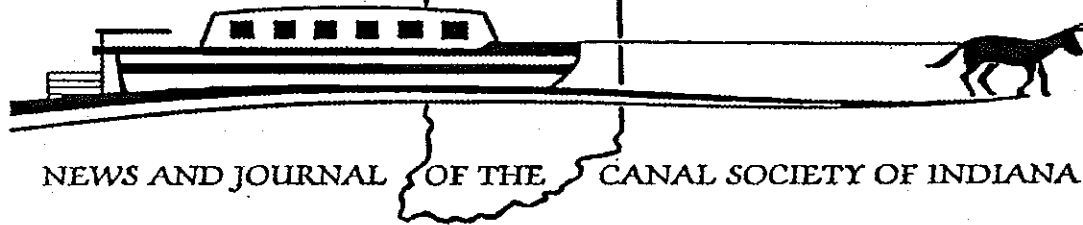


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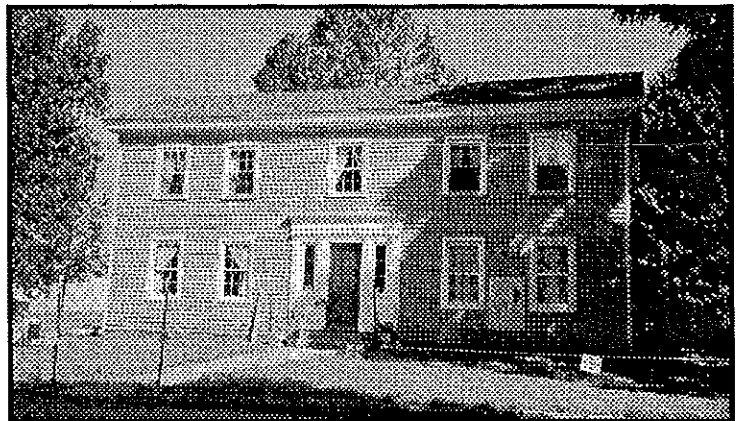


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P.O. BOX 40087 FORT WAYNE, IN 46804

FEBRUARY 2007

TOWPATHS LINK TO FUTURE



REED CASE HOUSE

The Carroll County Wabash & Erie Canal, Inc. received a plaque from the Wabash Valley Trust recognizing their restoration of the 1844 Reed Case house. A plaque hanging ceremony was held on Monday, November 13, 2006. Reed Case was a Wabash & Erie Canal builder and superintendent.

Earlier photo by Bob Schmidt

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CASE HOUSE AWARD

Carroll County Wabash & Erie Canal, Inc. was presented a plaque by Wabash Valley Trust for Historic Preservation for their renovation of the 1844 Reed Case house. The green marble plaque was hung on the house at 3 p.m. on Monday, November 13, 2006.

This original two story frame home built for canal contractor Reed Case once stood on Front Street in Delphi. It was donated in 1983 by Jim and June Davis of Delphi and was moved on July 22-24, 1986, to Canal Park, 11 blocks north of the Court House stoplight on Washington Street. Porches and fireplaces

were removed during the year of preparation for the Wabash River from Delphi, and in 1838 completed the move, which culminated in the event of the century for Wabash & Erie Canal segment from Delphi to Lafayette the Delphi citizenry. Extensive tree-trimming and after the death of Valerius Armitage and also built the thousands of dollars worth of utility pole removal paved canal sidecut to the foot of Delphi's Main Street. the way for relocation. Spectators lined the streets along the route sitting in lawn chairs or on blankets as the home inched its way to Canal Park.

During the move it seemed like an impasse presented itself at the Washington Street stone bridge located just yards from the waiting foundation. It was necessary for the truck that was pulling the home to drive on the sidewalk of the bridge in order for the house to clear the bridge's stone sides. Because of the sharp turn into the park, the house had to travel past its destination to make a more direct approach.

After the move it was seen that the northwest corner of the building had received extensive damage when the house and trees along the route collided. The cost of moving the home created an experience similar to that of building the canal over a hundred and fifty years earlier. It put a huge financial strain on the Carroll County Wabash & Erie Canal treasury.

Reed Case, the first owner of the home, was born in Nelson County, Kentucky, on January 9, 1808. That summer his family moved to Orange County, Indiana. After moving to Shelby County, Kentucky, for a few years due to Indian hostility they returned to southern Indiana in 1819. In 1836 at the age of 28 Case began work on the Miami County segment of the Wabash & Erie Canal. He came to Carroll County to live in Pittsburg, Indiana, which was located across the

Case became convinced that the future was brighter for Delphi on the mainline canal than for Pittsburg. He had this two-story Federal-style home built at 221 West Front Street in 1843-44. At the age of 34, he moved into the home with his wife Mariah and their small children. Eventually seven Case children blessed the home although several did not live to adulthood.

After Mariah's death in 1847, Reed married her widowed sister, Huldah Glover Williams, and in 1853 moved his family to a two-year-old Greek Revival brick house at 312 East Main Street. He then added an extension to the former poplar-sided Case House. This was a back parlor with a room above it. When the addition was complete he operated the house as an inn. Canal travelers frequented it because of its proximity to the canal port on West Main Street. It may have been at that time that some Greek Revival touches were added to its architecture.

The Case House was also the birthplace of a famous coronet player. Walter Rodgers was born in it on October 14, 1865.

The Case House is a delight to tour as a "house museum" and now overlooks the Wabash & Erie Canal and towpath in Canal Park. Restoration by volunteers under Anadell Lamb, Coordinator of Restoration and a Canal Board director, is ongoing.

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
cbb@iquest.net
Speaker—Central Canal

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

James Ellis—Treasurer
Ft. Wayne, IN
rtthe1938@msn.com

Directors

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

William Davis
Rosedale, IN
berkydusa@sbcglobal.net

Don Haack
Ft. Wayne, IN
donbehaack@locf.net

Karl Kettelhut
Indianapolis, IN
(317) 575-0963

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

Lynette Kross
Plymouth, IN
lynettelskross@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
cwhiting01@comcast.net

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

PLACES NAMED IN HONOR OF NEW YORK GOVERNOR DEWITT CLINTON: FATHER OF THE ERIE CANAL

by Richard F. Brown, Jr., AICP

Prior to conducting the historical research on places named after New York Governor DeWitt Clinton, the father of the Erie Canal, it was anticipated that most communities in the Northeast and Great Lakes states founded as Clinton, DeWitt, or some variation thereof would have been named after this insightful canal-era politician. As the chart provided with this report shows, my prediction would have been only partially correct. Before summarizing the information found, a recap of DeWitt Clinton's career is in order.

DeWitt Clinton was born in 1769. (eriecanal.org) He was the son of James Clinton, who himself was a Revolutionary War general. (eriecanal.org) Provided below is a brief summary of DeWitt Clinton's political career:



New York Assemblyman:	1797-1798
New York Senator:	1798-1802
United States Senator:	1802-1803
New York City Mayor:	1803-1815
New York State Senator:	1806-1811 (at the same time as Mayor)
Lieutenant Governor:	1811-1813 (at the same time as Mayor)
Presidential Candidate:	1812
New York Governor:	1817-1823 and 1825-1828

SOURCES: eriecanal.org and wikipedia

What this author did not realize is how many places, particularly in the State of New York, were named after his uncle, Governor and later Vice-President George Clinton. George Clinton was the first Governor of New York, during the Revolutionary War and served six consecutive terms as Governor of the state. (eriecanal.org) He also served as Vice-President of the United States under Thomas Jefferson and James Madison. (eriecanal.org and wikipedia) There were a number of other surprises, including:

- The Town of DeWitt, New York, located on Erie Canal was not named for DeWitt Clinton, but instead for Major Moses DeWitt. (www.townofdewitt.com)

- Clinton, Massachusetts was named for DeWitt Clinton in an interesting, but indirect way. It developed as a textile manufacturing town, and was named "Clinton" by the founders of the Clinton Company mills because the founders were so fond of the DeWitt Clinton Hotel in New York. (www.clintonmass.com)

The name of a river in Michigan was changed to honor DeWitt Clinton. The Clinton River in southeast Michigan near Detroit was originally called the Huron River of the St. Clair, but was re-named by the State Legislature shortly after statehood. (www.clintontownship.com) Construction of the Clinton-Kalamazoo Canal was begun along the Clinton River in Macomb County. Remnants of the canal are preserved in area parks.

A surprising number of communities in the South were named for a Yankee governor from New York State. Arkansas, Georgia, Kentucky, Louisiana, and Mississippi each have one or more communities whose name is tied to DeWitt Clinton.

A 4,310 foot mountain in New Hampshire's Presidential Range of the White Mountains was originally named in honor of DeWitt Clinton, but was renamed in 1913 by the New Hampshire Legislature as Mount Pierce for New Hampshire native President Franklin Pierce (wikipedia and hikethewhites.com).

Just when you think you have things figured out, a few curve balls get thrown your way to make historical research interesting.

A review of the chart shows a total of 16 states have communities named directly after Governor DeWitt Clinton and two others indirectly. The states with the most places named for New York Governor DeWitt Clinton (directly or indirectly) are:

Indiana	7
Michigan:	7
Illinois:	6
Pennsylvania:	6
Ohio:	5
Missouri:	4
Iowa:	3
Kentucky:	3

The chart on the following pages summarizes the data found.

NOTES

* Multiple place name origins found.

(a) Year refers to the year the County or Township was organized and when a city, town, or borough was incorporated.

(b) First called Albany when founded, but later changed to Clinton.

(c) In Wisconsin, New York, Connecticut, Maine, Massachusetts, and New Jersey, townships are referred to as towns.

(d) Originally called Clinton Township.

n/a: not applicable.

Unincorporated hamlets and locales were not included in the chart unless some historical information was found.

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PLACES DIRECTLY NAMED FOR NEW YORK GOV. DEWITT CLINTON				
PLACE	COUNTY	STATE	YEAR (a)	NAMESAKE
Clinton	Van Buren	Arkansas	1878	Gov. DeWitt Clinton
"	Middlesex	Connecticut	1838	Gov. DeWitt Clinton
"	Jones	Georgia	1809 (b)	Gov. DeWitt Clinton
"	Clinton	Illinois	1830's	Gov. DeWitt Clinton
"	Vermillion	Indiana	1824	Gov. DeWitt Clinton
"	Clinton	Iowa	1855	Gov. DeWitt Clinton
"	Douglas	Kansas	1858	Gov. DeWitt Clinton
"	Hickman	Kentucky	1831	Gov. DeWitt Clinton or Captain Clinton*
"	Lenawee	Michigan	1869	Gov. DeWitt Clinton
"	Hinds	Mississippi	1828	Gov. DeWitt Clinton
"	Henry	Missouri	1858	Gov. DeWitt Clinton
"	Onondaga	New York	1835	Gov. DeWitt Clinton
"	Summit	Ohio	1816	Gov. DeWitt Clinton
"	Rock	Wisconsin	1843	Gov. DeWitt Clinton
Clinton County	n/a	Illinois	1824	Gov. DeWitt Clinton
"	n/a	Indiana	1830	Gov. DeWitt Clinton
"	n/a	Iowa	1840	Gov. DeWitt Clinton
"	n/a	Kentucky	1836	Gov. DeWitt Clinton
"	n/a	Michigan	1839	Gov. DeWitt Clinton
"	n/a	Missouri	1833	Gov. DeWitt Clinton
"	n/a	Pennsylvania	1839	Gov. DeWitt Clinton
Clintonia Township (d)	DeWitt	Illinois	1859	Gov. DeWitt Clinton
Clinton Junction	Rock	Wisconsin	n/a	Gov. DeWitt Clinton
Clinton Township (Town)(c)	Cass	Indiana	1829	Gov. DeWitt Clinton
"	Decatur	Indiana	1829	Gov. DeWitt Clinton
"	LaPorte	Indiana	1836	Gov. DeWitt Clinton
"	Putnam	Indiana	1822	Gov. DeWitt Clinton
"	Vermillion	Indiana	1824	Gov. DeWitt Clinton
"	Douglas	Kansas	1858	Gov. DeWitt Clinton
"	Lenawee	Michigan	1869	Gov. DeWitt Clinton
"	Macomb	Michigan	1837	Gov. DeWitt Clinton
"	Henry	Missouri	1834	Gov. DeWitt Clinton
"	Essex	New Jersey	1835-1902	Gov. DeWitt Clinton
"	Hunterdon	New Jersey	1841	Gov. DeWitt Clinton
"	Fulton	Ohio	1838	VP George Clinton or Gov. DeWitt Clinton*
"	Seneca	Ohio	1820	Gov. DeWitt Clinton
"	Wayne	Ohio	1825	Gov. DeWitt Clinton
"	Butler	Pennsylvania	1854	Gov. DeWitt Clinton
"	Lycoming	Pennsylvania	1825	Gov. DeWitt Clinton
"	Wayne	Pennsylvania	1834	Gov. DeWitt Clinton
"	Wyoming	Pennsylvania	1843	Gov. DeWitt Clinton
"	Rock	Wisconsin	1842	Gov. DeWitt Clinton
Clintonville	Bourbon	Kentucky	n/a	Gov. DeWitt Clinton
DeWitt	Arkansas	Arkansas	1852	Gov. DeWitt Clinton
"	DeWitt	Illinois	1879	Gov. DeWitt Clinton
"	Clinton	Iowa	1842	Gov. DeWitt Clinton
"	Clinton	Michigan	1833	Gov. DeWitt Clinton
"	Carroll	Missouri	1872	Rev. DeWitt Talmage or Gov. DeWitt Clinton*
DeWitt County	n/a	Illinois	1839	Gov. DeWitt Clinton
DeWitt Township	DeWitt	Illinois	1839	Gov. DeWitt Clinton
"	Clinton	Michigan	1836	Gov. DeWitt Clinton

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"	Carroll	Missouri	1872	Gov. DeWitt Clinton
Port Clinton	Sandusky	Ohio	1828	Gov. DeWitt Clinton
"	Schuykill	Pennsylvania	1832	Gov. DeWitt Clinton
PLACES INDIRECTLY NAMED FOR NEW YORK GOV. DEWITT CLINTON				
PLACE	COUNTY	STATE	YEAR (a)	NAMESAKE
Clinton	Sheridan	Nebraska	1883	Clinton, Iowa
"	Island	Washington	n/a	Clinton, Michigan
Clinton Township (Town)	Worcester	Massachusetts	1850	Gov. DeWitt Clinton Hotel
Clintonville	Oakland	Michigan	1854	Clinton River, which was named for DeWitt Clinton
PLACES NAMED FOR RELATIVES OF NEW YORK GOV. DEWITT CLINTON (DIRECTLY OR INDIRECTLY)				
Clinton	East Feliciana	Louisiana	1824	Clinton family of NY including DeWitt Clinton
"	Oneida	New York	1843	Gov. George Clinton
"	Clinton	Ohio	n/a	VP George Clinton
"	Anderson	Tennessee	1890	VP George Clinton
Clinton County	n/a	New York	1788	Gov. George Clinton
"	n/a	Ohio	1810	VP George Clinton
Clinton Township (Town)	DeKalb	Illinois	1850	Settlers from Clinton, NY
"	Kennebec	Maine	1820	General James Clinton
"	Rock	Minnesota	1871	Village of Clinton, New York
"	Clinton	New York	1845	Gov. George Clinton
"	Dutchess	New York	1786	Gov. George Clinton
"	Rensselaer	New York	1855-1858	Gov. George Clinton Renamed East Greenbush: 1858
"	Franklin	Ohio	1800?	VP George Clinton
"	Vinton	Ohio	1816	VP George Clinton
Clintonville	Clinton	New York	n/a	Gov. George Clinton
"	Ohio	Franklin	1847	VP George Clinton
PLACES CONFIRMED NOT NAMED FOR NEW YORK GOV. DEWITT CLINTON OR RELATIVES				
Clinton	n/a	British Columbia	1869	Lord Henry Pelham Clinton
"	Big Stone	Minnesota	1881	Settlers hometown
"	Sampson	North Carolina	1822	Brig. Gen. Richard Clinton
"	Custer	Oklahoma	1902	Clinton F. Irwin, Terr. Judge
"	Central Huron	Ontario	1831	Sir Henry Clinton
"	Laurens	South Carolina	1852	Henry Clinton Young
"	Ohio	West Virginia	n/a	A local settler
Clinton Falls	Putnam	Indiana	1874	Falls in the Township
Clinton Township (Town)	Elkhart	Indiana	1836	Son of an early pioneer
"	St. Louis	Minnesota	?	Duluth Mayor Clinton Markell
"	Venango	Pennsylvania	1855	Clinton McKee - pioneer settler
"	Vernon	Wisconsin	1857	Mr. Masterson's father
Clinton Falls Township	Steele	Minnesota	1858	Falls on the Straight River
Clintonville	Pennsylvania	Venango	?	Clinton McKee - pioneer settler
"	Wisconsin	Waupaca	1879	Norman Clinton
DeWitt	Saline	Nebraska	1857	Railroad man named DeWitt
"	Onondaga	New York	1835	Major Moses DeWitt
"	Dinwiddie	Virginia	n/a	DeWitt Smith
DeWitt County	n/a	Texas	1846	Green DeWitt
North Clinton Township	Sampson	North Carolina	?	Brig. Gen. Richard Clinton
South Clinton Township	Sampson	North Carolina	?	Brig. Gen. Richard Clinton
UNKNOWN OR UNDETERMINED				
Clinton	Greene	Alabama	1819	
"	Davis	Utah	1936	
Clintondale	Ulster	New York	1750	Hamlet in Town of Plattekill
Clinton Township (Town)	Boone	Indiana	1830	
"	Knox	Ohio	1808	

"	Oscoda	Michigan	1907	
"	Shelby	Ohio	1820	
"	Barron	Wisconsin	1876	
Clintonville	Coffee	Alabama	n/a	
"	Otsego	New York	n/a	Hamlet in Town of Hartwick
East Clinton	Whiteside	Illinois	n/a	Likely due to location across Mississippi from Clinton, IA

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 TopoZone

INTERNET AND E-MAIL SOURCES

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 E-mail from Barbara Berry, Director of the Fulton County, Ohio Historical Society
 E-mail from the Cass County, Indiana Historical Society
 E-mail from Cheryl King Walsh, Reference Librarian of the Butler Area Public Library (widely accepted that Clinton Township in Butler County is named for Gov. DeWitt Clinton)
 E-mail from Deborah Keener, Genealogy and Local History Librarian of the Wayne County, Ohio Library: citing the *History of Wayne County* by Ben Douglas.
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 E-mail from Marianne Battista, Archivist, Venango County, PA
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 E-mail from Pat Meus of the Northern Minnesota Historical Center at the University of Minnesota-Duluth
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 E-mail from Russell Wilhoit, County Historian, Decatur County, Indiana
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<http://history.tays-place.com/oh/clinton-oh.htm>
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<http://homepages.rootsweb.com/~maggieoh/mjackson.htm>
<http://jonescounty.georgia.gov/03/home/0,2230,8967639,00.html>

WELCOME NEW MEMBERS

- Michael Beauchamp - Wabash, IN
- Charles Johnson - Flora, IN
- Steve & Charlotte Gray - Lafayette, IN
- David Reichlinger - Fort Wayne, IN
- David & Jane Smith - Delphi, IN
- Don & Norma Smith - Delphi, IN

CSI welcomes aboard the following new members who have joined at the \$25 membership level unless otherwise noted:

CANAWLERS AT REST

ANDREW DOWNING

b. 1809
d. 1872

By Carolyn I. Schmidt

Andrew Downing, was of Scotch-Irish descent. His father Michael Downing was born in Ireland in the 1750s and emigrated from Cork to America during the time of the Revolutionary War. Hoping to escape the oppression of the British government he enlisted in a Virginia regiment and fought for seven years under General "Mad Anthony" Wayne, who he loved and trusted. He endured much adversity. Michael was with Wayne at the Battle of Fallen Timbers in Ohio in 1794. They used bayonets and bullets to kill the Indians hiding amid trees blown down by a tornado. He also had been in Harmar's Defeat on the Maumee River in 1790.

Later Michael served for five years in the regular army during the War of 1812. He also was a soldier along the frontier on the Ohio River. He was at Fort Massac below the mouth of the Tennessee River on the Ohio River in what is now Illinois. He carried the mail from the Fort to the Falls of the Ohio (Louisville, Kentucky) by foot passing through dangerous wilderness.

We do not know when Michael Downing married Mary Anne Wells. However in 1818 he put his family on a flatboat on the Kanawha River in (West) Virginia and went to Louisville, Kentucky. From there they moved by land to Washington County, Indiana and settled on Walnut ridge. In 1832 he moved to Bloomfield in Greene County where Andrew, his third son, was living and lived there for many years. He then moved to Jackson County, where he died in 1852. He has monuments in two cemeteries. One is in Downing Cemetery, Grassy Fork Township, Jackson County, Indiana, and the other in Grandview Cemetery, Bloomfield, Greene County, Indiana.

Michael and Mary Anne Downing's children were Alexander; John; Andrew (our subject born in 1809);

Paul, who was a great flatboat pilot; Albert and Gallatin, who were twins; and Peggy.

Andrew Downing came to Bloomfield about 1829. He was a shoemaker for awhile and then began handling liquors, groceries, sugar, coffee, molasses, etc. in a merchandising establishment. Business prospered. He purchased a lot prior to 1835. He built the first brick house in town. In 1831 he built and ran the first flatboat out of Bloomfield on the nearby White River.

While on the river in 1832 Andrew came down with cholera and brought the disease back to Bloomfield. Thomas Warnick the Greene County clerk caught it from him. The doctor treating Warnick gave him nothing but calomel used for the treatment of worms and not the proper treatment at all. When Andrew heard of this he rode as fast as his horse could go to reach the cold collapsed form of Warnick. Andrew quickly put on a big kettle of water filled with roasting ears. When the water boiled and the corn was very hot, he wrapped cloths around the ears, put bundles of hot corn all around Warnick's body, and held the covers in place throughout the agonizing reaction. It is said that when the blood goes back into the limbs it feels like hot needles being inserted into the body. Andrew's quick work saved Warnick's life.

Andrew operated the flatboat and continued to operate his merchandising establishment until 1837 at which time a contract was let for a brick court house. The builder absconded with the first one thousand dollars. Andrew, being one of the sureties on the contract, had to build the court house. He hired William Eveligh (Eveleigh) of Louisville, Kentucky, to be the boss carpenter for the building. It was finished it in 1839. It was forty or fifty feet square and overlooked a gully to its south. Almost the entire town was built around the public square located on its other three sides.

When William Eveligh came to Bloomfield, he brought his family of three brothers and two sisters with him. They had just arrived from Ireland and the girls were very beautiful. Andrew and M. H. Shryer, both widowers, were struck by them. When the court house was finished, the first event held in the new court room was a huge ball. When everything was magnificently arranged and the musicians in their places, Andrew and Shryer stood up with the Eveligh sisters and were married in front of all present. Andrew married Eliza Eveligh.

Although a website by Cathy Wayman lists Andrew and Eliza (Everleigh) having five children (William A., born in 1840; John W., born in 1851; Louis, born 1859, Lillie, born in 1864; and Josie, born in 1872) the dates of his children's birth seem very far apart with the last child being born the year Andrew died. The names

of these children and times of their birth are in question. It also says he was married to Mary F. She could have been his first wife.

In *Biographical Memoirs of Greene County, Indiana With Reminiscences of Pioneer Days* it says Andrew set up his oldest son, John, in merchandising in the old brick block. This was the largest of the merchandizing buildings built by Andrew as his business grew. It was located a block north of the square in Bloomfield.

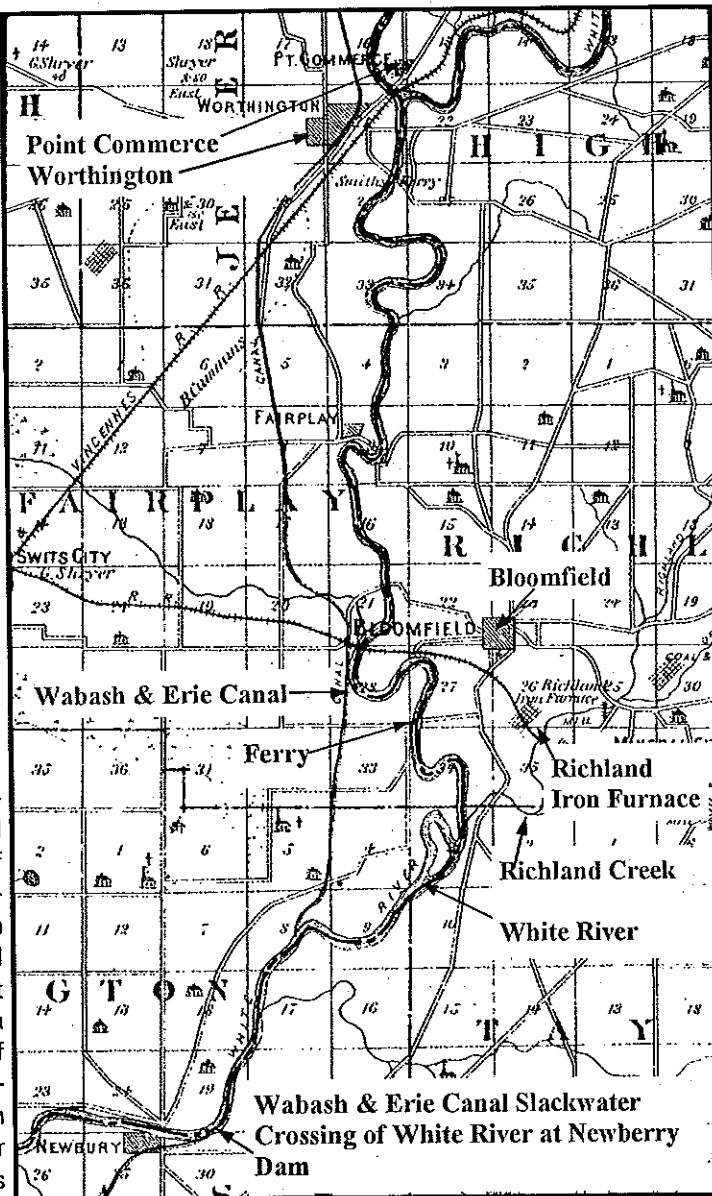
By 1840 Bloomfield merchants including Andrew had a sales base of over 400 people, who not only lived in town but came from distances around town. Andrew was becoming wealthy.

When iron was discovered a short distance from Bloomfield, Andrew's attention was piqued. The iron ore from Ore-branch of Plummer's Creek formed a bench on each side of a ravine that was about nine feet deep. It was block ore. Other ore was discovered in pockets along Indian Creek and Richland Creek. This would supply all the ore necessary to operate an iron furnace.

Andrew knew there was a demand for iron products for farm and household needs. Items settlers had brought with them were deteriorating. He had plenty of money from his other businesses and saw the opportunity to make even more. He decided to set up an iron furnace to make pig iron on a bluff overlooking Richland Creek about a mile southeast of Bloomfield. It was built in 1840-41 and named Richland Iron Furnace. He built a loading dock for the pig iron. It stood on the bank of Richland Creek at the foot of a steep hill below the furnace. It was built by setting huge stones into a wooden crib made of twenty-inch squared timbers held together with long, thick iron spikes made at the furnace. Teams hauled ore up the hill to the furnace and returned with cooled iron pigs to be stacked on the loading dock for shipment.

At first only pig iron was made at the furnace. Then Andrew added a shop to cast stoves, plows, kettles, farm castings, mill machinery and all kinds of domestic hollow ware. It produced the best quality of mill-iron.

As business increased Andrew hired more men. Around 1844-45 the furnace was enlarged with the addition of better machinery and a blast furnace. It had an engine, boilers, and a stack about forty-five feet high and nine feet across the boshes. The blowing-cylinders were forty-two inches in diameter and had a six foot stroke. Charcoal was used for fuel producing a hot-blast for smelting. It could turn out about nine tons of pig-iron in a twenty-four hour day operation.



A portion of an 1876 map of Greene County, Indiana, from *The Historical Atlas of the State of Indiana* by Baskin, Forster & Co.

To supply the furnace, iron ore in stone like chunks was taken from the hills and hauled by horse and mule team over what is now called the Iron Mountain Road. Trees were felled in the nearby wilderness and turned into charcoal at various pits nearby to fuel the furnace. This process is described in the *History of Greene County* as follows:

"About forty cords of wood were cut into lengths of about four feet, and on a level piece of land were stood up on end around a central cavity which was filled with kindling materials until a space thirty or forty feet in diameter was covered, and on the top of this another layer of the wood was stood and still another on top of this until the pit had the shape of a large flat bowl. Leaves were then spread entirely over this,

and then on the leaves was placed a layer of earth five or six inches deep, with a few air holes on the sides, and an opening at the top where the kindling below was lighted. It required an experienced collier to manage the pit—to know how to regulate the air supply, to know when the wood had all been suitably charred and to know how to smother the fire in this pit. Some twenty or thirty men were constantly at work in this branch of the business cutting and hauling the wood, forming and burning the pits, and hauling the charcoal to the furnace.

"All this was under the superintendence of a boss, as was also the mining of the iron ore. The bosses usually took contracts of supplying the coal or the ore, and hired and controlled the hands under them, and were paid for the coal or the ore—4 cents a bushel for the coal at the pit or 7 cents delivered at the furnace. There were sub-bosses throughout the system.

"The ore was furnished in the same manner by the ton usually, and came out in chunks like stone. This was reduced, by heat before being used in the furnace, to small pieces like nuts."

There were three main divisions at Richland Furnace. One cut the wood, made the charcoal and took it to the furnace to keep it burning. Another mined the ore and transported it to the furnace. The third worked in the mill to produce the pig iron and iron products.

The process of producing pig iron is described by Tom Thomas in an 1976 article in Bloomfield's *Evening World* as follows:

"Pig iron is the first form of useful iron and is derived by melting iron ore in a furnace. Also melted in the furnace is an agent for producing heat, limestone for use as a purifying agent or flux for separating the iron from the impurities when in a molten condition.

"The furnaces used to smelt the ore for the purpose of separating the iron from the impurities are called blast furnaces because air under pressure is forced through the mass of ore, fuel and flux within the furnace to cause the separation. The molten iron then settles to the lower portion of the furnace while the impurities or slag being lighter, rise above the iron.

"When it is determined that the separation of the iron and impurities is completed and that the mass inside the furnace is satisfactorily liquefied, a hole, called the cinder notch or slag notch, just above the top of the molten iron is opened up and the molten slag is drained off for discard. The hole through which the molten iron is extracted is then opened and the iron is run into prepared molds which were made in sand, in the early

days, in what was known as the pig bed. The solidified iron has always been called pig iron and the waste product called slag."

It is hard to imagine transporting such a great weight as that of pig iron or the iron products through a wilderness with almost impassable roads. Much of the iron first produced was hauled on wagons pulled by horse teams to Louisville, Kentucky. This route became one of the roads into Bloomfield. In the beginning the teamsters were paid five dollars per ton for the 100 mile journey.

Since Richland Iron Furnace employed a number of workmen, the little town of Furnace rapidly sprang up around it. Farmers in the area sold their produce in the village. Eventually the town had a post office, bank, a company store, houses and Furnace Mill. The mill probably was the largest in Greene County.

After the furnace had been operating several years, M. H. Shryer, who Andrew had previously aided when Shryer's business failed; William Eveleigh; and William Mason went into business with Andrew. Shortly thereafter they purchased a steamboat and called it "The Richland." Shryer managed the boat and was called Captain. They used it to transport iron and produce down the White River to the Wabash River, then to the Ohio River. They also made additional money by shipping agricultural products for local farmers. For awhile other steamboats came up the river to pick up loads of pig iron and the furnace did fairly well.

In the early 1850s the Wabash & Erie Canal was dug through Greene County. Lock #57, a timber crib lock with a 7 foot lift, was built between the Bradford Ferry roads 126 and 127 in Section 33 of Fairplay Township about a mile and a half south of the road to Bloomfield (SR 54, US 231). An epidemic of cholera struck the camp of the Irish laborers and took many of their lives. Their bodies were buried on a bluff near an Indian mound at Bloomfield.

In 1851 the first canal boat floated by Bloomfield, but the Wabash & Erie Canal was not opened all the way from Toledo, Ohio, on Lake Erie to Evansville, Indiana, on the Ohio River until 1853. Although the canal was only a few miles from Richland Furnace, it was on the west side of the White River west of Bloomfield. To reach the canal the heavy iron was put on boats at Richland Creek, floated to the White River and down to the canal slackwater at Newberry. From there canal boats carried it to Evansville for use there or it was trans-shipped to river boats at the Ohio River. This was the best means of transportation for the iron thus far and the canal boats continuously conveyed iron products to the South.

Andrew owned two canal boats. His boat captains were Paul and Alexander Thompson. One of the boats was wrecked at the Richland cut-off where its remains were imbedded in the canal bank. Other canal boats were owned by Start & Co., Worthington flour merchants, and by Peter C. VanSlyke, Bloomfield's shipper of grain and other products.

In 1855 Andrew founded Downing's Bank of Indiana at Furnace. It was located in a little stone building built by Mr. Davis, a refugee from Kentucky and cousin of Jeff Davis. It issued currency up to \$5,000.00 in \$1.00 and \$20.00 bills.

Around 1855-56 all the partners decided to leave the furnace except for Andrew, but business went on as usual with John Eveleigh and M. H. Shryer as bookkeepers. Andrew soon found three wealthy partners — E. J. Peck and A. L. Voorhees, both from Indianapolis, and Chauncey Rose, who founded Rose Polytechnic Institute, Rose Orphanage, and Rose Dispensary in Terre Haute. They began doing business on a larger scale having brought more capital into the business.

Henry Irons, an expert manager from an iron furnace in Kentucky, took charge of the furnace in 1856 and it grew until 120 men were working there. Their wages were \$1.00 per day, a wonderful salary for the 1850s. Pig iron had gone up in price and was selling for forty dollars per ton in Louisville. Plans were laid to start other furnaces. Everything began to prosper with Irons in charge.

With the increased capital additional real estate was acquired and the mill enlarged. A new 100-horsepower engine was added. The town of Furnace flourished with its bank, charcoal burning kilns, distillery, grist mill, hollow-ware factory, iron smelting plant, ore mining equipment, and store.

By 1858 the company was reclaiming forty-five percent iron from the ore. A handsome profit of \$2,000 was made. Some said the company held \$200,000.00 in property by this time.

From 1851 to 1859 business on the canal was fairly good, but often it had problems with the depth of water. Although Andrew's businesses always seemed to get bigger and better, doom loomed ahead.

The Wabash & Erie Canal near Bloomfield operated from Worthington south to Evansville for about 6 years and from Worthington to the north toward Terre Haute about 10 years. Upon the suspension of the improvement on the south end of the Wabash & Erie Canal by the Canal Company, all means of transportation were cut off except by wagon team. Where before the canal

was completed boats could use the White River, but once the slackwater dam at Newberry had been constructed for the canal, the river was no longer accessible to steamboats. When iron commanded a good price, it was feasible to haul it thirty miles to a railroad, but this was not always the case. Andrew had to stop the iron business in which he had put all his energy for about eighteen years.

Richland Furnace soon blew out and was never rekindled. Downing's bank closed its doors, families moved away, and all the associated industries were shut down.

An interesting court case was tried over who had the right to the mast on 200 acres owned by Andrew Downing & Company in 1855. At the time mast, the nuts from trees, was an important and easy way of feeding hogs. Major Livingston drafted a complaint stating "that the plaintiff was the owner of a certain tract of land in Center Township containing two hundred acres, and was agent for a large body of land belonging to Andrew Downing & Company, and in possession of it, and entitled to the annual mast growing thereon, all of which was covered with a heavy and large growth of timber, consisting of white oak, black oak, pin oak, burr oak, post oak, chestnut oak, chinquapin oak, beech, black walnut, white walnut, hackberry, hazelwood and grape vines. The said oak timber, beech timber, black walnut, white walnut, hackberry and hazelwood were heavily loaded with oak mast, beech mast, walnut mast and hazel mast, and said grape vines with grapes. And also that the ground underneath said timber, hazelwood and grape vines growing on said lands were deeply covered with said oak mast and beech mast and walnut mast, hazelnuts and grapes, furnishing to the stock, hogs, cattle and sheep of said plaintiff a good and sufficient supply of food to last his said stock from the 1st of September, 1854, up to the 1st day of April, 1855, of great value, to wit, of the value of two hundred dollars, and the said plaintiff says that the defendant afterward, to wit, on the 20th day of September, 1854, at the county and township aforesaid, did drive in and upon said lands of the said plaintiff one hundred head of large hogs, being the hogs of the defendant, and from thence, hitherto and up to the time of filing this complaint, and feed upon and eat up the mast of said plaintiff and hereby deprived the stock of the said plaintiff of the use and benefit of said mast, to the damage of plaintiff, etc."

A motion was made by the defendant's attorney and the part of the complaint regarding the land owned by Downing & Company was stricken out. A trial by jury found for the plaintiff and assessed damaged at six dollars.

In 1857 Andrew left behind all the land, bank, canal-boats, flatboats, forge, iron furnace, mill, and store he owned at Richland Furnace and all his interests in the first brick house, the first flatboat, the brick block on the north side of the square, the old brick court house, the brick jail that was located on the east side of the square, and a house on the hill in Bloomfield. He set off for Texas where he became involved with the cattle business and politics.

Andrew was elected to the Texas legislature from Bosque County. When the Civil War began Andrew was loyal to the Union. After he told the legislature that "The 'Secesh' papers were killing their enemies until they had more men dead than were in the whole nation on both sides." he was asked to leave the state. He spent over fifty hours on horseback to reach safety at Fort Smith Arkansas with the United States army. At another time he was forced to ride to safety covering the 50 miles.

Andrew spent the ensuing winter with Colonel E. H. C. Cavins back in Bloomfield, Indiana. Cavins' wife was Andrew's niece. But when Nathaniel Bank's army entered Texas Andrew went with it, and returned to his home there.

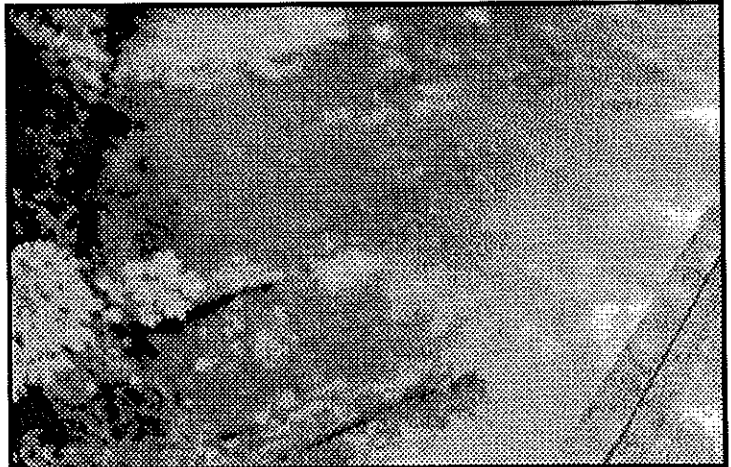
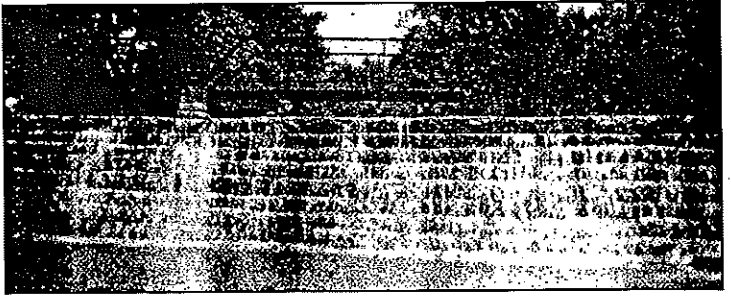
On February 1, 1859, delegates from counties along the line of the Wabash & Erie Canal assembled in Indianapolis, Indiana, to determine the best means of keeping what remained of the canal in operation. Called to the Chair was Judge Foster of Evansville. Jos. Ristine of Covington was appointed secretary. Speeches about the canal's value and necessity for repair were made by Fort Wayne's Judge Hanna, Logansport's Chauncey Carter, Wabash's Stearns Fisher, Senators Slack and Steele, and others. A committee to prepare a memorial to the Legislature on the subject was appointed consisting of Hanna, Griswold from Vigo County, Ingle from Vanderburgh, Andrew Downing from Greene, and McDonald from Fountain. Andrew still had much influence even though he lived in Texas

Andrew was appointed a United States marshal of Texas, and office that he held for some years. He died in 1872. He is not buried in Bloomfield nor have we found the location of his burial.

At some time Downing's old bank building was moved to Judge and Main streets in Bloomfield. It served as a veterinarian's office.

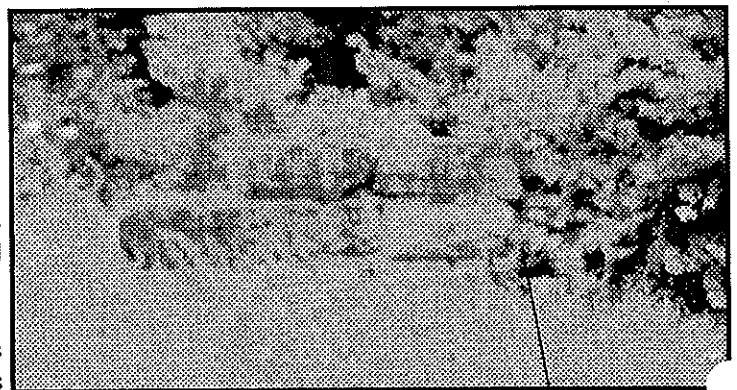
In 1884 citizens of Bloomfield decided it was time to build a new courthouse. The volume of records had increased and there were many laborers without work. A contract was let at the end of April 1885. By mid May the old brick courthouse that Andrew had had

built was cleared away and work begun on a new one. By 1940 the old mill at Furnace was gone. In the 1950s the old mill dam on Richland Creek was destroyed.



Top: The Richland Dam at Furnace backed up water in Richland Creek and was used by the mill and furnace. Newspaper photo
Bottom: Today only timbers remain in the creek bed from the dam once located there. Photo by Bob Schmidt

In 1962 when the rotting iron bridge across Richland Creek at Furnace was replaced by a concrete bridge, artifacts of Furnace Iron Mill were found. The Jake Wilson Construction Company unearthed the remains of the loading platforms while digging holes for new bridge footers. They brought up huge timbers that fell apart when they were exposed to the air. Stones from the platforms, some huge iron spikes and pigs of



This monument to Richland Iron Furnace was made with stones from the loading dock, pieces of slag and an iron pig. It is located beside the new bridge. Photo by Bob Schmidt

iron were salvaged and placed as a monument to the furnace mill by the side of the new bridge. The monument has a deep concrete base, eight huge stones set in mortar in which chunks of slag are visible and a rusting iron pig protruding from the stones at its eastern end. Most of the other stones were used in building the new bridge.

Located near Richland Furnace are two old graveyards that remind us of those who once lived and worked at Furnace. Furnace Mill Cemetery has four markers and the Gillam Cemetery has three. Although only a few markers remain, history and the size of the cemetery indicate many more people were buried there.



These pieces of pig iron and slag were exhibited in front of the Bloomfield State Bank in 1967.

This photo by Ray Ames is from the *Bloomfield Evening World*.

In 1967 a display of pig iron and slag was displayed in front of the Bloomfield State Bank. These remnants of the Richland Iron Furnace seemed oddly out of place in this agricultural area of today. They played tribute to the courage, determination and initiative of Andrew Downing and the other early settlers who built and operated a furnace and businesses associated with it in a remote and isolated place over 166 years ago.

Some canceled checks from the Richland Bank were still in existence in 1976. Andrew Downing is still remembered in history books and articles written about him.

Special thanks to Sue Dove and Joan Tenhoor, librarians at the Bloomfield-Eastern Greene County Public Library, for locating information about Andrew Downing and Richland Furnace.

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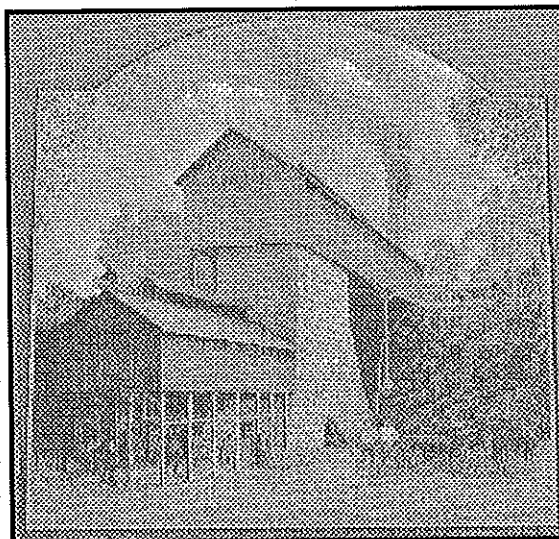
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MURAL
OF
IRON
FURNACE
ON
LEVEE
WALL
IN
PORTS-
MOUTH,
OHIO

P—Bob Schmidt

SEE BRITAIN AT 3 MILES PER HOUR

Have you wondered what it would be like to navigate a narrowboat along old English waterways? The following is a condensed article by Ralph T. Streeter, M.D, from Indianapolis. A portion of it is reprinted here with permission from *Medical Economics*, March 21, 1988.

In June 1988 my wife, Bonnie, and I along with another couple spent seven days inching along the canals of Wales and Cheshire at a top speed of 3 miles an hour. Our craft was a modern version of an 18th-century narrowboat — 62 feet long and 6 feet 9 inches wide. We covered only 82 miles, but we went up and down hill through 46 locks, tunneled under two small mountains, floated high on aqueducts above two river valleys —and traveled back in time. Entering the city of Chester by water and tying up at the foot of its Roman wall —as we did toward the end of our trip —gives you a sense of history.

Two centuries ago, much of Britain's freight moved over a network of canals, carried on narrowboats that were drawn by horses or mules plodding along the adjacent towpaths. After the railroads put them out of business, the canals gradually silted over. In recent years, though, Britain has reclaimed them for recreational use. Today they wind more than 1,500 miles from the Norfolk Broads to London, into the Midlands and Wales, across the Pennines to Yorkshire.

Dozens of boatyards rent completely outfitted diesel-powered narrowboats that accommodate parties of two to 12. Boats can be chartered complete with skipper, but we decided to do all the work ourselves.

The narrowboat we chartered, the *Golden Linnet*, was built in 1986 —the newest of a fleet of 15 belonging to English County Cruises. She was at the high end of the price scale, but we didn't regret our decision when we saw her.

Her steel hull was painted bright blue and orange. Inside, she had two staterooms, each with flush toilet and shower; a completely equipped galley; and a large lounge-dining room. The dining table could have been converted into a double bed for a third couple. We had a furnace and even a color TV.

The English County Cruises boatyards is in Wrenbury, a small Cheshire hamlet on the Llangollen Canal, which meanders into Wales. The Llangollen had several attractive features: fewer locks than most of the

other canals, making it easier for tyros to navigate; two renowned aqueducts; and the lovely Welsh landscape.

When we arrived at Wrenbury the boatyard was full of narrowboats being "turned around" for their next outing. The *Golden Linnet* had just been taken off the hoist in the boathouse, where her hull had been inspected and her paint touched up.

We were a little nervous about handling a vessel that seemed to get longer and longer as the time for departure grew nearer. But the boatyard director took us over her from stem to faraway stern. Then, when our luggage and groceries were on board, he took her out of the slip and tutored us through the first lift bridge and the first lock.

The only controls were a long-handled tiller and a forward-and-reverse throttle for the engine. After days of driving on the left on British roads, it was nice to find that canal traffic moves on the right.

Steering the *Golden Linnet* was an awesome task at first. The canal was spanned by many bridges, and guiding her beneath them through openings less than 9 feet in diameter felt as if we were threading a needle. Three miles an hour seems like 50 when you're closing in on a small hole in a big bridge.

The canal was so shallow that we often ran aground when pulling over to pass an oncoming boat, and had to reverse to get back into the channel. Our proficiency was severely tested whenever we came out of a bridge "hole" into a sharp turn with dozens of boats tied up on both banks. The number of these incidents could be counted at the end of the week by the places where paint was scraped from the bow. Fortunately, the steel hull was reassuringly sturdy and the other boaters understanding.

The locks were sociable places. We met many fellow canal rats — elderly couples who'd get out to work the lock together while ingeniously controlling the boat with lines, and family parties with hordes of youngsters who'd descend on the paddle cranks and lock gates while Dad maneuvered the boat within the lock. We chatted with first-timers like ourselves and with a couple from Nova Scotia who were back for their 12th year.

Every foot of canal is mapped out, so we always knew where the next bridge or lock was located and usually whose farm we were passing. We took turns at the tiller and spent our days reading, lunging, and when the June rains permitted — walking alongside the boat on the towpath or cycling ahead of it past villages with names like Balmer, Heath, Whixall Moss, and

Grindley Brook. Many of the homes along the way backed up to the canal, and the English gardens were in full bloom with azaleas, rhododendron and tall, colorful spikes of lupine. We cooked hearty breakfasts in the galley, but stopped at canalside pubs for lunch. At dusk, we'd tie up for the night and go into town to have dinner and drink beer with the locals.

Awaiting us in Wales was the highlight of the Llangollen Canal — the Pontcysyllte Aqueduct. Opened in 1805, it carries the canal 120 feet above the River Dee through a 1,500-yard trough of cast iron supported by masonry. You feel as if you're flying up there — and because of the aqueduct's height and narrowness, there's an unwarranted sense of danger. Actually, it would be easier to fall out of a bathtub.

Almost as spectacular is the Chirk Aqueduct, a few hours away. It's like an amusement park ride — you begin the ascent immediately after emerging from a 460-yard tunnel that's narrow, dark, and definitely downhill. This was the only place on the canal where I felt a swift current. Elsewhere, the locks take care of the gradient.

At the end of three days, we were almost at the end of the canal. We had a superb dinner of roast Welsh lamb and spent the night in the town of Llangollen. The following morning, we turned around in a "winding hole" — because the canals are narrower than the boats are long, these are the only places where it's possible to turn. Then we headed for Chester on the Shropshire Union Canal.

Now we were surrounded by lush meadows — the grazing sheep in Wales replaced by cattle in Cheshire cheese country. In three more days, we reached Chester. We tied up at a wharf, climbed a flight of stairs to the center of the city, and had high tea at the swank Chester Grosvenor Hotel.

The next morning, we took the *Golden Linnet* back to Wrenbury. Sent by Chuck Huppert, CSI vice-president

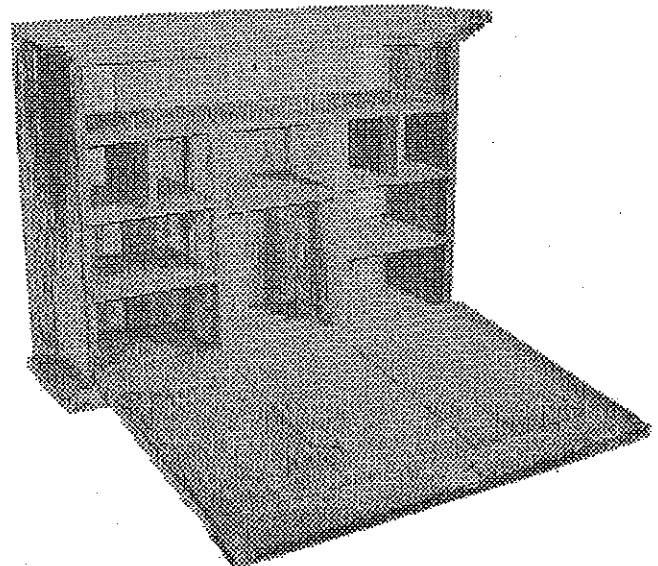
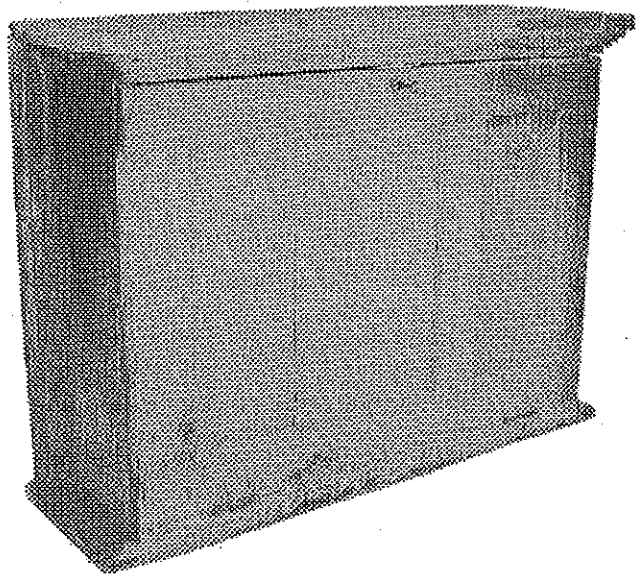
Check out the internet lists of all the narrowboat rentals available. There are many more today than when this article was written. Also more canals have been restored for narrowboat travel.

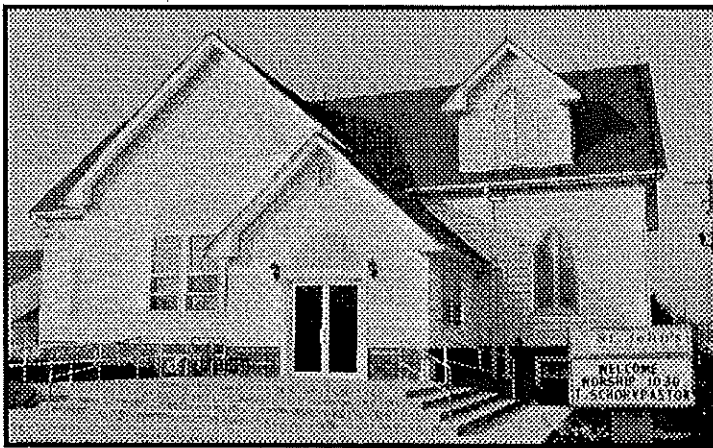
Canal boats can also be rented in the United States on the Erie Canal. Or, if you're not up to steering your own boat, take a charter canal cruise. You may choose from a variety of boats, trips that are short or long, and accommodations to fit your needs. You too can become a "canal rat."

LOCKKEEPER'S DESK ON E-BAY

Neil Sowards, CSI member from Ft. Wayne, Indiana, keeps CSI headquarters informed about canal related items that appear on e-Bay. A primitive painted hanging canal lockkeeper's desk was recently offered for sale by Rich Penn Auctions of Waterloo, Iowa. The desk was originally from Piqua, Ohio, on the Miami and Erie Canal. It was 26 inches tall and 33 inches wide. It had a paneled front and cubby holes in the interior for very important papers. Square nails held it together. The lock on the desk was not an original, but it was a very old replacement. The desk had never been repainted and retained its original red wash. It was advertised as being in very good condition and still had a key which opened its lock.

The desk was up for bids on the auction house floor as well as on e-Bay. There were ten bids on it with the winning bid coming from the auction house floor. It sold for \$180.00 to the highest bidder.





CSI Board Of Directors Met In Center Point

By Carolyn Schmidt

Photos by Bob Schmidt

Fifteen CSI directors met at St. John's United Church of Christ in Center Point, Indiana, on November 4 at 10 a.m. for the Canal Society of Indiana board meeting. Our host was Jeff Koehler, CSI director and Clay County historian. We were welcomed to the church, which was founded in 1864, by the Reverend Ted Schorey. Jeff's family has belonged to the church since it was founded. Jeff related part of its history as well as that of Center Point and Clay County.

Each director was given a booklet containing the secretary's and treasurer's report, a list of CSI accomplishments for 2006, and a short history of the Cross Cut Canal. President Bob Schmidt called the meeting to order and asked directors to review the minutes of the 2005 board meeting written by Secretary Cynthia Powers. Treasurer Jim Ellis reviewed the past years income and expenses. Both reports were accepted. It was pointed out that the CSI \$25 membership dues just cover the cost of printing and mailing "The Hoosier Packet." Our projects are funded by those who give above the membership level. Those present were asked to make additions and corrections to the Accomplishment List.

The CSI brochure has been reprinted. We are working on an insert describing canal sites and exhibits to visit in Indiana. Our website has been updated and a map of Indiana and Ohio's canals added. Other groups wish to link with our site.

Each director was asked to report on the canal and events in his or her area. From these reports we learned that trail and scenic byway development are a high priority in many canal communities as well as saving and restoring canal sites and related buildings. To call attention to and fund these projects things such as clinics giving shots to pets, canal walks one of which traversed 4 counties in 8 days, creating videos and

DVDs, having archeological digs, applying for grants, creating tourist brochures, putting up markers and getting articles published in newspapers have been done. Those currently receiving the most grants are Delphi's Canal Park and the Whitewater Trail between Metamora and Brookville, Indiana. CSI is furnishing the Indiana Department of Transportation with a list of all the federal and state highways that intersect our canal prisms.

Following the old business Jeff Koehler's wife, Mary, served a wonderful meal of roast pork, potatoes au gratin, scalloped corn, layered salad, apple pie and cake. She and her daughters prepared the meal.

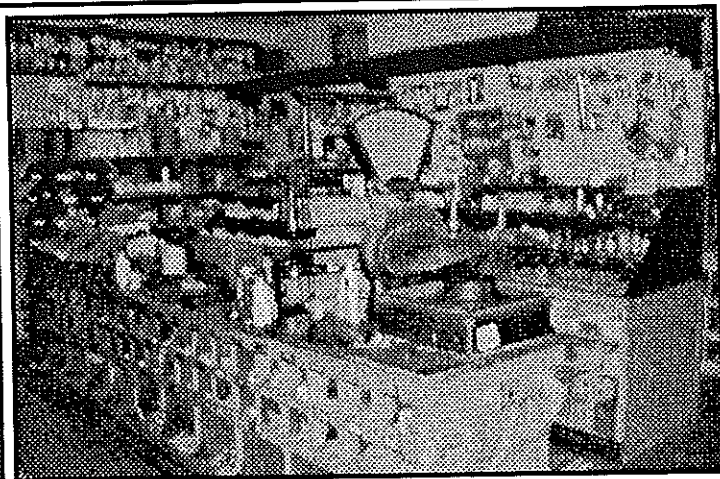
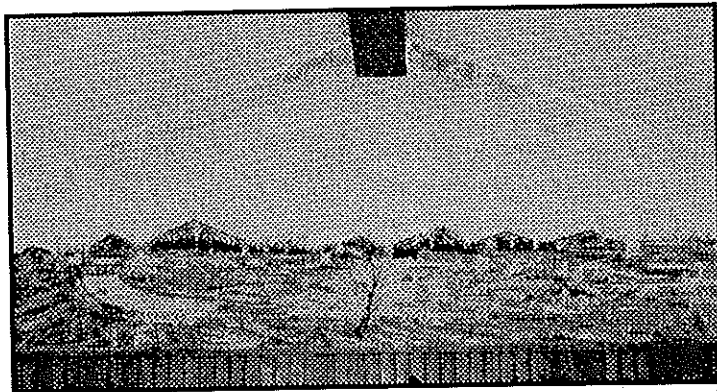
President Schmidt then appointed the following Chairpersons: Sandy Billing -Nominating Committee, Cynthia Powers -Historical Marker Committee, and Sue Simerman -2007 Directors Meeting on November 3. He announced that our 25th CSI anniversary, annual meeting and tour will be May 4-6, 2007, in Delphi; our CSI 2007 fall tour will be on the Erie Canal from Syracuse to Albany, New York, on August 27-29, which is full and has a waiting list; our 2008 annual meeting and tour will be led by Mike Morthorst on the Ohio & Erie Canal in the Scioto Valley at Portsmouth, OH; and the 2008 fall tour will be of the Cross Cut portion of the Wabash & Erie Canal from Terre Haute to Worthington with the planning committee being Jeff Koehler, Leon & Sandy Billing, and Bill & Berky Davis. The World Canal Conference will be held June 13-15, 2007, in England and September 11-12, 2008, on the Rideau Canal in Toronto, Canada.

Since we celebrate CSI's 25th anniversary in 2007, we decided to increase our funding of canal projects. Western Wayne Heritage will receive a check for \$5,000 to insulate and dry wall the third floor of the Vinton House, an old Whitewater Canal and National Road inn. The loan on the building has been paid off. Delphi Canal Park will receive \$10,000 at our meeting there on April 5. President Schmidt pointed out that these monies come from members who support CSI above the membership level and half the money comes from matching gifts from the Prudential Foundation.

After completing society business at 2 p.m., it was time for a mini tour of Center Point, Riley, and canal sites led by Jeff Koehler. Our first stop was at Jeff's home where we were welcomed inside to see a canal

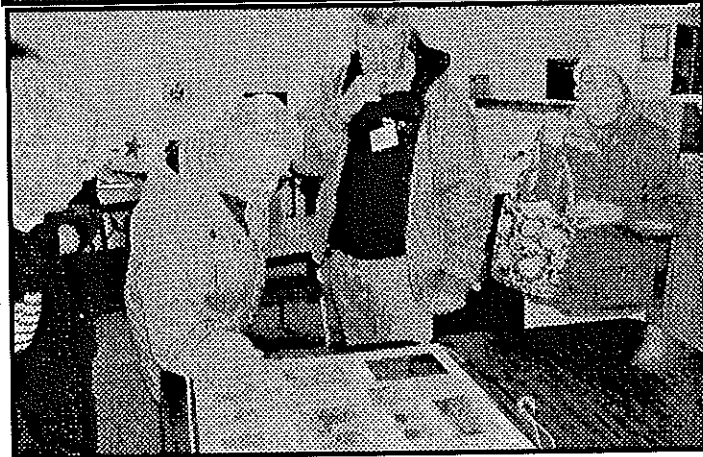
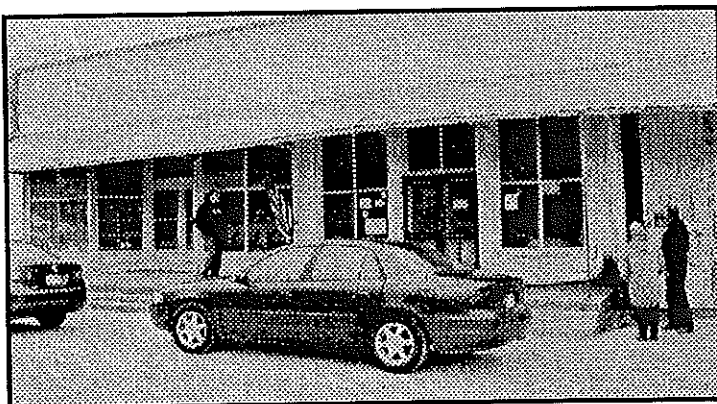
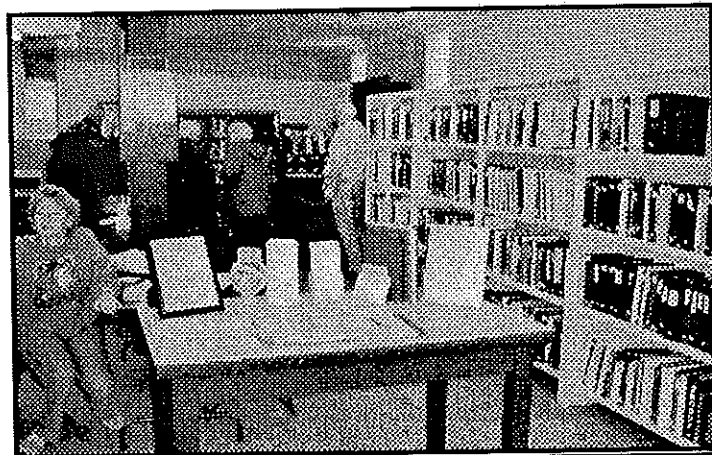


mural that is painted at one end of his family room. It was a rural scene and he hopes someday to have a town canal scene painted on the other end of the room. He told us about his home and the family farm.

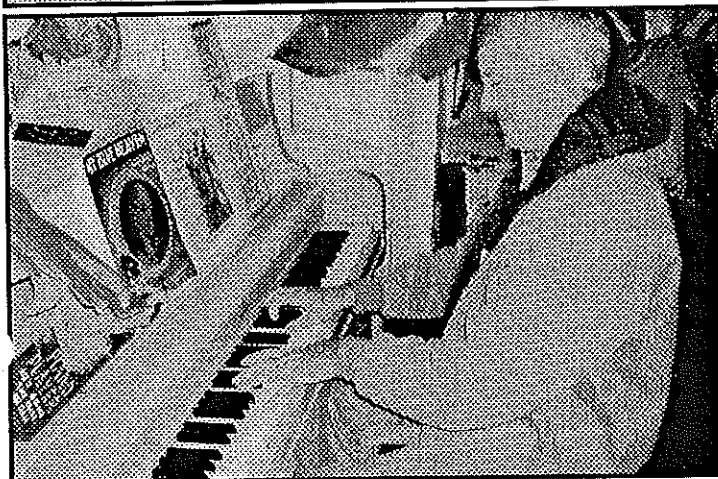


A half block from the hardware store was the Clay County Genealogy Society headquarters. We went inside and found six or more people busy doing genealogical research using the county histories and many historical books and maps in their collection.

Just a short distance down the road we stopped in the time-warp hardware store in Center Point that is still open for business. As we stepped inside the old building we saw some shelves that still have items that were placed on them over 50 years ago and were never sold. These were mixed in with items of today. In the back corner were two tables with cards where locals come to play Euchre and chat with each other. At the front of the store was an old piano from a school. Jeff Koehler sat down at the keyboard and entertained us with Scott Joplin tunes such as "Maple Leaf Rag," which he played without music. What fun!



We then stopped at the site of Lock #49 located on property owned by Gracie Carithers. Jeff had just recently located the site with a few timbers of its bypass still in the creek. Gracie had a bridge built across the creek and a sign that pointed to the lock put in this summer. An old slip scoop was found near the site and Gracie donated it to Western Wayne Heritage for the museum. We thank Gracie for all she did to make our day!





We drove to Lock #47, a beautifully detailed cut-stone lock with one wall almost intact and only a small portion left of the other wall. There were some remain of its bypass. This was a far cry from the few timbers we had just seen of Lock #49: An archaeological dig has been held and we saw the test holes and some of the flags with which they had marked the area. We noted how well the stones fit together and the beveled edges around each stone. Suggestions and plans have been made to develop Lock #47 into a canal park. Since the dig only one man remains of the original crew to write up the report. It seems to be stalled.



Since our cars were parked along the road and a farmer needed to get his farm machinery down it, we had to leave quickly. This ended our tour and we went our separate ways back to our homes.



Most directors had never been to Center Point, which had a post office in 1854, was founded in 1856, and incorporated in 1859. It received its name because it was the center point of Clay County. Only a few directors had been to Riley. We were in coal country. On one side of the road were the old strip mines with watered pits and piles of stripped off earth that was now covered with trees. On the other side were the more modern mines where the soil was leveled and returned to agricultural use.

CSI thanks the Koehler family for hosting our meeting and making our day both enjoyable and educational. We passed grain trucks carrying newly picked corn to silos where it was being stored and knew that Jeff really needed to be in the fields during the harvest. Mary was also needed by the church, which was having a bazaar that night. We also thank Jim Ellis for donating Archway cookies for our early morning snack and St. John's Church for providing our meeting room.

Left: Jeff Koehler, Gracie Carithers and Jerry Mattheis stand behind the slip scoop that Gracie is donating to Western Wayne Heritage. Jerry Mattheis will take it to Cambridge City.

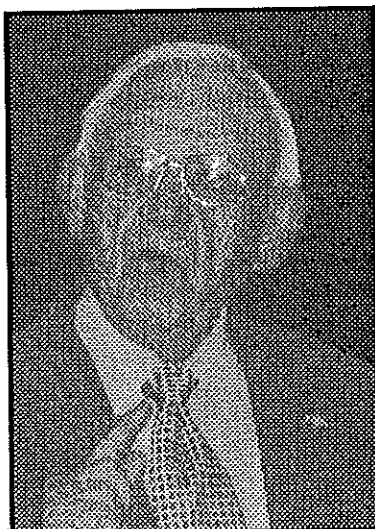
**INDIAN REMOVAL
TOPIC OF MVHC ANNUAL MEETING**

By Carolyn Schmidt

The Maumee Valley Heritage Corridor, Inc. held its 15th annual membership meeting at the Kettingring County Club in Defiance, Ohio, on November 15, 2006. CSI members attending this meeting were Carl Bauer, Jim Ellis, Dick & Martha Kudner, and Bob & Carolyn Schmidt. Following dinner President Kudner welcomed everyone and had a short quiz. It was surprising to learn that many of those present did not realize that the (Miami) Wabash & Erie Canal, which passed through the Maumee Valley, was the second longest canal in the world. The canal is just one of 15 layers of history that is part of the Maumee Valley. The layers include:

1. Geological: Tropical sea, Ice Age, Black Swamp, Maumee Watershed
2. Presence of Humans: 10,000-12,000 years ago
3. Native American Era: Cultures, impact
4. French Era: Explorers, missionaries, traders, forts, laws, culture, impact
5. British Era: Traders, armies, forts, laws, culture, impact
6. Early American Era: Traders, settlers, armies, forts, culture, impact
7. 60 Year's War to control Great Lakes
8. Canal Era: Ship building, timbering
9. Immigrants and their cultures
10. Railroad Era
11. Underground railroad and safe houses
12. Civil War
13. Draining Black Swamp and agricultural boom
14. Oil & Gas boom
15. Industrial Age: Autos, glass, electronics, etc.

The group is seeking federal recognition of the Maumee Valley as a Heritage Corridor. Much of the valley is a scenic byway and is on the Buckeye Trail.



Randall L. Buchman
Photo by Bob Schmidt

Randall L. Buchman, Professor Emeritus of History at Defiance College, a prior curator and research historian for the Ohio Historical Society, author of *Historic Indians*, *Woods Journal*, *The Confluence*, *Making a Difference for 150 years: A pictorial History of Defiance College* and organizer of 3-day conference concerning the Indian Removal Act of 1830 spoke about the consequences the act had on the Indians in northern Ohio in a talk entitled "Sorrowful Journey." He concentrated on

the 1831-32 time frame, which was just before building the Wabash & Erie Canal was commenced. He pointed out that the reason the Indians were removed was that the U. S. government was in debt, needed land and that

the Indians had little choice in the matter.

Prior to the 1830 act missionaries tried to teach the Indians English and get them to adopt white ways. They did not want to give up their life in the woods to become farmers living on small parcels of land. In the 1820s some tribes left voluntarily while others were assimilated into the white man's culture. Still others moved to Canada, but many remained in Ohio on reservations on land which the government "needed."

Those making the journey in 1831-32 were basically from Ottawa, Seneca, and Shawnee-Seneca tribes. Randy told of the promises made them and the reality of what they actually received. He said that preparations for this early removal were poor. The men in charge of the removal had no prior experience, little time to prepare and limited resources. No medical provisions at all were made for those being moved. He read journal entries that were written at the time describing the horrible conditions under which they traveled with many children dying along the way.

Although this removal has not had as much written about it in history books as the later more famous removals, those following this one could have been even worse if they had not learned from it. In the later removal of the Miami Indians in 1846 they were put on canal boats at Peru, Huntington, Ft. Wayne, etc. and taken up the Wabash & Erie Canal to Junction, OH, thence down the Miami & Erie Canal to the Ohio River, put on steamboats and taken down the Ohio to the Mississippi, and up the Mississippi and Missouri rivers to Kansas reservations. Those on the earlier Ohio removal and on the Indiana "Trail of Death" removal of the Potawatomi in the fall of 1838 did not have this luxury. They went by wagon and horseback with the majority of them walking.

Although conditions were tough, many making the journey survived. Today tribes that once lived in the Maumee Valley are still alive in Oklahoma. However, most of today's card-carrying Indians live in cities.

GEORGE HEDFORD DUNN

By Charles Whiting

I previously wrote about George Hedford Dunn, who promoted building the Whitewater Canal and who, after the dam at Harrison, OH, failed, promoted its restoration to Lawrenceburg, in a "Canawlers at Rest" article in the June 2003 issue and again in the October 2004 issue of *The Hoosier Packet*. Our church, Trinity Episcopal in Lawrenceburg, Indiana, just celebrated its 100th year in the present building. Looking around during the service my mind wandering as it is wont to do, I decided to investigate the Baptismal Font as it looked old.

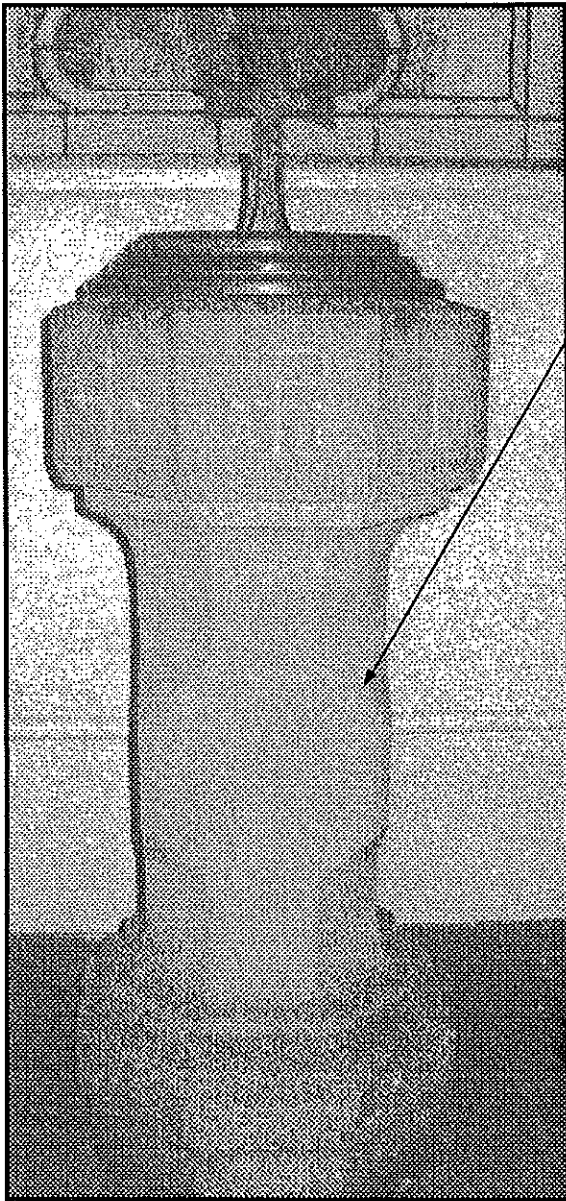


Photo by Chuck Whiting, Jr.

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the church was completely underwater including the steeple.

Little wonder that the Font looks old: Dunn was treasurer of the church from 1844 to 1851.

CENTRAL CANAL

Canal Stakeholders meet regularly with the Canal and White River State Park Cultural District Coordinating Committee in Indianapolis to make and implement plans for the Central Canal. Plans to improve the Ohio Street Basin are being reviewed and construction may begin by early July. They hope to keep Canal access open during basin construction. They also hope to secure private funding to add an interpretive element.

At a recent meeting it was reported that the Canal is safe. Only one person reported a crime against themselves. However, everyone is asked to lock their cars and secure their valuables to decrease car larcenies.

Other improvements to the downtown portion of the Central Canal will include the following:

The length of the crossing signal at the intersection of West and Washington streets is being re-evaluated to assure pedestrian safety.

The Indiana History Center, Indiana State Museum and the National Institute of Fitness have received grants to improve their facades.

Holiday programming is being provided by individual venues.

A self-guided walk is to be launched in May.

The Congressional Medal of Honor will have new names engraved and bring new recipients to the dedication in May.

Art work on the Washington Street bridge will be replaced for another two year rotation.

The problem of algae is under study and hopefully can be corrected.

The new medical building at Fayette Street will open soon. Parking for the facility is being addressed.

New restroom facilities should open in April at Military Park. New bike port facilities including restrooms should open in May by the Government Center.

To my surprise I found it was a memorial to George Hedford Dunn. It probably dates to the 1850s. He died in 1854, the same year that our first church building was constructed. We didn't think there was anything left from the beginning due to the three serious floods the congregation has suffered.

1. In 1884 the floor gave way and all the contents fell into the cellar.
2. In 1905 the cornerstone of a new building at Center and Lake Streets was laid and 7 years later the entire contents of the church was lost in the flood of 1913. (According to our written history.)
3. In 1937 everything was lost except brass furnishings, the alter and the Baptismal Font. At that time

NEWS FROM DELPHI

VOLUNTEER CALLOUT

A Volunteer Callout meeting was held on Thursday, November 9th at 6 pm. It included a "free" supper meal in Delphi's Canal Center. All existing and new volunteers were invited to attend and bring a friend to learn more of where they might expand their personal pride as a valued volunteer in our community.

Annually over 100 volunteers of all ages are involved with the Canal and Trails. They are rewarded with shirts and hats at National Trails Day on the first Saturday of June.

- 1) operate the pontoon boat next summer
- 2) work on trails / flowerbeds
- 3) offer narrated trail walks
- 4) act as docents greeting visitors
- 5) general maintenance and cleaning
- 6) historical research / archival processing

MORE MURALS SPONSORED

The murals around the Canal Interpretive Center's lobby are nearing completion. Just four remain to be sponsored following the hanging of two currently being painted by artist Terry Lacy. These will be a warehouse scene showing cargo being weighed and loaded for shipment by canal boat and a scene on the Wabash & Erie Canal near Lagro, Indiana. Another mural of the Ft. Wayne St. Joseph Feeder Dam has been researched and awaits a sponsor.

CANAL PARK GETS SCHOOL HOUSE

An old log school house was moved from Parrish Farm near Idaville to the Pioneer Village in Canal Park on Jack Cohee's semi and trailer this past fall. It now stands near the Kuns log cabin and Bowen log house. Appropriate school room items (1800 antiques or replicas) are needed such as text books, maps, slates, dinner pails, stove, wood box, teacher's desk, etc.

COLLECTIONS RECORDED

Volunteers are recording all pieces of antique furniture and tools, canal artifacts, pictures and paintings, records and books, and maps that are in the Car-

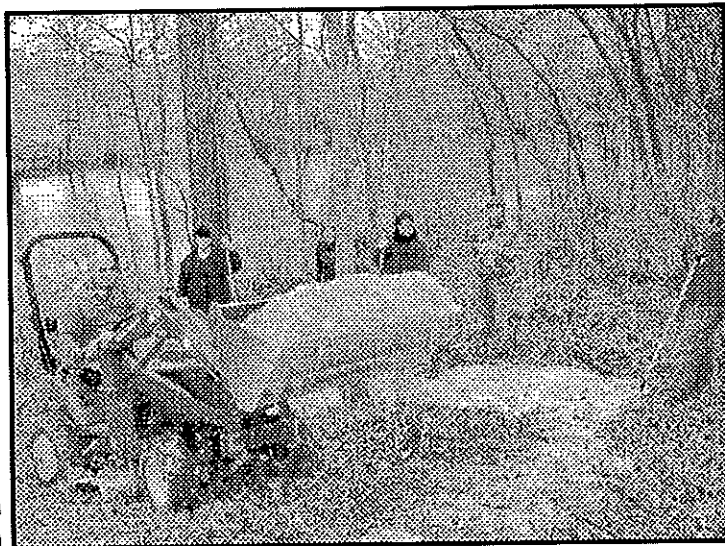
roll County Wabash & Erie Canal, Inc. collection on a Past Perfect computer program. They must first create an inventory of all items in each building on display or in storage, verify information, and find missing information about each item. In the future all items donated will need a collections form filled out with accurate information for entry into the program.

INTERPRETIVE CENTER WINTER HOURS

The Interpretive Center is open from 10-4 on Saturdays and 1-4 on Sundays in January and February. The boat is docked for the winter. The trails are always open. See wildlife along the towpath during the winter months. To book a party or business meeting call Mary at 765-564-4661 or the Center at 765-564-2870 and leave a message.

BRIDGE SITE READIED

The site for the Stearns Truss Bridge along VanScoy Towpath Trail behind Pizza Hut and Dairy Queen was cleared of heavy underbrush and trees to restore the towpath. The site is near a "side-cut / slip" from the mainline Wabash & Erie Canal that brought canal boats up to Main Street. It ran from today's McDonald's restaurant under Dairy Queen to the canal. The canal and side-cut will be excavated later this year to recreate the canal channel.



BOY SCOUTS IN ACTION

By Dan McCain

Paul Brandenburg would be proud of his little JD tractor/loader that he left with the Canal Association when he moved to Indianapolis last year. And all of us are proud of these Boy Scouts from Clinton County as well. Boys and their leaders camped out at Trailhead Park southwest of Delphi on November 18-19, Friday and Saturday nights. On Saturday afternoon they

worked on the Lime Kiln interpretive site and covered the interior trails with clean crushed stone.

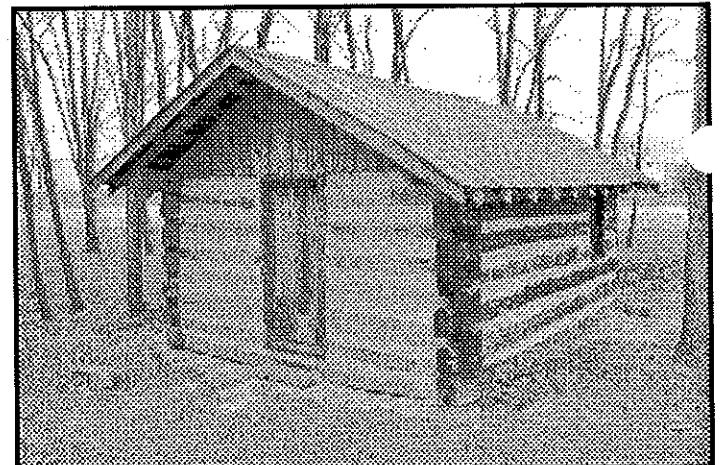
The dozen boys from the Rossville/Frankfort area came to pay tribute to a troop member's 1999 Eagle Project. Back then John Sloan was in the same troop and built the original trails. He has graduated from college and lives in the Cambria area. The boys and their leaders took pride in dressing up this project to make the site more accessible. It was overgrown with minor brush that was pruned back.

Past Eagle Scout candidates have worked to create many varied and wonderful projects at Canal Park and on the Historic Trails. We always have a list of potential Eagle Scout projects.

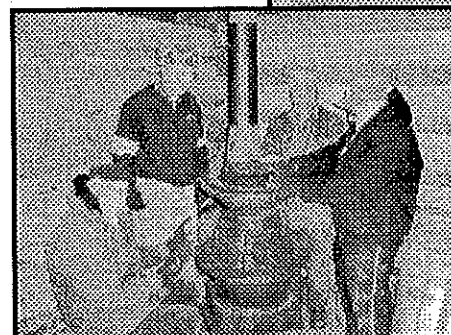
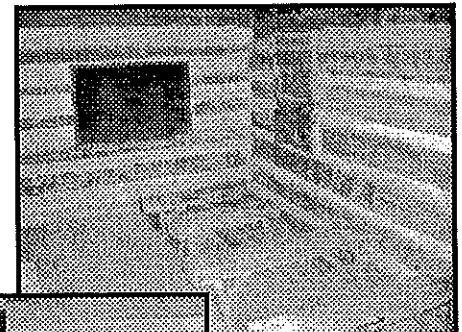
OLD FASHIONED CHRISTMAS IN CANAL PARK

December 9th and 10th was a free winter season festival for young and old alike in Delphi's Canal Park. This year was the "grand opening" of the little log schoolhouse in the Canal Village. In addition all the canal village buildings, the Cabin Crafts Gift Shop, Case House and Interpretive Center were open. Music filled the air while visitors enjoyed hot apple dumpling, cookies and craft demonstrations. They purchased Christmas gifts from the arts vendors.

The schoolhouse was featured to support the continuation of interest in enjoying and preserving the social history of the canal era. A hearty crew of our volunteers brought this 15 X 18 ft. building from White County near Idaville and placed donated log benches, a "slateboard" and potbelly stove in its interior.



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Above: Scouts spread stone on trails and removed brush to update a former scout's Eagle Project.

Right: The one room schoolhouse from Idaville now sits in Canal Park. Benches, a blackboard and a pot bellied stove have been placed inside it. It was open to visitors during the Christmas Festival held in Canal Park.

Photos courtesy Dan McCain

Nov 20, 2006

WABASH & ERIE CANAL BY INDIANA COUNTY

No. 7 of 19 Counties

CARROLL COUNTY

ESTABLISHED: May 1, 1828
 NAMED FOR: Charles Carroll

(Last living signer Declaration of Independence) died 1832
 SIZE: 372.3 Sq. miles

CANAL TOWNS:

COUNTY SEAT - DELPHI

ESTABLISHED: August 1828

FOUNDER: William Wilson donated land

NAMED FOR: Samuel Mirroy suggested Greek city name
 Henry Robinson 1st settler in Dec 1824

NICKNAME: W&E reached here

1840

POPULATION TRENDS:

1840
 1850
 1860
 1870
 Est. 2005 2980

1837

Barnesville - James Barnes 1830/Warehouse

- Lockport 1836

- Burriss Inn 1837

Rattlesnake - north side canal - 1836

New Franklin south side - 1838 at Rattlesnake

Carrollton - 1836

- Mentzer Tavern

Pittsburgh - 1837

- C.W. Coulton stores

Paragon - 1836

- Jesse Jackson

West Delphi - 1836

- Ed Lytle

Lebanon 1830 to South Delphi 1864 to Delphi 1877

Trail of Death passed Tiptonsport Sep. 9, 1838

On the Banks of Old Deer Creek - James W Riley 1885

SUMMARY OF STRUCTURES IN TIPPECANOE COUNTY

LENGTH OF CANAL IN COUNTY

16 = MILES

LIFT QTY NUMBERS

19.5 2 NO. 28 & 29

29.0 4 No. 30 - 33

48.5

Stone Locks

Timber Locks

County Totals

Guard Locks

Other Locks

Aqueduct - Open

Aqueduct - Covered

Stone Arches

Timber Arches

Box Culverts

Feeders to main Canal

Slackwater Crossings

Dams

Road Bridges

1 - Paragon, at slackwater, 1 - Deer Creek, just west of creek

2 - Locks at Pittsburgh, 1 - Steamboat lock, 1 - Lift Lock to enter Pittsburgh sidcut

0

0

1

1

11

2

2

2

9

Pittsburg Dam

Built 1838 - 1840

Contractor Case & Spears

Steamboat Lock Built 1841

Dynamited Feb 9, 1881

Deer Creek Dam

Collapsed 1874 (after June)

Black Driver dies

CANAL TOWNSHIPS

Adams

Tippecanoe

Deer Creek

TOWNS

Lockport, Rattlesnake, & Carrollton

Pittsburg

Paragon & Delphi

WATERWAYS

Burnett's & Rattlesnake Creeks

Wabash River

Wabash River & Deer Creek

5. CANAL LEVELS

Lock 27

Lock 28 & 29

Lock 30

Lock 31 & 32 - Wabash Slackwater

Lock 33 - South of Delphi

TO Lock 28

TO Lock 30

TO Lock 31 & 32 - Wabash Slackwater

TO Lock 33 - South of Delphi

TO Lock 34

21 miles

Nov 20, 2006

DETAILS OF WABASH & ERIE CANAL IN CARROLL COUNTY

Official distances in bold

X = Visible Remains or Marker

L = Locations

MILEAGE

FROM IN

ST LINE County

107.0 0

GENERAL DESCRIPTIONS

Cass County Line

ROAD LOCATIONS

Towpath Rd over Crk
50 Ft W of Culvert 100
N 300 N

1847 REPORT & MISC DETAILS

Road Bridge No. 41

Culvert No. 98

Culvert No. 99

Culvert No. 100

Lock No. 28

Road Bridge No. 42

Lock No. 29

Road Bridge No. 43

Culvert No. 101

Culvert No. 102

Lock No. 30

Road Bridge No. 44

Culvert No. 103

Culvert No. 104

Road Bridge No. 45

Culvert No. 105

Culvert No. 106

Lock No. 31

Lock No. 32

Road & Towpath Draw-Bridge for steamboats

Slackwater in Wabash / towpath east side

Culverts 107-110 under slackwater towpath

Pittsburg Sidecut Lock - north of dam

Dam No. 4 - across Wabash

Steamboat Lock on southside of dam

Wabash (Paragon) Guard Lock

Road Bridge No. 46 Towpath N to S

Road Bridge No. 47

Road Bridge No. 48

Road Bridge No. 49

Lock No. 33

Deer Creek Dam & Slackwater

Towpath Bridge across Slackwater

Deer Creek Guard Lock

Falling Spring Bluff

SPANS / DIMENSIONS

Timber-box 6 Ft x 18"

Timber-box 10 Ft x 18"

Arch-stone 20 Ft chord

Stone - Comb 10 Ft Lift

Stone - Comb 9.5 Ft Lift

Timber - Crib 7 Ft Lift

Timber - Crib 10 Ft x 18"

Timber - Crib 10 Ft x 18"

Arch-timber 2-arches 15 Ft chord

Timber - Crib 8 Ft Lift 6 Ft x 18"

Timber - Crib 9 Ft Lift

Timber-box 3 miles

Timber - Crib 12 Ft High 590 Ft

Timber - Crib na

Timber - Crib na

Timber - Crib 5 Ft Lift 170 Ft

Timber 10 Ft High

Timber - Crib 3 - Bends na

(current bridge built in 1905) was road to Pittsburgh

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WABASH-ERIE CANAL CORRIDOR

A new group has been created as a venue for discussion of events and development along the Wabash-Erie Canal Corridor in Northeast Indiana. A meeting was held November 21, 2006, at the Honeywell Center in Wabash, Indiana. The group is made up of representatives from the Canal Society of Indiana, Carroll County Wabash & Erie Canal, Inc., Historic Forks of the Wabash, Wabash Historical Museum, cities along the canal, trails groups, and other interested persons.

The following opening remarks by Tom Castaldi, Allen County Historian and CSI Advisory Councilman, describe the purpose of the meeting:

"Over the past several years, several persons have spoken of a vision to create a Wabash & Erie Canal Towpath Trail Corridor by means of connecting trails already developed or planning to be developed (hike/bike/drive pathways) in the counties through which the historic nineteenth century canal route once passed. At a "Joint Meeting of the Cornelius O'Brien Conference on Historic Preservation and Indiana Main Street," held at the Wabash Honeywell Center during September 28-30, 2006, a small group was encouraged to call an exploratory meeting to learn of the interest in such a project. We thank the Charlie Creek Foundation for hosting this meeting and sponsoring this meeting place and space in the Honeywell Center today.

"Trails are being developed today at a rapid rate and the interest is high among many who want to keep in good physical condition and seek different venues for recreation. A popular diversion from daily routines in a local gym fueled with a yearning to be out of doors and interest in learning more about the history that took place where they live all are reasons for the surge in well-planned trail systems. At the same time we are aware that there are some people not happy with pathways that might cross over private spaces.

"Careful, patient and thoughtful planning must be employed for long-term success.

"We sit on a gold mine of history that was the Wabash & Erie Canal line. Some at this meeting can actually walk the route and know of its colorful stories, the contribution that the Wabash & Erie made to the development of Indiana and indeed to the western United States. It should not be continually overrun and destroyed from memory. A trail would mark its history by creating recreation and offer economic development such as restaurants, lodging and tourism that you all know is possible.

"With each county on or contiguous to the old

Wabash & Erie Canal towpath having produced or planning to develop a bike/hike/byway what is the likelihood that through communications and networking these county/city trails might one day connect one county, with the other from Toledo, Ohio, to Evansville, Indiana?

"Progress has already been made in many places:

Ohio has an active Maumee River Valley Heritage Corridor making its way from Toledo to Fort Wayne along the continuous Maumee River Valley.

Individual trail work has been completed in virtually all of the potential counties.

"Is it time to gauge the interest of an idea that would link up each county with a marked route that celebrates why in fact we are connected together; what that line means to the existence of our cities and towns; and how we each might come to work together to learn if this concept should become a reality?

"A beginning in Indiana includes the counties of Allen, Huntington, Wabash, Miami, Cass, Carroll and Tippecanoe. An expanded vision should not neglect a canal corridor touching Evansville on the Ohio River to the west and south and Toledo at Lake Erie toward the east.

"Do we want a route that hikers/joggers can enjoy, that bikers can challenge over long distances, that in a car you could approximate the old canal towpath over its 468 mile length – the second longest canal in the world when it was completed in 1853 – that would intersect with other national trails offering new directions to any one who would like to take on its challenges?"

After Tom's remarks a discussion followed with each person introducing himself and expressing his ideas. At the end of the meeting a joint resolution was made as follows:

Resolve, That an interpretive restoration and/or re-creation of the Wabash & Erie Canal Towpath Trail and Heritage Area along the rivers of history from the banks of the Maumee on Lake Erie to the banks of the Wabash extending to Lafayette is an:

- Investment in health through improved access to recreation and the
- Preservation and enjoyment of our nation's heritage, and a
- Gift to generations to come through the wise use of heritage and
- Recreational resources that will foster sustainable economic development.

See blog site: <http://wabasheriecanal.blogspot.com/>

CSI members present at the meeting were Michael Beauchamp, Tom Castaldi, Dick Kudner, Dan Cain, Bob & Carolyn Schmidt, Brian Stirm

POWERPOINT PROGRAM UNDERWAY FOR WABASH & ERIE TOWPATH TRAIL

A PowerPoint program is being developed to show to groups about the "Towpath Trail" being constructed in Fort Wayne, Indiana, and along Eagle Marsh. It will be an extension of Fort Wayne's Greenway and connect with Aboite Trails. Ground was broken for the trail in 2006. It is expected to be completed in 2008.

The following information was supplied by CSI Headquarters to be included in the program:

What is a Towpath

A pathway for horses or mules of about 10 foot width that followed along the canal usually on the side toward a river or waterway. Made of packed earth it was used by the animals traveling in both directions. They had to be maneuvered to prevent getting "twisted up in the ropes." Packet boats or boats pulled against the slight current had the right of way. When boats approached each other the vessel coming with the current pulled to the berm bank and stopped the animals, thus allowing slack in the towline rope, which would drop to the bottom of the canal. The boat coming against the current could then proceed over the rope in the bottom of the canal, its animals walked over the rope lying on the towpath. The horses and mules were always hitched in tandem, one behind the other, rather than as a team, side by side, as used in field plowing. Sometimes this took some special training to get the animals to tandem hitch.

The Historical Towpath

Wabash & Erie Canal - 468 miles from Toledo, OH to Evansville, IN

380 miles in Indiana
88 miles in Ohio

Longest canal in America, 2nd in world to Grand Canal of China 1,000 miles

Erie canal was 363 miles 1817 - 1825 construction

Wabash & Erie Constructed from 1832 - 1853 - 21 years
1860 operations south of Worthington ceased.

Ground breaking Feb 22, 1832

Opened to Huntington July 4, 1835

Opened to Toledo - Lafayette, May 8, 1843 Albert S. White (US Senator) first boat to Toledo

Grand Celebration July 4, 1843 at the Thomas Swinney home site - 10,000 attended dedication & barbecue
Operation of Canal 1835 - 1872

56 hours from Lafayette to Toledo, About 3 cents per mile for passengers

Packet boats carried packets of mail and traveled day & night

Dimensions - prism normally 40 feet wide 4 feet deep - Erie Canal standard

73 locks on W& E in Indiana - 14 cut stone / 7 stone & timber / 52 timber locks
Locks - 90 feet long x 15 feet wide - Erie Canal Standard

20 aqueducts - Only 5 covered like a covered bridge / 15 are open trunk

Longest aqueduct on White River 510 feet
St Mary's covered Aqueduct - 160 feet
Aboite Creek Open Trunk Aqueduct - 112 feet

Small streams carried under canal via a culvert - stone or timber arch or wooden box

St Joseph Feeder Dam - 230 feet long. 16.5 feet high - Location At River Bend Golf course
Feeder is 6.5 miles long
Enters main canal at Rumsey & Wheeler in the Nebraska Neighborhood, *Fort Wayne*
Water flowed: 47 miles east to Defiance & Mamee River slackwater pool
27 miles west to Forks of Wabash - next feeder entered

Note: The information features canal structures in the Fort Wayne area and does not include all the structures of the Wabash & Erie Canal.

Mark you Canalendars:

CSI SPRING TOUR
Wabash & Erie Canal in Carroll & Tippecanoe Counties, Indiana

"CANALABRATE GOOD TIMES"
25 years of canawling
May 4-6, 2007

More information and registration forms to follow in future Hoosier Packet

W & E In Toledo Area



Larry Turner, CSI member from Doylestown, Ohio, has found the following information to add to the "Gateway To The East" tour book.

OHIO SUPREME COURT 1855

I remember when I was new to Indiana, and a newlywed, back in 1972 — teaching and living in Kendallville, Indiana near Fort Wayne. On a trip to my husband's hometown of Lafayette, we drove alongside what I thought was an overgrown ditch. "No, it's a canal," he said. We stopped to look and I became hooked. But it was not until just a few years ago that a speaker/member from CSI spoke at our library and I learned to this organization. Thanks CSI for being there and for your "Speakers Bureau." Lynn Bower

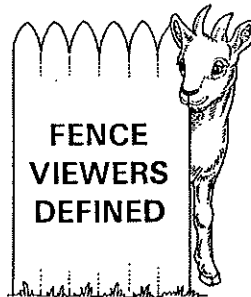
Found that letting the repair of the canal for a term of 5 years, UNCONSTITUTIONAL, the contractors on this canal declined to accept the benefits of the 9th section of the Act of April 15, 1857 —to appraise the tools, boats and material belonging to the contractors and to Pay for them out of the REPAIR FUND.

The State had to pay superintendents, lock tenders, laborers and material for repairs of line \$19,500.

SIX MILE RESERVOIR - Built in 1842, Down by 1859

1859-60 The canal from Manhattan to Toledo has been impossible only for boats of VERY LIGHT DRAUGHT. The lock gates at Manhattan have given away and timber breast walls have been placed at the lower recesses in order to keep up the level. And the Re-building of the AQUEDUCT AT SWAN CREEK would again place this portion of the canal in good repair.

The term Fence Viewers was mentioned on pages 9-10 in the "Canawlers At Rest: The Peter Cornelius VanSlykes" article in the *Hoosier Packet* of November 2006. A description of the duties of Fence Viewers was sent to CSI Headquarters by Gerald Hulslander, CSI member from Marseilles, Illinois, as follows:



I presume Fence Viewers had duties in Indiana similar to those in Illinois. The only legal fence requirement in Illinois was that fences be able to "turn" livestock. By custom a fence that was shared with a neighbor would be half yours with your half being on the right as you faced your neighbor's property although by mutual consent it could be any division you agreed upon. A fence viewer would judge the fence to determine if it was built and maintained to "turn" livestock.

SWAN CREEK 1872 Document

Extraordinary repair of Outlet Lock at Swan Creek. It was in bad condition. They built a coffer dam around the lower end and the lock was bailed out by means of a steam pump during the progress of this repair.

Boats were turned into the Maumee. A tug was engaged to tow them to Toledo and return.

SYMMES CREEK 1865 Document

1862 The state was, several years since, ENJOINED from the use of a Towing Path constructed along the East Bank of SWAN Creek, in the city of Toledo, by parties claiming to own privileges there, which they could not be seized by the state. The case passed through several courts until last winter — then the injunction finally lost and another party, under exact circumstance on the same line of towpath, has obtained an order requiring the lessees of the canal TO DESIST FROM USING Towpath —serious interference with the passage of every BOAT engaged in the trade with TOLEDO.

Townships also were authorized to have a pound commissioner. He would deal with stray animals, usually horses, cattle, sheep, and hogs - hard to deal with stray cats.

The other office I know of is that of weed commissioner. He determined if a farmer was negligent in the control of noxious weeds, noxious being a weed difficult to control such as Canadian thistle, noxious indeed!

IN MEMORIAM: Albert L. Volz, CSI member from Columbia City, Indiana, passed away on July 28, 2006. CSI has received a memorial gift in his honor from his wife, Carolyn Volz. We extend our sympathies to his family.