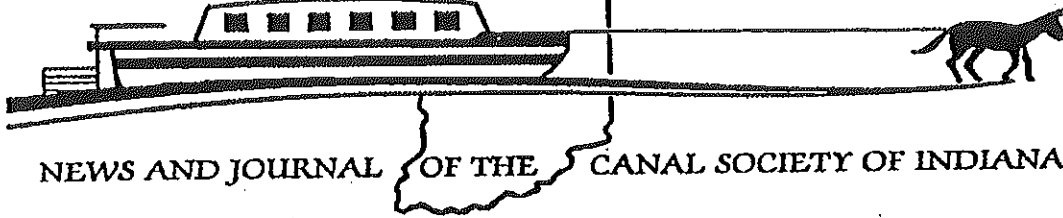


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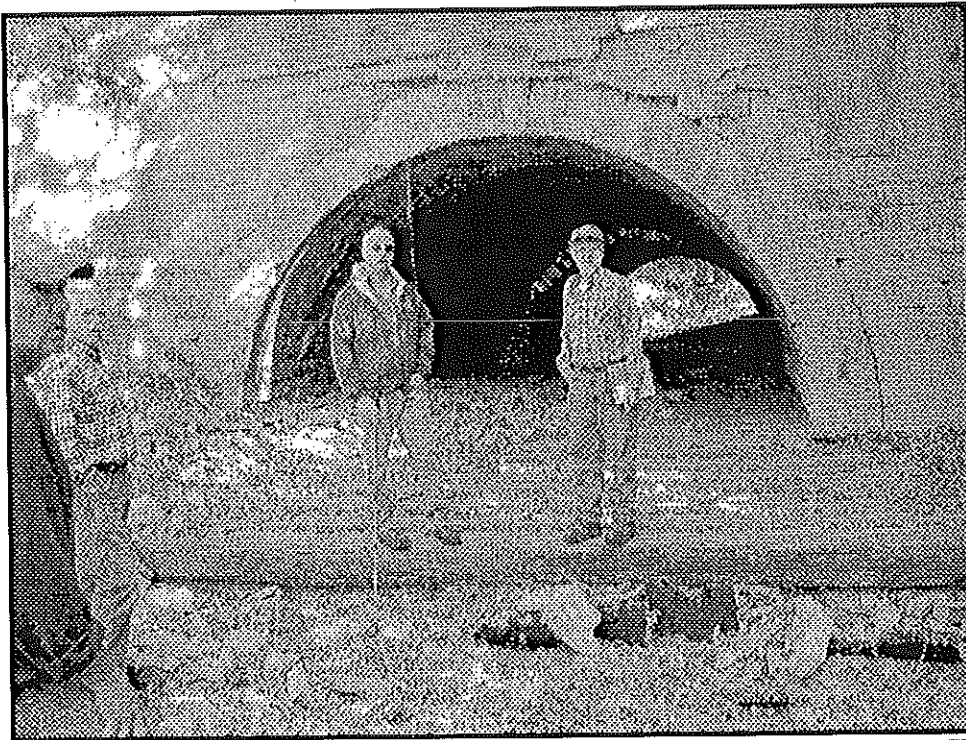
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 5 NO. 4

P.O. BOX 40087 FORT WAYNE, IN 46804

APRIL 2006

RESTORING STRUCTURES



Butler Run Culvert, which carried the Whitewater Canal across the creek near Brookville, Indiana, has been approved for stabilization by the Indiana Department of Natural Resources. Photo courtesy of Mick Wilz

Features

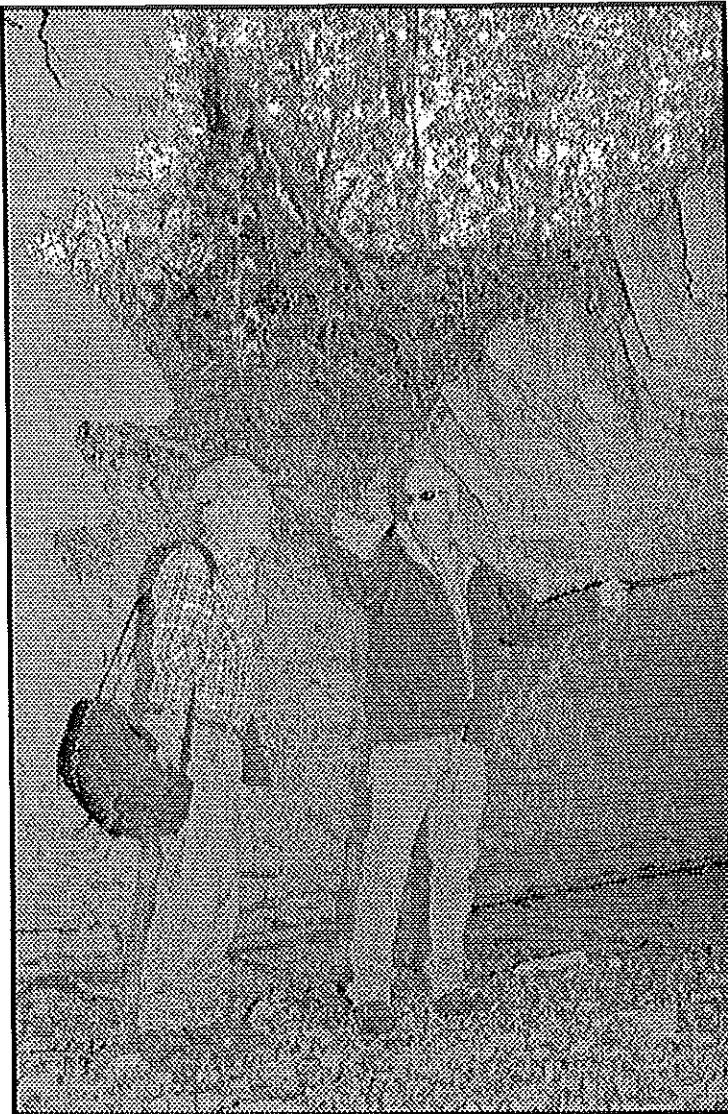
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BUTLER RUN CULVERT REPAIRS APPROVED

An E-mail to CSI Headquarters contained great news. Mick Wilz, president of The Whitewater Canal Trail announces:

"Good news, The Whitewater Canal Trail has been approved to make temporary repairs to the Butler Run Aqueduct (Culvert) just west of Brookville by placing a temporary aluminum culvert inside the structure to stop the hole from getting larger."

The repairs have been approved by the Indiana Department of Natural Resources, Division of Historic



Preservation and Archaeology (DHPA). In a letter to Mick, they said that the Butler Run aqueduct is within the Whitewater Canal Historic District, which was listed in the National Register on June 13, 1973, and the Brookville Historic District, which was listed in the National Register on July 25, 1975. Since the proposed project is a temporary measure, they want all the stonework that is removed to be marked and stored for future rebuilding of the aqueduct. They think that if proper care is taken and the old timber foundation on which the structure was built is not damaged, the aqueduct may be rebuilt later and then be eligible for the National Register.

Although CSI directors set aside \$1,000. for the project, the bad news is that an additional \$5,000-9,000 still needs to be raised to complete these temporary repairs. Individual donations from CSI members to The Whitewater Canal Trail would greatly be appreciated.

In the past two years the Whitewater Canal Trail organization has completed several sections of the trail between Metamora and Brookville, Indiana. It plans to extend the trail through this area in the future. Before that can be done this dangerous culvert must be stabilized.

Mick Wilz, right, and Dr. James Cooper stand in front of the huge hole in Butler Run Culvert and discuss how to stabilize the culvert. The Whitewater Canal once passed over the culvert. They are standing on timbers that are more than 150 years old. Creek water needs to flow over these timbers so they won't deteriorate.

Photo courtesy of Mick Wilz

CANAL SOCIETY OF INDIANA

P.O. Box 40087, Fort Wayne, IN 46804

Phone & Fax: 260-432-0279

E-mail: indcanal@aol.com

Web: www.indcanal.org

Officers

Robert Schmidt—President
Ft. Wayne, IN
Indcanal@aol.com
Speaker—Indiana Canals

Charles Huppert—Vice-Pres.
Indianapolis, IN
cbh@iquest.net
Speaker—Central Canal

Cynthia Powers — Secretary
Ft. Wayne, IN
(260) 638-4291

James Ellis—Treasurer
Ft. Wayne, IN
jime1932@msn.com

Directors

Sandy Billing
Terre Haute, IN
(812) 466-2187

William Davis
Rosedale, IN
berkydusa@sbcglobal.net

Don Haack
Ft. Wayne, IN
dombettyhaack@aol.com

Karl Kettelhut
Indianapolis, IN
(317) 575-0963

Jeffrey Koehler
Center Point, IN
koehler@netusa1.net
Speaker Wabash- Erie Canal

Lynette Kross
Plymouth, IN
lynnettskross@yahoo.com

Bette Lockhart
Marion, IN
(765) 662-1127

Mike Morthorst
Cincinnati, OH
gongoozler@fuse.net

Gerald Mattheis
Cambridge City, IN
obk@infocom.com

Dan McCain
Delphi, IN
mccain@carlnet.org
Speaker, tours -appointment
www.wabashanderiecanal.org

Carolyn Schmidt-Editor
Ft. Wayne, IN
indcanal@aol.com
Speaker Indiana Canals

Sue Simerman
Ossian, IN
simerman46777@msn.com

Charles Whiting, Jr.
Lawrenceburg, IN
cwhiting@scidata.com

Mick Wilz
Brookville, IN
mick@sur-seal.com
Speaker - tour Whitewater
Canal (765) 647-6457

WHITEWATER CANAL TRAILS

By Mick Wilz

This corridor that runs through the Whitewater Valley is rich with history and also has an interesting chain of ownership. It started in the early part of statehood for Indiana with the Internal Improvement Act of 1836. The Whitewater Canal was one of 8 major projects in Indiana at the time. This valley became the gateway to the interior. In 1842, during the hay days of the canal, goods were being shipped south and things were looking up. In January of that year the state of Indiana transferred to The White Water Canal Company her entire interest in the line from the Ohio River to the National Road. In the 1850's the Canal was hit with two problems, heavy rains and a competitor called the iron horse.

The Whitewater Valley Railroad took ownership of the canal towpath after paying \$147,348.12 to the White Water Canal Company at a sale in Brookville on December 05, 1865. Thus the Whitewater Canal ceased to exist as a highway of commerce, but the canal continued to serve a number of mills for almost a century thereafter. Two years later in 1867 the tracks were laid and the form of transportation changed from water to rails.

The Whitewater Valley Railroad owned the corridor until it defaulted on its loan in 1878. These were hard times, not only for the railroad in the valley, but railroads across the nation. At this time railroads in the country were less than 20 years old and the growth had come too quickly. Railroad companies were not turning a profit yet, but moving goods by rail was too important for the country.

In 1890 the corridor was sold to CCC& St. Louis, also known as the Big Four. The selling price was \$650,000.00 and payments were to be made in gold coins of the United States. They were the owners and operator of the tracks for the next 58 years.

A group of citizens from Franklin County are responsible for the next major change in ownership after forming an organization called the Whitewater Canal Association. Alfred Brown and John P. Goodwin led this group. Also serving on the board were people like Lon Bracken of the Ball Corporation and Eli Lilly of Indianapolis. Between 1942 and 1948 they worked on ways of saving the canal.

One of the main achievements of the Whitewater Canal Association was in Metamora. They are responsible for what is saved today in and around the town. The committee knew who owned the towpath but were unsure of who would own the land under the

canal if the water rights were lost, so they went door-to-door talking to adjoining landowners about gifting any rights they had to the Whitewater Canal Association by way of quitclaims between Metamora to Brookville. The committee was able to acquire quitclaims to approximately 5 ½ miles of RR and 4 ½ miles of canal land. After negotiations between the Whitewater Canal Association and the Big Four Railroad, the State of Indiana received a quitclaim on May 07, 1948. In this document the CCC& St. Louis Railroad quitclaims all land to the State of Indiana and reserves to themselves an easement for rail use. The quitclaim also includes, "To have and to hold to the Grantee for the use and benefit of the people of the State of Indiana. Subject to the following conditions: The use by the Grantee shall be for the public purpose of maintaining an historical memorial of the WHITE WATER VALLEY by restoring certain portions of said Canal and maintaining the same for scenic and historical purposes."

In conclusion, the Whitewater Canal Trail Committee is following the wishes stated by the Grantor of the land in 1948. We still have the same purpose.

Sources of Information.

January 27, 1836 Internal Improvement Act.
(Canals of Indiana, Fatout, pg 32)

Governor Noble cheerfully signed the bill that became law. It provided for eight improvement projects one of which was the Whitewater Canal. This went on to be called the Mammoth Internal Improvement Act of Indiana.

January 20, 1842 WWCC Incorporation
(Copy in committee file.)

On this date, the White Water Canal Company was incorporated. This act reads, "the State of Indiana shall, and she does hereby transfer and yield her entire interest in the line of said canal, throughout the whole length from the Ohio River to the National Road as aforesaid, and all her estates in and right and title to the same." (Water rights included.)

December 05, 1865 WWCC to WWVRR
(Copy in committee file.)

The best description of the sale is in the book called the Indiana Canals, page 156. The author is Paul Fatout. He received degrees from Purdue and taught for five years at Penn State. He became an expert on the history of Indiana canals. This is what he said:

"In 1863 at a public auction in Brookville, a United States Marshal sold the Indiana part of the Whitewater Canal to Henry C. Lord, President of the Indianapolis and Cincinnati Road, for \$65,000 but the sale was set aside on the grounds of lack of authority, and no railroad appeared.

In 1865 the White Water Canal Company sold the Indiana line one more time to Lord, This time for \$147,348.12, the sale marking the end of the canal as a means of transportation. Two years later the towpath became the roadbed of a rail line between Cambridge City and Cincinnati.

Thus the Whitewater Canal ceased to exist as a highway of commerce, although it continued to serve a number of mills for almost a century thereafter. "

(As of 2004, the Mill in Metamora is still using the water rights.)

February 09, 1866 thru June 29, 1932 Additional RR Land (Copy in committee file.)

Over the next 66 years the Railroad continued to grow and needed additional land in the valley for a number of reasons, from washouts along the line to straightening out the track. There are a total of 14 deeds listed on the railroad maps.

May 22, 1866 Indenture to Lease Water Rights. (Copy in committee file.)

This is an 8-page hand written document that deals with the water rights after the railroad purchased the canal towpath for its use. The White Water Canal Co. fell into bad times and this document brings a new player into the chain. They are known as the Brookville and Metamora Hydraulic Company. This document goes into detail about who is responsible for the flow of water and also talks about the care of the structures including the Laurel Feeder Dam and the locks along the canal. The Railroad was given water rights to fill their locomotive engines from time to time.

March 05, 1878 Railroad in Default (Copy in committee file.)

These were hard times not only for the railroad in the valley, but railroads across the nation, too. At this time railroads in the country were less than 20 years old and the growth came too quickly. Railroad companies were not turning a profit yet, but moving goods by rail was too important for the country. In this document, the court ordered a 65-mile stretch to be sold from Wayne Co. south.

November 24, 1890 WWVRR to CCC& St. Louis. (Copy in committee file)

It took 12 years but finally the corridor was sold. The buyer was CCC& St. Louis also known as the Big Four. The selling price was \$650,000.00 and payment was to be made in gold coins of the United States and paid in full by 1940. The deed reads, "the entire railroad and property belonging to the said party of the first part, which said railroad, hereby conveyed, extends from it junction near the town of Harrison in the county of Dearborn in the State of Indiana to the town of Hagers-

town, passing into and through the Counties of Dearborn, Franklin, Fayette and Wayne. Included in the sale were right-of-way, easements railways, ties, rail, tract, bridges, siding, turntables, water tanks, and Land."

December 17, 1913 CCC & St. Louis Deed of Conveyance (Copy in committee file)

In the dictionary the word conveyance means, "A legally drawn paper transferring of ownership of property. " This date marks the final end of the WWVRR. The final payment was made and the corridor was now owned by Cleveland, Cincinnati, Chicago & St. Louis RR, The Big Four.

June 10, 1942 Whitewater Canal Association (Copy in committee file)

On this date, a group of Franklin County citizens formed a group called The Whitewater Canal Association. Alfred Brown and John P. Goodwin led this group. Also serving on the board were people like Lon Bracken of the Ball Corporation and Eli Lilly of Indianapolis. Their mission was to "assist in the maintenance of the Whitewater Canal, its dams, locks, aqueducts, and adjuncts, as a historical monument of early canal days, as a scenic feature of southeastern Indiana, and as a means of public education; to promote the acquisition of the Whitewater Canal with its appurtenances and adjuncts and suitable adjoining areas by the State of Indiana and the State of Ohio and the political subdivision thereof, or by any one of them, as a state park and recreational center for the perpetual benefits of these and other states of the United States; to promote historical celebrations commemorating the canal area of the nineteenth century in the part of the country; and to accept gifts and contributions for the above purposes. "

1942-1946 Adjoining landowners' quit claims. (Maps and Deeds in committee file.)

During next 4 years the Whitewater Canal Association worked to find ways to save this 19th century treasure. The country had just come out of the Great Depression and soon would be in war. At this time the Railroad was still a bustling form of transportation with no end in site. Their dream was to save the working canal from Laurel Feeder Dam to Brookville and they knew there were some questions about ownership of the canal under the water after the White Water Canal Co. and The Brookville and Metamora Hydraulic Co. failed. They were also looking for any land near and around the canal that they thought would be an asset in the future. The committee went door-to-door talking to adjoining landowners about gifting any rights they had to the land under the canal to the Whitewater Canal Association by way of quit claims between Metamora to Brookville. The committee was able to acquire quit claims to approximately 5 ½ miles of RR and 4 ½ miles of canal land. In the 1940's there were 27 adjoining landowners. In 2004, there are 14.

One of the main achievements of the Whitewater Canal Association was in Metamora. They are responsible for what is saved today in Metamora.

July 15, 1946 Whitewater Canal Association to State of Indiana (In committee file)

This deed is 5 pages long and begins by saying "The Whitewater Canal Association of Indiana, Incorporated, a corporation under the Indiana General Not for Profit Act of 1935 has acquired certain lands and interests therein in Franklin County, Indiana upon which the so-called Whitewater Canal System is located and lands adjoining thereto in trust from the owners thereof to recovery the same to the State of Indiana."

It continues to list each description of land acquired by the Whitewater Canal Association.

Date unknown: State of Indiana acquired all water rights. (Document Unknown)

There is a paragraph about this is the quitclaim deed from the CCC& St. Louis to State of Indiana dated May 07, 1948. It reads, "The State of Indiana has acquired by deed all outstanding water rights in said canal."

May 07, 1948 CCC& St. Louis to State of Indiana (In committee file)

In this document the CCC& St. Louis Railroad quitclaims all land to the State of Indiana and reserves to themselves and easement for rail use. It also reads. "To have and to hold to the Grantee for the use and benefit of the people of the State of Indiana. Subject to the following conditions. The use by the Grantee shall be for the public purpose of maintaining an historical memorial of the WHITE WATER VALLEY by restoring certain portions of said Canal and maintaining the same for scenic and historical purposes." This quitclaim deed is 4 pages and reads, "The Grantors do hereby, subject to the exceptions, reservations and conditions herein contained, CONVEY AND QUITCLAIM to the State of Indiana, Grantee, in consideration of the sum of One Dollar (\$1.00) the receipt of which is hereby acknowledged, the following described real estate in the COUNTY OF FRANKLIN and STATE OF INDIANA, to-wit;" description is 23 lines long and starts in Laurel Township and ends at Butlers Run Creek.

The intent on this quitclaim reads; "It being the intent to convey, subject to the exception and reservations hereinafter contained, all of the lands and improvements ever owned, held or possessed by the White Water Valley Canal Company (Incorporated in 1842) lying on both sides of the center lines of the Grantors' railroad track as now located and constructed in the above section heretofore conveyed to the Grantor or their predecessors in title."

The reservation on this quitclaim reads; "The Grantor hereby reserve to themselves, their successors and assigns an easement in perpetuity for the right of way over the above described lands for all railroad purposes including, by way of enumeration but not by way of limitation, the right from time to time to construct, maintain, repair, renew, replace, alter, enlarge, add to, subtract from, relocate and remove railroad tracks, switches, signals, conduits, cables, wires, poles, and pole lines, buildings, bridges, drains, ditches, private crossings, pathways, and roadways, embankment, lateral supports, retaining walls, slopes, and all appurtenances thereto."

December 1968 National Register of Historic Places (In committee file)

On this date the Whitewater Canal was placed on the National Register of Historic Places. This document is 14 pages long and reads "the State of Indiana holds title to approximately 15 miles from Laurel Feeder Dam to Butler Run, Brookville." It has a total of 14 deed books listed under the Location of Legal Description.

1984 Penn Central to White Water Valley Railroad (Document Unknown)

In the 1980's the history of commercial trains ended in the valley. The tracks were pulled up after the last train passed through the cut in the hill. West of Metamora the historic site-seeing railroad company known as the White Water Valley Railroad was granted the easement listed in the reservations in the deed list above called the CCC& St. Louis to State of Indiana deed. Penn Central is also a new player in the list of deeds. They purchased the railroad known as the Big Four. (Exact date unknown.)

August 25, 1992 Penn Central to US Railvest (In committee file)

Another new player is US Railvest; in this document they received the easement listed in the deed dated on May 07, 1948 from Penn Central.

1865 to 1949 Railroad Deed Maps (In committee file)

This map was found on Ebay. The DNR also has an old blue print copy. This is a map of the 15-mile corridor used by the Railroad to keep track of ownership. On this deed map there are 14 deeds listed, starting in 1865 and ending with the 1949 quitclaim to the State of Indiana. On the map it clearly says "All Land Sold." After finding this map the committee met with the Penn Central land office in Cincinnati. They said this land was given to the State in 1949.

Whitewater Canal in 1839

From Charles A. "Chuck" Whiting Jr.

After the Indiana legislature passed the bill for internal improvements in 1836, a ground breaking ceremony was held on September 13 at Brookville for the Whitewater Canal. Letting of contracts for its construction between Lawrenceburg and Brookville was celebrated by a barbecue and elaborate program that day. Governor Noah Noble was the orator of the day.

After months of construction, everyone was anxious for water to be let into the canal. An announcement of its opening was carried in the Lawrenceburg *Political Beacon* as follows:

Political Beacon Vol. II No. 33
Published by Milton Gregg
Lawrenceburg, Indiana
Saturday June 8, 1839

THE CANAL OPEN.

"We have been waiting for some months past, with no little degree of impatience, to announce the fact, that the White Water Canal was completed and in operation from this place to Brookville.

"On Wednesday evening last, the water arrived at the basin, and to-day it is expected that the Packet Boats *Ben Franklin*, *Little Western* and *Niagara* will depart for Brookville, with a fair freight and a goodly number of passengers. We wish the enterprising proprietors the most unbounded success."

The first boat to reach Brookville from Lawrenceburg was the *Ben Franklin*, commanded by General Elisha Long. It arrived June 8, 1839, and was drawn by hand from below town up to its landing.

Because of the failure of the Morris Company in August of 1839, which owned the state of Indiana two and a half million dollars, canal construction stopped. Paul Fatout in his book *Indiana Canals* describes the scene as follows:

"In the late summer of 1839, the board of internal improvements ordered that all public works, except for the Wabash & Erie Canal from Lafayette to the state line, and a few unfinished structures on the Whitewater Canal, should be at once suspended. The effect was like that of the five o'clock whistle. Quitting time: the shovel left thrust into the bank on an unfinished ditch, the

wheelbarrow on the plank, half-hewn timber lying helter-skelter, rock and earth piled in fields, fences torn down, the terrain cluttered with the raw confusion of construction jobs, as if tomorrow were another work day."

However, newspaper reports show that not all work was stopped on the Whitewater Canal in August 1839. As outlined in articles from the *Political Beacon* of Lawrenceburg, Indiana, of September 14 and 28, 1839, the local bank loaned the State \$6,000 in an agreement with Governor Noah Noble to finish the canal basin by the river, the tumble, and the towpath bridge at Harrison.

Political Beacon
Lawrenceburg, Indiana
Saturday September 14, 1839

An Explanation.

"The editor of the *Indianapolis Democrat* wants an explanation of our remarks in reference to the arrangement which we said had been made for paying contractors on the White Water Canal, and insuring the further and speedy prosecution of the work at this place. And he asks why it is that so much partiality is shown to that particular work? And why it is that the same arrangements cannot be made for prosecuting the contracts on other works? We think we can satisfy him in a few words. The basin and tumble, at this place, is in a situation calculated to receive much injury if it should not be completed before the winter sets in. In fact, should the water come over it in its present unfinished state, nearly all the work which has been done, would prove an entire loss to the state, and damage some of our citizens to a very considerable extend. So in regard to the tow-bridge across White Water, at the town of Harrison, This also was in an unfinished state, and unless completed, would prove a very serious impediment to the navigation of the canal, particularly when the river should become swollen by the fall rains. This being the case, and to save the State from much pecuniary loss, which would otherwise have resulted, the Bank in this place generously stepped forward and agreed to advance the funds necessary for the further prosecution of these particular works, and wait the ability of the state of reimburse her. And in making this arrangement with the Bank, we do not conceive that Gov. Noble was guilty of any particular favoritism, towards the White Water canal, over any other works under his particular charge."

The September 28 article also stated that the canal was carried to the river "on the present level" - "that the expense will be less than it would have been to lock down to the river." From notes of Erasmus Gest, we find that the canal basin at the river was 48 feet above low water so the basin was probably built on earth fill. This also refutes an assumption by local histo-

rians that there had to be a lock between the Lawrenceburg canal basins.

Political Beacon

Lawrenceburg, Indiana
Saturday September 28, 1839

The Bank and the Canal.

"Some anonymous writers in the two last number of the *Aurora Democrat* (as to the editor of that paper, we cannot condescend to notice him) have been making statements which we deem it our duty to correct, as they grew out of our *explanation*, made two weeks since, in regard to the loan made to the state to enable her to complete the basin and tumble at this place, and the tow bridge at Harrison. The amount loaned for this purpose has already been magnified to \$80,000 (according to one of the correspondents of the *Democrat*.) What it will amount to in another week, we are unable to conjecture. Now the truth of the matter is this. When Gov. Noble was last in this place, arrangements were made, by which the Bank agreed to loan to the state the sum of \$20,000, at different times as it might be needed, with a view to the speedy completion of the Canal to the river; but the Fund Commissioners failing to perform their part of the arrangement, the contract was vitiated, and only \$6,000 of the loan obtained. The Commissioner has been notified that no further advances can be made on that account. Thus, the \$80,000 is whittled down to \$6,000. This, however, is as near the truth as you can expect men to come, who have made up their minds to slander the Bank and the Canal Commissioner right or wrong. It is intimated that Gov. Noble was influenced by sinister motives in the present location of the basin, and that he manifested in the matter a total disregard to the true interest of the State. Whether Gov. Noble is interested in any property adjacent to the basin, we do not know, but *we do not believe it*. Neither do we know what will probably be the expense to the State in carrying the water to the river bank, on the present level; but we have been told by those who ought to know, that the expense will be less than it would have been to lock down to the river, as was first contemplated. Besides this, by the present arrangement there can be a greater amount of water power applied to machinery; and this is an important consideration with the State. An moreover, the saving to the people in the item of drayage will be immense, to say nothing about the convenience of the thing. And, surely, because Enoch John and a few others happen to be benefited by the improvement, it is not the more objectionable on that account. Such, however, would seem to be the conclusion of the writer. A conclusion to which no rational and liberal mind could come. Ah, but says the writer, "Mr. John (by the assistance of the Bank) is now building large Pork and Warehouses, reaching from street to street, and from the supposed basin

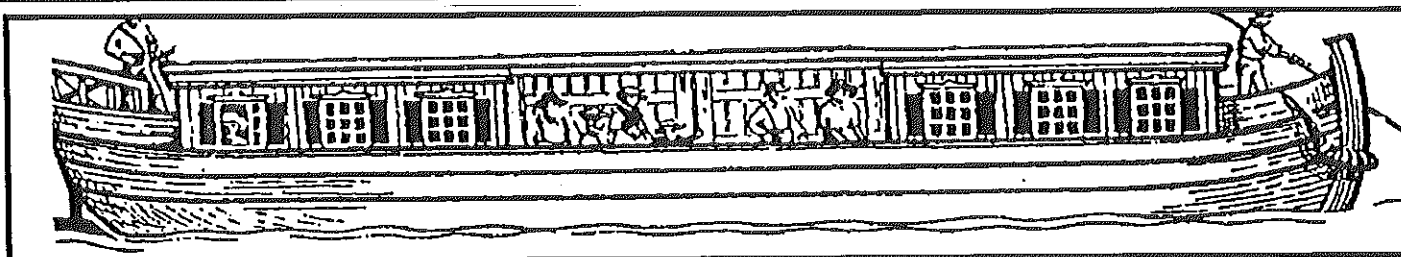
to another street, and great would be his loss, if the work was to stop now." It is true Mr. John is making some fine improvements near the basin but it is *not true* that the bank loaned him the money to make those improvements —*not a word of it is true*. It is also highly probable that he would sustain a serious loss, should the basin not be completed. And would the writer gloat over his misfortunes? Would he desire to see him suffer loss on account of his placing too implicit confidence in the faith of the State? He has expended thousands of dollars with the confident expectation that the state would complete the work, to the river; and should it now be abandoned altogether, in its present unfinished state, he would certainly have abundant cause to complain. It would be a breach of public faith, which would prove not only injurious to him but to many others, whose grounds have been cut to pieces and rendered valueless, without the work is completed. And yet we have those among us who would glory in seeing the work stop, merely that these men might suffer loss. Such is not a Christian spirit, to say the least of it."

The cost of constructing the Whitewater Canal from Lawrenceburg to Brookville was \$664,665 and from Lawrenceburg to Hagerstown \$1,567,470. The debt became so large that the state could not pay the interest and the canal was sold to Henry S. Vallette, a wealthy man from Cincinnati, in 1842. He proceeded to complete it, and in November 1843, the first boat, *Native*, ran an excursion from Brookville to Laurel, Indiana.

The Whitewater Canal only operated as a transportation canal until 1863. Previously the portion of the canal in Ohio had been sold to the Indianapolis and Cincinnati Road in 1862 for a proposed railroad. Then in 1863 Indiana's governor Oliver P. Morton authorized the sale of the Indiana portion. At a public auction held in Brookville that year Henry C. Lord, President of the Indianapolis and Cincinnati Road, purchased it for \$65,000. The initial sale was set aside on the grounds that the governor lacked authority. After finally being authorized by the 1864-65 legislature, the Indiana portion was once again sold to Lord on the terms that the waterway would be maintained. This extended the life of the canal as a hydraulic carrying water to mills for years thereafter.



Drawing by Nate Tegmeyer



CANAL BOAT NAMES FOUND

While doing research for my articles I, Charles Davis, received a partial listing of a Wabash & Erie Canal boat owners' registry from Jon Van Sant from Iowa. He is the grandson of the late Perl Van Sant, who I worked with years ago. The CSI Pub. column notes my previous published article that pertains to the boat, its owner or its commander.

Boat Name	Hailing Place	Owner's Name	Owner's Residence	Commander	Date of Registry	CSI Pub.
Thos Carter	Etna (pottery near Sugar Creek Foundry)	Thomas Carter	Etna - Parke Co, IN	John W. Welch (lived where 1857 school stands)	April 8, 1852	Hoosier Packet Sept. 2005
Christine	Attica	James Sylvester	Attica - Fountain Co, Indiana	James Sylvester	May 12, 1852	Hoosier Packet Aug. 2005
Paul Jones	Sugar Creek	William G. Coffin	Sugar Creek - Parke Co, Indiana	G. S. Clark	May 19, 1850	Hoosier Packet Nov. 2005
White Bear	Lodi	William H. Osborn	Lodi - Parke Co, Indiana	William H. Osborn	Sept 6, 1849	Hoosier Packet June 2003
Spy (former White Bear)	Lodi Lodi	William H. Ellis	Lodi - Parke Co, Indiana	Edward W. Taylor	April 5, 1850	Hoosier Packet June 2003
Kate	Coal Creek	John D. Wallace	Lodi - Parke Co, Indiana	Irving Wallace	June 5, 1850	Hoosier Packet June 2003
Sugar Creek	Montezuma	Morris Hughes	Montezuma - Parke Co, Indiana	George Snyder	Oct. 20, 1851	Hoosier Packet Dec. 2002
Pilgrim (former Fox 8)	Perrysville Perrysville	Wm A. Lawlyes	Perrysville - Vermillion Co, Indiana	William A. Lawlyes Father of Newton Lawlyes	Oct. 2, 1858	Hoosier Packet Aug. 2003
Sarah Hammond (former C. R. Walker)	Lodiville Ft. Wayne	E. G. Holliday	Lodiville - Parke Co, Indiana	E. G. Holliday	Aug. 25, 1852	Hoosier Packet June 2003
Clipper	Sugar Creek	John Woody	Parke Co, Indiana	A. S. Church	April 22, 1854	Indiana Canals Feb. 1999
Hidden Path (former I. L. King)	Sugar Creek Sugar Creek	Joseph Addison Gurley	(probably Rockville was a Civil War vet)	A. Gurley	Nov. 22, 1855	Hoosier Packet 2006
Geo. McDonald (former P. Caswill)	Montezuma Montezuma	Geo. Sanzenbaugher	Montezuma - Parke Co, Indiana	Geo. Sanzenbaugher	Aug. 9, 1859	

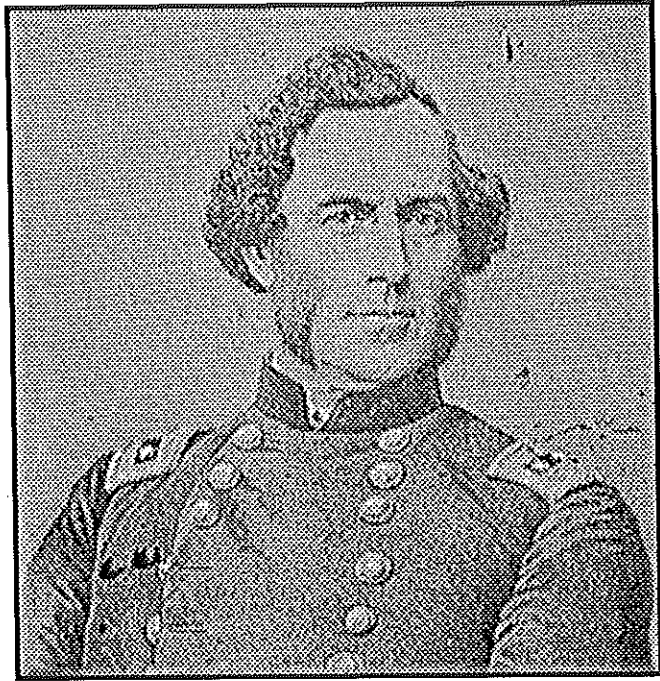
CANAWLERS AT REST

MAJOR GENERAL JAMES BLAIR STEEDMAN

b. July 29, 1817
d. October 8, 1883

By Carolyn Schmidt

Photo courtesy Hist. Of the City of Toledo and Lucas Co.



James Blair Steedman was born on July 29, 1817, in Chillisquaque Township, Northumberland County, Pennsylvania. He was the eldest of three children born to parents from Scotland. They died when he was 13 years old from a scarlet fever epidemic. Finding himself in charge of his sister and brother he had little time for formal education. He found work and by age 15 was apprenticed in the office of the Lewisburg Democrat in Pennsylvania as a type setter. After two years he moved to Louisville, KY, where he worked at printing for awhile on the Louisville Journal. Fairly soon he became caught up in the independence movement in Texas and joined General Sam. Houston's campaign.

When James returned to Pennsylvania, he was employed on the Public Works and ran a gang of canal workers. He followed the canal boom west to Napoleon, OH, in 1838. After failing to obtain a canal contract, he once again became involved with the newspaper business and established the Northwestern Democrat at age 21.

James married Miranda Stiles in 1838 in Napoleon, OH. She was from New Jersey. Her sister Malvina Stiles was married to Elijah Dodd. The two men applied for and were awarded contracts to build a section of the (Miami) Wabash & Erie Canal near Waterville, OH. James later helped build the Toledo, Wabash and Western Railroad while publishing his newspaper.

At age 24 James ran as Representative to the Ohio State Legislature but was defeated. He then served as Supervisor in Waterville Township road district #4.

In 1847-48 James served two terms in the Ohio House of Representatives. But he caught "gold fever" and was diverted from politics. In 1849 he and a party of Ohioans traveled overland to California in search of it. Elijah Dodd protected his family while he was away. He stayed a year and then returned to Ohio. In 1850 Dodd sold River Tract #39 (Roche de Boeuf farm) to James, who made it his home.

In 1852 James was elected a member of the Board of Public Works and re-elected to that position again in 1855. Most of the time he served as President of the Board. He was chosen to be the Congressional Printer in December of 1857.

In 1857 James was elected to the office of Major-General of the Fifth Division, Ohio, Militia. He still held that position when the Civil War broke out. That same year and until 1861 he was the Editor of the Toledo Times. In 1859 he was admitted to the Bar and practiced as an Attorney-at-law in Toledo.

James was a member of the Democratic National Convention held at Charleston, S.C., in 1860. There he began working with friends of Stephen A. Douglas. At a later Convention held in Baltimore that year, he took part in the independent nomination of Douglas for President of the United States. The same year James ran against James M. Ashley (Republican) in the Toledo District as a Democratic candidate for Congress. Ashley probably won because of James' hands-off view of slavery.

At the opening of the Civil War at Fort Sumter, James was said to have stood on the hay scales on the

Public Square in Waterville telling everyone to support the government. James enlisted on April 25, 1861. He co-operated with the government by raising and organizing the 14th Ohio Volunteer Infantry in 9 days. It was composed of men from Toledo and other northwest Ohio towns. He was chosen Colonel. He and his men were some of the earliest troops to move into Confederate territory and occupied Parkersburg. On May 27 they moved out and covered the distance of 80 miles to Clarksburg in four days and three nights. They repaired a bridge. The first land battle they fought was at Phillipi, in western Virginia. Early that June they routed 2,000 Confederates and were the first Ohio regiment to unfurl its colors in battle.

After serving for three months James and his men returned to Toledo where they received a hero's welcome. This was short lived as they were mustered once more on August 16, 1861, to serve a three year term this time. By October they were fighting again. In 1862 James took part in the Battle of Mill Springs and marched on Corinth, Mississippi. He remained with the regiment until he was promoted and made Brigadier-General on July 16-17, 1862. (sources vary on date)

On October 9, 1862, James led his brigade in the Battle of Perryville, KY. For this he received special recognition from General Buell. He also took part in the battle at Stone River. He commanded a Division in the Tullahoma campaign, where he was complimented by General Thomas.

James was assigned to command the First Division of the Reserve Corps under Major-General Gordon Granger in July 1863. The division moved to Chattanooga where it was in charge of Red House Bridge. On September 20, the second day of Battle at Chickamauga, James' division under the command of General Granger made a successful march to support General Thomas against the South's Generals Bragg and Longstreet. During this march General James Steedman played a conspicuous and effective part in the wise judgment and prompt action of General Granger. James' activity and courage and the heroic service of his command led to his promotion to the rank of Major-General on April 20, 1864. He was nicknamed "Old Chickamauga" by his troops.

It is said that when Granger saw Steedman about to go into battle he asked, "...if anything should happen to you, is there anything you would like to have me do in case of death?" James answered, "If I fail in the fight, please see that I get a decent burial, and that my name is spelled correctly in the newspapers." This request is not as unusual as it may seem. Steedman was actually pronounced Steadman and many times was spelled that way.

Under James' leadership 5,200 troops were rushed from Chattanooga to Nashville as the Confederates were approaching. Following orders, James drove the Confederates back over half a mile and captured two lines of earthworks. This was a great Union victory. James played a prominent role in the Atlanta Campaign, where he was assigned the commander of the District of Etowah when General Sherman started his "March to the Sea."

At the end of the Civil War in April 1865, James was assigned the Military Commander (governor) of the State of Georgia. Only one other non-West Pointer was named to this position. He also took part in other postwar administrative duties. He resigned his volunteer commission on either July 19 or August 18, 1866 according to different sources.

One historian notes the James was on specially favorable terms with President Johnson through their associations during the Civil War in Kentucky and Tennessee. If Johnson had had the ability to vacate the office then held by Edwin M. Stanton, James would probably have become Secretary of War. Instead James was appointed the Collector of Internal Revenue for the New Orleans District during reconstruction. In January 1869 he resigned that office.

James returned to Toledo and lived at the corner of Superior St. and Jefferson Ave. Acting as Editor of the Northern Ohio Democrat, he continued in this position until his death. After he moved from the house sometime around 1872-73 it was used commercially. Later it was moved to 424 Eleventh Street and the Commodore Perry Hotel built at its old site.

In 1872 his wife of 34 years, Miranda Stiles Steedman, passed away. She, their only son Lewis Cass Steedman (1849-1876) and his wife Edith K. Steedman (1852-1877) are all buried in Waterville's Wakeman Cemetery. James was left with two young grandchildren who were made his wards.

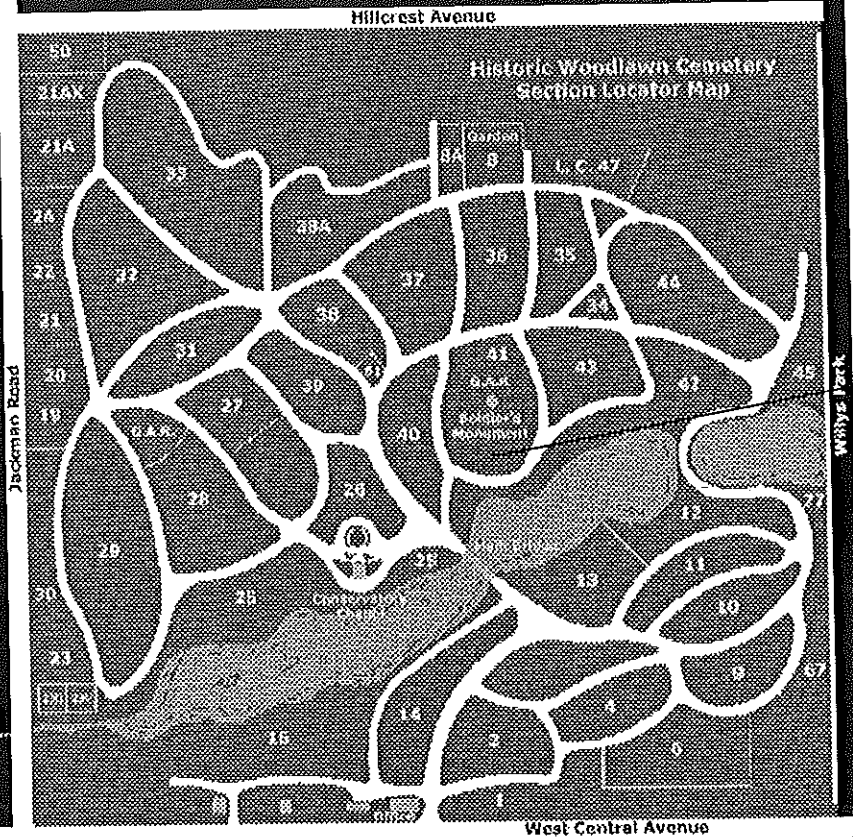
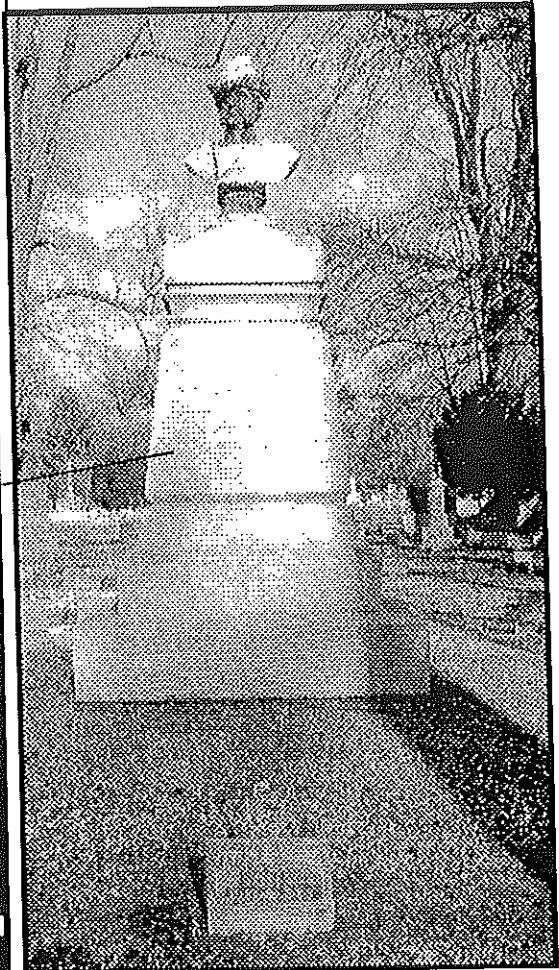
James remarried a lady who had caught his attention by knocking down someone who yelled HURRAY FOR JEFF DAVIS! His second wife was Rosa Barr.

In 1874 James was elected a member of the State Constitutional Convention. In 1876 James tried marriage for the third time. A handsome, dashing-looking man at age 61, he wed 16 year old Margaret Gildea. They had three children: Rebecca Blair, Mary Moore and Samuel J. Tilden Steedman. Margaret died in 1948.

James was a Senator from the Toledo District in

James Blair Steedman's monument and grave stone are in Section 41, Lot 190, Grave 1 of Woodlawn Cemetery in Toledo, OH. This is very near the G. A. R. Soldier's Monument. The cemetery is located at the end of Auburn Avenue at West Central Avenue.

This monument and grave stone for Major-General James Blair Steedman are in Toledo's Woodlawn Cemetery. Photo by Bob Schmidt



1877, a delegate to the Democratic National Convention in 1880 and a candidate for State Senator in 1881, but was not elected. The last public position he held was Chief of Toledo Police to which he was elected in May 1883.

A one time Commander of the Grand Army of the Republic for Ohio, James played a prominent role in public life for about 40 years. He was an exceptional leader in whatever he did.

James B. Steedman died from pneumonia on October 8, 1883 at Toledo. He was 66 years old. He left behind a widow, children and grandchildren. A huge number of people from all walks of life including representatives from the Grand Army of the Republic and City authorities attended his funeral. He was laid to rest in Section 41, Lot 190, Grave 1 of Woodlawn Cemetery in Toledo.

A bronze bust of James B. Steedman perched on top of a seven-foot-high pedestal stands at his gravesite near the Lucas County Civil War monument in

Woodlawn Cemetery. A small stone marks his grave.

William J. Finlay, a brewer who lived in Toledo and was a close friend, suggested erecting a monument in James' honor at St. Clair Place where Summit and St. Clair Streets joined. The Toledo City Council set aside the land for the statue and changed the site name to Finlay Place. The statue cost around \$25,000.

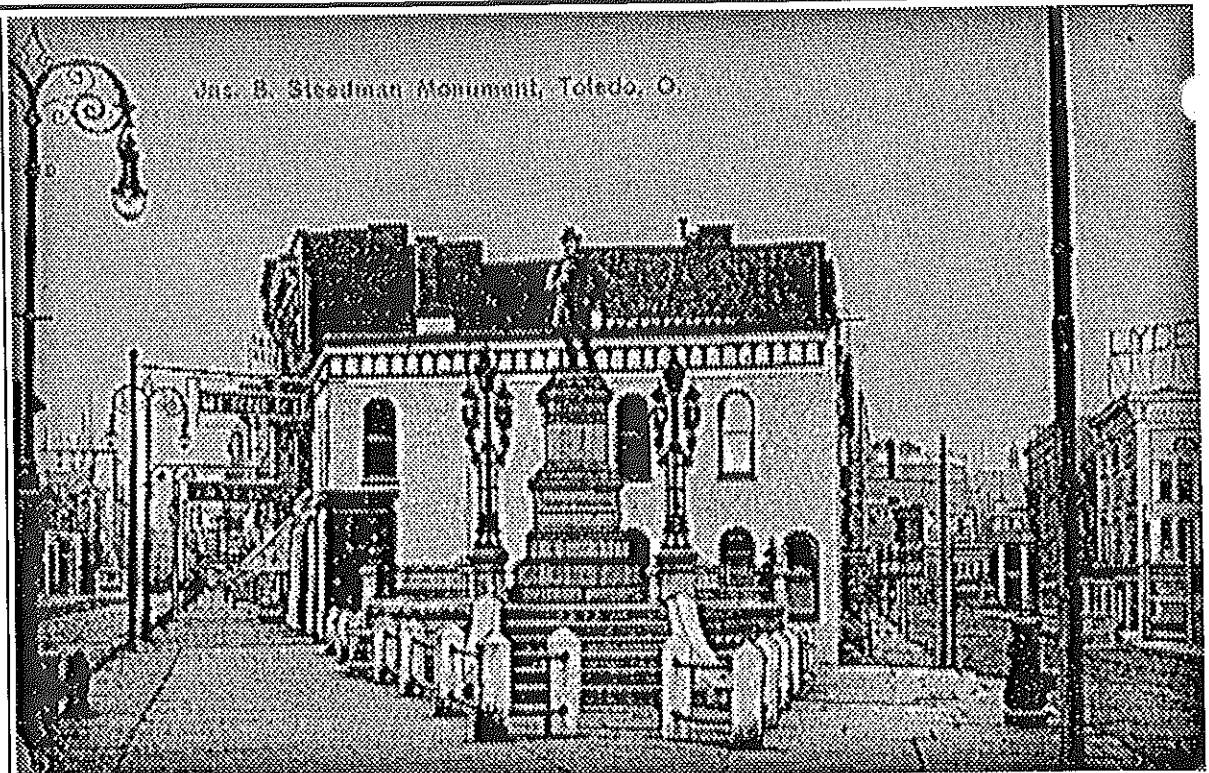
General Steedman's bronze statue is the work of Alexander Doyle (1857-1922), who was born in Steubenville, OH.; went to live in Italy with his family when he was nine; and studied sculpture in Florence and Rome before returning to the U.S. in 1878.

The pedestal was put in place in August 1886 and topped by the statue in March 1887. Public ceremonies were held on May 26, 1887 to unveil the monument. It is made up of the following four parts:

Base: Vermont marble, 9 feet square, sets in the center of a terrace
Die: Three sides bear these inscriptions: "JAMES B.

Top: Finlay's monument to James Blair Steedman as it appeared on an old postcard from around 1909-1915.

Bottom: The statue now stands in Jamie Farr Park.
Photo by Bob Schmidt



STEEDMAN, Major-General, U.S.V., "Born 1817, Died 1883," and "Erected by W. J. Finlay"

Shaft: Four sides bear the words "Chickamauga," "Carrick's Ford," "Perryville," and "Nashville" referring to battles in which he participated

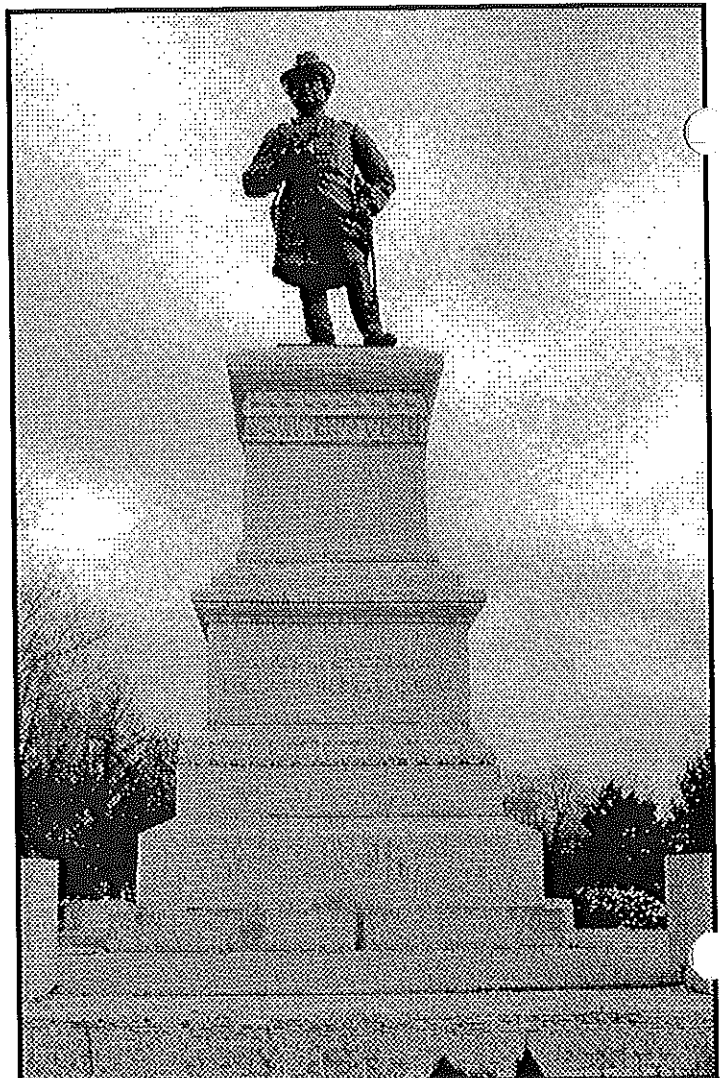
Statue: A cap is on top of the shaft on which stands the bronze statue of General Steedman having just dismounted with a field-glass in his hand. The monument is 26 feet high.

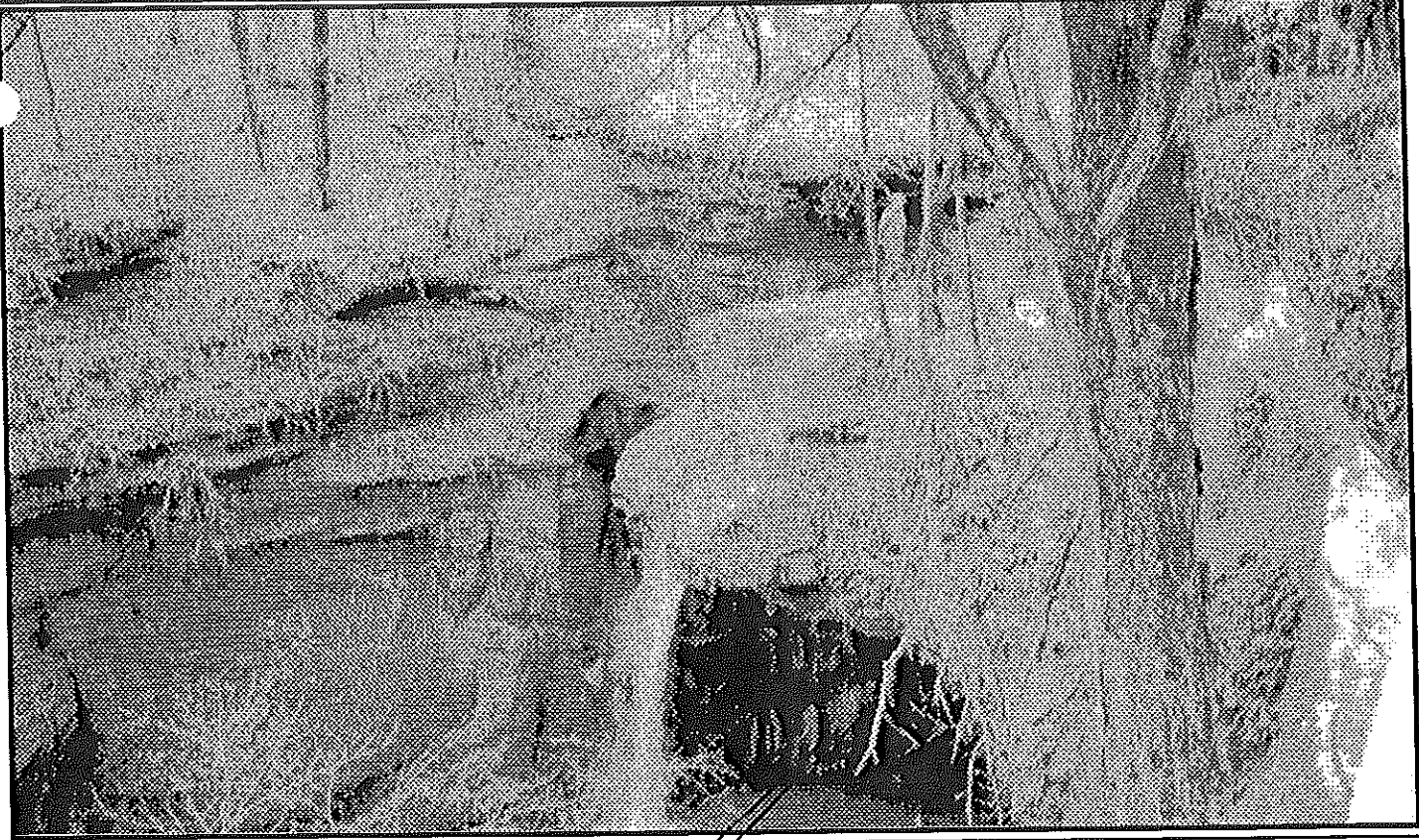
In 1920 someone proposed building a public restroom beneath the statue. Steedman's widow led an outraged delegation and successfully kept the restroom from being built. The statue was then moved to Riverside Park, but in the late 1970s it was rammed by a speeding motorist, who failed to make the turn. General Steedman was knocked off the base and was damaged extensively. After several years of repairs the statue was put back into place. Today Jamie Farr Park surrounds the monument.

Sources:

Anthony Wayne Standard. October 22, 1970.

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When this photo is seen in color, two bright reddish-colored spots look like eyes in Devil's Den.

Photo by Jim Ellis

Devils Den/ Wrights Mill and their Wabash & Erie Canal Connections - Part II

By Charles Davis

Part I of my article "Devils Den / Wrights Mill" was published in Indiana Canals Vol. 12 No. 3 in the Summer of 2001. Canal Society of Indiana members got to see this site on the CSI Spring "Canal Connections" Tour in Parke County in May of 2004. This article is a sequel to my earlier article to tell how the "Den" got its name.

Devil's Den is located in Penn Township, Parke County, Indiana, in the northwest quarter of the northwest quarter of Section 36 on the east side of County Road 50 West. Wright's Mill was located there. This was on (Campbell's) branch that fed into Sugar Creek above the Feeder Dam for the W & E Canal.

As noted many times before in my stories, John TenBrook Campbell lived in and around this "Den." He worked on the Wabash & Erie Canal when he was 15 years old and knew most of the old settlers who came into this area. The following story was written when

Capt. Campbell was living at the Soldiers Home in Lafayette, Indiana. It was carried in the Rockville Tribune in Rockville, Indiana in December of 1909 along with a picture of him.

"OLD ROCKPORT'S ROCKS — ONLY THESE REMAIN"

By Capt, John T. Campbell

"There are diverse places in Parke county that have a sharp local interest to the grandchildren of those who made the places. One such place is now called Rockport on Sugar Creek, two miles north by one mile west of Annapolis. The Narrows of Sugar Creek is another such place. Also the foundry, two and one-half miles down the creek from the "Den." Both have become extinct as places of active business. West Union, Armiesburg, Roseville, Mansfield and Portland Mills; while away behind the advance of other parts of the county, still have each a considerable village to mark the place. What is now Rockport, was in the early settlement of the country called "The Devil's Den." William Rubottom build a flutter wheel saw mill at the head of the once picturesque gorge. In 1884 one post with a brace still hanging by one end in a mortise in the post was lying in the branch near the head of the gorge, maybe the very last relic of the work done by William Rubottom. At the time the mill was built the gorge was well lined with large to small hemlock trees, and all the rocks heavily covered with moss and ferns, such as may

be still seen at Turkey Run. Turkey Run now has no place about it that is more beautiful and picturesque than was the Devil's Den up to the year 1844. In 1834, my father, Joseph Campbell, and my Mother's oldest brother John R. TenBrook, (as the name was then written) bought the mill from Rubottom. About the same time, Tom Moulder, a cabinet maker, staked out Annapolis (west side of town), which soon had four stores on the four corners on the cross road street, and never had any more except for a few years. Albert G. Coffin kept a small confectionery on the next corner south. Let us go back to "Devil's Den." There was a hole, or cave more properly calling it on the west side of the gorge at the bottom, with a narrow opening only (then) four feet wide by about four feet high. It went in and widened to a circle some fifteen feet in diameter as I remember it, and the roof became higher. There is where the devil stayed when not off hunting and tempting sinners. To stand outside and look into the den was looking into a dark hole. There was a phosphorescent effect on the black

inside which had the appearance to one outside of the shine of the devil's two eyes. When a small boy I have ventured cautiously to where I could look into the den and see those glaring eyes, then heel it to the house like a deer. After reaching safety and resting a few minutes my courage would return, and I would venture back cautiously, look in and heel it to the house again. How I wish at the age of 76 I could spin along that crooked path and up that hill as I did then. That den was a great burrow for hogs. Ever since the devil was cast out of the maniac and entered the swine and drove them into the sea, the hog has not been afraid to sleep in the devil's den."

In 1883, shortly after the Rockport Mill was shut down and the flood of 1882 had destroyed its dam, Capt. Campbell was the surveyor for the Weaver Road. He was a captain in Company H 21st Indiana in the Civil War.

Speakers Bureau

February 9, 2006 - Fort Wayne, IN

Bob and Carolyn Schmidt presented a program about Maria Vermilyea and her connections with the Wabash & Erie Canal to 41 members of Settlers, Inc. at the Swinney Homestead in Ft. Wayne. Bob began by giving a brief history of the canal and pointing out its route on a map given to those present.

Carolyn, portraying Miss Caroline, said she had come to help out her cousin Maria Vermilyea following the death of her husband Jesse Vermilyea, a contractor on the Middle Division of the canal. Maria had married Jesse in Brownstown, Indiana, on July 4, 1832. Shortly thereafter they moved to Aboite Township in Allen County and lived in a treaty house that had been built for Chief White Raccoon as a part of the 1826 Treaty at Paradise Springs. The two room red brick home was built on the line between two counties. One room of the house was in Allen county and the other was in Whitley county.

In the spring of 1833 the Vermilyea's son David Burr Vermilyea was born but he died a short three months later. After the births of Marietta in 1834 and Adaline in 1837 they outgrew the two room brick home. They built a large brick house, which is now

known as the Vermilyea House, high on a hill and continued to use their first home for hired help and as a dairy.

The new house was filled with people once the canal opened. They operated it as an inn and a post office for the nearby Maryland settlement. Then Anna Eliza was born in 1840 and Jesse Maria in 1843.

Jesse provided a good life for Maria. He was one of the original directors of the Fort Wayne Branch bank, a director on the Plank Highway System, and a land speculator at one time owning over 2,500 acres. Jesse died on August 8, 1846 during the cholera epidemic.

Maria told about her mishap in the smokehouse when she went to get meat for a meal which hung on long hooks from cross-ties. Being too short to reach a ham, she had to leap up a few inches. As she came down the palm of her hand was pierced by the hook and she was suspended from the rafter. She cried for help, but no one heard her. She had to pull herself up and grab a beam with her free hand before she could release her other hand from the hook.

Miss Carolyn also related her trip to Maria's home from Toledo via the canal. She noted that Maria passed away on January 29, 1848 at the age of 38. The children went to live with the Hugh McCullochs in Fort Wayne and the James Sweetzers in Grant County.

TRAIL VOLUNTEERS TO ENJOY
FUN AND FITNESS
By Dan McCain

Delphi Historic Trails volunteers met in the Canal Center on January 19, 2006, to discuss and prioritize projects and activities throughout 2006. A hot item was the announcement of "free" Yoga lessons to be given in the Canal Center weekly. These indoor lessons will be offered to the cadre of volunteers free as a reward for those that give of their time to the Canal/Trails efforts. Also high on the list are announcements of new trail walks and talks spaced through the coming seasons. Some are listed as narrated historical walks given by historian Mark Smith and some are physical fitness hikes given by Lois Johnston, RN.

David McCain, a movement educator and movement therapist, has invited the many trails/canal volunteers to attend his weekly Yoga and meditation sessions. They will be given every Thursday in the late afternoon and initially will begin 5 pm. Yoga will last 60 to 75 minutes depending on the Canal Center's schedule. McCain has practiced Yoga since 1971 and is a certified Kundalini Yoga instructor.

The class will also integrate other exercises similar to Yoga. Orgone movements are easy to practice and excellent for combating arthritis. The class will teach certain Chi Kung and Tai Chi movements, which are a good way to start the morning. Yoga breath work is energizing and good for combating asthma and other health problems. Relaxation exercises and meditation will also be included. Participants will likely be more comfortable if they bring: 1) a floor covering, such as mat or blanket 2) a pillow and 3) another blanket.

Others in the community are welcome to attend the weekly yoga sessions and offer a donation to the Canal for the space or sign up to become a volunteer. Groups like Psi Iota Xi Sorority of Delphi have all members recognized as volunteers for the "free" lunches they provide on Trails workdays. Other volunteer groups like 4-H and Scouts have a history of providing workday efforts focused on improving the Canal and Trails.

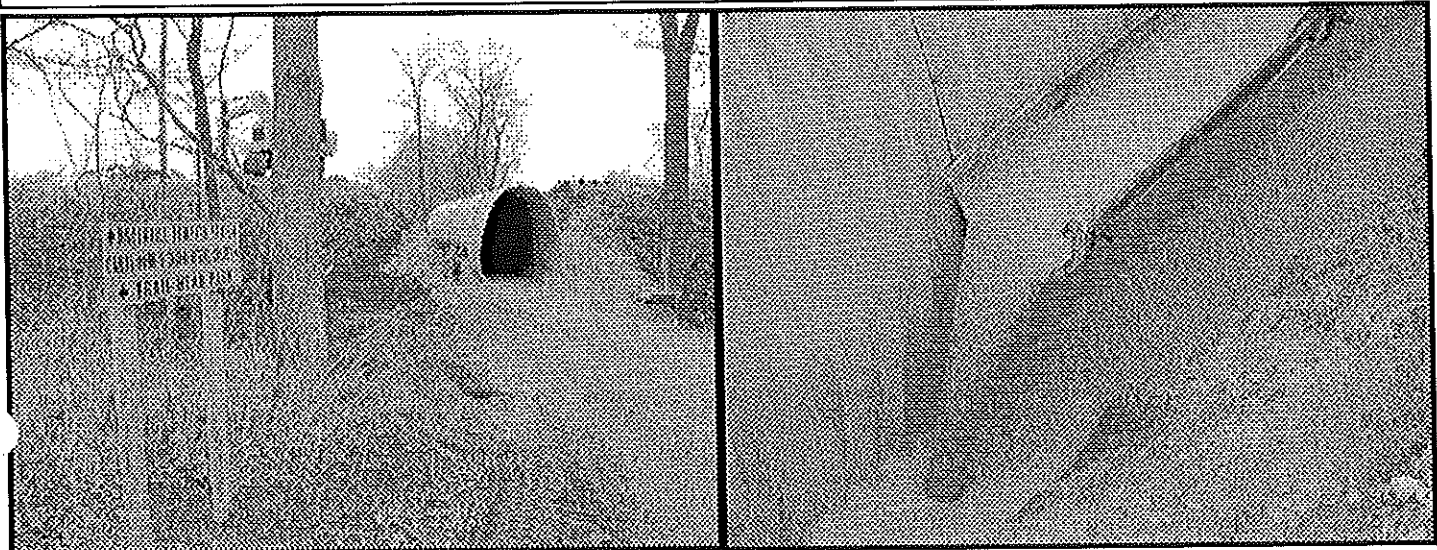
In other matters Trails Chairman Dan McCain noted the wintertime uses of the trails this year has been astounding. "Even with the heavy snow in early December there was plenty of evidence that people were walking at least half of the 10 mile Delphi Historic Trail system judging from the footprints on the white covering. It was a blessing that the City's skid loader and operator Dennis Morrow cleared the snow. Thanks to Dennis the 4 foot wide pathway through the snow lasted until it melted after Christmas."

Outdoor work efforts during January were extra productive. The project involved five regular volunteers and contractor Jack Cohee installing a pedestrian tunnel under the railroad spur behind the Canal Interpretive Center. This trail underpass on the Underhill Towpath Trail will allow much safer and easier hiking. This metal pipe is midway along the two and a half mile towpath trail beside the old canal. Special thanks go to Delphi Limestone Company officials for their allowance of track removal and for the donation of many tons of stone fill.

ON YOUR MARK, GET SET, GO!!
By Dan McCain

A 40 mile trip by Delphi's Canal volunteers netted another step toward the ultimate move of Bridge #31 from Pulaski to Carroll County. Rollin Grabill

A new pedestrian tunnel under a railroad spur was placed on the Underhill Towpath Trail behind the Canal Interpretive Center in Delphi by volunteers. Concrete was poured beside this metal structure before it was covered with soil. Photos by Dan McCain



brought his backhoe and moved the entry piles of soil blocking both ends of the bridge, another volunteer brought his cutting torch, several others worked on painting color coded stripes and even a chain saw helped to remove some latent brush from the site. A test of the "super" penetrating oil with a little heat brought smiles in seeing century old nuts turn off of several husky bolts.

Crane contractors Bud and Tim Stahl from Kokomo made a final cruise of the site to measure for the ultimate removal and stated that they would be ready (weather permitting) in two weeks. Their job will be to lift the iron bridge from its place on the Big Monon Ditch and swing it to the northwest into a field for disassembly. Once the Stahl crew has let the sides down flat they will leave the area. Then volunteers will continue to disassemble the components and load pieces with a fork lift onto a semi truck/flat bed trailer donated by Carroll County farmer Tom Flora.....

When the bridge is restored, it will be used on one of Delphi's trails. Volunteer labor is keeping the costs lower but donations to the Wabash & Erie Canal are still needed and always appreciated.

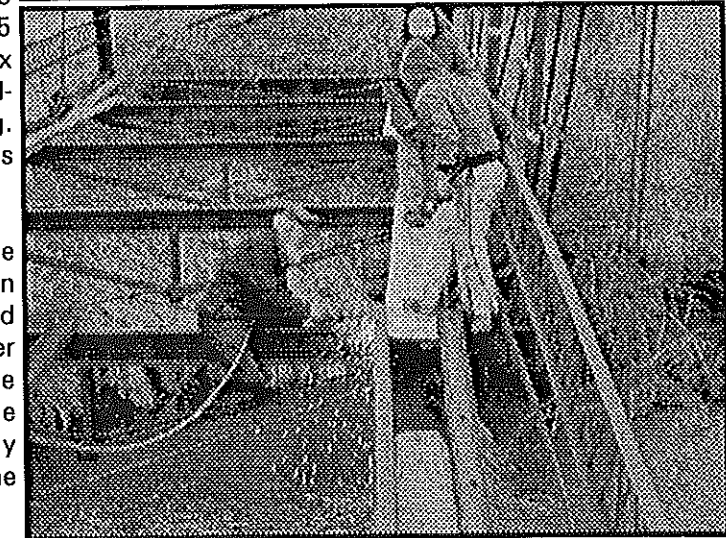
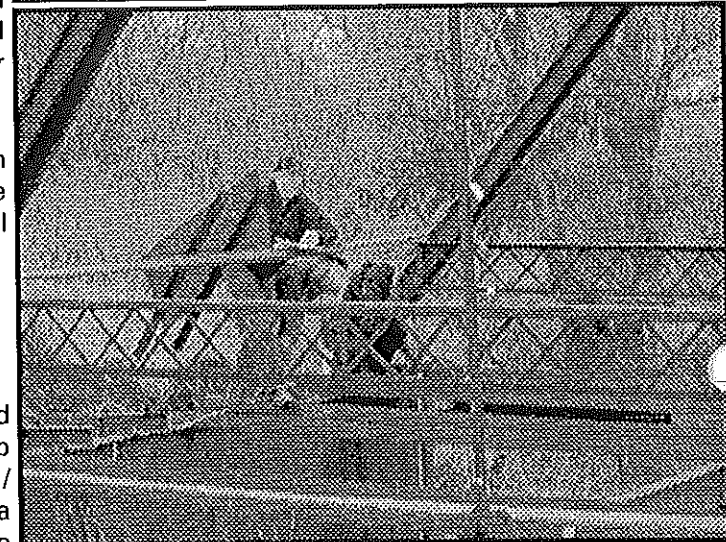
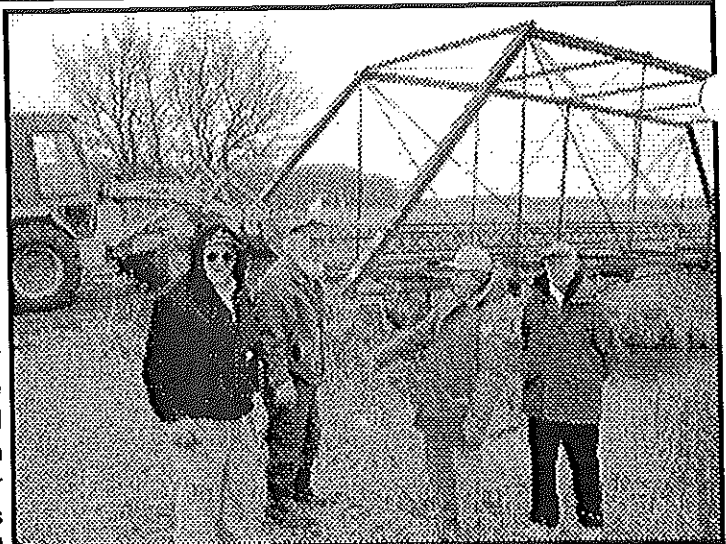
ONE MORE STEP ACCOMPLISHED

By Dan McCain

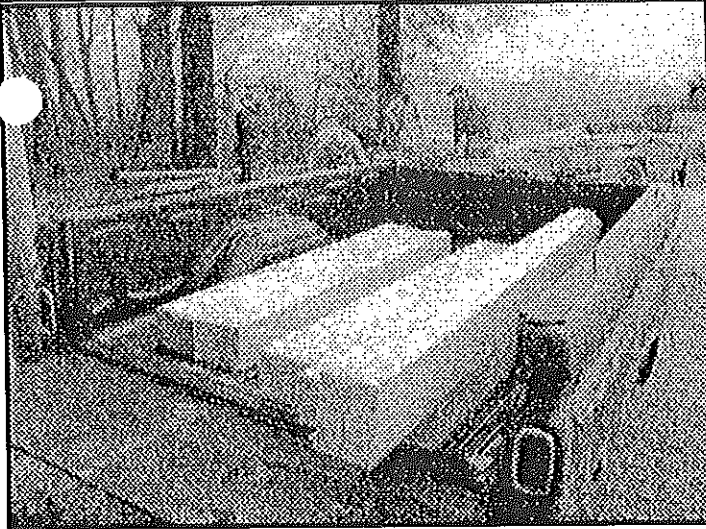
After the first step of lubricating the nuts and bolts on Pulaski County Bridge #31 and completing step 2 as reported above, the steady crew of five Canal/Trails volunteers gathered as usual -this time next to a Classified Forest south of Delphi. The mission was to cut "blocking" for temporary field support of the 1905 bridge to be moved later in February. The 6 X 8 and 8 x 8 inch timbers were methodically cut from wind-damaged White Ash logs and the sawdust was flying. This effort included volunteer Rollin Graybill with his Woodmizer portable band saw.

Steps like this are a necessity before the professional crane crew lifts the bridge off of Big Monon Ditch east of Medaryville. This blocking will be needed as soon as the lift is made and the bridge is swung over the adjacent farm field. The next step is to readjust the lifting cables allowing stability for each side of the century old 76-foot-long iron relic. Then disassembly can begin. Ultimately each side will lay flat on the ground.

Old bolts, nuts and unusual two inch pins that hold the unique iron structure together were dosed with penetrating oil in January. These rusty fasteners will come off by using big wrenches, lots of "elbow grease" and often the addition of heat from a torch. The challenge of taking down this 16-foot-tall by 17-foot-



Carroll County Wabash & Erie Canal, Inc. volunteers prepared Bridge #31 for removal from Pulaski County. After it is lifted into the nearby field, it will be dismantled and transported to Delphi. There volunteers will begin the long task of restoration. Having earlier restored the Paint Creek bridge before placing it in Canal Park, they are up for the challenge. Photos by Dan McCain



White ash blocking was cut by volunteers to support Bridge #31 when it is swung into a nearby field for dismantling. Photo -McCain

wide frame will take a special elevated man-lift work platform positioned with a long reach forklift. Safety is a must in this operation.

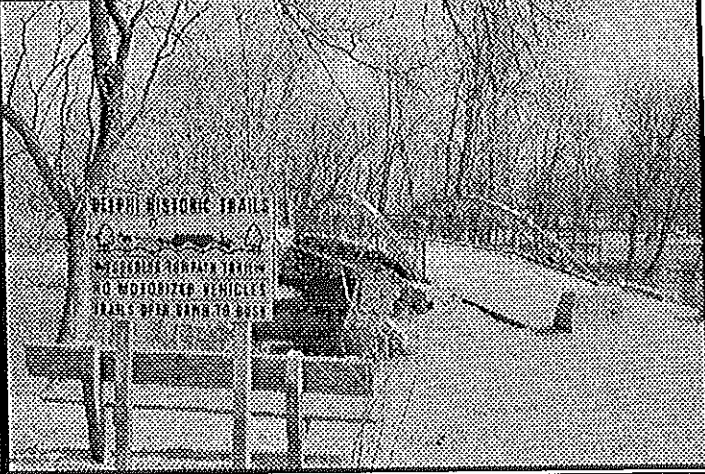
Good news came in the form of a \$2,500 check from Historic Landmarks Foundation of Indiana. This check and many other private donation from \$10 to \$500 dollars have blessed this project since the first word of the pending move was made in December. A special thanks go to all that have contributed and care about the preservation of something as rare as this Winamac/Stearns Truss, a one-of-a-kind bridge.

Finally an important offer came from Farmer Tom Flora south of Delphi. He is loaning his semi-flatbed trailer for transit. His offer will allow the dismantled pieces to remain on the trailer for an extended time during the restoration process. Tom very recently had heart surgery and cannot drive so the volunteers are looking for a donor with a semi-tractor that might traverse the 40-mile trip. If any one cares to offer a semi-truck call 765-564-6297.

MULTI-COUNTY BYWAYS LINKAGE BEING STUDIED
By Dan McCain

Delphi Historic Trails volunteers are initiating a project that will explore byways routes through Carroll County that can be followed by bikers, motorists and even long distance hikers. This effort to link with adjoining counties began last December at a meeting in Delphi. Forty-one representatives from six counties attended. This group came to a decision to engage in a plan for inter-county byways linkages.

The first phase meeting for Carroll County was held on Thursday, February 23rd at 7 p.m. in the Canal Center, 1030 North Washington Street in Delphi. Those




Delphi's Canal Interpretive Center hosted byway meetings seeking to link Carroll County trails and venues to neighboring communities. They also want to mark attractions such as the Paint Creek bridge that was restored by volunteers and placed over the Wabash & Erie Canal in Delphi. Photo by Dan McCain

present looked at short term and long term byways connections to neighboring communities. Ultimately these routes to attractions should be marked.


An example of a desired linkage could be a connection from Delphi to the new Prophetstown State Park via scenic blacktop roads in Carroll and Tippecanoe Counties. Another instance is to link byways with the lakes area where Monticello's Indiana Beach attracts a million visitors each summer. The Canal Interpretive Center and adjoining trails system or Carroll County Museum could be some of the local attractions.


Consider the rural beauty of the Adams Mill and nearby Covered Bridge over beautiful Wildcat Creek. Or a leisurely drive along the Wabash River up to Logansport along the Canal Towpath. Some of our county's scenic resources are unusually precious and appreciated by the traveling public. Some of these rural roads are already marked now with colorful signage put there by Brian Stirm as a Carroll County Heritage Tourism initiative.


A Purdue class in Landscape Architecture coordinated byways linkages from all six counties in an interactive planning "Charrette" held in the Canal Center on March 9th. The students will develop a final plan for their semester project and present it to the public in May.

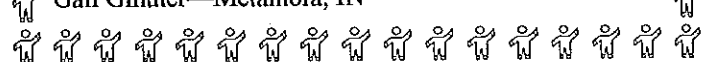
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WELCOME NEW MEMBERS



 Verlin & Marilyn Bulmahn—Decatur, IN

 Gail Ginther—Metamora, IN

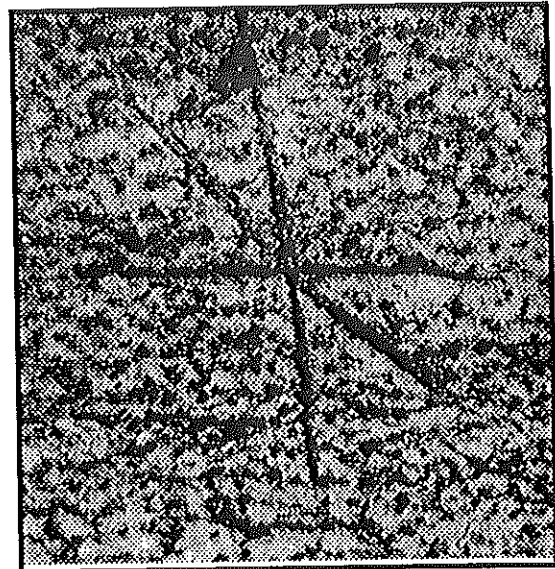


MASON'S MARKS

By Neil Sowards

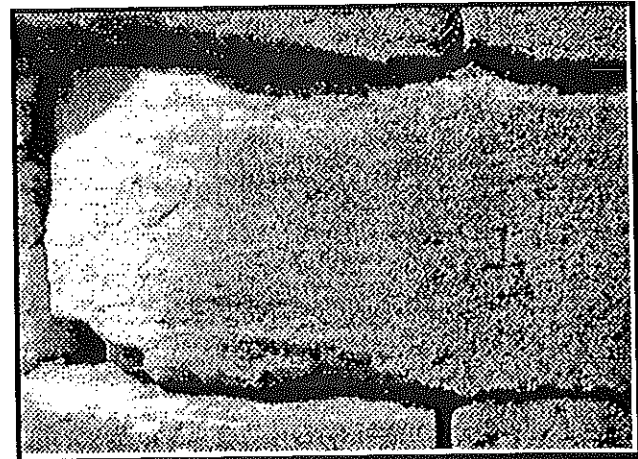
When exploring the ruins of the various canals there are many things to look for that make canalling more interesting and human. One of these is the mark left by the masons on the stones of canal structures.

Some masons marked their block of stone with their mason mark. On the lock of the St. Marys Feeder that allowed boats into the St. Marys Grand Reservoir for the Miami and Erie Canal in Ohio, there is a mason mark on the north outside wall of the lower end. At the time the lock was constructed, it probably was covered with dirt, but time has eroded the bank and exposed the mark. It has three lines crossing each other.



On the locks at Lockington, Ohio, there are three certain mason marks and one possible one. All were probably covered with dirt when the locks were first built.

On the Whitewater Canal in Indiana there are several masons' marks on the abutment. These can only be seen by going under the aqueduct, which is now a road bridge.



There are several marks on one lock of the Hocking Canal. They are unusual in that they are plainly visible in the lock chamber and were visible when the lock was new.

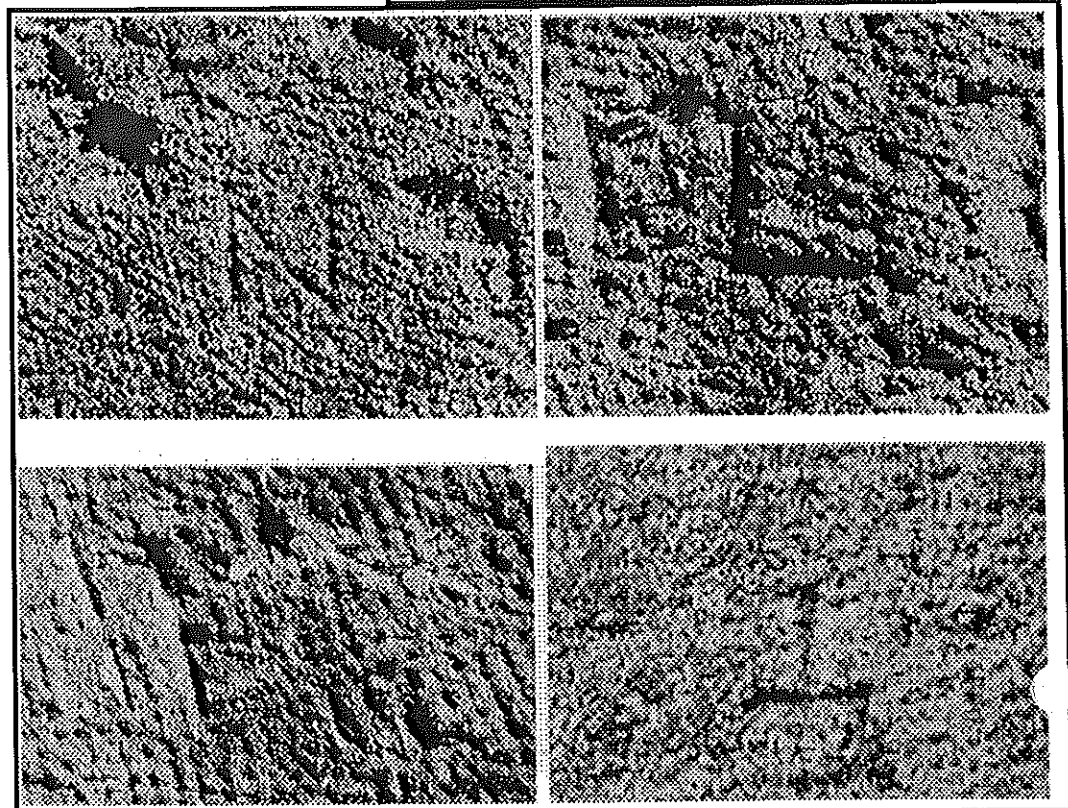
When I see these masons' marks I can see in my mind's eye a mason proud of the work he did in shaping the stone and putting his mark on it in pride.

Top: This mason's mark is on the St. Marys Feeder lock.

Center: This picture shows the size of the stone compared to the mason's mark.

Bottom: Three of these stones bear masons' marks and the one in the lower left hand corner possibly could be a mason's mark.

Photos by Neil Sowards



Montezuma School

During The Wabash & Erie Canal Era

By Charles Davis

When the town of Montezuma was organized, the trustees bought lot 137 from Michael Wilkins for a church, public meeting house and school house on September 19, 1837. Deed Record Book 4, p. 95 This was a common practice all over the country when new areas were settled. Deeds verify the fact that church and schools went hand-in-hand by our founders. This school was used many years until Montezuma built its first graded school. The school trustees of Montezuma bought from Samuel D. Hill a parcel in the northwest corner of Section 36. Deed Record 20/343 Recorded July 17, 1862 This school stood where the trailer court is currently located in Montezuma. The steps to the school and a concrete wall can still be seen on the lot. This graded school was torn down in 1920 to pass the torch to the new graded school built in 1920 near the Old Montezuma Graveyard. The Rockville Republican of October 9, 1861 announces the former Montezuma Graded School:

Montezuma Graded School

"Montezuma graded school completed and was dedicated on October 9, Wednesday, at 10 a.m. A.L. Stears was Principal, Clara Bennett Asst., L. C. Beckwith, music teacher, Hon. Wilson Hobbs delivered the dedication and Gov. Joseph A. Wright was present for the occasion. School Trustees were James H. McMillen, Wem McMasters, John Arn Sr., and the school opened the 14th."

The same paper on October 30, 1861 describes in detail the Montezuma graded school when it was new:

Montezuma Express

"I have just returned from a visit to the Montezuma Graded School and I feel that it is due to the School, to the Principal, to the Citizens of Montezuma, and to your readers generally, that a few at least of the merits of this school should be spread before the public.

"First a word as to the building. I have had the privilege of visiting many graded schools both East and West of the city and large town, but but for convenience, cheerfulness, comfort and adaptation, I have never seen it surpassed. The seats are admirable. (Manufactured I am told at Cincinnati.) The rooms, three in number, two below and one above, are divided off very judiciously, so as to suit pupils of different ages. I was particularly struck with the room upstairs, and the

smallest. Everything about them was refined, elevating and intellectual, and calculated in themselves, not only to aid in education, but to educate. This is due in a great measure to the Principal, who seems to understand his profession admirably, and has converted the very walls of his school room into teachers and text books. So that wherever the eye of the scholar rests it falls upon some map or chart or picture, or moral precept, calculated to arrest the attention and awaken thought, and stimulate to refection, and impart to the very atmosphere of the school room a literary and refining element. You may say what you will, there is power in the walls and seats, and furniture of a school room, to provoke to study and mental cultivation. It has an amazing influence on both teacher and scholar, and no child can come under such a combination of influences without being benefited for life. Especially if these influences are all animated and made alive by wide awake up and a doing, never sleepy teachers. Thus much for the building.

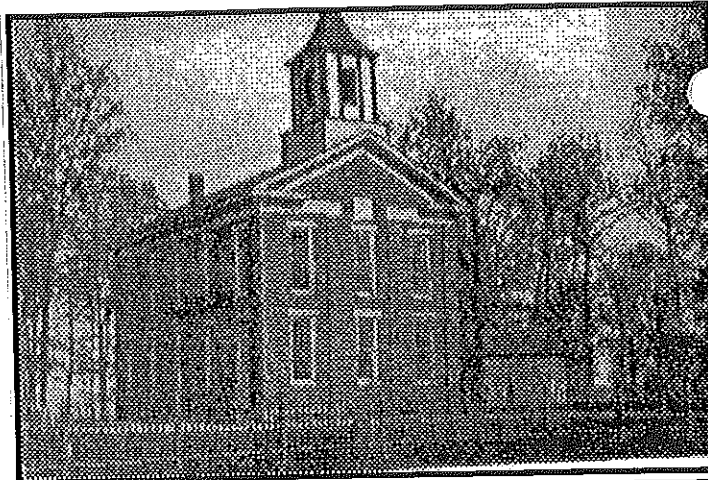
"Now a word as to the school and of this I shall speak briefly, as I hope to be able to speak on the instruction at some future time, when I hope to visit them again. The first thing that impresses a visitor is the order. I was in the school both morning and afternoon and I do not now remember to have seen a whisper or anything calculated to divert the mind of the pupil from his studies. The teacher in a room of 75 pupils seemed to have nothing to do but to hear recitations, which were conducted so orderly and quietly that the attention of the school was in no way arrested, as is often the case by the boisterous conduct of the teacher or the reciting class. I speak of this as it gives a charm to any school room. Scholars can make no progress when all is noise and confusion. I was also greatly struck with the natural ease and order with which every change of the classes was made. The hands of the clock and the stroke of a little bell was all the warning each class had to the appointed lesson. First, one stroke from the bell and then the whole class immediately rose to their feet, another stroke and they filed off as orderly and noiselessly as a well drilled military company. Each knew exactly his place and turn and was always in it. The system and order seemed to be as perfect as the nicest machinery. I think there were about 200 pupils present, perhaps more, and some we were told, were from a distance. And should the school continue under its present auspices I doubt whether they will have room for accommodations. This school is an amazing power in that town, as it would be in any town. And I envy the man who stands at the head of it; and I am gratified to learn that he gives universal satisfaction. He is a wide-awake man and I shall be greatly mistaken if that school does not tell in its influence upon the school interest through the entire borders of old Parke, to say nothing of other counties. I feel that the credit is due to Mr. McArthur, by whose energy, perseverance and self-

MONTEZUMA HIGH SCHOOL

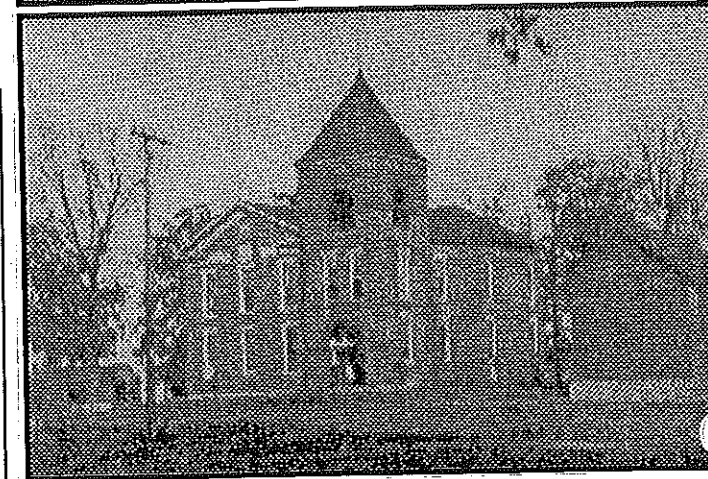
Top: This brick school building was built in 1860 and photographed in the 1890s.

Bottom: Sometime between 1900 and 1918 additions were added to the original building.

These old photos were given to Charles Davis by Fredric Machledt of Indianapolis, IN.



sacrificing labors, the whole thing was put on track. And I wish that the same thing could be done at Rockville.—Some \$5000 put into a building would change the entire aspect of our whole educational interest, and inspire our teachers, scholars and whole community, and absolutely revolutionize our town. I hope the day is not far distant when this will be done."



"GATEWAY TO THE EAST"

May 4-7, 2006

This tour of the (Miami) Wabash & Erie Canal in the Toledo area is filling up fast. Space is limited on the boats. Don't be left out. Send in your reservations today.

Annual meeting and election of board of directors on Friday night May 5, 2006.

NICHOLAS CHRISTMAN/CHRISTIAN HOBOGAZ UPDATE

The "Canawlers At Rest: Nicholas Christman" and "Diabolical Deeds" articles in the October 2005 issue of The Hoosier Packet were of special interest to Robert and Kate Hoffman, CSI members from Huntington, IN. These articles contained the information that Christman was the administrator of his wife's uncle's (Hobogaz) estate. Hobogaz murdered his family and committed suicide in 1893. The Hobogaz acre was sold to Addelaid M. Koontz in 1899.

Kate Hoffman sent the following memo to CSI headquarters:

"We enjoyed the story about Christian Hobogaz. We built a home on that property on Posey Hill in Roanoke in 1955 and were told this same story when we bought that piece of land. An elderly man, who lived in a small house-trailer on the same property, committed suicide in the early 1950s. He did this by hanging himself in a tree, which we later cut down. We sold this home in 1963.

CENTRAL CANAL MAPS

The 1886 and 1898 Indianapolis Sanborn Fire Insurance maps from the Indiana State Library's collection have been put on line by the Indiana University Purdue University Indianapolis (IUPUI) Library Team. They scanned the original paper maps, developed the metadata and created the web interface. These valuable historical tools contain street names; street and sidewalk widths; property boundaries; house and block numbers; building outlines; size, shape, and heights of structures; types of construction materials; functions of buildings; location of windows and doors; and, of most importance to canawlers, the Central Canal. Twenty of these maps show the canal.

To access these maps, go to:
<http://www.state.lib.in.us/www/isl/indiana/sanborn/index.html>
then go to:
<http://indiamond6.ulib.iupui.edu/sanbornJP2>
Under Keyword Search type

Central Canal
And the 20 maps will appear
Click on them to enlarge them