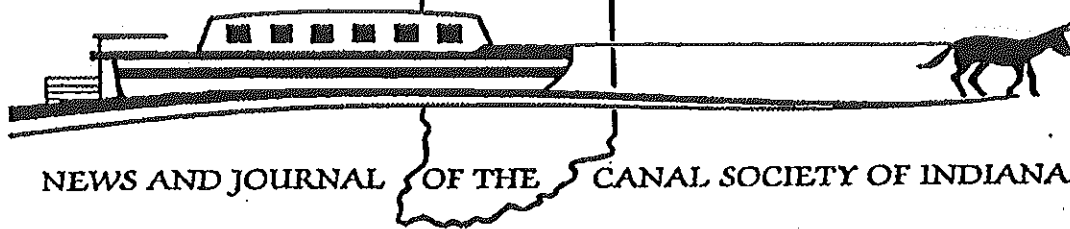


THE  
**HOOSIER-PACKET**

ISSN 1545-421



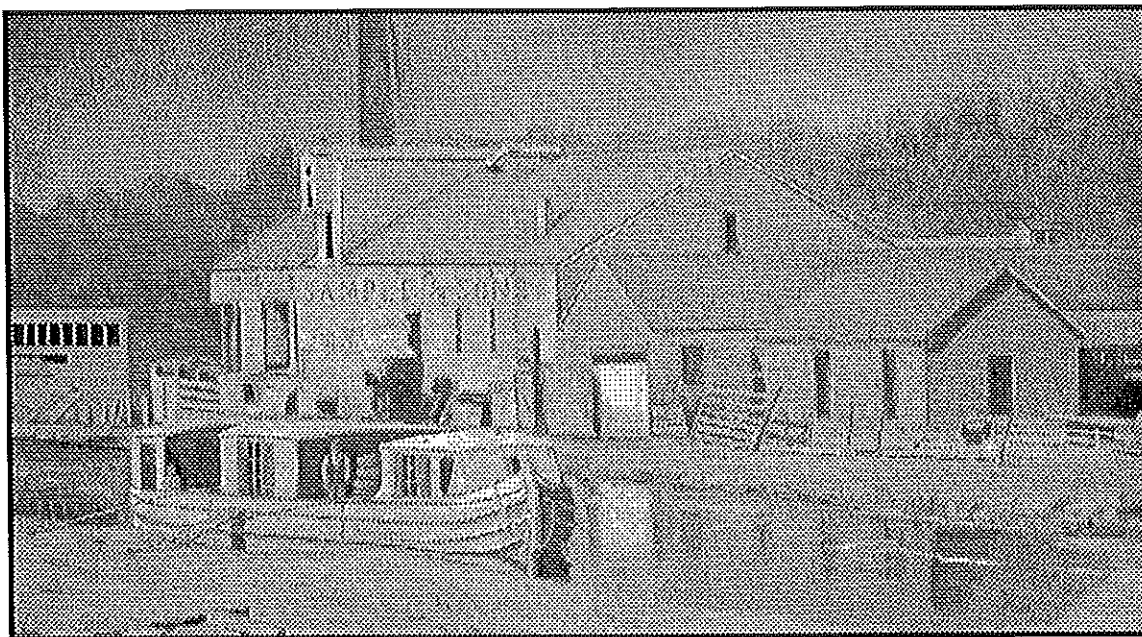
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 5 NO. 3

P.O. BOX 40087 FORT WAYNE, IN 46804

MARCH 2006

## CANAL BOAT FUNDED



This mural by Terry Lacy of the Sample & Sons warehouse with a freight boat on the Wabash & Erie Canal in front of it hangs in the Canal Interpretive Center lobby in Delphi, IN.

### *Features*

1. Christmas Came Early At Delphi
2. Welcome New Members
3. Loomis Likes Ohio & Erie Canal Improvements
5. Canal Area To Be Developed
6. Canawlers At Rest: Solomon Sturges
14. 2006 Contributors To CSI
14. A New Way To Explore Indiana Canals
15. News From Delphi: Bridge 31, Presentations For 4th Graders, Lubricating Bridge
18. Speakers Bureau: Topeka, KS
18. Ode To Canal Workers
19. Mini Tour
19. Woods Marks W & E Canal
19. I-69 In Southern Indiana
20. MECCA Pushes Forward
20. Whitewater Canal News: MSHP Students Study Canal
20. "Gateway To The East" Tour Reminder

### **CHRISTMAS CAME EARLY AT DELPHI**

Imagine the excitement of boarding a canal boat and being pulled by mules at the end of a long tow rope as you glide along the Wabash & Erie Canal in Delphi, IN. Because of a recent grant from NCHS in Lafayette, such a scene won't be left to imagination much longer. NCHS is a non profit medical services corporation that makes capital grants in an eight county region that promotes health and healthy communities.

"Christmas has come early to the Canal," Wabash & Erie Canal Association president Dan McCain said upon receiving news in mid-December of a \$220,000 grant from NCHS. "This grant provides the

funds our non-profit organization needed to fulfill our volunteer's time. commitment to match the Indiana Department of Transportation and Indiana Rural Development Council grants received earlier this year."

A total of more than \$800,000 has been committed to the planning and building of an authentic replica of a canal boat, warehouse, dock and interpretive sites on the mile-long stretch of watered canal through Delphi. After many conceptual planning sessions by the Canal board, the project was made possible by a combination of Indiana Rural Development money released in May, an INDOT Transportation Enhancement award in July and the newest grant from Lafayette's NCHS. In all it looks like a giant Christmas present.

The long-held dream of a canal boat to give visitors of all ages a true canal experience is now assured. From conceptual drawing to reality will take two to three years, McCain explains. Preliminary engineering planning is starting soon. Historical and conceptual designs must be taken into consideration to truly represent the 1850s canal period. And then construction makes it operational.

"Whenever we can, we have used volunteer labor for the majority of our projects," McCain said, "but unfortunately construction of the boat project cannot be done by volunteers because INDOT will require one contractor to bid the entire job of building the boat, warehouse and dock." McCain added that the Interpretive Center's existing galleries were built mostly with volunteer efforts but that was a Wabash Heritage Corridor (DNR) grant source that allowed crediting

In addition to the boat itself, an authentic clapboard-sided structure will be built in Canal Park Annex. It will resemble the former Speece Brothers warehouse at Carrollton and will be designed to store the 50- to 60-foot boat when it is not in operation. In the winter, the boat will be hoisted to the second story height, safely out of the ice and water.

Many recreational uses will be made of the boat. "Imagine the thrill of school children touring the historic sites along the mile of canal or a senior citizens' tour group boarding the boat at the dock," McCain said. Weekend cruises will be available regularly, and the boat will be available for special occasions, such as weddings or reunions, as well. Delphi officials view this addition to canal-related opportunities as a major asset for the City of Delphi and Carroll County.

Although construction funding is now assured, the Canal association still has work to do. "We still must turn our attention to raising a permanent endowment and prepare for staffing this enterprise. Contributions are always welcome," McCain said.


  
**WELCOME NEW MEMBERS**
  
 CSI welcomes aboard the following new members:
 

- Canadian Canal Society — Toronto, Ontario.
- Regions Bank — Delphi, IN \$50
- Wabash County Historical Museum—Wabash, IN

<b>CANAL SOCIETY OF INDIANA</b>				
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## LOOMIS LIKES IMPROVEMENTS ON THE OHIO & ERIE CANAL

By Linn Loomis

Linn Loomis, Canal Society of Indiana (CSI) member from Newcomerstown, OH, recently sent headquarters several notebooks of pictures he has taken over the years of the Ohio & Erie Canal in the Akron, OH, area. Along with them came the following report:

I've sent canal related photos of the Ohio & Erie Canal from beneath the Interstate 80 overpass to the Exchange Street area of downtown Akron. These were taken over a period from the late 1980s to November 19, 2005.

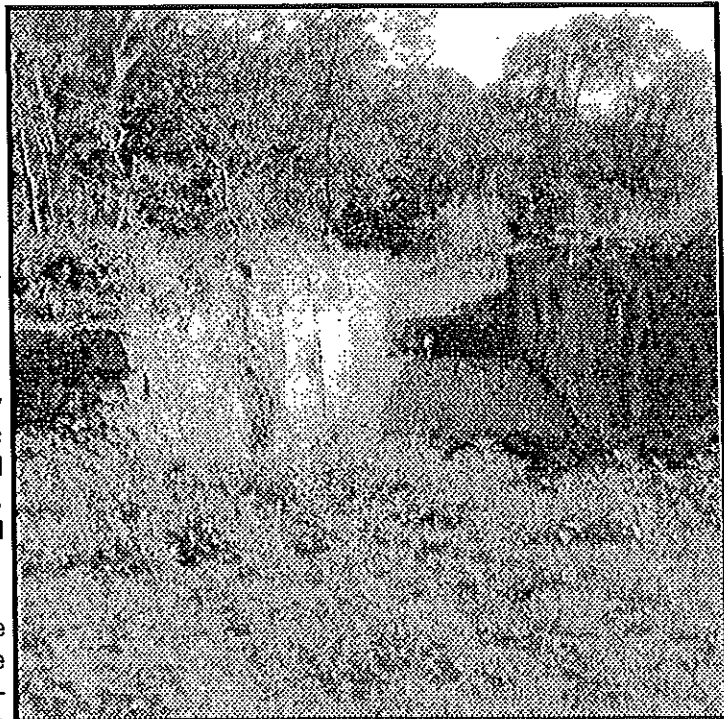
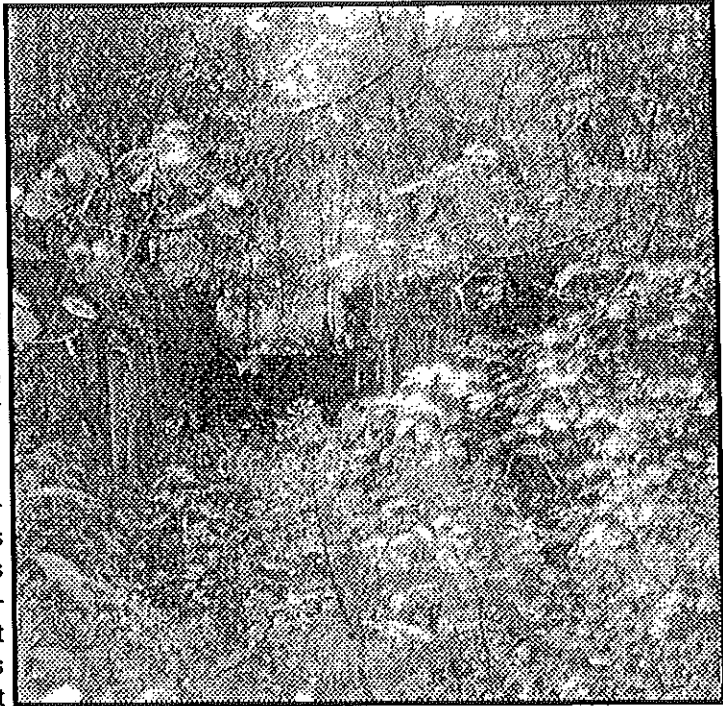
I began exploring the canal further north of Interstates 80 and 271 (Lock 34 to the Pinery Narrows) as early as the late summer of 1988. The entire area was completely un-restored, with all canal structures untouched, smothered in brush and only the barest of foot paths in evidence. The path led past occasional shacks with cross dogs straining at their leashes, snarling at any passersby, even if a few were historians like myself. In short, the Ohio & Erie Canal search was largely an exercise in "smoke and mirrors" with any and all historical signage most scarce.

I followed fleeting canal segments using the "smoke and mirrors" approach to the area immediately south of the Interstate 80 overpass where all canal semblance ended abruptly. The large canal prism was obvious, but the towpath was swallowed up in giant, ugly, wicked wild rose bushes. With a sickle I cut them back, as they fought back with the biggest thorns I ever saw. The thorns tore me from my neck on down. They gouged my work-shoes and actually gouged the plastic on my camera. After 3 or 4 days of furious exertion, I finally fought my way to get a view of Stumpy Basin, much like Moses, at least getting to view the Promised Land.

In like manner, the areas around the Ohio & Erie Canal Locks 26, 27 and 28 were still pretty rough in the late 1980s. In July 1988 I first ventured into the primitive, forgotten area of Lock 3 beneath the downtown Akron buildings. In very early 1990, I returned to Locks 10 -15 in the Upper Akron Cascade. They were as primitive and dangerous as they were when I saw them for the first time in July 1988. Mustill's Store and its surroundings made up a very primitive site in early 1990.

By 1989 at least Lock 34 had been trimmed out. By April 1992, there was real progress in the area with signage on the increase.

In April 1990 I risked stopping the car on the Interstate 80 overpass and getting the panoramic view of



What a difference a year made in Lock 34

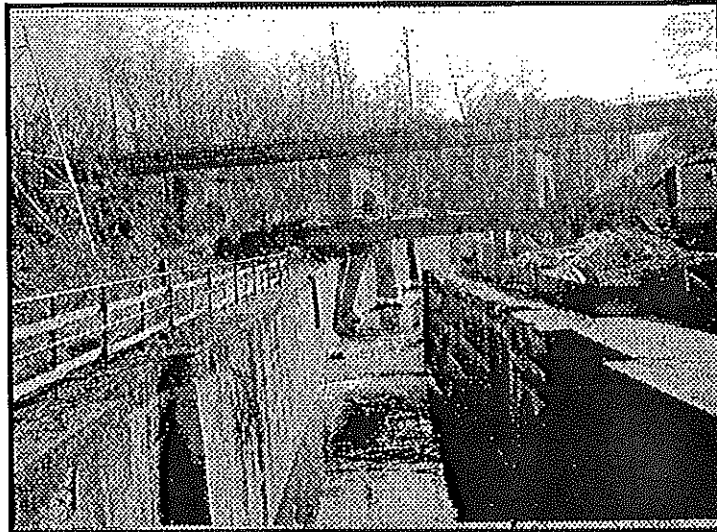
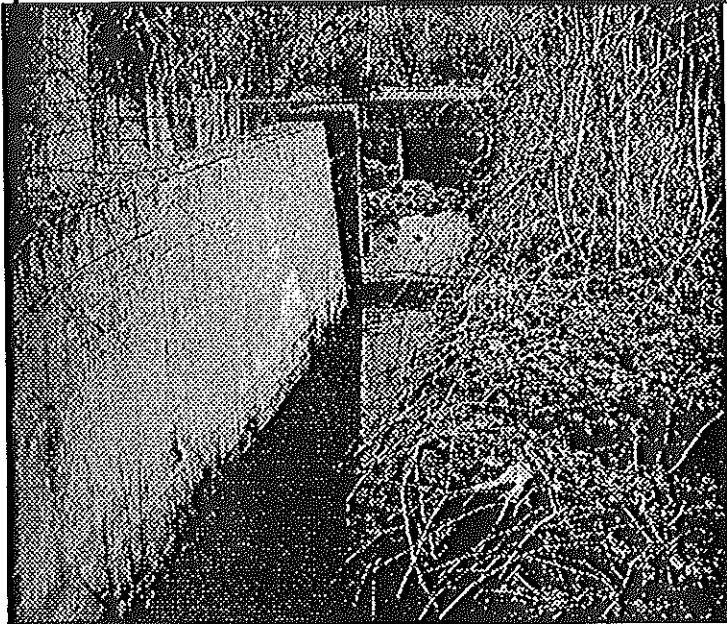
Top: September 1988

Photos by Linn Loomis

Bottom: September 1989 Note rose bushes in foreground

the canal and the Cuyahoga River to the south. At the time the Ohio & Erie Canal was still one vast untouched wilderness. Little did I dream I'd be walking the entire area from Peninsula and Lock 29 to the Stumpy Basin and the Interstate 80 overpass by December 1992.

In April 1992 there were steady signs of hope for Locks 10 -15 and Mustill's store was looking slightly



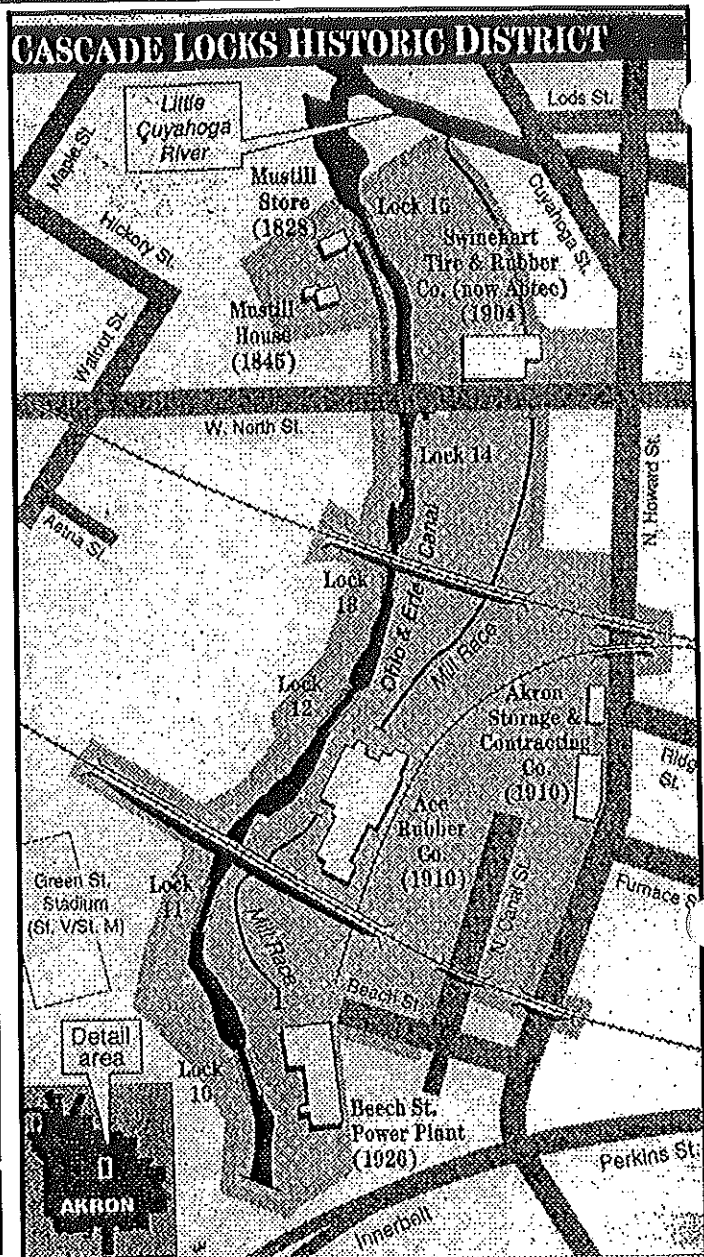
Lock 13 as viewed from opposite directions by Linn Loomis.  
 Top: April 4, 1992      Bottom: November 19, 2005

better. Also, one could with some difficulty see Locks 16-18 by wading through the brush and trash.

When I returned on November 19, 2005, I found drastic improvement for all the priceless downtown Akron canal structures with an impressive superbly organized towpath going past Locks 16 -18. There was lots of signage and all the other things so blessed to any historian.

Two Ohio State Historical Markers have been placed in the Mustill area. The Cascade Valley marker says:

The Ohio & Erie Canal was completed from Cleveland to Akron in 1827. From the Mustill Site, the canal rose 15 locks to the summit in Akron. The "Cascade Mill Race," built by Dr. Eliakim Crosby in 1832, paralleled the canal creating a large manufactur-

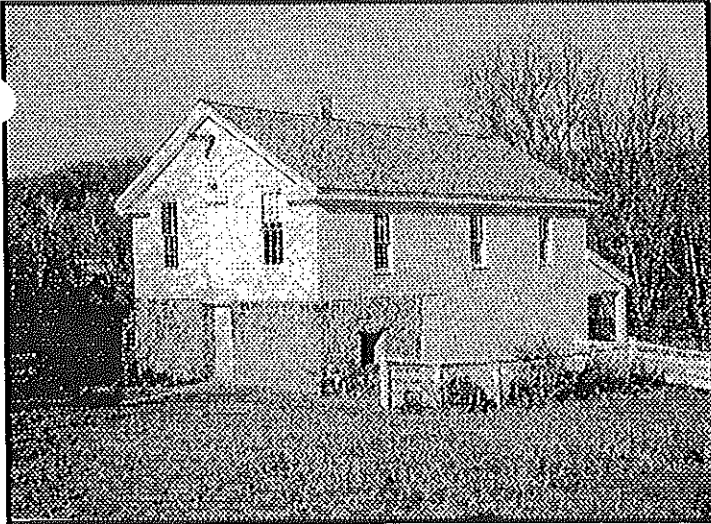


Plan for the Upper Akron Cascade (Locks 10-15) published in early 1990s. They were seen to be the key element in the Cascade Locks Historic District, which also contained 14 buildings ( one being 1828 Mustill's Store), six railroad bridges, and remnants of the millrace that once powered Akron's mills.

ing center of mills that derived water power from the Little Cuyahoga River. The canal carried products north to Lake Erie or south of the Ohio River reaching worldwide ports. In March 1913 a flood ended canal operations in this area. 2001

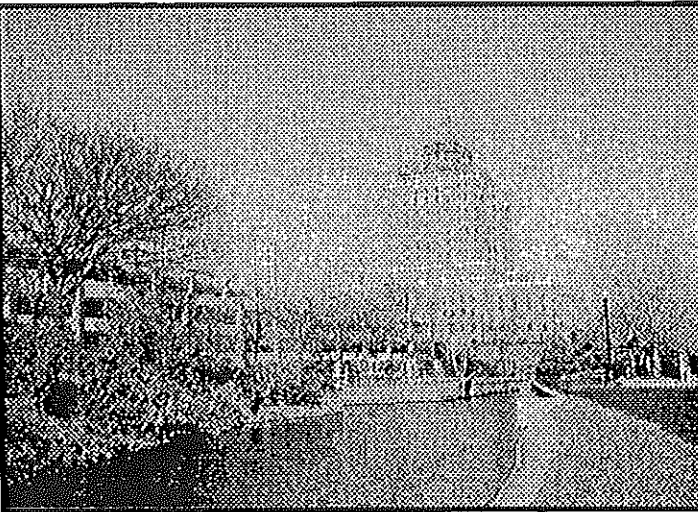
The marker at the Mustill Site says:

The Mustill house and store are survivors of Akron's canal era and date to the 1840s. Joseph and Sarah Mustill moved their family from England to Akron in 1833 and owned the store and Greek Revival house



Above: Mustill's Store porch sits adjacent to the Ohio & Erie Canal and has been restored.

Below: The O & E Canal through Akron today is attractive.  
Photos by Linn Loomis November 19, 2005



at Lock 15 on the Ohio and Erie Canal. Three generations of Mustills lived and worked the grocery business at Lock 15, first Joseph and Sarah, then their children Maria, Frederick, Edwin and Franklin. A popular place to buy or barter goods, the store served canallers, farmers, craftsmen, and neighbors for many years. 2002

CSI thanks Linn for his contribution of the following notebooks to our archives:  
Ohio & Erie

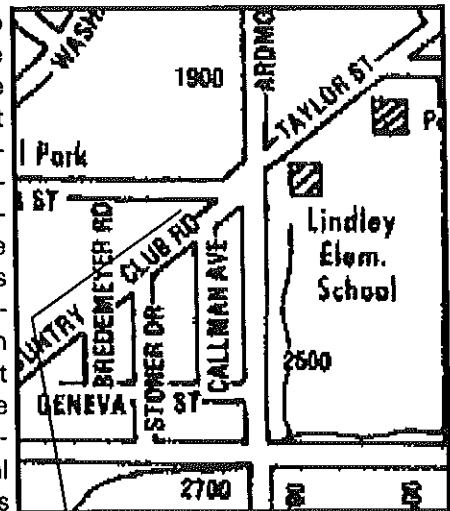
1. 1984-1990s - 16 sheets of photos of preservation/resotration of canal from Cleveland to Akron
2. 1990s News Article "Canal: Walkway to be Completed by September"  
Photos of locks 10-22 from Akron's Innerbelt north to Merriman Road
3. 1991-1992 Photos of canal as part of the Cuyahoga Valley National Recreation Area/Ohio & Erie Canal Corridor (Canal Way) Locks 23-34
4. Nov. 19, 2005 Restoration/Preservation in Akron from Exchange St to Mustill store area/ Lock 16
5. Canal Articles/Maps  
Ohio & Erie Cascade Locks 10-15 in downtown Akron  
Profiles of New York State's Champlain Barge Canal and Oswego Barge Canal  
Maps of New York State's Black River Canal and Champlain Barge Canal  
Map of Ohio & Erie Canal Towpath Trail from Akron to Cleveland in Oct. 1993



CSI president Bob Schmidt, on the right, met with city planners and engineers to review plans for extending Ardmore Avenue, clearing undergrowth from the Wabash & Erie Canal bed, and developing a Fort Wayne Greenways trail along the canal.

### CANAL AREA TO BE DEVELOPED

A route to move traffic more efficiently around the west side of Fort Wayne, IN, by widening and joining existing streets is currently underway. The next portion of it is the widening of Ardmore Avenue. When this occurs a culvert will carry drainage water from the Wabash and Erie Canal bed, which runs along Country Club Road, beneath Ardmore.



Site of future canal interpretation

On a cold December morning Carolyn & Bob Schmidt, CSI president, met city officials at the intersection of Ardmore and Country Club Road to look over plans for the widening project. The city was questioning whether to fill in part of the canal where a drainage culvert is to be placed or retain the canal prism. Dawn Ritchie with Greenways pointed out that a trail is planned along this portion of the canal and suggested the canal prism be cleared of trees, cattails and undergrowth. There is a chance that a grant might be secured to do this work. Also suggested was placing a canal marker near the area where the culvert is to be located.

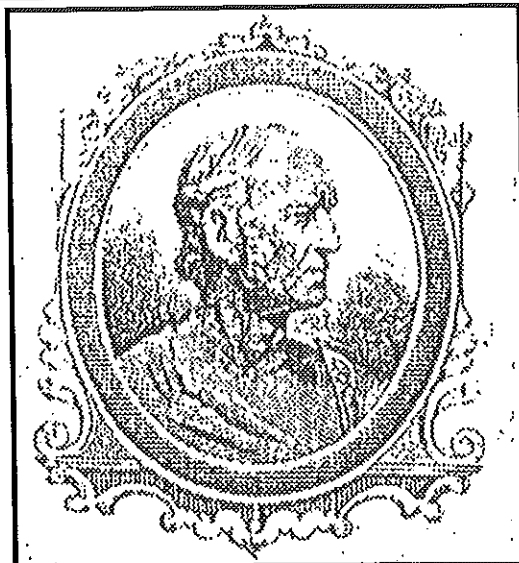
A short distance down the canal a driveway has recently been constructed across the prism. This may hamper drainage.

# CANAWLERS AT REST

## SOLOMON STURGES

b. April 21, 1796  
d. October 14, 1864

By Carolyn Schmidt



SOLOMON STURGES  
From the Marble Bust by Hiram Powers

Solomon Sturges was born in Fairfield, Connecticut on April 21, 1796, to Dimon and Sarah (Perry) Sturges. He was the eighth of their ten children, who were all born in Fairfield.

Mary (Polly) b. Mar. 4, 1780, d. age seven  
 Esther b. Jan. 24, 1782, d. Sept. 28, 1829, Putnam, OH, unmarried  
 Eben Perry, b. Aug. 12, 1784, D. Jan 1, 1862, Mansfield, OH  
 Sarah b. Dec. 4, 1786, m. Ebenezer Buckingham Mar. 31, 1812, d.  
 Apr 9, 1815, Putnam, OH  
 Dimon b. Apr. 11, 1789, d. Nov. 4, 1808, swept from deck during  
 storm and lost at sea  
 Mary b. Nov. 23, 1791, m. Chester Welles, d. Sept. 27, 1858, Put-  
 nam, OH  
 Hezekiah b. Jan. 3, 1794, d. Jul. 29, 1878, Putnam, OH  
 Solomon b. Apr. 21, 1796, m. Lucy Hale Aug. 14, 1823, Glastonbury,  
 Conn., d. Oct. 14, 1864, Zanesville, OH  
 Amelia b. Nov. 5, 1799, m. Austin A. Guthrie, D. Sept. 3, 1882, Put-  
 nam, OH  
 Edward b. Dec. 5, 1805, d. Sept. 16, 1878, Mansfield, OH

The ancestors of the Sturges family have lived in Fairfield, Connecticut, for five generations. In his memoir, Solomon Sturges describes them as "farmers of the sturdy New England type; upright, industrious, frugal, God-fearing and law-abiding." Unfortunately many of the family papers were destroyed in 1779 when Judge Sturges' home was burned by British troops.

### Five Generations of Ancestors

I. John Sturges b. 1624 (probably England) bought land in Fairfield, Connecticut, in 1660 and was probably living there before then. He may have been one of the founders of Fairfield in 1639. In 1660 John purchased the home of Richard Fowles located on the northwest side of the road leading into Mill Plain in Fairfield. On May 14, 1669, he was made a freeman and was appointed selectman later than year. He married Deborah Barlow probably prior to 1650. They had at least seven

children. He died in 1700. In his will dated March 4, 1697/8 the following seven were mentioned: Jonathan, Joseph, John, Thomas, Deborah, Sarah, Abigail

II. Joseph Sturges was born about 1653 and married Sarah Judson, his first wife and mother of all his eleven children. Upon her death he married Mary Sherwood, widow of Thomas Morehouse. His children were: Christopher, Joseph, David, Jeremiah, Solomon, Sarah, Esther, Benjamin, Abigail, Jane and Deborah. Joseph died in 1728.

III. Solomon Sturges (the great-grandfather of our subject) was baptized on May 15, 1698, and probably born that year in Fairfield. He married Abigail Bradley (b. 1706) on March 8, 1724/5. They had four children Hezekiah, Joseph, Judson and Esther. Solomon was killed on July 7, 1779 when the British troops under General Tryon landed at Fairfield pillaging and burning the town.

Our subject (Solomon) later wrote in his memoirs:

"My father in my early days, often repeated the story of the dreadful day and more dreadful night that the enemy had possession of the town. My Great-grandfather Solomon Sturges was too old to fight in the ranks of our small army; but in concert with another man (both on horseback) endeavored to make himself useful by acting as a scout. Upon hearing the alarm gun he at once mounted his old bay mare and proceeded toward the beach where it was said the British were landing their troops from their ships of war....There was then, and I presume there is yet, an offset or turn in the road leading to the Sound, a few hundred yards south of the old Fairfield burying ground. My great-grandfather and his companion had made this turn and had advanced but two or three rods down the beach lane when they discovered through the fog the red coats of the British soldiers close upon them. They

wheeled their horses and as they did so were fired at by the front platoon on the column, and my great-grandfather received a musket ball in his back. He was able, however, to remain on his horse until he had passed the Court House, and his companion who being unhurt was able to ride ahead, saw him carefully get from his old mare on and over the fence and (being no doubt entirely unable to walk) creep upon his hands and knees to a bunch of elder bushes by the roadside. The precise spot was pointed out to me by my father, in my early life; it was between the jail (then upon the corner east of the big pond) and the academy. The old gentleman companion then rode rapidly to my grandfather's house and reported to the excited household these facts. While he was yet speaking the old bay mare came to the house. The saddle was almost covered with blood. The tale it is told, though mute, was expressive. All was confusion, and all were filled with alarm. Other places had been burnt and all knew too well what the fate of Fairfield was to be. My grandfather and several of his older sons had before this seized their guns and gone to the rendezvous of their company. Two carts were hastily loaded with the most valuable household goods and the women and youngest children being placed in the carts or walking by the side, the cavalcade moved off toward Greenfield Hill....The Hessians applied the torch to both of my grandfathers' houses [one being that of Judge Sturges previously mentioned]....The enemy, if I remember aright, held possession of the two but little over twenty-four hours. Our forces being rapidly increased by the coming in of the militia from the surrounding towns were busy popping away from behind stone fences, cedar bushes or anything that afforded concealment or protection. As soon as the enemy commenced a retreat toward their ships my grandfather and his sons were on hand to search for 'grandfather Solomon' as he was of course called by my father and his brothers. They knew where to look and found him in that thicket of elder bushes, dead, yes of course, with one bullet hole and six or seven severe bayonet stabs. He was without doubt found by those infernal Hessians, with life yet not quite extinct, and *finished* with the bayonet."

IV. Hezekiah Sturges was born in 1726 in Fairfield. On November 21, 1751 he married Abigail Dimon ( b. Feb. 1, 1792/3, d. Nov. 21, 1803 on their 52 wedding anniversary). The Sturges and Dimon families were closely interrelated. Hezekiah's brother Joseph married Abigail's sister Sarah and Hezekiah's sister Esther married Abigail's brother William Dimon. Hezekiah and Abigail had nine children: Ebenezer, Dimon, Hezekiah, Solomon, Eunice, Edward, Samuel, Abigail, and Mary. Hezekiah died in Fairfield on April 27, 1792.

V. Dimon Sturges was born on October 29, 1754 in Fairfield and married Sarah Perry (b. Sept. 21, 1761, d. May 7, 1846). According to our subject's memoirs Dimon and Sarah had agreed to be married before the Revolutionary War broke out but postponed it until shortly before Fairfield was burned. Their ten children are previously listed. Dimon died on January 16, 1829 in Fairfield.

VI. Solomon Sturges (our subject) described his boy-

hood home as being almost square with an enormous chimney in its center. On the entire west side was a kitchen in which they both cooked on the 8-ft.-wide fireplace, baked in the oven at the north end, and dined. This is where he sat on a stool inside one of the fireplace jambs while listening to stories about the Revolutionary War as they drank cider that was kept in the cellar and told whale boats brought the Tories from Long Island.

Solomon's father raised sheep. His mother and sisters would always spin the wool or flax, which was broken and dressed during winter days by his father and brothers, when nothing more important needed to be done. It was common for three wheels to be whirring at once. From the woolen yarn they made a long piece of grey (black and white wool) coating that was fulled at Sherwood's Fulling Mill and used for the men and boys' winter clothing. From the flax they made a long piece of linen for shirts, tablecloths, and long checked aprons. His mother died some of the wool for carpeting and the linen for blue shirts. Any extra fabric was bartered or sold and the money used to pay taxes or purchase something they really needed.

When Solomon was two years old his eldest brother Eben Perry Sturges, age 14, left home to serve on a merchantman. By age sixteen Eben was first officer and by twenty-one was master and half owner of the "Madisonia," a large schooner equipped for transatlantic and South American commerce. When Solomon reached age 12 or 13 the family decided he should "learn the sea" with Eben. Solomon finished his district school education studying navigation and then he spent a year at an academy. At age 15 in October 1810 he met Eben in New York and they sailed to Georgetown, District of Columbia, to pick up a cargo for Lisbon. The waters of Chesapeake Bay were so rough and he suffered so much from seasickness that when they reached the mouth of the Potomac River and met Elisha Williams, a prosperous Georgetown merchant with whom Eben had business, Solomon accepted a position in Elisha's counting room until Eben could return from his trip across the Atlantic. He was employed there for two years and lived in the Williams' household.

At the declaration of war against England in 1812, Elisha Williams retired from business. He recommended that Solomon become a clerk in John Hersey's Georgetown grocery store. While working there Solomon learned that the "Madisonia" was captured by a British frigate on her return voyage from Pernambuco and that Eben was a prisoner in Spanish Town, Jamaica. While there Eben had an attack of yellow fever and suffered many hardships. He eventually was released, returned to the United States, regained his strength, and journeyed to his sister Sarah's home in Ohio.

On March 31, 1812, Solomon's sister Sarah had married Ebenezer Buckingham, who had been born in Fairfield County, CN, and then moved to Springfield (renamed Putnam, which later became a part of Zanesville), OH. Living near the head of navigation of the Muskingum River, Ebenezer had become a prosperous merchant in the interior of Ohio, most of which was a wilderness with a few log cabins making the beginning of a village. Upon arriving there Eben saw opportunity and chose to abandon life at sea for a new start in Ohio.

Eben returned to the east, formed a partnership with Buckingham Sherwood, purchased merchandise, transported it by wagon to Zanesville, OH, and were following a difficult route to General Harrison's frontier camp where they planned to sell it. They got as far as Mansfield, OH, when a few settlers convinced them to stay and open a store. The store prospered and after a few years Eben made his youngest brother Edward his partner. E. P. & E Sturges became one of the most highly respected mercantile houses in north central Ohio.

Solomon Sturges joined a volunteer artillery company to defend the cities of the District of Columbia when the British threatened to attack. He was stationed at Fort Washington on the Potomac River. Two of the better known privates serving with him were George Peabody, banker and philanthropist, and Francis Scott Key, author of "The Star Spangled Banner." When he returned to Georgetown he received an offer from his brother-in-law Ebenezer Buckingham to clerk in his store in Ohio and accepted it.

Solomon left Georgetown in May or June 1814 by stage traveling over an exceedingly rough road to Pittsburgh. The Ohio River was low and there was no boat on which to continue his journey. In a tavern he found two young men. One wanted to go to Louisville and the other to Cincinnati. They went together, purchased a skiff, fixed an awning over it for shelter, got some provisions and set out down the river at about 4 p.m. taking turns rowing. When they reached Wheeling drenched from rain the previous night and in pain from blisters on their hands, they learned a "barge" had just left for Cincinnati. They took up their oars and rowed as fast as they could until they overtook the barge, gained passage and tied their skiff behind it. After drying their clothing, they slept on the Captains buffalo robes, which were spread out for them. When the barge reached Marietta, Solomon gave his interest in the skiff and his unused provisions to the other men and went to the store owned by D. Woodbridge.

Eben had made arrangements with Mr. Woodbridge to help Solomon get a horse and saddlebags. Solomon's few belongings were taken from a small

trunk and placed in the saddlebags. He then was given directions to places where he could stop. After a lonely ride of about 80 miles he arrived at Zanesville and was ferried across the Muskingum River to Springfield (later Putnam).

Sarah and Ebenezer Buckingham welcomed Solomon, age 19, and working for his brother-in-law as a clerk he did very well being sent the very next winter to Philadelphia to purchase goods. That winter Sarah's sons John and Ebenezer died and on April 9, 1815, Sarah herself died.

In the spring of 1816 Ebenezer Buckingham, age 38, decided to make Solomon, almost 20, and his brother Alvah Buckingham, age 25, his partners in the firm of E. Buckingham, Jr., & Co. He gave each of them a quarter interest and shortly thereafter left them in charge while he went to Glastonbury, Connecticut. There he married Eunice Hale. They returned to Ohio accompanied by her younger sister Anna Hale, who in 1819 became the wife of Alvah Buckingham.

The profits of the new firm were large due to Putnam's being located on a navigable river between Pittsburgh and the south and west. Before long the firm was widely known and held in esteem.

Solomon went to New Orleans with four flat boats of produce in the spring of 1817. While there he saw the arrival of the "Washington," the first steamboat on the Ohio and Mississippi rivers. He returned over land taking over thirty days to make the journey with special difficulty on the crude trail between Lake Pontchartrain to the Tennessee River. That fall he went to Detroit to take funds to Governor Cass to pay off troops and saw the "Walk in the Water," the first steamboat to travel on the Great Lakes. These and many other visits to Atlantic seaboard cities to buy goods over the years enabled him to keep close contact with his eastern relatives and build up a large circle of friends there.

Lucy Hale (b. May 22, 1800, d. July 25, 1859), the youngest of the Hale sisters, decided to visit her two married sister in Putnam in 1821. Solomon became interested in her. Unfortunately he had business in New Orleans and then traveled by sea to Philadelphia. He became sick aboard the ship and after arriving spent several weeks recuperating. They were not formally engaged until after more than a year. He wrote in his memoirs,

"Lucy expected to return to her home in Connecticut in 1823, but before the time came I had made an agreement with her that my sister, who was visiting in Ohio should return [to Connecticut] with her, and she was to return to Ohio with me as my bride. This was



the most important bargain I ever made. We were married in August [August 14, 1823] of that year, at her father's home on the banks of the Connecticut, and during the thirty-six years we lived together it was almost always sunshine in our household. Her cheerful, happy temperament, and kind, sympathetic heart always made my home pleasant; the magnetic influence she always imparted to it, always drew me so strongly that when called away by business, my thoughts would flit back, 'like the needle to the pole.'

A newspaper reported: "In August, 1823, Mr. Solomon Sturges was united in marriage to Miss Lucy Hale of Glastonbury, Conn., a lady eminently fitted by her happy temperament, her loving heart and her cheerful piety, to be his companion." They traveled by horseback over the mountains to Putnam, Ohio, to begin their married life. Her two married sisters awaited their coming and worked side by side with Lucy for many years.

Solomon and Lucy Sturges had ten children:  
 William - b. May 27, 1824, d. November 12, 1894  
 Sarah Potwin - b. September 23, 1826, d. July 9, 1889  
 Shelton - b. August 7, 1828, d. June 21, 1888  
 Lucy Buckingham - b. August 15, 1831, d. July 6, 1889  
 Buckingham - b. June 4, 1833, d. April 9, 1889  
 Albert - b. Nov. 5, 1835, d. March 17, 1900  
 George - b. May 13, 1838, d. August 12, 1890  
 Kate Benton - b. July 9, 1840, d.  
 Frank - b. Oct. 10, 1842, d.

When the family outgrew their home they moved into a new one that was admired by everyone. It had high large parlors with mirrors at each end making them seem even bigger. Lamps with prisms cast a fairy-like light in the rooms. The carpets were made of soft green velvet. Lace curtains were topped by gold cornices. It was like a palace on the prairie. In the big cellar Lucy hid fugitive slaves from Kentucky. The big "keeping room" table served as the schoolhouse where tutors and the village schoolmaster gave lessons to about a dozen children.

Business at the firm, E. Buckingham Jr. and Company, progressively increased for nine years following Solomon and Lucy's marriage. Then Ebenezer Buckingham lost his life in August, 1832, when he fell from one of the spans of the bridge over the Muskingum River that connected Putnam with Zanesville. He was overseeing the strengthening of the bridge after a great flood had weakened it. This was a great loss to Solomon and the community. Solomon wrote that he attributed much of his worldly success to Ebenezer's helping hand and influence on his mind and character. They worked together over eighteen years and made thousands of transactions.

The old firm was dissolved after Ebenezer's death. Alvah Buckingham and Solomon continued as "A Buckingham & Company." The next year Milton Buckingham, Alvah's brother from Carthage, OH, and Hezekiah Sturges, Solomon's brother, became partners in the firm and each of them received an equal share. In 1843 Milton retired and his place was taken by Alvah's son, Benjamin Hale Buckingham.

The firm had large investments in lands in Indiana and Illinois. Solomon also had land in Missouri and Wisconsin. With the increasing demands of the firm and the maturing of the senior partners' children, they decided to dissolve "A. Buckingham & Company" in 1845. Alvah's eldest son Benjamin and Solomon's eldest son William took over the mercantile business as "Buckingham & Sturges."

#### Wabash & Erie Canal

Solomon's health began to decline around age 50, but he continued to widen his horizons. He felt the lure of the Wabash & Erie Canal and relates this in his memoirs as follows:

"My brothers [Eben and Edward, at Mansfield, Ohio] and myself in the course of our operations had become considerable holders of the bonds of the State of Indiana, and about the years 1846-48 we had accepted terms of compromise offered by the State, and accepted new bonds and 3 per cent stock for one-half of the old principal, and the other half in the preferred stock of the Wabash and Erie Canal, which was to connect the city of Toledo, upon Lake Erie, with the city of Evansville on the Ohio river. In 1850 it became apparent that the Trustees who had the canal in charge would not be able to finish it to conform to the terms of the compromise, for want of funds. Under the circumstances, and fearing a large loss if the canal should not be finished in time, I entered into a contract with said Trustees associating Samuel Farrer and S. A. Hosmer with me in the enterprise), to finish the balance of the work on or before 21 Nov., 1853. This was for me a big job. It was expected to amount [in expenditures] to nearly \$700,000 and the total sum was finally near that amount. I was to furnish the funds, or procure them, Mr. Farrer was to act as Engineer, he having been at the head of the Canal Engineer Corps of Ohio for many years, and Mr. Hosmer was to be upon the line of the work, superintending and pressing it forward. We went along well enough while the money market was easy, but after spending all I could raise from my own resources, all I could borrow from my brothers, or other friends, I was often straightened to get funds for our heavy monthly payments, which had all to be made in cash, while by our contract with the Trustees we were to receive their bonds payable at various periods from 1854 to 1860. I have never found the

value of a good credit so important to me as during the progress of that work. Indeed, at one time, when our payments were about \$30,000 per month, I was on the point of going to England to raise money, had letters of introduction from friends in New York to their correspondents in London all prepared, when unexpectedly my friend Caleb O Halsted [president of New York's Manhattan Company] procured me from his friend, Mr. Kennedy, a retired merchant, a loan of \$50,000 with assurance of other sums if they should be wanted, and this, with other sums from other quarters, carried our canal contract safely through, with a fair amount of profit and considerable credit. The net profit of the operation after every expense, interest, etc., was paid, was nearly \$80,000. This was equally shared by the three partners."

The Evansville Journal omitted Solomon in its of Sept. 26, 1850 article:

Wabash and Erie Canal

We learn from good authority, that a contract for all the unlet portion of the Canal has been entered into with Messrs. Forrer & Hosmer, by the Trustees, and that active operations will be shortly commenced on the line South of Petersburg.

It is understood that this contract embraces All the unlet sections of the Canal, and that now every foot of the work is under contract along the entire line. This intelligence, we feel assured will be gratifying to the people South of White river, and gives an earnest that the long looked for period is near at hand, when the water of the Lake will mingle with the "Father of Waters."

This contract, as we learn covers a large expenditure of money, and may be put down in round numbers at \$530,000. This sum, it is gratifying to know, will be readily commanded by the contractors, who are gentlemen of ample means and of undoubted credit and responsibility. The expenditure of so much money in our immediate vicinity, is of itself, a matter of great importance, but its influence will be much enhanced when it is remembered that it is auxiliary to the completion of a work in which the State itself and the Southern portion of it particularly, feels so deep an interest. On every account this movement of the Trustees cannot fail to have a great and favorable influence on the progress of South Western Indiana.

Though the prospective means of the Trust are ample, it cannot be disguised that a failure to realize them, promptly, would delay the work unfavorable, and that the time necessarily lost by the floods of 1848 and 1849, and the calamitous visitation of cholera along the line in 1850, would warrant the Trustees in looking to the extension of time provided in the Legislative enactment. By the late arrangements, this will be obviated, and the work will be completed within a year of the earliest time fixed upon by the act providing for the Funded Debt of the State leaving out of view entirely the eighteen months lost by the casualties and epidemic referred to. This is a great point gained, for time, in this case, in money with interest compounded.

We learn that the contract provides, as follows:

1. The entire line is taken at the Engineer's estimates, with five per cent added to meet contingencies;
2. The work is to be constructed in the most durable and substantial manner, under the immediate supervision of the engineers employed by the Trustees.
3. The whole line is to be completed by the 1<sup>st</sup> of November, 1852; and
4. The twenty miles next to Evansville is to be let on the first of October next,
  - a. These are all the material points of the contract, with reference to the mode of construction and time of completion. It would be impracticable, we think, to complete the work as soon under any other system, or by any other mode of proceeding.
  1. The Trustees make payment to Messrs. Forrer & Hosmer stated periods, looking to the certainty of the means then at their disposal and by anticipating the ample resources of the Trust Funds. The contractors will use cash means alone, and payments to laborers will be made as heretofore, at sixty day periods. This will be a valuable feature growing out of the arrangement, and ensures to the workmen all the facilities enjoyed heretofore in the construction of the Wa-

bash and Erie Canal.

The following notice was placed in the Evansville Journal on Oct. 30, 1850, by Saml. Forrer, Solomon Sturges, and S. R. Hosmer:

NOTICE TO CANAL CONTRACTORS.

WABASH & ERIE CANAL, INDIANA.

SEALED Proposals will be received at Princeton, Ind., until the 20<sup>th</sup> day of October next for the construction of thirty-five miles of the above named Canal. The work consists of sixty sections, embracing much variety of excavation, including considerable rock, a number of deep cuts and heavy embankments, one aqueduct, eight locks, and many culverts. All the mechanical structures to be timber, and will afford much work for carpenters.

There will be no stone masonry of any description. Of the excavation and embankment there is much more heavy work than is common on an equal length of line. Bidders from Ohio will find it most convenient to reach this work by way of the Ohio river and Evansville as the south end of the work is only 18 miles north of Evansville—From the middle and north part of Indiana, it will be most convenient to reach the north end of the work at Petersburg, in Pike county. Bidders who are not known to the undersigned will be expected to furnish proper testimonials of character.

Payments in money will be made at periods of about sixty days.

Plans and specification of the work will be exhibited at Princeton, by the Engineer in charge, 10 days before the letting. The line will be in readiness for inspection by the first of October. For further information, persons wishing to examine the work can address W. J. Ball, Res't. Engineer, Terre Haute.

The Evansville Journal of Oct. 31, 1850, said:

Canal Lettings.

Our town has been quite lively with strangers—competitors for contracts on the Wabash and Erie Canal, at the Lettings during the past week, of all the unlet portions of said Canal.

Below will be found the number of the section with the name of the successful bidder, as awarded on the 23d, by Messrs. Forrer, Sturges & Hosmer

197, 11, 36 and Reservoir,	26, McGuire & Farrell
Steward & Rockafellow	27,50, Samuel Parker
198, John Mechan	28,29, Kinney & Murray
199,1, Robert Garrett	30, Aydelett & Parker
200, 156, Hefferman & Mechan	31,32, Stewart & Walters
201, James Ferriter	33, 34, 35, Edward Jordan
202, Kinney & Steward	38, Edward Barrett
2, 7, Jacob Haug	39, Faulkner & Syers
3, 37, 44, Sharon & Meldrum	40, Thos. Harris & Co.
4, James Garrett	41, Jas. Adams & Co.
5, Adam Fritz	42, Ralph Wilson
6,8,20, David L. Bell & Co.	43, Thos. Kinney
9,10, John Tarvin	45, Carty & Pandrigan
12,17,34, Crimmins, Clune & Co.	46, Patrick Sweeney
13, Kinney & Manning	47, 48, 49, E. M. & J. M. Patterson
14, 16, Eber Jones	51, George Hartley
18, 19, Thomas Potter	52, John McCracken
21,22, M. C. Regan	53, Hiran Green
23, Griffin & Swaggart	54, David W. Beeson
35, Clark & Stewart	

On Nov. 20, 1852 the Evansville Journal announced the completion of the canal saying:

S. R. Hosmer, Esq., of Zanesville, Ohio, one of the Trustees of the Wabash and Erie Canal, arrived at the Pavilion yesterday morning, and left on the half-past eight train of cars for Princeton. Messrs. Forrer, Sturges and Hosmer are now about closing their very extensive contract on the Canal, which finished this magnificent work from the Ohio river to Lake Erie—an enterprise which we hope will prove as profitable to these gentlemen, as to the rich valley through which it passes.

Grain Enterprise

In 1854 Solomon and his brothers Eben and Edward decided to begin a large farm on three sections of land they owned that was located near Gilman, IL, where the Chicago branch of the Illinois Central Railroad had just reached. The railroad ran through a region that was sparsely populated and "in the timber" with deer, wolves and lots of rattlesnakes. At the time the city of Kankakee was seen from the railcar's windows as a few unpainted pine structures. Solomon envisioned an area cleared for grain production and pouring its grain into Chicago for world distribution.

In June of 1855 Solomon purchased a third interest in Buckingham and Burlingame, which was a business partnership between Alvah Buckingham and Rufus Putnam Burlingame that was formed in 1846. Alvah furnished the capital and sent Rufus to Chicago to open a lumber yard. They soon entered the business of forwarding and had a grain and produce commission. They built the first grain elevator known as the Fulton Elevator in Chicago, which held 75,000 bushels. Solomon was to furnish capital for an even larger enterprise.

Solomon proposed to the Illinois Central Railroad that it should build and operate an elevator at Chicago for grain handling. His cousin, Jonathan Sturges of New York, was importantly connected with the financial management and policies of the railroad, which probably helped Solomon in getting a 10-year contract to do all the grain warehousing for the railroad in Chicago. The firm of Sturges, Buckingham & Co. erected Central Elevators "A," finished in the autumn of 1855, and "B," completed two years later, upon the railroad docks at its terminus near the mouth of the Chicago River. These were 120-foot elevators. They received grain from all the roads into Chicago until 1860. With a capacity of 700,000 bushels each, they were Chicago's leading grain warehousing firm during the Civil War.

At the expiration of the lease in 1865, the Illinois Central bought the property. Almost immediately the new firm J. and E. Buckingham was formed by Ebenezer and his brother John. They leased the same property, which subsequently became known as the Central elevators, for another ten years. The Great Chicago Fire burned elevator "A" but spared elevator "B," the only surviving elevator in the burned district. The firm reconstructed "A" in 1873 to the size of 100 x 200 feet on the ground. It had a capacity of one million bushels and added appliances for rapid grain handling. Elevator "B" had been enlarged in 1869 to hold one million five hundred thousand bushels and an additional three hundred and fifty thousand bushels could be stored after cribs were added in 1873 with the size being 100 x 300 feet on the ground. This made their capacity at almost 2.9

million bushels of grain. Using the modern equipment they loaded sixty-five thousand bushels of wheat in one hour twenty minutes onto a vessel. When John died in 1881 the partnership ended.

The profitable warehouses required Solomon to be in Chicago almost constantly. He planned to move his family there from Putnam where they had resided for thirty-three happy years. His wife, Lucy, was deeply attached to her home, relatives and friends and agreed to move only if her home be as large and comfortable as hers at Putnam. Solomon purchased the south half block bounded by Pine, Huron, St. Clair and Superior streets from Walter L. Newberry and built what was considered the finest dwelling in the city on the northeast corner of Pine and Huron streets. It was two semi-detached houses with the other being intended for one of his sons.

While the home was being prepared to receive Lucy Hale Sturges, she became ill and died in Granville, OH, on July 25, 1859, at the residence of Dr. W. W. Bancroft. Solomon, who was in New York at the time, was notified of her illness by telegraph, and hurried to her, but he was too late. His health was not good and while mourning for her it steadily failed.

Banking

Solomon's means were rapidly increasing following the Panic of 1857 and just prior to the Civil War. His grain enterprise had grown. He now owned a fleet of tugboats in the Chicago harbor and a number of grain-carrying ships on the Great Lakes. While living in Putnam, he had become a stockholder in Zanesville's banks and there conducted a private bank. These banks' assets were mainly southern paper or "stumptail" currency. With the approaching war and the uncertain value of this paper, Solomon thought it prudent to establish a conservative bank of high credit and reputation in Chicago. The firm Solomon Sturges & Sons was formed in 1860 and included he, his sons, Buckingham and Albert, as partners, and William as the manager. This bank was located half a block from the Chicago Board of Trade at 15 and 17 Wells Street and had previously been occupied by George Smith's bank. As with his other business, the bank was an immediate success and in no time at all it was the largest bank in the Chicago.

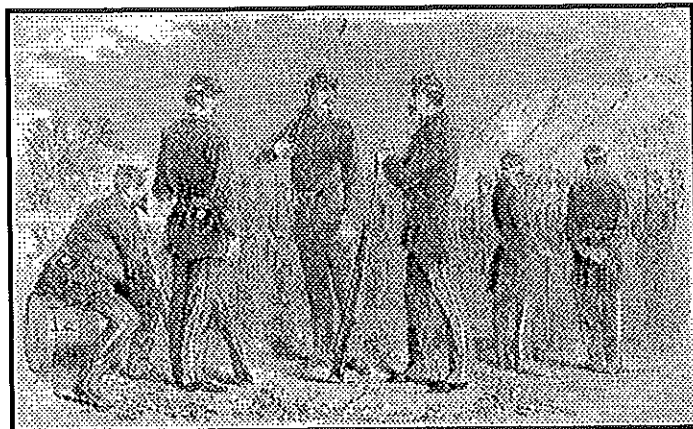
The bank's name was changed to Solomon Sturges' Sons when Solomon left after about two years. With the National Bank Act and the establishment of many banks in Chicago, the firm's business declined. In 1866 the partners closed the bank and retired.

Although Solomon had always been a Whig, the

slavery issue was of utmost importance to him. He became a Republican and strong advocate of Lincoln for President of the United States. The outbreak of the Civil War put additional strain on Solomon's health.

Civil War — Sturges Rifles

Solomon subscribed heavily in Government loans to aid his country. With his own funds he raised a company of volunteers, "The Sturges Rifles", in April 1861 after the attack on Ft. Sumter. The men armed with Sharpe's rifles and equipment were mustered into service on May 6, 1861, but were not attached to any regiment. He supported them for two months on his own.



The above picture and following caption appeared under "Civil War" Harper's Weekly on October 5, 1861.

**GENERAL McCLELLAN'S BODY GUARD**

We illustrate herewith the corps known as the Sturges Rifles, Captain Barker, who are serving as General McClellan's body-guard. They were recruited at Chicago, and took their name from the great grain merchant, Solomon Sturges, to whose liberality they were indebted for equipments. Before the outbreak of the war General McClellan had been connected with them as militia officer. When the war broke out they followed him into Western Virginia, and since then to Washington. They are a gallant body of picked men, all athletic, trained to endure fatigue, and all good shots. Their uniform is easy and comfortable, and is generally worn by General McClellan himself. Hitherto they have numbered one hundred and thirty-five men; they are now to be raised to one hundred and fifty-eight.

In June 1861 "The Sturges Rifles" were ordered to serve as General George B. McClellan's bodyguard in Parkersburg, West Virginia. They were with him and participated in the battle of Rich Mountain. They marched with him when he went to Washington to assume the command of the armies. Reaching Washington on July 26, 1861, they were on guard duty until March 10, 1862, and then accompanied McClellan on the march to Yorktown. After the siege there, they went into the Chickahominy seven-day battle. From there

many of the volunteers were sent out as foragers, scouts, and a few were in the battle of Antietam. At Falmouth, the company left the army. It was mustered out of service at Washington on November 25, 1862. James Steel served as its captain; Nathaniel E. Sheldon was the first lieutenant; and Marcus P. Foster was the second lieutenant. Ninety-nine men served under them of which two were musicians. The number of men in the company increased over time.

Solomon took a deep interest in the war. He went down the Mississippi to Island Number Ten to visit the troop encampments along the way in the winter of 1861-62. His son Shelton was attached to the Army of the Tennessee. While visiting him, Solomon witnessed the battle of Fort Donnelson.

Shortly after returning to Chicago from the front, Solomon's health compelled him to retire from business. He went to New England for a few months. and toured the White Mountains. The next year he moved back to Putnam and resided with his daughter. Cared for by her, Solomon spent the final days of his life in companionship with his brother Hezekiah, his sister Amelia, and his old friends. He died on October 14, 1864, in his daughter's home.

The Zanesville Courier of October 21, 1864, carried the following description of Solomon Sturges:

"Mr. Sturges was a a man of great simplicity and transparency, yet a decidedly positive character. He put on no airs and with him there was no disguise; what he thought he uttered, what he felt he manifested unequivocally and strongly, yet never with the intention of wounding another's feelings. If with his nervous temperament and quick excitability he sometimes appeared harsh and overbearing, it was only because he wished to be frank and decided. He was a kind and generous neighbor, an upright and worthy citizen, honest and honorable in all his transactions with men. Close and sharp at a bargain, yet when 'swearing to his own hurt, he changed not,' but fulfilled the letter and spirit of his contracts. Those who had befriended him were never forgotten, but were remembered with the liveliest gratitude, and those who shared his confidence ever found in him a firm, steadfast and reliable friend. He could appreciate a noble character, and such had a warm place in his heart. He was a keen observer of men and things, read character with wonderful facility and though sometimes mistaken, often at a glance, judged men with surprising accuracy.

"To the institutions of religion, he gave a liberal support, and was a punctual attendant at the house of God on the Sabbath. He was likewise an attentive and apprecia-

tive hearer of the word, though as preached, it might not carry conviction to his own mind. He contributed cheerfully to the various objects of Christian benevolence, and to the colonization society particularly, in whose mission at one time he had great confidence, he gave largely. The Ladies' Seminary in Putnam, of which he was one of the three original founders, and for many years a trustee, attests the interest he felt in female education, and the desire he had that the daughters of the land might be thoroughly furnished for their appropriate and responsible duties.

"Mr. Sturges was a true, ardent and self-sacrificing patriot. He loved the country for which his ancestors fought and bled, and hastened to its rescue when imperiled. He hated corruption and improvidence anywhere, especially in the public servants. Always preferring right above any mere party ties, he was ready to pursue the course, which, to him, seemed best adapted to secure the highest welfare of the nation. For demagogues and political tricksters, who seek to fatten upon the public treasury, without rendering an equivalent service, he had a supreme contempt. When the present rebellion broke out he entered, with more than his wonted energy and activity, into the work of its overthrow and the destruction of its life and power. He organized a company of 'Rifles' bearing his own name, involving a personal expenditure of \$20,000, besides other expenditures exceeding, perhaps, those of any other individual in the country.

"When the Government in the first of that dark and gloomy period, appealed to its citizens for pecuniary aid and it required great fortitude to invest to any great extent in its securities, and when several of the loyal States proposed to indorse for the Government, to the extent of their receipts from the sales of public land, Mr. Sturges promptly subscribed for \$100,000 of the first loan offered to the public. This liberal subscription was heralded over the country as evincing his faith in the Government and had a marked effect in inducing early and rapid subscription to this patriotic loan. He also gave orders that the receipts from his grain warehouses, then yielding a large revenue, should also be appropriated in like manner. It was one of the

strong desires of his heart that he might live to witness the downfall of the rebellion and the complete triumph of the Government, and its free institutions enjoyed by all the inhabitants of the land.

"The country has had few men of greater financial ability than Mr. Sturges. Eminently was he the architect of his own fortune. His unwonted success was not the result of some rash speculation by which wealth is sometimes acquired and lost in a day. It was the legitimate fruit of fine business talents, patient and laborious toil, singular and accurate forethought and consummate skill in the management of his extensive and multiform affairs. His mind worked with wonderful rapidity not only, but had unflinching tenacity and untiring energy to the goal of his ambition—almost in any case there was a spice of romance in his plans, the instances were few, considering his quick and excitable temperament, and may be pardoned for the lofty ideal which floated in his imagination.

"Mr. Sturges was no common man. His was no negative character, taking its elements and shape from surrounding influences. He was one of nature's noblemen, born to rule, to give form and direction, and furnish thought and stimulus to other minds, and help society to move. He possessed a tall and commanding form, a well developed head, 'bright, keen and detective' eyes, a countenance, at times serene and thoughtful, and again glowing under the workings of his quick and genial spirit, as full of life and buoyancy, and as fond of humor and pleasant repartee as the most youthful and lively around him. Yet in these seasons of relaxation and social enjoyment, his large experience and deep reflection prompted the most sage and worthy counsels.

"It was a great comfort to Mr. Sturges, in his last sickness, that he could be in the bosom of his family, and as a child, be nursed by the tender assiduities of his daughters. And it was a noble sight to see him borne to his burial by his manly sons, and to those who have known and respected him so long, it is a source of deep regret that we shall 'see his face no more.'"

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*Special thanks to Bill Benton Evans, of the United Kingdom and a remote descendant of Solomon Sturges, for calling my attention to the book about Solomon and the part he played in the completion of the Wabash and Erie Canal.*

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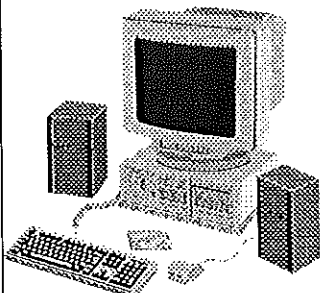
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**A New Way to Explore Indiana Canals**

By Neil Sowards

The best way to explore Indiana Canals is by going on a Field Trip or Tour sponsored by the Canal Society of Indiana. Then there are also books, maps, and old photographs and post-cards, which reveal parts of the canal story.

A new way has emerged. By using Google Earth, one can look at the remains of canals as seen from satellites. It is easy and free. By going to Google Search Engine and entering Google Earth, one finds the website. Clicking on the website, one can then download the free version. It's set up so one can type in an address and Google Earth will zero in on that address. Using one's mouse, one can then zoom in on that site. By clicking and holding, one can move in any direction from the original focal point. One can go to any spot on the whole earth. It varies as to how sharp the image is when you zoom in. On my address in Fort Wayne, Indiana, I could see our cars clearly. The image is several years old because Lutheran Park, across the street, does not have sidewalks in the image. Images of the quarters of Rangoon, Burma (Myanmar) are much less distinctive and individual houses can not be seen.



If one knows the route of a canal, one can then follow it by the eye of the satellite zooming in for greater detail when that is desirable. In some places I think more can be seen from the air than from the ground. For example, in following the Ohio Canal feeder to Columbus, at one place it goes through a field and the faint parallel banks can be seen. The trees have leaves in the images, so that obscures much detail. I would assume eventually the images will become real time, so viewing during the winter will reveal more detail. Or there may come a time when the viewer has a choice as to time of the year.



One big problem is the names used to identify locations. Most are names seldom used by most people and so it is sometimes difficult to calculate exactly what you are looking at. Other names you would expect to be overlaid on the map, are not. For example Newark, Ohio, is identified but Granville is not. Fort Wayne is but not Roanoke. Since the names appear and disappear as one zooms in, they may be there but were zoomed past.

Anyway, it is a fun way to look at old canals. Of course one can also look at the Grand Canyon, the Pyramids, Eiffel Tower, Red Square, London, China's Forbidden City and many other interesting places, as well as your or a friend's address.



Delphi's Canal Interpretive Center now displays this mural of a canal freight boat in Wabash & Erie Canal Lock 31 as it enters the slackwater pool created by a dam across the Wabash River at Pittsburg. The lock bypass, the Menser tavern, the General Milroy passenger boat and the mule bridge across the Wabash are also shown at this Carrollton crossing.

## NEWS FROM DELPHI

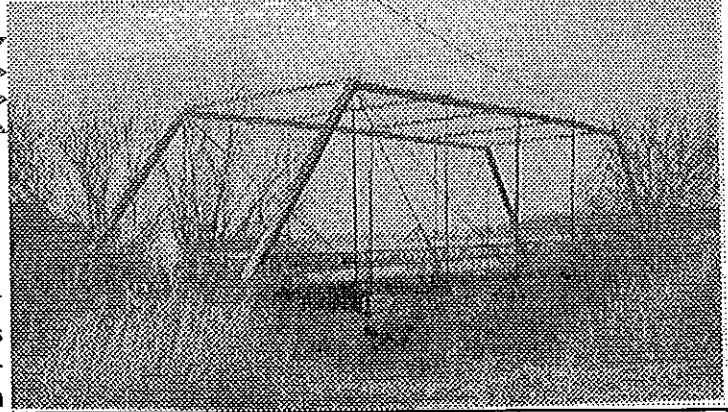
### OLD IRON IS BEAUTIFUL! BRIDGE 31

By Dan McCain

How lucky can we get? After waiting 5 years for a chance at a "one-of-a-kind" historic iron "Stearns Truss" bridge, we have secured such a relic for our Delphi Historic Trails. We can move this unique structure in sections--it's pinned together not riveted and moved once before in 1913. Then we intend to restore its integrity and place it on the VanScoy Towpath Trail over the Wabash & Erie Canal behind Pizza Hut.

Delphi will have a most unusual gem to show off. Now it's rusty, has no floor and looks unkempt--but it's beautiful. Someday it will be as admired as our 1873 Paint Creek bowstring arch "red bridge" in Canal Park Annex completed in October, 1999. People love it!

We need your help. The option came to us late in December. A title to the iron structure was secured from the Pulaski County Commissioners and it was purchased for ten dollars! That is the easy part. Now we



Bridge #31 has been abandoned by the Pulaski County Board of Commissioners and sold to the Wabash Erie Canal Association of Carroll County, Indiana, for \$10 on December 19, 2005. It will be removed from its current location one-fourth mile North of State Road 14, which crosses the Monon Ditch and adjoins real estate owned by Bradley and Lynette Carpenter by April 1, 2006. It is a 74-foot-long old Stearns Truss.

Photo courtesy Dan McCain

have only 90 days this winter to remove it from Big Monon Ditch west of Winamac, Indiana, before clearing and dredging operations begin in the spring.

It's happening too quickly to get a grant for the

total job of removal, rehabilitation and placement. So we will initially remove it from the site, truck it to a safe place in Carroll County and plan for its thorough restoration and placement later. Costs for the initial work relate mostly to acquiring services of a crane and trucking contractor and will have to be footed by the Canal Association without a grant.

We could use financial help from anyone willing to donate to "save the Stearns Truss bridge" and keep it from going into the scrap yard. Donations will be devoted to the removal and moving project and may be tax deductible. We are a 501-(c)-(3) non-profit corporation.

However you value this historic relic you can give of your time, money or just smile and enjoy our ever growing Canal and Trails enhancements here in Delphi. Please send your donations to:

Carroll County Wabash & Erie Canal, Inc.  
1030 West Washington Street  
Delphi, IN

### PRESENTATIONS DEVELOPED FOR 4TH GRADERS

Alexandra Richter, Glen Sanford, Lindsay Johnson and Jerry White, Ball State University education majors, recently completed two first-person presentations and four short plays for use by the Carroll County Wabash & Erie Canal Association and visiting fourth grade classes. Creating these presentation for their Social Studies 392 class with Dr. Ron Morris, fulfilled its requirement for a live service learning project that would make a lasting contribution to Social Studies education in the state.

After reviewing nine possible areas for projects, which were suggested by Dr. Morris, they chose to concentrate on the canal. They thought that since the canal systems in Indiana are almost a forgotten part of our history and that the work that the Wabash & Erie Canal Association is doing to save this part of our history is commendable, they would do what they could to help in this endeavor.

The students began their research last August by going to Canal Park, speaking with Mark Smith and other volunteers and then doing a tremendous amount of research in Anderson, Fort Wayne, Ball State and Muncie libraries. They worked in teams of two with each team writing two ten-minute plays, which can be performed by 10-20 4th grade students at Delphi's Canal Park when they visit on a field trip. They will portray persons from canal history sometimes using the names of actual persons who lived during the canal era. By performing or watching these plays 4th graders will learn

about the Jigger Boy, the Hoggee the Cook , etc.

The students also wrote two 20 minute long first-person presentations that were designed to be given by a park volunteer as a part of the guided tour program or as a stand-alone presentation. One is about William Johnson, a lock tender who lived on the Wabash & Erie Canal for several years. The other one is about Reed Case, a man who played a huge role in the development of the canal system, the town of Delphi and the economic system that made Indiana the crossroads of America.

Each teaching tool had to meet Dr. Morris' high standards. They had to be based on values, be integrative, meaningful, challenging and active. When finished they were performed for Canal Association president Dan McCain and the association's education coordinator Susan Feller at Ball State. They were then given to the Canal Association at no cost and are ready for use by fourth graders this spring.

### AND THEY SAID IT COULDN'T BE DONE

By Dan McCain

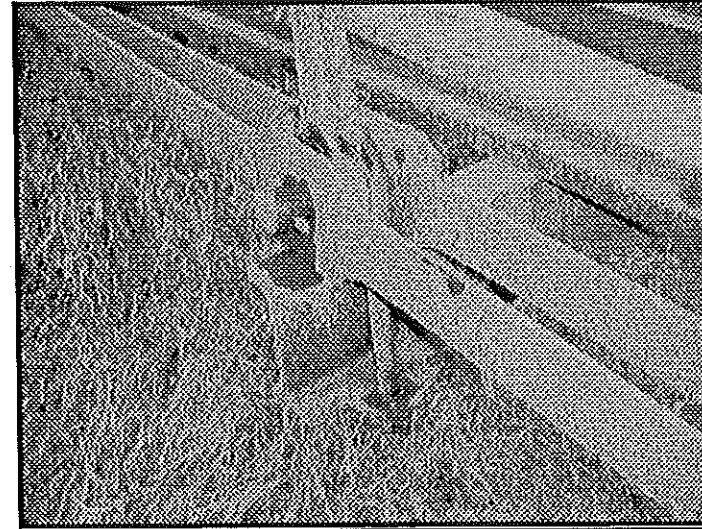
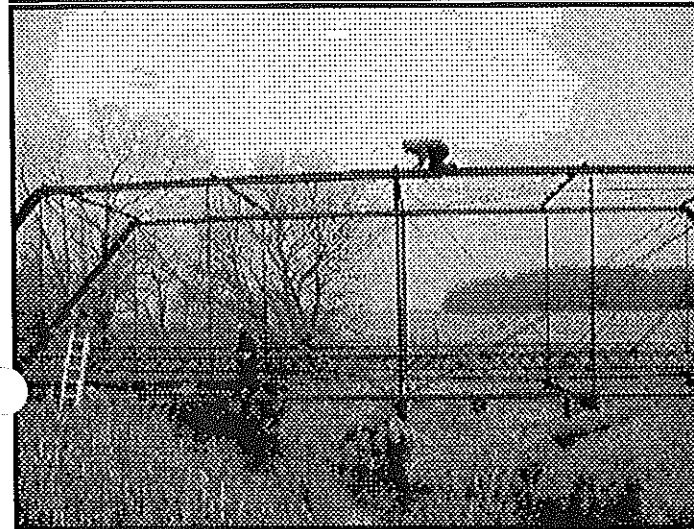
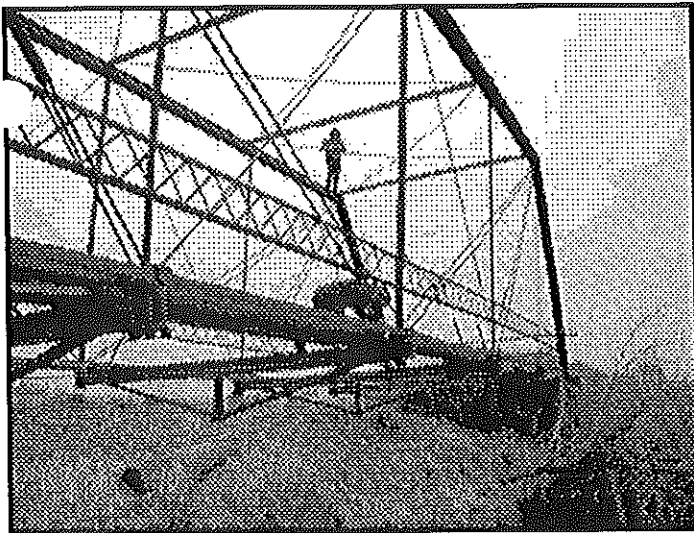
The first move to make the Winamac/Stearns Truss Bridge move began January 9th. A crafty crew of volunteers from Delphi proceeded to the historic bridge site northeast of Francesville with tools and an especially good mix of penetrating oil. "Busting the rust" from decades of neglect adding to the hundred year old truss bridge over the Big Monon Ditch was the order of the day.

This same crew of volunteers "busted their brawn" 6 years ago (and many days since) on other unique historic jobs. They were in the front line when the Carroll County Wabash & Erie Canal Association brought the 1873 Paint Creek Bowstring Arch Bridge from Camden, restored it and placed it over the canal in Delphi. Now today they are beginning another restoration. Step one of perhaps hundreds of steps to completion on this present National Register specimen in Pulaski County was completed.

Armed with a ladder, which they didn't even use, eight very long planks, rope and the special rust-busting oil, they crossed the "floorless" bridge. They lubricated the many pins, bolts and connecting crossmembers that make up this "one-of-a-kind" iron bridge. Winamac Bridge Company produced dozens of these light weight bridges for use in locations like its present site in the former marshlands of northwestern Indiana.

The ladder wasn't used as there was no sturdy place to stand it. Instead Rollin "Monkey" Graybill just grabbed the iron beam projecting from floor to the top





The first step of lubricating the pins, bolts and cross-members of the Stearns Truss Bridge was completed on January 9, 2006. This should make its disassembly easier before it is moved to Delphi for restoration. Photos by Dan McCain

chord, planted his feet on the steeply sloping plate and ascended to the heights. Once on top he worked his way through the length of the top chord and oiled each junction point. Large iron pins hold together the sections. This may allow easier disassembly of its components coming back to Delphi. When he got to the north end he climbed down the steep end beam, crossed over to the other side as monkeys might do, and ascended to the other top chord.

Other volunteers Ron Dust, Roy Patrick, Bill Draper and Dan McCain prepared access with planks they brought from Ed Gruber's farm to span the 76 foot length from cross beam to beam at the original floor level. Bill worked with a shovel to clean the soil off the unique metal caisson foundation, Ron measured and inventoried the structure's needs, Roy worked on testing the weight of the bridge by slightly lifting one corner of the structure and Dan surveyed the approach for giant crane access through the adjacent fields. All had a "fun day" with an iron monument so unusual and in need of

Plans to bring the crane crew next week for a full evaluation of the lift were made. Swinging it into the adjacent field and placing it on solid wooden blocking for disassembly will still be a job to complete before April 1st. That commitment was made to the Pulaski County Commissioners so the ditch brushing and dredging contractors can start work. Winter could unleash her might later but the crew took advantage of this beautiful day in early January.

Short deadlines call for quick action. This is like an "emergency operation" as the Canal Association just learned about bridge availability and almost simultaneously received title to the bridge days before Christmas. Delphi Historic Trails volunteers have wanted another historic bridge crossing for the canal trail called the VanScoy Towpath Trail for several years. This bridge really fits the bill.

MONEY is still an uncertainty but with great optimism the Canal Association has found "friends" in the quick call for donations. Already well over a dozen donors have turned out nearly \$1,000 of the 6-7 thousand dollars needed for the first phase of lifting, dismantling and trucking the structure to the safety of Canal Park. More grant potentials are emerging and possibly Historic Landmarks Foundation of Indiana could provide an "emergency" grant for part of the cost.

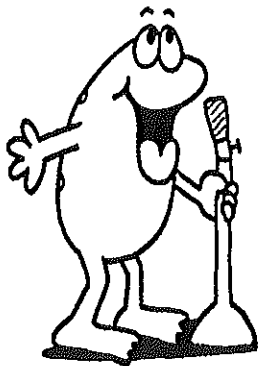
Larger more permanent grant funding will be sought for the next phases. This will hopefully place the restored nationally unique Stearns style truss bridge back on its metal caisson (canister type) foundation. Metal was the preferred footer in the early years of bridges over drainage ditches in Pulaski County as several of these spans were moved upstream several miles at least once when the ditch was cut deeper and wider.

ANYONE with an interest in helping to "SAVE THE WINAMAC/STEARNS STYLE TRUSS BRIDGE" is welcome to donate time, material or money to the Wabash & Erie Canal Association, 1030 West Washington Street, Delphi, IN 46923. Thanks to those who have already chosen a way to help.

## SPEAKERS BUREAU

Topeka, KS — Ap 2005

Patricia Stamm, CSI member from St. Louis, MO, a certified genealogist, and a certified genealogical lecturer, gave an hour long Power-Point presentation to the Topeka Genealogical Society on April 2005, in Topeka, Kansas. The 125 people present listened attentively to her talk entitled "Rivers Ran Through Our Ancestors' Lives. She included canals in the program. She mentioned CSI in her handout to those present.



The same talk has been given by Pat to organizations in the area around her home. She also has an article in an upcoming National Genealogical Society Newsmagazine where she talks about the licenses that were issued to steamboat engineers and pilots on the rivers. She is seeking information about licensing canal boat captains. Can anyone help?  
pat.stlu@att.net

## ODE TO CANAL WORKERS

By Mark Smith

Nameless faces  
With shovels in their hands,  
Digging the "Big Ditch"  
Across this land.

Getting all bug-bit  
And holes in their shirt--  
Mud on their shoes--  
Knee--deep in dirt.

Irish nomads  
From town to town,  
Ladies never donning  
A fine fancy gown.

Fardowners, Corkers,  
From the Auld Sod  
With decidedly different  
Views of God.

Culverts and lock gates  
Wickets and mitres,  
Aqueducts and towpaths  
To make the job lighter.

We pay them all homage  
Where credit is due,  
These men of Eire  
Like me and like you.

For the work they performed  
We give them all thanks  
For building the prism  
And both of the banks.

Of the Wabash and Erie  
That Grand Canal--  
The blessing of Indiana--  
A real good pal.



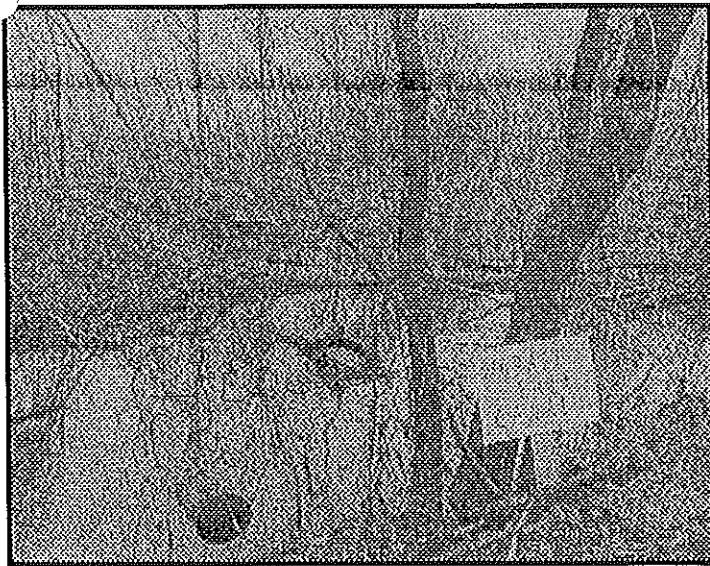
CSI treasurer Jim Ellis and CSI director Don Haack stand beside the marker for Pliny Hoagland, who along with Benjamin Tower rebuilt the Gronauer Lock #2 of the Wabash & Erie Canal.

dard, a weekly paper, on December 29, 2005. The caption under the picture read, "A hand-painted sign marks a small, but mostly intact, piece of the Wabash and Erie Canal just west of Chandler. This section of the old canal will be wiped out when State Road 62 is widened to four lanes. The southern branch of the Wabash and Erie Canal, from Terre Haute to Evansville, opened in 1853 but never carried as much freight as promoters had hoped. The piece of canal in Warrick County was officially abandoned in 1862."

Once the highway project is finished CSI would like to erect a historical marker near this site. Further north of it lies a good watered section of the canal that CSI members saw on the "Great Expectations" tour. We thank Wendell for calling attention to this site with his sign.

### MINI TOUR

On November 8, 2005, a few days after heavy winds downed large trees in the Fort Wayne, IN, area, Jim Ellis, Don Haack, and Bob & Carolyn Schmidt walked around Lindenwood Cemetery and visited the graves of the canawlers who rest there. The day was crisp and the leaves colorful. Huge old trees had toppled onto tombstones breaking several of them. Luckily no canawlers' stones seemed to be damaged.



Wendell Woods W & E Canal sign caught a reporter's eye.

### WOODS MARKS W & E CANAL

When CSI member Wendell Leon Woods of Evansville noticed trees being cleared for a the widening of State Road 62 in Warrick County, IN, he put up a sign to mark the watered portion of the Wabash & Erie Canal along the road. A few days later a reporter saw it and a picture of the sign appeared in the Boonville Stan-

### I-69 IN SOUTHERN INDIANA

Studies are underway for new I-69 construction in southern Indiana. Stan Schmidt, CSI member from Evansville, IN, has attended meetings and been contacted about where the Wabash & Erie Canal might be impacted. He writes:

"Just before the holidays I was contacted by American Resource Group about the Wabash & Erie Canal in Gibson county between Hurricane Creek and Dongola. They do the studies before construction begins. I have dealt with them before. Since this is the exact route planner for I-69, I assumed that a 2nd study was being done. Apparently there are plans to strip mine coal in this area prior to the highway construction whenever that might be. I assume that it is connected with the Black Beauty (now Peabody mine) northeast of Francisco, which was tearing up the canal around Keg Creek. We saw the newly opened mine in 1998 during CSI's "The Final Link" tour at Vincennes. Mining will probably take out culverts 198, 199 and the large culvert 200 at Hurricane Creek. None of them are readily accessible to determine what remains, but all are in wooded areas that haven't been disturbed and where the canal is still readily visible. The I-69 route looks like it will just miss the Hurricane Creek site but will probably go over the other two.

"Depending on slight variations, I-69 will cross IN-57 diagonally at the Coal Road (old coal conveyor) just above Glezen at the south end of the Deep Cut. Above the Coal Road the canal area was graded out by Old Ben Coal years ago, so it look like I-69 will just graze the southern end of the Deep Cut. The only other areas that I-69 will affect is with the upgrading on IN-37 above Martinsville."

Chuck Huppert, CSI vice-president and chairman

of "Canal Sleuths" from Indianapolis, plans to visit these sites in the near future and keep us updated. lineal feet of the Sidney feeder canal will be purchased using an Ohio Public Works Commission's grant matched to a \$36,000 grant from M & W Development a private residential subdivision and home corporation.

**MECCA PUSHES FORWARD**

The Miami and Erie Canal Corridor Association (MECCA), which was organized about ten years ago, has really seen progress along its 59-mile section of canal from Piqua to Delphos and along the 11-mile Sidney Feeder from Sidney to Lockington in Ohio. Towpath Trail can be hiked to see the old structures and canal prism. Some of it has been paved and enhanced for bicycle access.

A two-mile cleanup of the canal in Delphos on August 20, 2005, was one of seven done in the area over the years. This year the 120 volunteers removed trash, litter, debris, weeds and over 100 trees from the canal banks from Lock 24 in Stadium Park to Clime Street. To add motivation to the cleanup, MECCA held a scavenger hunt with cash prizes for the volunteers finding the most interesting and unique objects in the canal or on its banks. The Delphos Canal Commission's Cleanup Committee received a grant of \$8,500 from the Arnold C. Dienstberger Foundation to continue its work on the canal cleanup and restoration in Delphos.

In New Bremen an archaeological dig was held at Lock 1. They uncovered the original retaining walls on the east side of the lock under a parking lot, a concrete spillway that controlled the water elevation and provided water control to industries using canal water, and a steel wicket gate. They received \$25,000 from the Rotary Club. They have also received a \$285,000 grant to totally replace the lock from the Ohio Department of Transportation's (ODOT) federal transportation enhancement funds. When finished the lock should last 100 years according to Neal Brady, executive director of MECCA.

In Sidney the City is planning "Canal Path" to upgrade 3400 lineal feet of the feeder canal in 2007 to a 10-foot-wide asphalt trail. The price tag is \$392,000 of which the City's share is \$72,000, Cargill Foundation will contribute \$35,000, and the rest will come from federal transportation enhancement funds from ODOT. Seventeen acres of riverfront property including 2900

In St. Marys they have cleared and elevated a large portion of the Miami and Erie Towpath. Clay soil has been compacted to stabilize it. They still have to place rip-rapping, Type "D" stone, along the edge to prevent erosion and install crushed limestone of two layers #411 compacted stone three inches deep and a two inch layer of finer #9 compacted stone on the trail and parking lot. The Carl Chiles Walkpath is scheduled for completion in the spring of 2006.

The MECCA Administrative Office and Canal Heritage Center museum is located 1 1/2 blocks from Lock 1 in New Bremen, Ohio, at 130 S. Washington St.



**WHITEWATER CANAL NEWS**

**MSHP STUDENTS STUDY  
WHITEWATER CANAL, DAM, & LOCKS**

The Fall 2005 newsletter of the Master of Science in Historic Preservation at Ball State University featured reports about what projects second year students had undertaken. It said that Don Burden and Jacob Morris completed a Historic Structures Report for a five-mile section of the Whitewater Canal between Laurel and Metamora, IN, which included the remains of four locks and the Laurel Feeder Dam. After extensive primary research on the canal's history in Indiana and Ohio libraries, they performed a condition assessment of the remaining vestiges of the canal. The canal and railroad periods and well as the evolution of hydraulic power were quite evident.

Burden's thesis is entitled "Whitewater Canal Corridor Guide," and has a 17.5 mile segment of the Whitewater Canal/Whitewater Valley Railroad as its focus. He plans to create a "history map" for a future Rails to Trails heritage corridor between Harrison, OH, and Brookville, IN, along the towpath/ railroad bed.

The newsletter contained pictures of Burden and Morris measuring the entrance to the canal feeder at Laurel and Morris taking measurements at the Corydon Capitol State Historic Site. Morris' thesis is an analysis of the technological progression of woodworking technology and how these changes affected trim, mantel and woodwork in home interiors.

**"GATEWAY TO THE EAST"**

**(Miami) Wabash & Erie Canal**

**Toledo to Grand Rapids, OH**

**May 4-6, 2006**

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