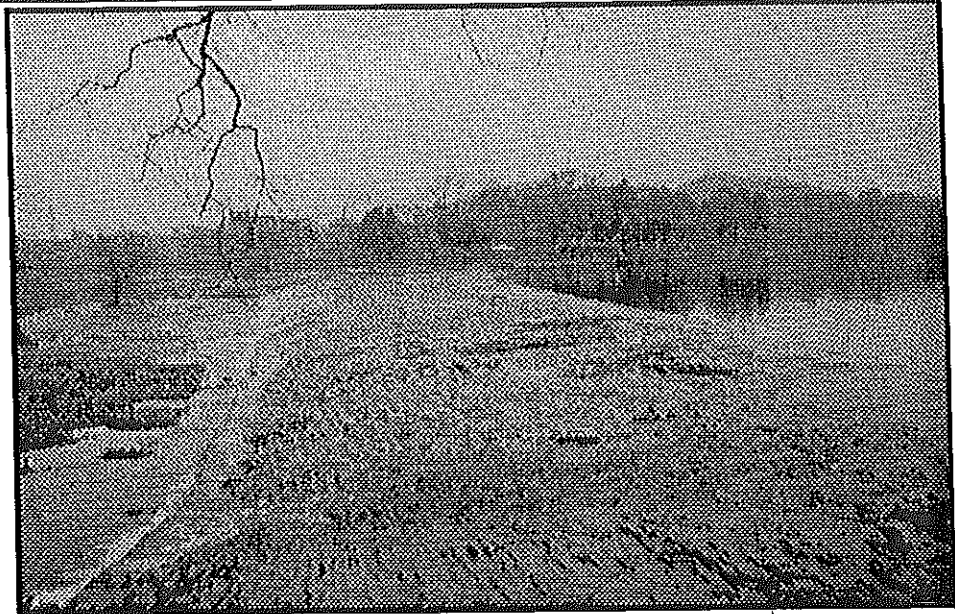
The Lock Gate

The lock gate of the Ling Canal, built before the Panama Canal for over one thousand years, is the ancestry of the lock gates of the world. Being ingeniously and rationally designed scientific project, the construction is a creation, to make ships sailing in the rapid and shallow canal successfully over thousands of years.

(The wording and spelling on the signs had mistakes. On one "gate" was spelled "grate" and on the other "conservancy" was spelled "concer-vancy.")

China now has excellent artery highways. The Ling Canal is no longer needed for transportation but still is used for irrigation.

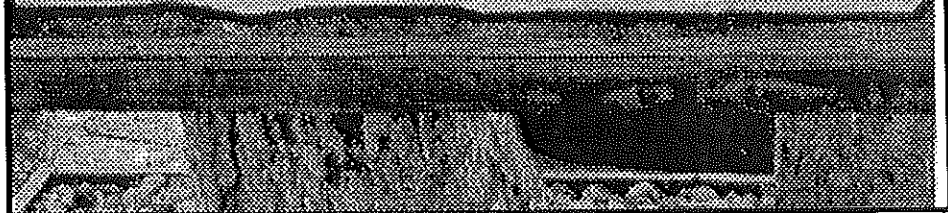
While the Grand Canal is well known, the Ling Canal is much less so. The emperor who built it is best remembered in the west for the thousands of terra cotta soldiers recently discovered surrounding his tomb.



這座壩，初建於秦朝的時候，就帶有人們智慧的結晶，它使洪水入渠，通行七省之源，其歷史價值和科學含量已成為水利建築史上一顆璀璨的明珠。

The Large and Small Scales Dam

The Large and Small Scales Dam look like a Chinese character Ren, cutting through the Xiang River. Being an excellent section of the Ling Canal with its exquisite design and suitable construction, it has become one of the world's marvelous wonders. It balances the water perfectly. That's why it is called the Scales Dam. It remains firm and normal against thousands of years of surge. It is not only a crystallization of ancient Chinese wisdom, but also a brilliant pearl in the history of water conservancy projects in terms of its history value and science.



Top: The Ling Canal dam extends to the island in the center and then veers left.
Center: Trap doors in the floor of the bridge over the Ling Canal provide access to slots in the stone wall below to insert wooden planks to control the canal in time of flood.

Bottom: This sign was in both Chinese and English.

Photos by Neil Sowards

THE RESERVOIRS OF THE
MIAMI EXTENSION CANAL
CSO SPRING TOUR - APRIL 15-17, 2005

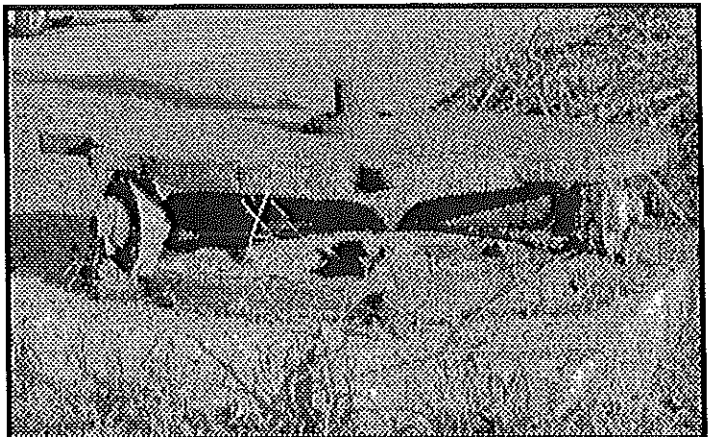
By Sue Simerman

Our flyer for this Canal Society of Ohio tour was titled "Awe Reservoirs" and they were just that. The weather turned out to be awesome as well.

The tour was headquartered at the Holiday Inn at Sidney, Ohio, along I-75. We joined together Friday evening to see a dual-screen slide presentation of photos from the past and present that gave us a good idea of what we would be seeing on Saturday. It was pointed out that in canal times the reservoirs had different names than today -- Lewistown Reservoir (Indian Lake), Mercer County Reservoir (Lake St. Marys), and Loramie Creek Reservoir (Lake Loramie). We had light refreshments with social time and time to look over some members' personal canal memorabilia.

Since we had both a chartered bus and a school bus to choose from Saturday morning, it was asked that all true canallers please pick the school bus to ride, which those of us from Indiana did. The buses took us northeast. We followed Hwy. 47 through Sidney, where we crossed a slight depression that is what remains of the Sidney Feeder Canal, and then along the Great Miami River.

Our first stop was in Port Jefferson to see the iron remains of a turntable for a pivot bump bridge that had been in the feeder. It had three wheels and was flaking rust. On closer inspection it had written on it - WINKLER PAT. JAN. 19, 1869 - MAY 1872.



This turntable was for a pivot bump bridge across the feeder canal at Port Jefferson. Photo by Bob Schmidt

A sign identifies Whitewater Canal's Berlin Lock for Whitewater Valley Railroad passengers. Photo by John Bower — Studio Indiana

EVERY DITCH, A CANAL? (Continued from page 1)

"A canal, a canal!" I loudly announced.

John had heard this call many times before. "Sure, right, it's a canal. It's a ditch. A ditch."

"But look. There's the river, a set of tracks where the tow path used to be, and this long gully."

I was trying to convince him, but my calling "canal" had long ago become like the boy calling "wolf!" So, maybe a lot of those ditches were, well, ditches. I did figure out that near Terre Haute and Evansville some of those ditches were indeed canals. I was right, at least occasionally. And, now, this just had to be a canal, too.

Then, unexpectedly, John announced, "Look, there's a lock! If there's a lock, I guess there's got to be a canal," and turned the car around to check it out. We climbed the embankment and reached what was left of the crumbling limestone structure. A new sign facing the canal (not the road) said, "Berlin Lock." The old sign and post it had replaced lay forlornly rusting on the ground. The area around the lock was rather swampy, and the sun had gone behind clouds, but John took a couple of photographs anyway.

So, here are two views of the Whitewater Canal's Berlin Lock. If you'd like to explore it for yourself, it's located along Indiana State Road 121, between Nulltown and Alpine in Fayette County. And, by the way, it definitely *is* a canal.

Signage along the Whitewater Canal was funded in part by CSI and erected by the Whitewater Valley Scenic Railroad so that train passengers can identify the locks. Locks near the road need signs facing the road as well.

The 13-mile-long feeder was watered at this point for a short distance. We walked over the Broad St. bridge that led to Hussey's Restaurant, which sits

between the Sidney Feeder and the Great Miami River.

East of Port Jefferson we walked to see the bulkhead of the dam on the river that backed up the water used to help the Miami Extension Canal maintain it's navigable depth. The dam no longer functions. Today all water from the Great Miami River keeps flowing south and no longer enters the feeder. The feeder began here and went through Sidney to join the canal above the locks at Lockington at the south end of the Loramie Summit. We saw the remains of the concrete dam with many logs and debris that had been caught. It looked like someone was trying to burn some of this debris.

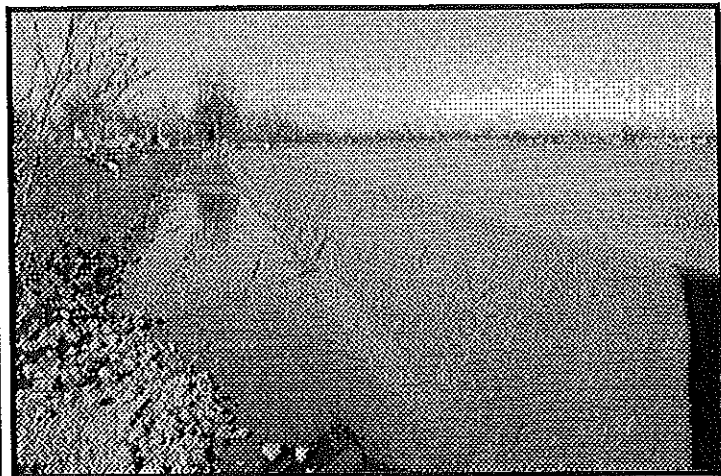
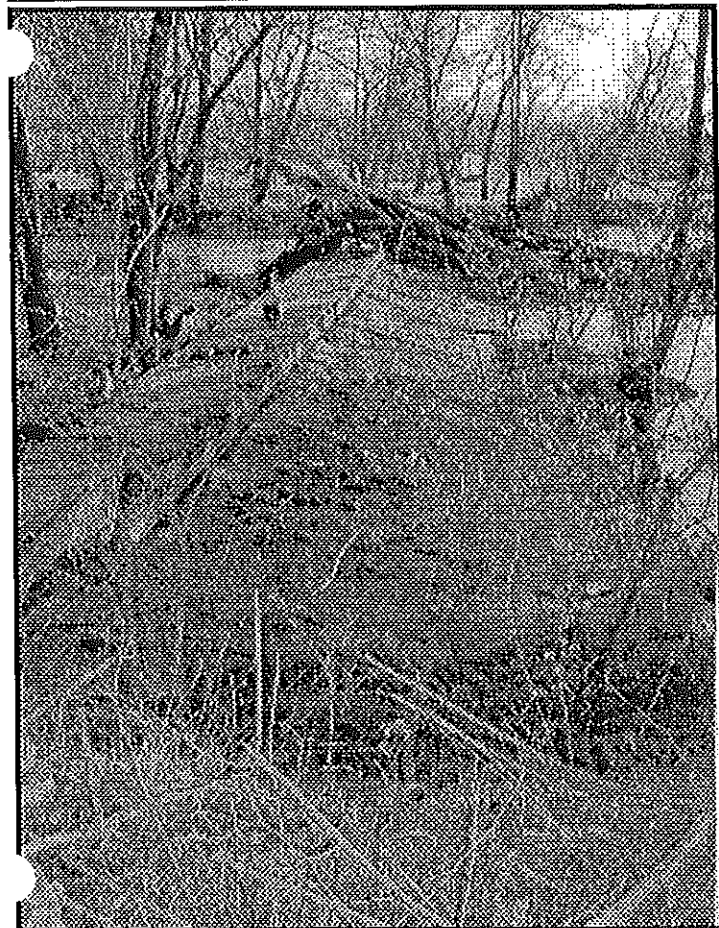
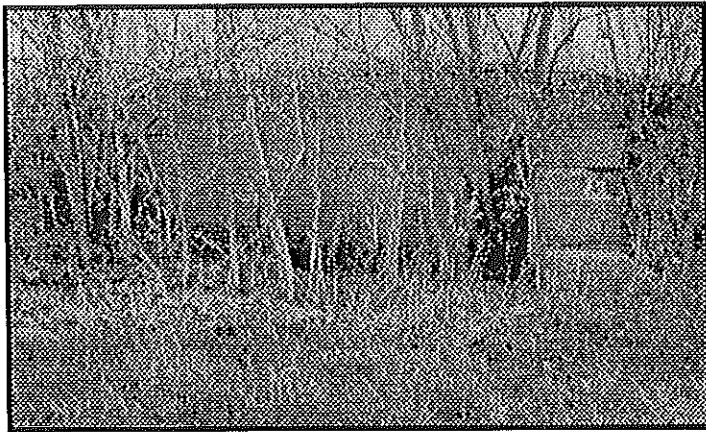
The extensive flooding that occurred in Indiana back in January also effected the state of Ohio. Ohio's trees also suffered from the heavy ice coating that broke many limbs. We could see damaged trees on most of our 120-mile-long tour.

The Miami Canal was built from Cincinnati to Dayton. The construction that was done north of Dayton to Junction, Ohio, is considered the Miami Extension Canal, completed in 1845. These two then join what was originally a part of the Wabash and Erie Canal at Junction, OH, to continue on to Toledo. Thus the three parts of the canal came to be known as the Miami & Erie Canal.

Lewistown Reservoir (Indian Lake)

Traveling northeast from Port Jefferson we went to Lewistown Reservoir (Indian Lake). This reservoir was created from the north and south branches of the Great Miami River and the original lake of 60 acres. The branches fed the reservoir and, through a discharge gate operated with a rack and pinion mechanism, water was let out. This is now the beginning of the Great Miami River, which flows about 25 miles to the dam east of Port Jefferson and the Sidney Feeder Canal located there.

Construction contracts were let in 1851 for the Lewistown Reservoir. It was completed in 1860. The reservoir held 1,000 acres of water. Soon it was realized that it needed to be larger so it was increased to 7,200 acres. The enlargement caused many problems and delays. Purchases of land were not completed before the water was let into the reservoir and the embankment was cut in 1863 and 1864 by irate landowners. Finally the enlarged Lewistown Reservoir was filled in the winter of 1864-1865. Trees were left in it to help protect it from wave action, but it became an eyesore with the leafless branches of the dead trees. Today it is a beautiful lake



The bulkhead and a second dam at Port Jefferson P - Bob Schmidt

This 600 ft. waste weir (1909) controls Indian Lake's depth. BS

with an average depth of six feet.

We looked at the 600-foot-long concrete waste weir that is being considered for replacement. Since there was only a little water coming over it on our visit, we could see a fault line leaking water and agreed it is time for a repair or replacement. The original one had been built of timber. There was a new bulkhead nearby.

The coming of the railroad led to Indian Lake becoming a resort area with cabins and hotels. Sandy Beach Amusement Park opened in 1924 at Russell's Point and closed in 1975. A foot bridge over the harbor was all that remained of the park.

Mercer County Reservoir (Grand Lake St. Marys)

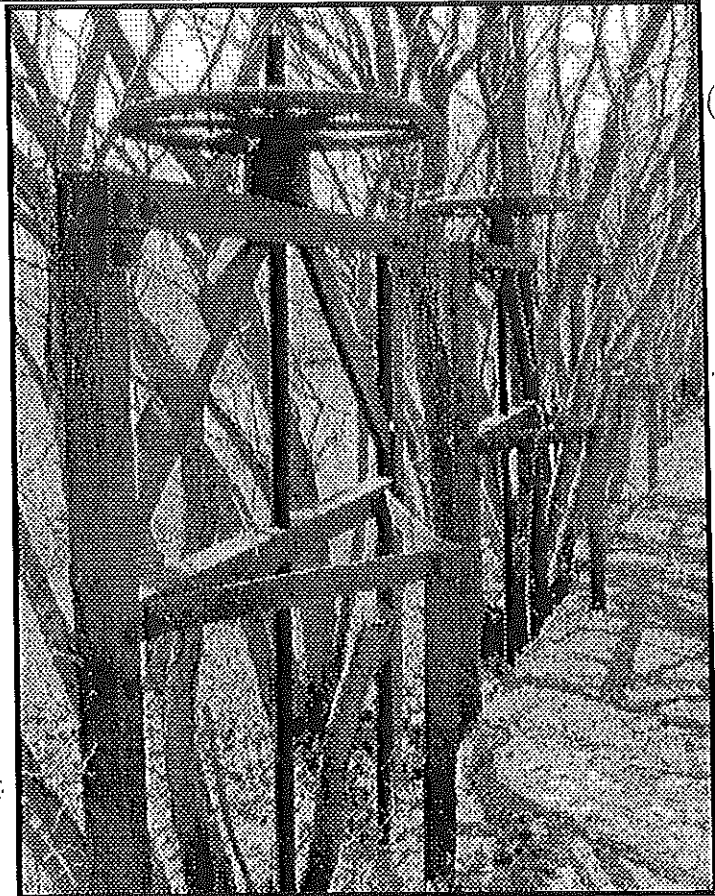
We then passed the campgrounds and a marina with fishing boats and pontoons and took off cross country through Santa Fe and New Knoxville following Hwy. 219 along the south shore of another reservoir — the Mercer County Reservoir (Grand Lake St. Marys). There were many new homes along the water channels of the lake.

At Montezuma we turned north and followed Coldwater Creek toward the lake. Since this creek naturally flowed away from the location of the reservoir, it was dug deeper and channelized so water could flow into Mercer County Reservoir.

We were asked to be respectful while in the area because of the recent tragedy of the drowning of two young men. They had been in a boat on Friday evening April 8 and did not show up in Celina where they were to meet friends. The boat and its contents had washed up on shore nearby. Family members and others were in close proximity continuing a search. The bodies of the two 15-year-old boys were found later on April 20 in the water at the northwest part of the lake.

At the park we walked along the mouth of Coldwater Creek to view 5 outlet gates, operated by bull-wheels, of a concrete waste weir. There were scrub trees growing there and the area was left to nature. The creek at times would carry too much water to the reservoir and needed this overflow. There had been a road over the conduits. It ran on top of the west embankment of the lake. This area was covered with fill from the dredging of the lake. The same material was used to create parks on the west and east side of the 9-mile-long lake.

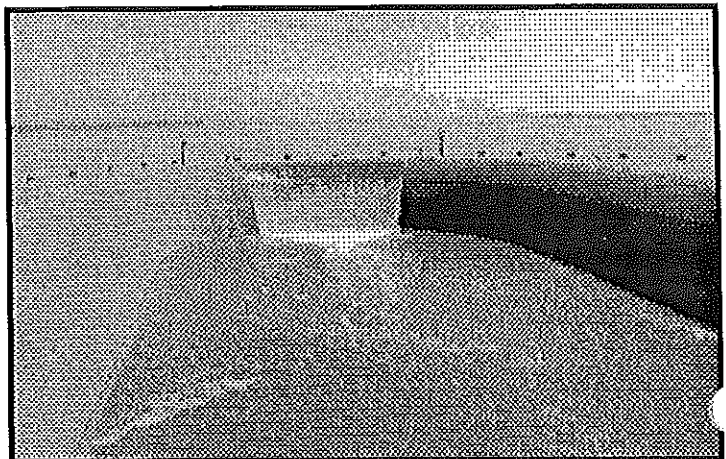
Grand Lake St. Marys was the largest man made lake in the world until Hoover Dam was built and Lake Mead took over the honor. Grand Lake goes by different names. Early reports called it St. Marys Reservoir or the



Outlet gates helped control the depth of Coldwater Creek. P-BS

"great reservoir", later the Mercer County Reservoir. Other names have been used, but by Ohio law it is now called Lake St. Marys. I prefer Grand Lake because it doesn't slight the other towns on the reservoir. I checked my 2005 Rand McNally atlas and they have it as Grand Lake St. Marys.

We had our lunch of chicken and pasta at Bella's Italian Restaurant that overlooks the new horseshoe shaped spillway (1995), which is at the lake's west end. We could see Great Blue Heron here.



This spillway is at the west end of Lake St. Marys. P- Bob Schmidt

This grand reservoir was the first of the three reservoirs on the Miami Extension Canal to be built. Construction began in 1837. This was a glacial valley with Beaver Creek being a tributary of the Wabash River. It flowed to the northwest to Indiana. This shallow glacial valley was dammed up at each end to create the reservoir and the water stopped at natural slopes to the north and south. The lake continues to be shallow to this day.

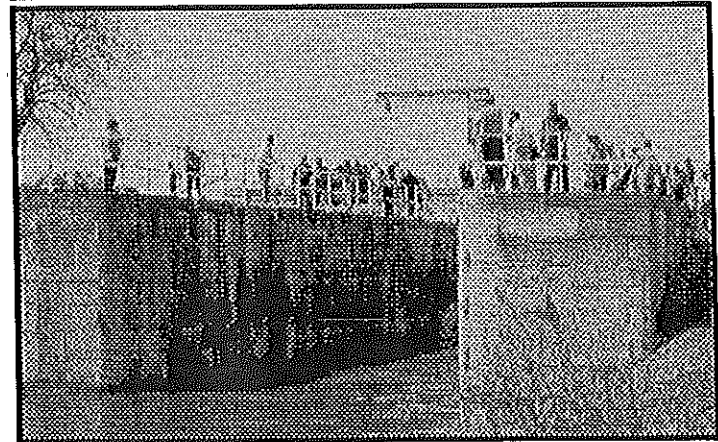
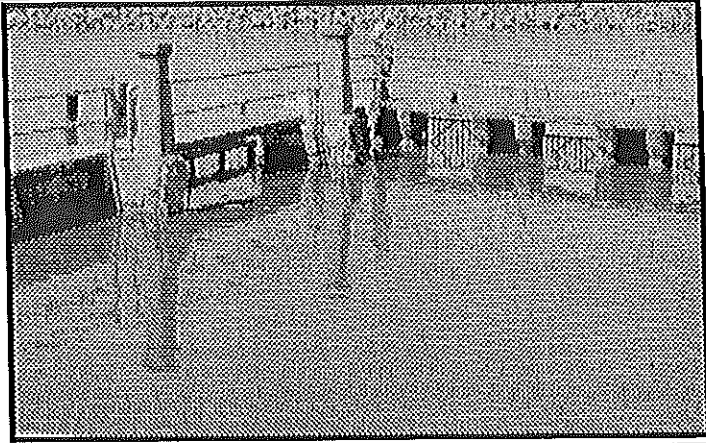
As we continued our drive we came to Celina (founded 1834) and passed the lighthouse on Hwy. 127. It was built in 1986 by the Rotary Club. It is a 40-foot conical tower on a round stone base and is used more for an observation deck than for navigation. Along the north shore there is another light called the Northwood Light at Northmoor. A postcard that I have of it describes it as being a reproduction of England's famed Eddystone Lighthouse at Land's End. This light can be viewed only from the water. There wasn't any public access by land.

On the north shore to the east we entered the Grand Lake State Park, passing a marina and picnic shelters. To our left we could see the high road embankment (Hwy 364) that used to be the eastern boundary for the lake. The shoreline was protected with broken concrete and at the east embankment we could see the protected outlet for the three-mile-long feeder that flows east to meet the Miami and Erie Canal. Hwy. 364 has the bulkhead on the lake side and a stone lock on the canal side. The lock was well constructed and in very good shape. A canal boat approaching the lock to be lifted up to the lake level would see lock walls that are rounded on the ends (bull-nosed). The original outlet and Bulkhead Lock were constructed of timber. In 1852 the lock was rebuilt using Dayton limestone. The outlet was rebuilt in iron. The builders plaque inserted in the end of the lock wall was worth noting. It said:

COL. A. P. MILLER COMM. BOARD PUBLIC WORKS.
JOHN WARWIN RESIDENT ENGINEER:
MICHAEL HAVILAND, ASS'T.
SAM'L DOYLE & R. R. DICKEY, CONT'S.
JON'T SPILMAN, MASON. - 1852.

Boats can not use the lock, the feeder or the canal at this time. A canal boat in the reservoir would either have to be poled or pulled by a steamboat to Montezuma or Celina, which had mills that once were powered by the flow over the waste weir.

We continued in our buses along Feeder Road to the Miami and Erie Canal. The site of the M & E Canal aqueduct now has a pipeline to carry the water across the feeder. The canal is watered to the south at a low level. We stopped at the location of Lock 10 and walked along the Buckeye Trail to see the timber remains of this lock in the water. The 3-mile-long feeder meets the canal

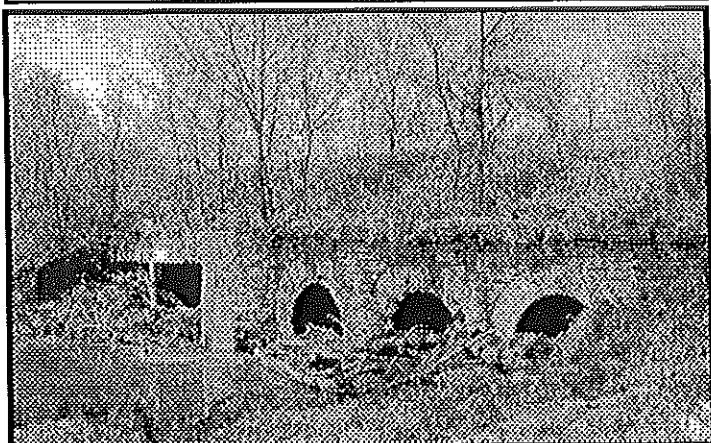


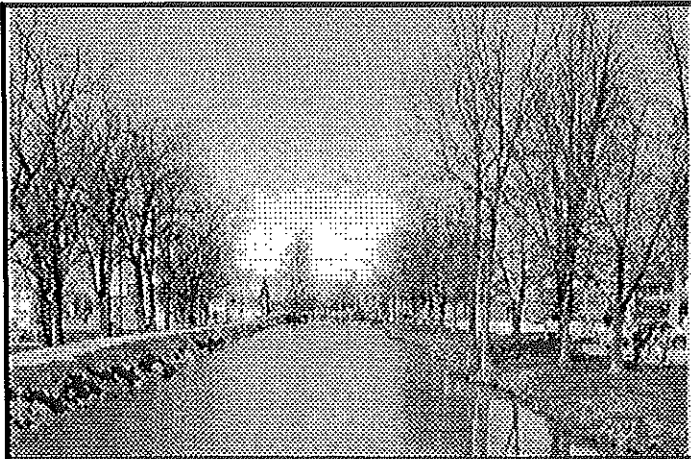
This feeder canal bulkhead (above) and the lock (below) are located 2.6 miles from the town of Grand Lake St. Marys. BS

between Locks 11 and 12. Walking past Lock 10 we went along the south side of the feeder and approached the south branch of the St. Marys River that flows under the feeder by using a three-arch stone culvert built in 1859. It was very impressive and can not be seen from the road. A two-arch concrete culvert was added to it at a much later date.

The feeder from Grand Lake is 65 feet lower than

This 1859 three-stone-arch culvert has had steel tubes inserted into the arches with concrete forced between the tubes and the stone. Two concrete culverts have also been added. P- Bob Schmidt





The canal enhances the town of New Bremen. P - Bob Schmidt

keeping it's history. Passing through Minister we could see that it also has a love for its historic homes and business buildings.

Loramie Reservoir (Lake Loramie)

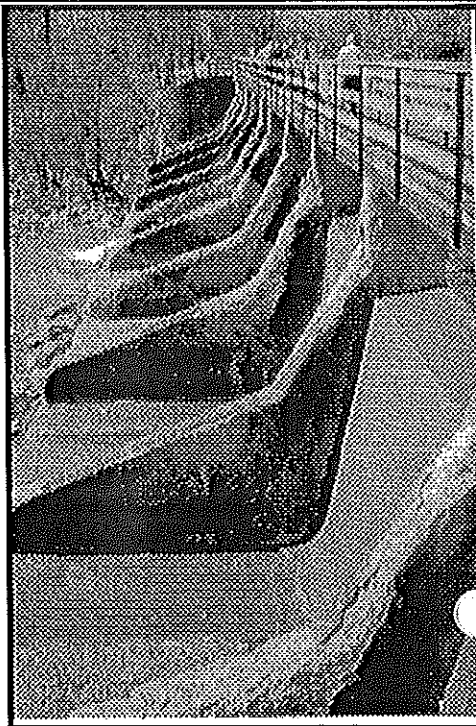
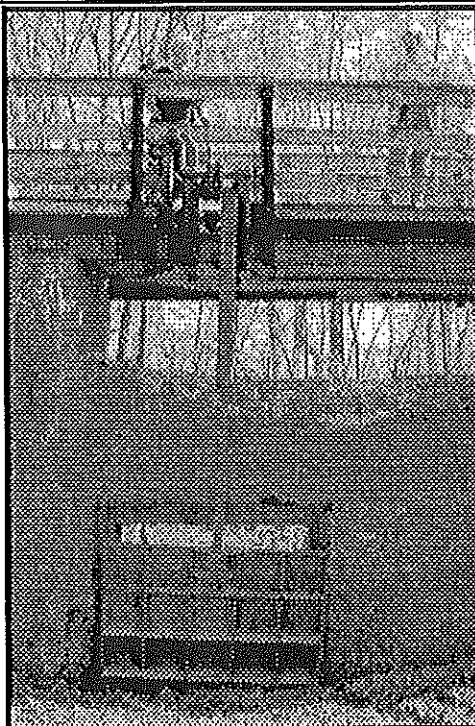
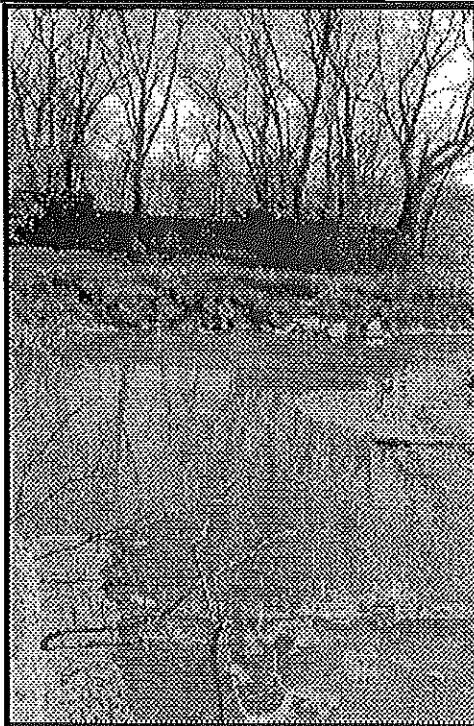
Still using Hwy. 66 South we found that the canal switches back to the left. At Canal Road we parked the buses and walked on the Buckeye Trail along the edge of a wheat field to the abutment remains of the Loramie Creek Aqueduct. We stood on the north side of Loramie Creek by the canal, which is now dug deeper for drainage. We could see broken concrete remains of what appeared to be a dam for holding and controlling the flow of water from the canal. We retraced our steps part of the way and walked on the wooded Buckeye Trail along the non-navigable feeder of the Loramie Reservoir. Along the trail we saw the no-longer-usable 1908 concrete waste weir (built on the feeder) and its rusted iron gates.

the Loramie Summit located to the south. The land seemed fairly flat but the canal was going uphill as we used Hwy. 66 south. We could see Lock 8 in the distance to our left among the farm fields. Approaching New Bremen the canal crossed the highway and was on the right when we entered the town. At Lock One, which was built of stone and was being cared for with water running over it, there was a park. It was the first lock north of the summit. There was also a pony truss bridge (1854) over the canal. Across the canal the steel-frame of a convention auditorium had been moved to the park from Indian Lake by a company called Crown Electric, which had offices across the street in some of the old brick buildings. At one time it had been enclosed. Wood in the old structure had been replaced and the building was very nice. New Bremen has done a good job of

Getting back on the buses we went into Fort Loramie and turned east to go to Lake Loramie State Park. We passed nice looking campgrounds. We stopped to see the lake's spillway and walk on the footbridge over it. Fishing is popular in the creek below the spillway. Loramie Reservoir is located about half a mile east of the M & E Canal.

Loramie Reservoir was constructed by building a western embankment of Loramie Creek thus creating a long jagged-looking reservoir. The state's original

Remnants of Loramie Creek Aqueduct and the Loramie Reservoir waste weir with its rusted iron wickets are seen in the two photos on the left. The downstream side of the Lake Loramie spillway on the right shows the major deterioration of the structure. P - Bob Schmidt

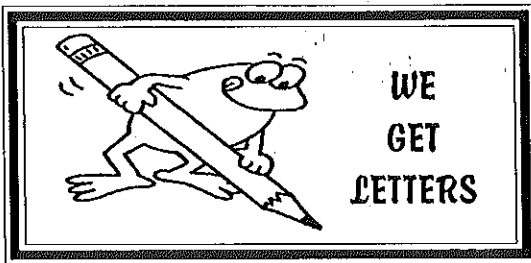


contract to build the reservoir was let in 1843. It was relatively small compared to the other two reservoirs and ran dry by late summer. It was enlarged in the 1860's. The brochure for the state park says that the lake encompasses 1655 acres. Compare this to Indian Lake's 5800 acres and Lake St. Marys' 13,500 acres.

We left Fort Loramie continuing our bus tour. At Newport (1839), shortly before the lowest point in the road, we crossed the canal and saw it along a tree line off to the left. At Hwy. 47 we turned east and, looking down to our left, we could see Leichty Lake. This was a wide area in the canal and not really a lake. The countryside was hilly with ravines. Sometimes the canal only had to have one side embanked and the water could reach to the slope of a nearby hill instead of the contractors spending more time and money on constructing another embankment. This was our last view of the canal before we returned to Sidney.

The three reservoirs today are clean, clear and provide recreation for boaters, campers, fishermen and anyone who loves just being near or on water.

CSI members from Indiana attending the tour were Sandy & Leon Billing, Carl Bauer, Carolyn & Bob Schmidt, and Sue & Steve Simerman and from Ohio were Scott Bieszczad, Nancy Gulick, Tom Morthorst, Dan Schuster, Kay & Bruce Sheldon, and Larry Turner.



March 7, 2005

A request for the history of the Wabash & Erie Canal near Buckskin on Pigeon Creek in Gibson County, IN, was sent by Linda Karn, whose family once owned land on which canal locks were located. She said that her great-great-great grandparents John T. Morris and Mary Marshall Morris came from England in 1832 and settled in the Evansville area and married. They then moved to Barton Township in Gibson County in 1838. They had a son named John T., who married Mary E. Miller and had sons named George Thomas, Edward, Benjamin, John T. and William and a daughter named Eva. William attended Harvard medical school and became a doctor. John T. was a doctor.

George Thomas Morris married Mary Heldt. Their son Howard Alpha Morris was Linda's grandfather. He died in 1995. He loved the canal and farm. He wanted to

buy the farm, but due to some kind of family fall out, it was sold in the 1940s to someone else. This broke his heart. A motel was built on the farm along the highway, but it failed and is now overgrown land. Linda says her grandfather took her to the farm when she was little in the 1960s, but she has no memory of it.

The farm was adjacent to Highway 57. They think that 57 split the farm. They estimate the farm was located a few miles north of Nobels Chapel United Methodist Church.

CSI headquarters responded to Linda saying that the Wabash & Erie Canal ran from Toledo, OH to Evansville, IN and was 468 miles long. There was a reservoir built in Gibson county to retain water from Pigeon Creek and feed it into the canal during the dry months. The remnants of this reservoir can still be found at Port Gibson on County Road 525 S., which becomes County Road 550 S. The embankment as seen there over which the road runs is the reservoir dam.

Construction of the Wabash & Erie Canal began in 1832 at Fort Wayne, IN, the summit of the canal. The last "golden sections" of the portion of the W & E was completed in 1849-1853 joining the cross cut canal (Terre Haute to Worthington) to the earlier built Central Canal from Evansville to the Pigeon Reservoir.

Port Gibson was a small town on the canal but was strategically located at the Pigeon Creek Reservoir. The water supply is the most critical element in the operation of a canal. In southern Indiana this supply came from damming Pigeon Creek 28 miles and 24 chains north of Evansville by building a feeder dam and short feeder canal and by constructing Pigeon Creek Reservoir. The feeder dam and feeder canal supplied 915 cubic feet of water per minute to the main canal all the way to Evansville for eight months of the year. But during the other four-month dry period, water was supplied from the Pigeon Creek Reservoir, which was located a little further north, to the feeder dam and then down the main canal to Evansville at the rate of 955 cubic feet per minute. The locks Linda refers to would probably be Lock 71 of 6 feet lift that was built on the timber frame plan.

WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the \$22 membership level unless otherwise noted.

Welcome aboard!

Michael & Linda Hutchison - Huntington, IN
 Reba McFarland - Warren, IN
 Mike & Shirley Reber - Huntington, IN
 Donald & Roberta Whitney - Edmond, OK

IN THE NEWS



March 17 - Evansville, IN

The Evansville Courier & Press carried an article entitled "Mead Gives Greenway \$250,000. It said that a \$2.2 million, one-mile extension of Evansville's Greenway to be known as Pigeon Creek Greenway Passage has received the largest gift to the Greenway's Project so far. Mead Johnson Nutritionals has donated \$250,000 to the Evansville Parks Foundation to mark the company's 100th anniversary. This when added to the \$1.76 million in federal funds and about \$190,000 in riverboat gambling funds will make possible this section of the 42-mile planned "Passage" that encircles Evansville. This section will include a 10-foot wide trail for bicycling, jogging and walking, three overlooks at the Joan Marchand Bridge that crosses Pigeon Creek near the mouth of the Ohio River, and a 4.5 acre green space between Third Street and the Lloyd Expressway along Pigeon Creek. When completed the green space will have a trailhead parking area, a canoe launch and an interpretive center, which will highlight some of Evansville's industrial history.

Bob Schmidt, CSI president, Ft. Wayne, IN

This section of the Pigeon Creek Greenway Passage will pass through the area where the Central Canal, which later became a part of the Wabash & Erie Canal, terminus was located. A large basin was at this point, which is north of the planned green space. Excess water poured over into Pigeon Creek from the basin, but canal boats never entered the creek or the Ohio River. Hopefully when the section is completed some type of marker will identify the site of the old canal terminus. Those canawlers who were on the "Great Expectations" tour stopped at this

location and also saw the old iron bridge across the mouth of Pigeon Creek.

March 24 - Lawrenceburg, IN

"Partners in Health Open Downtown Medical Building" was the title of an article in the Lawrenceburg Register. It said that Partners in Health have built a \$15 million dollar, 30,000-square-foot, state-of-the-art medical office building at High and Elm streets in Lawrenceburg, IN. Still under construction is a 772-car parking garage. There are plans for a nearby hotel and entertainment complex.

The building was constructed along the river [near the old Whitewater Canal basin. At that time the Whitewater Canal historical marker at the basin was removed so that a retaining wall could be built. Chuck Whiting reports that it has been reinstalled on the retaining wall.] Building at this site was challenging due to flood control concerns at the river-front location, installation of utilities and storm sewers and meeting certain architectural standards set by Historic Landmarks Foundation of Indiana. The eight physicians in three practice areas will occupy the entire fourth floor of the building. Their offices open onto the



The Whitewater Canal marker has been reinstalled atop the retaining wall at Lawrenceburg, IN. It reads: Whitewater Canal important waterway of pioneer commerce. Built 1836-47 from Lawrenceburg to Hagerstown. Used until 1860. Succeeded by Indianapolis and Cincinnati Railroad on towpath.

Photo by Chuck Whiting

walking and bicycle path along the Ohio River and the hills of Kentucky are in the background. This beautiful setting will attract other offices. Hundreds of additional people will come to downtown Lawrenceburg daily to visit the facility if estimates by city officials are correct.

Charles Whiting Jr., CSI Director, Lawrenceburg, IN

March 27 - Logansport, IN

The Logansport Pharos-Tribune article "Asking What The Canal Can Do For Communities" said that Tom Castaldi, a Logansport native (Allen County Historian and CSI Advisory Council Member), thinks promoting canal heritage in Cass county would be a plus. He remembers his father showing him a portion of the Wabash and Erie Canal in Fitch's Glen along U.S. 24. He showed that same section of canal to CSI members on a tour of the area two years ago and pointed out that the canal was 26 feet wide at the bottom and 40 feet wide at the top water line. He suggests an education-oriented Canal Heritage Trail with a driving trail map that includes an explanation of the major sites along the canal from Lewisburg to Georgetown. It could not only tell of the unique position in history of the canal and how it opened the west to development, it also could tell of the underground railroad, the Michigan Road, the carousel that once stood beside the feeder basin for the canal in Allen County, the railroads and the Great Miami Reserve. This type of trail would generate pride in the community.

Dan McCain, president of the Carroll County Wabash & Erie Canal, Inc. and CSI director, said that in Delphi they have turned the canal, which was a financial failure in the 19th century, into an attraction, which now returns its investment in the 21st century. He said that although Delphi doesn't attract major businesses and industries, it can attract tourists. The new Canal

Interpretive Center had visitors registered from 42 states and 17 countries in the short 20 months it has been open.

Steve Kiesling owns land off Water Street that was once part of the canal. In the spring, a portion of the canal bed there is full of water. During the canal era his property was one of the busiest and most prominent intersections in the Midwest according to Castaldi. "On the north bank of the Eel River on East Linden Avenue west of Fifth Street, the canal crossed over the Eel and the Michigan Road, the first north/south road in Indiana.

The canal is also visible at the east end of Erie Avenue. There is a stone arch at Cottonwood Creek near Fitch's Glen. Much of the rest was filled in to become present-day Erie Avenue from Fifth Street to East Market to High in Logansport.

The article also had the following information from the Logansport/Cass County Public Library file:

An aqueduct that carried boats over the Eel River at Fifth Street was demolished in 1910. The canal operated for 42 years. Before the canal, most goods produced locally were shipped to New Orleans. Early in Logansport's canal period, there were more exports than imports. By the end, imports increased 100 percent and exports increased 20 percent. Canal brought the first railroad engine to Cass County for the Richmond-New Castle line. Mills became prominent in Logansport, and Logansport, Terre Haute and New Albany were the top milling cities in Indiana. Hotels and taverns built along the canal include David Miller's hotel in Lewisburg, a Georgetown log hotel, the Gulger House at Fourth and Market, the Nash House at Sixth and North and the Waymire Hotel at Canal and North. Stops on the canal from Peru to Lafayette were at Lewisburg, Logansport, Georgetown, Lockport, Carrollton, Delphi, Pittsburg, Americus and Jewittsport. Land and personal values along the canal increased fivefold from \$100 million to \$5 million from 1840 to 1860; population rose from 12,000 in the counties to 150,000. From 1844 to 1851, bushels shipped out of the Wabash-Maumee Valley increased from 5,262 annually to 2.7 million.

Tom Castaldi, CSI Advisory Council, Ft. Wayne

April 2005 - Reading, PA

Candy Mae Burgert relates her family's connection with the Schuylkill Canal System in Pennsylvania in an article entitled "Grandparents Were Key to Working Locks" that appeared in *Reminisce Extra*. She said that in the early 1900s both her great-grandparents, George and Mary Ritz, and her grandparents, Floyd and Eva Ritz, tended locks on the canal. Floyd also worked a coal dredge. They all lived in the two-story, whitewashed fieldstone, locktender's house at Lock No. 42 in Muhlenberg township, PA. The house was located about 200 yards away from the Feeder Dam and locks.

They hung American flags and banners from the locks and house on national holidays. Beside the house was an outdoor oven where the grandmothers baked 32 loaves of bread at a time and sold them to the boatmen. Since the locktender's house was along the Schuylkill, everything in the house had to be moved to the second floor when it flooded.

When canal boats, which were usually filled with coal, approached the lock, the boatman would blow a conch shell and one of the Ritz family would open the gates by pushing on the balance beam. Once the boat was in the lock, he would close the gate and open the wicket to either fill or let water out of the lock chamber. He then opened the opposite gate so the boat could continue along the canal. This procedure usually took about 15 minutes. They only operated the locks during daylight hours, which meant that anyone arriving late had to wait until the next morning. The locks were closed in the wintertime.

The last coal-boat went through the canal around 1918. Near the end of the canal days, most of the traffic consisted of family boats and canoes. She said Eva recalled one young man who drowned when he

fell out of his canoe. Her grandparents lived in the lock house until about 1935.

Candy, who lives just up the road from the locks and house, says the chamber is still there, but it is dry and scary when she looks down into it. She is proud of her family's participation in Pennsylvania canal history.

Pictures accompanying the article showed the grandmothers standing before the outdoor oven holding trays with loaves of bread that weighed between 1½ and 2 pounds, the locks with both open and closed gates displaying the American flag, and the locktenders home.

Neil Sowards, CSI member, Ft. Wayne, IN

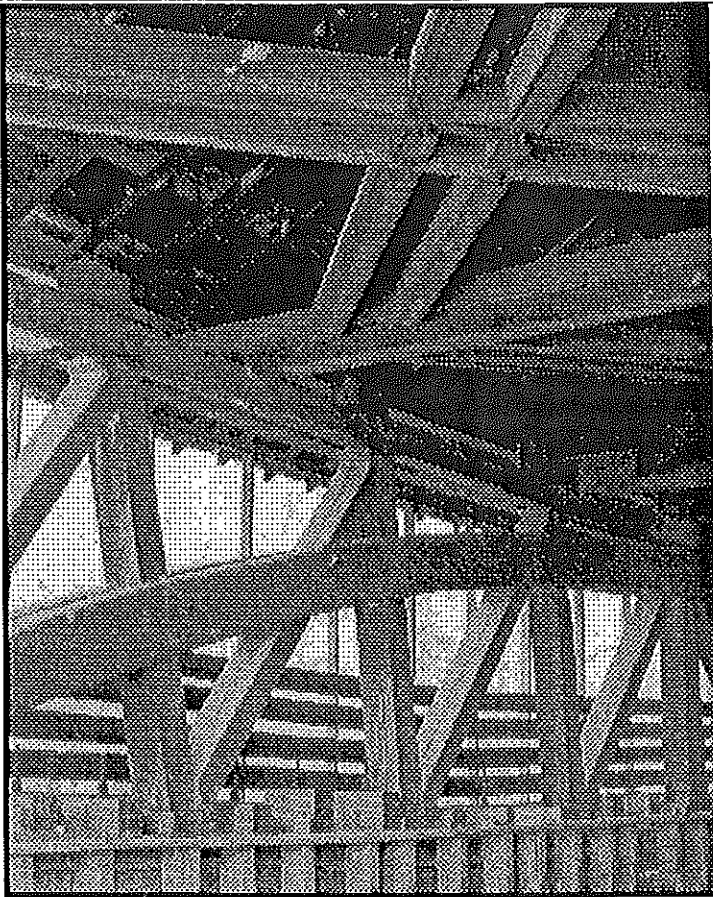
April 2005

Country News ran an article about Metamora, IN, entitled "Canal Town Plans Festival Trip Back in Time." Even though the Whitewater Canal is temporarily dry this year due to a canal lock and aqueduct repair project and the canal boat "Ben Franklin III sits in its bed, the citizens of Metamora have decided to celebrate the project as an historic event — "A look back to 1838, when the canal first arrived in town." The town and Indiana Department of Natural Resources, which manages the Metamora Mill and the canal, have decided to work together in their first joint project. They will step back in time to 1838 on June 4-5.

Basket weavers, blacksmiths, chair makers, coopers, dulcimer crafters, painters, rail splitters, rug hookers, soap makers, spinners, story tellers, weavers, wood carvers etc. along with merchants will be in period dress. They will demonstrate their arts and crafts while musicians fill the air around town with music. When visitors get hungry they may choose from the Duck Creek Restaurant to Trapper's Hog Roast for a meal and enjoy a dessert of strawberry shortcake and ice cream



The Ben Franklin III rests in the dry Whitewater Canal bed in Metamora while a lock and aqueduct repair project and dredging are underway. Photo by John Bower —Studio Indiana



The Duck Creek Aqueduct at Metamora is undergoing repair this summer. The flume is dry as is the Whitewater Canal, which is to be dredged. This is the only operating wooden covered-bridge-style aqueduct in the United States. The aqueduct was leaning badly a few years ago and had major repairs made at that time. As in canal times, repair of structures is an ongoing project. Photo by John Bower — Studio Indiana

from the Merchant Association of Metamora, which is hosting their annual Strawberry Days.

As for the canal, demonstrations of the canal building process will be given. Men with shovels will dig in the canal bed and horses will pull a slip-scoop down its path to help remove the silt that has accumulated in its bottom.

Metamora is located on State Road 52 about 20 miles from the Ohio border. You may ride the Whitewater Valley Railroad from Connersville to Metamora and back. More information: www.metamora.com
Jim Ellis, CSI Treasurer, Ft. Wayne, IN

April - Hamilton, OH

The Journal News of Hamilton, OH, ran an article entitled "Last Run On Erie Canal An Unheralded Event." When Bertus Garfield Havens, the man who claimed to have been the pilot of the the last canal boat to pull out of Hamilton, wrote a letter in 1974 about the event, he wasn't sure if it was in 1914 or 1915. The "Lady Hamilton" was built in Hamilton and made her final run over 90 years ago. He remembered pulling her from what is now the intersection of High Street and Erie Highway in Hamilton down to Lockland's collector locks and then another crew took her to Cincinnati, just below 12th Street. There they placed wheels under the boat and towed her to the Ohio River. She was then transported to Chicago to serve on a canal there.

Bertus Havens claimed to be "the last of the old canal boatmen." He was born January 27, 1882, in Hamilton. He was in Troop H, 8th U. S. Cavalry, at Jefferson Barracks, south of St. Louis at age 21. He served an 18-month term in the Philippines. He became a mounted policeman in Cheyenne, Wyoming. He then returned to Hamilton and worked on the canal during its final years. He then was employed for 30

years by the U. S. Navy as an instrument maker and worked at Pearl Harbor, Hawaii, from 1940-1952. There his wife, Lillian Havens, died in Honolulu on September 17, 1951, having served in the Woman's Army Corps. Havens later moved to Campbell, California, where he died on November 12, 1981, less than three months before his 100th birthday. His tombstone in Hamilton's Greenwood Cemetery proudly proclaims that he was the last of the canal boatmen in this area.

Havens, who was paid \$18 a month, plus board, while he was employed on the canal, said, "The canal was about 90 years old when I was on it. The Traffic was light and about to end. I worked on what they called the electric mule, which was a failure. They tried to pull two and three boats at a time, which was okay if they went slow, each boat behind the other. But when they would go fast, it would push all the water out of the canal and ahead of the boats, and then the back boats slid on the mud in the bottom and the tow line would break. Then the boats would stop, the water would rush back, and the boats would bob around."

An electric mule was a small locomotive that towed the boats replacing the horses and mules. Rails were laid on the towpath and overhead electric trolley wires were installed.

When Havens was born the Miami-Erie Canal was already in decline. The 249-mile state-funded system peaked in 1851 as the Cincinnati, Hamilton & Dayton Railroad opened. The canal was considered a health hazard by the 1870s.

The Miami-Erie Canal was officially closed in 1929. At one time it had had at least eight ports in Butler County alone: Middletown, Amanda, Excello, LeSourdsville, Hamilton, Port Union, Rialto and Crescentville. John Geyer, CSI member, Hamilton, OH

April 20 - Hamilton, OH

"Celebration Closed Miami-Erie Canal in 1929" in the Hamilton, Ohio, Journal News said that during the Middletown, OH, Towpath Jubilee in 1929, which celebrated the closing of the Miami-Erie Canal, they climaxed the event by dedicating a marker at the canal bridge at Yankee Road. This was the spot where 104 years earlier, the first spade of earth had been turned for the waterway that once connected the Ohio River and Lake Erie. On that notable day of July 21, 1825, Governors DeWitt Clinton of New York and Jeremiah Morrow of Ohio took part in the ground-breaking ceremonies for the Miami-Erie Canal.

Construction began and a short two years later the state-owned canal reached south to Hamilton and Cincinnati. When completed it ran north to Dayton and further north took over the Wabash & Erie Canal to reach Toledo for a 249-mile long course. It opened new markets for businessmen and farmers.

The heyday of the canal was in the 1850s before the railroads took off its business. By the 1900s communities, which it had helped prosper, considered it a health hazard.

Sen. Dave DeArmond of Hamilton, OH, introduced a bill in the 1927 Ohio General Assembly to permit the canal to be drained and filled in. It passed.

At midnight on Nov. 1, 1929 canal closing activities began at Middletown by turning off the water at the state feeder dam located north of the city. The next day during the Towpath Jubilee, there was a parade with a transportation theme, ceremonies at the 1825 ground-breaking site, and a luncheon at the Manchester Hotel. They noted the historic economic significance of the canal and emphasized the future. According to The Middletown Journal, the purpose of the

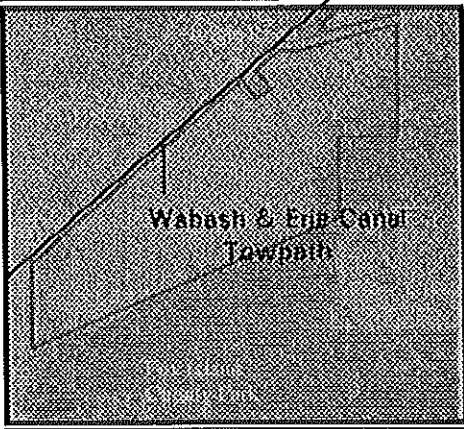
"memorialization ceremonies is to rededicate it to its original purpose—transportation...to speed the passing of the old and defunct form of transportation and to welcome a coming institution which we foresee in the proposed super highway. We celebrate the passing of an old, slow form of travel and witness the instigation of a new form of travel which is suited to the time and is most necessary to modern needs." The canal right-of-way was to become a super highway.

That afternoon, the Miami-Erie Super Highway Association held a meeting. They approved a motion to appoint a sub committee to cooperate with the Ohio highway department in developing plans for a modern roadway linking Toledo and Cincinnati.

Although the Towpath Jubilee was to be a joyous event, the days prior to it dampened enthusiasm. October 29, 1929, just a few days earlier, became known as "Black Tuesday" when the stock market suffered a dramatic setback. This was the start of the Great Depression that led to the collapse of the nation's economy. It also hindered plans for the super highway over the old Miami-Erie Canal route.

The federal government did initiate depression-fighting programs and provided funds to build portions of the desired highway, but the long rural links were still two-lane roads. Hamilton built Erie Highway. Middletown constructed Verity Parkway. Dayton completed Patterson Boulevard. Cincinnati finished Central Parkway. But hopes for filling the rural gaps were destroyed by the 1930s Depression and the construction restrictions of the World War II years (1941-45). The final blow came when in the mid 1950s, the federal government didn't incorporate the completed sections of the super highway into their Interstate 75 plans.

John Geyer, CSI member, Hamilton, OH



Land for Eagle Marsh lies between Engle Road, U.S. 24, I-69 and Fox Island County Park in Allen County southwest of Ft. Wayne, Indiana. This area was a marsh until a limestone ledge near Huntington, IN, was blasted through in 1886-1889. The Wabash & Erie Canal Towpath runs northeast to southwest along the top of the property.

April 22 - Ft. Wayne, IN

"Little River Wetlands Project" was the title of an article in *Aboite and About*. It said that Little River Wetlands, an organization concerned with re-establishing wetlands in the Ft. Wayne area, has a new project—the Eagle Marsh. If the group can raise \$350,000 (plus \$300,000 for closing and an endowment for future stewardship of the property) to match a \$1,200,000 federal Wetland Reserve Program grant and a \$250,000 Nature Conservancy grant, they can purchase 680 acres of land adjacent to Fox Island County Park and an already restored wetland on Engle Road. When added to the existing wetlands, this will create a 1,400 acre natural area in Allen County. Closing on the property was set for May 31, 2005. Once the deal is closed, the Wetland Reserve Program will do all of the restoration work. The project will impact flood control, water quality and wildlife habitat in Allen County and downstream to the Wabash River. It will provide walking, birding, photography and nature study.

Bob Schmidt, CSI president, Ft. Wayne, IN

CSI has contributed \$500 to

the project. We hope to see a trail built along the old Wabash & Erie Canal towpath that can be connected to the Fort Wayne Rivergreenway and Aboite New Trails systems.

call. She says a Carolina Wren says "Liberty, liberty" or "Tea kettle, tea kettle."

Jim Ellis, CSI treasurer, Ft. Wayne, IN

April 29 - New Haven, IN

An earlier article this year in the Ft. Wayne News-Sentinel tells about the Cornell University's Project Feeder-Watch being conducted at Fox Island County Park adjacent to the Eagle Marsh project. Entitled "Hearing The Calls" it said that CSI secretary, Cynthia Powers, has volunteered at the park since 1975. From 9:15-11 a.m. on Fridays she is a hostess at the rustic bird observation building (the original nature center, which was recently replaced by a new beautiful building). Her husband, Edwin Powers a CSI member and "hard-core" birder, hangs the filled bird feeders outside the large glass windows from the observation room. While waiting for visitors Cynthia and Ed count the number and species of birds at the feeders and report their results to the Project Feeder Watch, which uses the data to monitor changes in the geographic range where bird species can be found.

Since Cynthia has retired from Lutheran Hospital where she worked as a medical laboratory technologist, she has more time to do what she thinks is really important—teaching kids about nature. She also volunteers as a trail guide, pointing out interesting birds, plants and land features to school groups and other visitors to the park. She hopes to get them "hooked on bird watching. It's a cheap, interesting hobby...People who get hooked on birds also get interested in conservation and habitat...They have a greater appreciation of the environment."

Cynthia says you don't have to be physically fit or spend much money to become a birder. All you need is a pair of binoculars and a bird field guide to help identify the birds.

Cynthia has studied birds so long that she knows them by their

The Fort Wayne News-Sentinel article "Historic Status Sought For Maumee River" said that Donn Werling, executive director of the History Center in Fort Wayne, would like to capitalize on the rich history of the Maumee River valley. A study of the valley has been taken by 5 Purdue University students of Bernie Dahl, chairman of Landscape Architecture. They concluded that "after reviewing the criteria and components of National Heritage Areas, we feel that the Maumee River valley has great potential of becoming one. The valley definitely has a distinctive landscape that has resulted from the combination of natural, cultural and historic resources. The landscape would benefit from both the preservation and celebration of the resources."

If the designation National Heritage Area is given by the National Park Service, it would bring federal dollars for small projects such as brochures, signs, and purchases of small pieces of property for waysides. Werling hopes to expand the already existing trails and greenways, get people back in touch with the river, and make Allen County a more desirable place to live and stay. He thinks the old U.S. 24 route could be part of the heritage corridor when the rebuilding and widening of U.S. 24 east of New Haven to Toledo, OH, is done. He also thinks a county park is needed on the north side of the river in the eastern part of the county. His ideas were incorporated in the plans drawn up by the students, whose findings were presented to a room packed with interested parties from Indiana and Ohio at the History Center on April 28. Their plans are on display at the center from 9 a.m. - 5 p.m. Tuesday-Friday and noon-5 p.m. on weekends until June.