

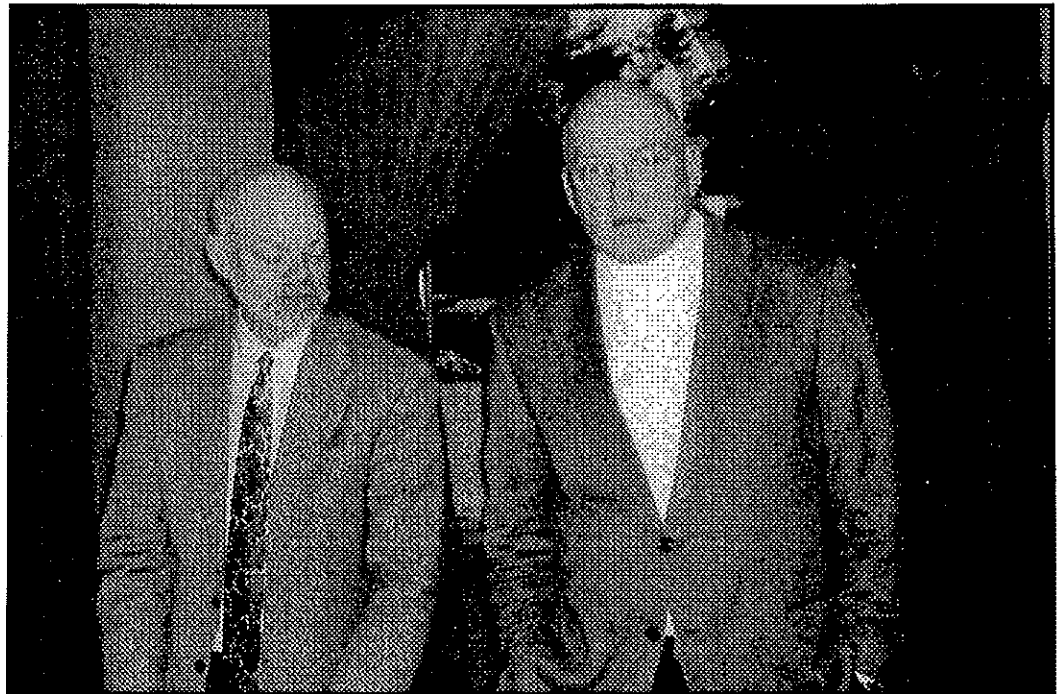
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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## PRESERVE & ADAPT



Ray Irwin, INDOT Director of Greenways and Bikeways (on the right), spoke about the grand trail plan he is creating for Indiana as requested by Governor Mitch Daniels while Ron James, Banks of the Wabash, looked at the map of the 27 proposed trails. Photo by Bob Schmidt

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### WABASH & ERIE CANAL CORRIDOR

By Tom Castaldi

Representatives from the Canal Society of Indiana, Carroll County Wabash & Erie Canal, Inc., cities and museums located along the canal in northeastern Indiana, trails groups and other interested parties were hosted by the Charlie Creek Foundation at the Honeywell Center in Wabash, Indiana, on February 1, 2007. They came prepared with maps on which they had marked suggested trail routes along the Wabash & Erie Canal through their counties. These maps demonstrated how existing county/community trails could be interconnected to form a Canal Corridor. They

also wanted to learn more about Governor Daniels' idea to: develop an Indiana Trail system that focuses on connectivity, infrastructure improvement and economic development. Today trails are a good idea for health, quality of life and economic reasons.

The meeting was opened with Tom Castaldi's introduction of Ray Irvin, INDOT Director of Greenways & Bikeways. Ray is developing Indiana's master trail plan. He offered a look at the master map showing the current plans and began his presentation.

Ray reinforced the current popularity of trails comparing it with the challenges he faced when developing the Monon Trail some twenty years ago. The Monon Trail has been highly successful.

Ray must go through every road project the state has planned as well as analyze government grants that were made and seek those never utilized by the recipient. He also has had to deal with attempts to place bike trails along Interstates highways, which he has opposed because they have proven to be a bad idea in other parts of the county.

When building a new road or reworking an old route, an additional sixteen feet of land added alongside it can provide room for a trail, but may cause the project to be extended considerably. Typical timeline issues he faces are: planning committees formed to learn what should be included; working up the design; going to the public for comment and finally getting the financing.

Ray said that a unique opportunity has emerged

in trail planning with the idea of installing below-grade infrastructure such as internet wiring, and piping for sanitary, water and septic systems. He pointed out that many Hoosiers continue to depend on septic systems and wells for a water source. Further, although our State has an abundance of water, it may not be where it's needed for expanding populations or in times of drought. Conversely, pumping wastewater to a central treatment facility could help eliminate scattering water handling for existing homes and every newly developed community site as well. Ray said we must look at efficiencies for the future. His plan for over 2,000 miles of trail raises the question of, what can we locate under the trail's paved surface to enhance our State's infrastructure?

Abandoned railroad lines are a case that begs the question: Does a rail line once abandoned revert to the adjacent land owners? Historically railroads got the right-of-ways for economic development of communities. Today, we do not have the right-of-way luxury of putting the next pipe in the ground. So of the 3,000 or so abandoned rail lines - polluted with arsenic and creosote leakage - if a land owner's great, great, great grand dad did not own the land prior to the railroad's use, why should the property of the abandoned line revert to the current adjacent land owner? These are questions that need study.

Ray went on to explain that for the first cut of his plan they looked at a road to parallel their route taking into consideration the width of the road. The next step is tweaking the existing plan with a meeting of community representatives and our consultants to

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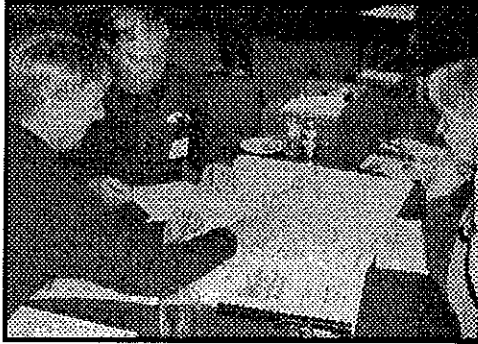
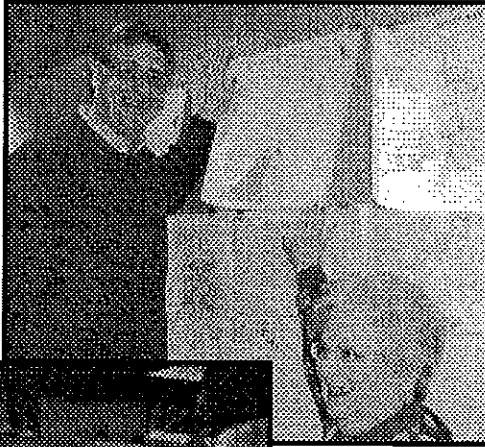
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Carolyn Schmidt watches Tom Castaldi hang the maps of the suggested trail route through each county on the meeting room wall.

Photos by Bob Schmidt



Representatives discuss the trail route proposed through Huntington county, which includes existing trails.

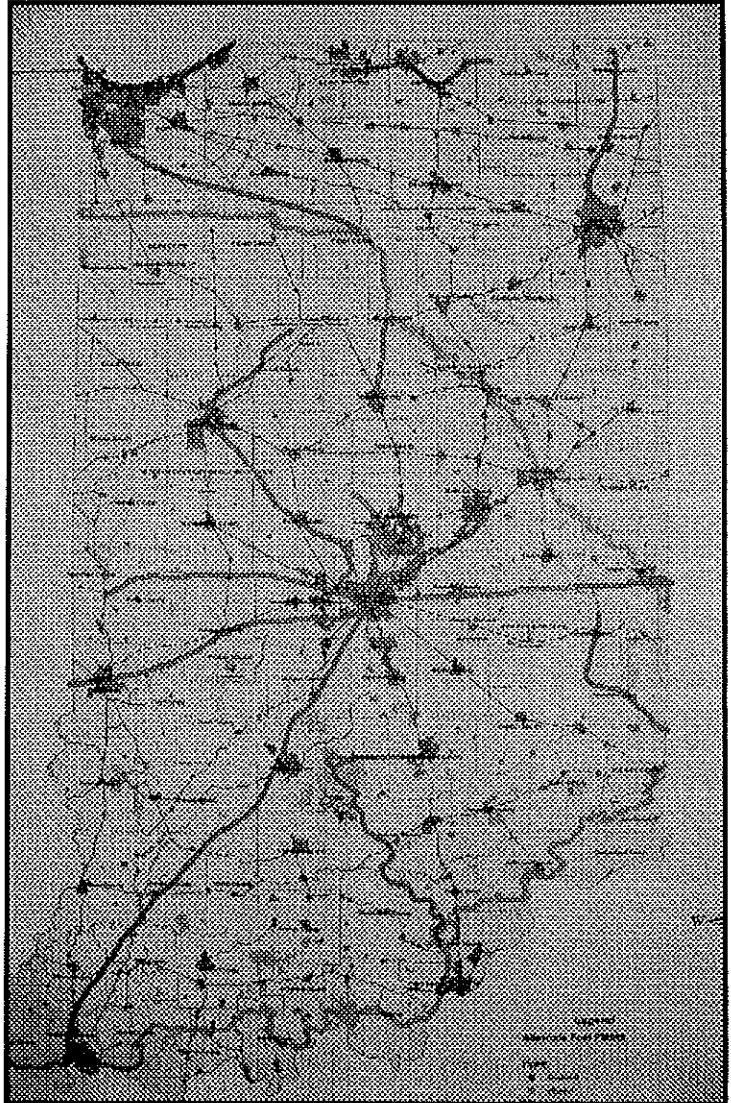
confirm where to position the dots on the map. We have a lot to consider before plotting a bike lane and acquiring land, which can be a long-term event. A good question is, how do we get local owners to be a part of continuing the corridor in say the next eighty years? Remember that we can't afford the maintenance of a trail without local buy-in.

The plan calls for a set of guidelines. The project will not take away from the arts and culture of a given area. Also, directional signage, construction specifications and related concerns will be standardized for uniformity based on national standards and best practices for trails.

When asked if there is a chance we could get the Wabash Erie route back on the master trail plan, the Director said that it could be looked at but priorities have been set. Existing trails can be altered...but not much. You are invited to visit my office to look over the master map.

Viewing a copy of the Master Map it appeared that the proposed trail tracked along the north side of the Wabash River from approximately Carroll County through Wabash County and misses Warren and Fountain counties. Currently the trail from Terre Haute shifts from the Wabash River to the southeast on the "Farm Heritage Trail."

Ray stressed that land acquisition is a first step for future trails. He suggested that those present form a 501(c)3 designation to start a land trust in perpetuity arrangement. He said that a land owner is unlikely to turn over land without assurance that, for example, it



This map was the first of the proposed trails routes. It has already been altered to reflect other's interests. Photo by Bob Schmidt

will not be sold to a developer. Government can't give that assurance, but a non profit can. He also spoke about the high cost of the project.

In all there are 27 different trails in the Indiana Trails plan with a path width of twelve feet. It is estimated that the cost per mile, including land acquisition, construction, paving is \$1.3 million. Additional features, such as bridges and culverts are extra.

In conclusion Ray remarked, "Here is what you can do: At the local level you have influence. Let the governor and your legislative representatives know that you know about the Indiana Trail plan. Let them know that you want to support it, want to see it succeed and that we're here as volunteers to make this a better community."

## Canal Preservation and Adaptive Reuse

By Richard F. Brown, Jr., AICP

### Introduction

During the first half of the 19<sup>th</sup> Century, a principal mode of transportation and commerce was canals. Following completion of New York's Erie Canal in 1825 and its subsequent success, canal mania swept over much of the country east of the Mississippi River. Canals ranged from short millrace canals that provided water-driven power for local mills to lengthy intra-state and inter-state canals that were constructed and operated as the 19<sup>th</sup> Century equivalent of the Interstate Highway system.

Among these improvement projects was the Wabash & Erie Canal, the longest canal in North America ([www.statelib.lib.in.us](http://www.statelib.lib.in.us)). Upon its completion in 1853, the Wabash & Erie Canal extended 468 miles between Toledo, Ohio and Evansville, Indiana and provided a direct water-borne transportation link between Lake Erie and the Ohio River ([www.indcanal.org](http://www.indcanal.org)). Other canals were built for power production and are often referred to as hydraulic canals or power canals.

Construction of each canal included more than just the waterway itself. Numerous locks, weirs, basins, aqueducts, dams, hydroelectric power plants, bridges, and other structures were built in conjunction with the canal. Often, these structures have survived, even though the canal that created their need has not. As impressive icons of America's early industry and transportation heritage, the structures are wonderful examples of industrial archaeology and history.

With the advent of the railroad boom during the middle and latter stages of the 19<sup>th</sup> Century, canal construction slowed dramatically and many ceased operation. Over the years decay, neglect, Mother Nature, and alternative priorities have contributed to the demise and destruction of many great American canals. Fortunately, through foresight, planning, and some luck, a number of canals have avoided such a plight and have been rescued from destruction. For other canals, only partial segments remain as limited examples of industrial archaeology that have been preserved for future generations.

This article discusses saving and adapting these ribbons of industrial heritage to:

- Preserve icons of an earlier era;
- Provide vast recreational/greenway opportunities; and
- Present options for community redevelopment and reinvestment.

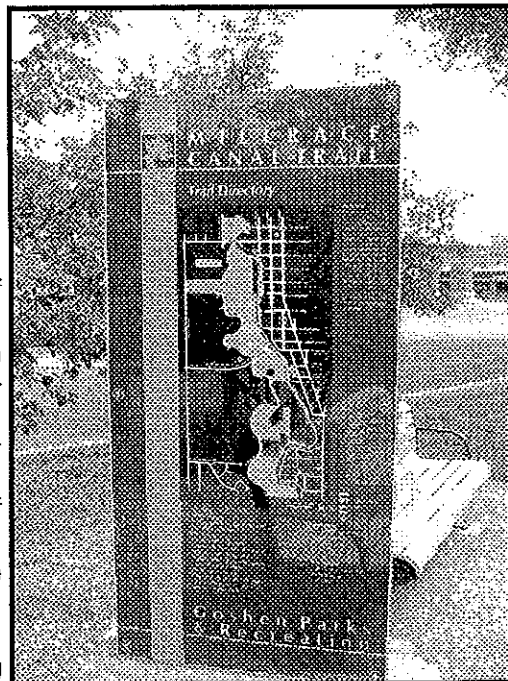
### Examples

One of the best known examples of preserving a historic canal corridor, while also using it for recreational purposes, is the Chesapeake & Ohio Canal in Maryland and Washington, D.C. Completed in the 1828, the canal extends along the north bank of the Potomac River some 184.5 miles from Georgetown in the District of Columbia to Cumberland, Maryland (Hahn). Today, through the foresight of Supreme Court Justice William O. Douglas and others, the C & O Canal corridor is part of the National Park system ([www.nps.gov](http://www.nps.gov)). A visitor to the C & O Canal cannot help but be impressed by its engineered features such as the Conococheague Creek or Antietam Creek Aqueducts and the Paw Paw Tunnel. Similar preservation and reuse successes have occurred on the national level with the following canal corridors:

- Delaware & Hudson Canal in the Upper Delaware Scenic & Recreational River in New York and Pennsylvania
- Illinois & Michigan Canal National Heritage Corridor in Illinois
- Blackstone Valley National Heritage Corridor in Massachusetts and Rhode Island
- Delaware & Lehigh National Heritage Corridor in Pennsylvania
- Augusta Canal National Heritage Corridor in Georgia
- Ohio & Erie National Heritage Canalway in Ohio
- Schuylkill River National Heritage Area in Pennsylvania
- Erie Canalway National Corridor in New York

On the local and state level there have been other successful preservation and adaptation efforts, including, but not limited to:

- Hennepin Canal State Parkway in northern Illinois.
- Miami & Erie Canal Corridor in western Ohio; a heritage route from Delphos to Piqua.
- A re-watered two-mile segment of the Wabash & Erie Canal in Delphi, Indiana.
- The 2.75 mile Goshen Hydraulic Canal in Goshen, Indiana; part of the Maple City Greenway.
- Whitewater Canal State Memorial in Metamora, Indiana with North America's only operating covered wood aqueduct (Whitewater Canal State Historic Site).
- River Preserve County Park in Elkhart County, Indiana which includes two hydraulic canals.
- The Central Canal and Canal Walk in Indianapolis, Indiana; part of Indy Greenways.
- Piqua, Ohio Hydraulic Canal Linear Park; a 2.2 mile hike and bike trail ([www.miamivalleytrails.org](http://www.miamivalleytrails.org)).
- Sidecut Metro Park in Maumee, Ohio.
- Towpath trails along the Miami & Erie Canal in three adjoining Toledo, Ohio Area Metro Parks (Providence; Bend View; and Farnsworth).
- Reopening of the Millrace Canal in Beutter Park in Mishawaka, Indiana.
- The East Race Waterway in South Bend, Indiana, which is the site of the nation's first manmade whitewater rapids. ([www.sbparks.org](http://www.sbparks.org))
- The James River & Kanawha Canal in Richmond, Virginia.
- Old Santee Canal in South Carolina.
- Gilead Side-Cut Canal in Grand Rapids, Ohio.
- The Roanoke Canal in Roanoke Rapids, North Carolina.
- Reproduction canal boat rides in a number of states including Ohio, Indiana, Pennsylvania, New York, and Virginia.



Mill Race Canal Trail along the Goshen Hydraulic Canal

The benefits of preserving remaining canal segments are numerous. They include the following:

**Greenway Links:** Canal segments are perfect linear greenways for linking larger tracts of greenspace and/or parkland within a community or between communities. These links provide a continuous green ribbon of interconnected open space for recreational use(s) and/or wildlife movement.

**Recreation:** Many canal corridors have towpaths, which can be easily adapted for active and passive recreation opportunities such as hiking, biking, jogging, walking, or bird watching. In the winter, the towpath can be used for cross-country skiing or snowshoeing. Canals with water remaining in them or that have been re-watered provide potential opportunities for fishing, canoeing, and kayaking.

**Non-motorized Transportation:** Canal corridors, especially continuous ones present non-motorized transportation opportunities for commuters. The Chesapeake & Ohio Canal in Maryland and the Central Canal in Indianapolis are both known for bicycling commuters. In an era of rising fuel costs, alternative transportation options become increasingly important.

**Historic and Industrial Archaeology Preservation:** Old canal corridors often contain wonderful opportunities for historic and industrial archaeology preservation. Massive stone locks; wooden weirs; quaint historic bridges and/or aqueducts; dams; mills; and other similar structures provide lasting examples of a by-gone era, whether they are preserved as is or adapted for reuse in a more modern context.

**Education:** The educational benefits derived from preserving canals are numerous. These may include,

hands-on opportunities for classes in history, archaeology, nature and wildlife, geology, sociology, planning, historic preservation, engineering, architecture, and landscape architecture. The story of how canals were constructed and the aura of canal boats under tow should be of interest to students of all ages.

**Visual Amenities:** Many canal corridors contain numerous scenic vistas and photographic opportunities. These linear greenways/waterways can also soften the hard edge of the built urban environment by providing a scenic, historic, and human context.

**Tourism Opportunities:** Tourism abounds along canal corridors. Attractions such as canal boat rides; museums; historic sites; or guided tours and hikes are just a few examples of the opportunities available.

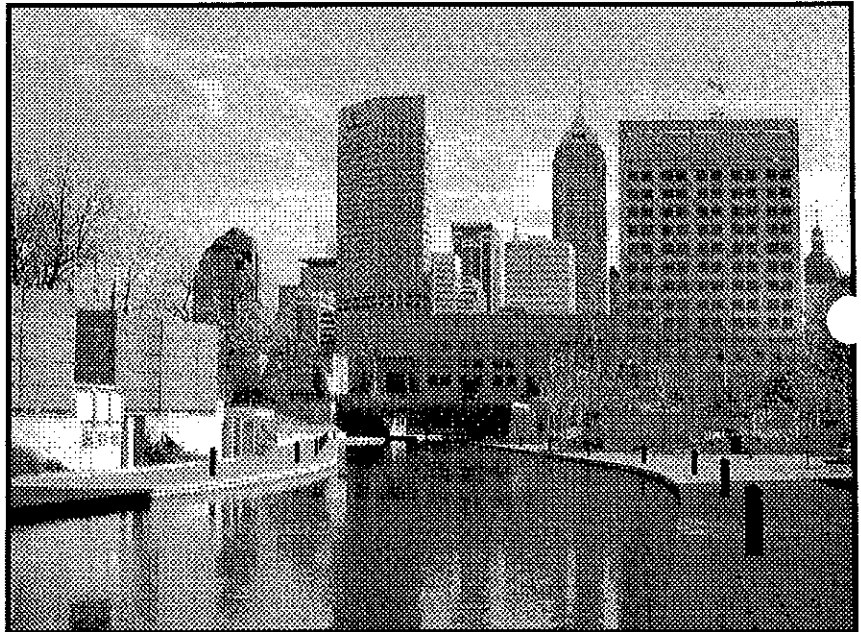
**Community reinvestment and revitalization:** Preserved canal corridors are magnets for reinvestment and revitalization in the community. These include opportunities for restaurants; bed and breakfast inns; souvenir shops; or local services to serve those visiting or traveling the canal either through adaptive reuse of existing structures along or near the canal or through new investment. Others may wish to rehabilitate historic structures for residential purposes. In some cases, new mixed-use developments are built along or near the canal.

### A Case Study (The Central Canal)

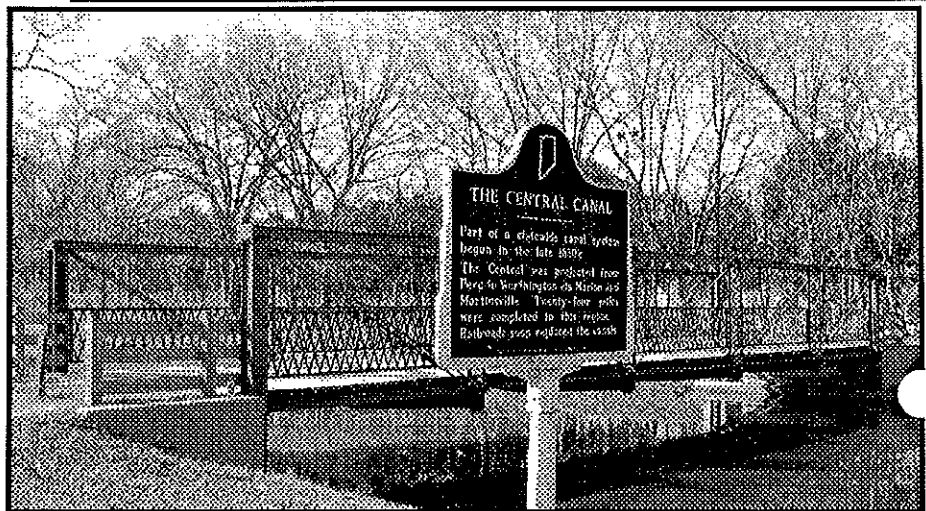
The Central Canal in Indianapolis provides an excellent example of capturing all these benefits. As a native of the city, who now lives in Michigan, it has been fascinating to observe from a distance the adoption of the canal as a tool for revitalizing portions of the city. The Central Canal extends from its junction with the White River at Broad Ripple in the north-central part of the city southward past to the northwest edge of downtown. It was originally intended to be part of a longer north-south canal linking the state capital with the Wabash River to the north and the Ohio River on the south ([www.indcanal.org](http://www.indcanal.org)).

Growing up on the north side of Indianapolis, I recall wondering about the history and purpose of the Central Canal (or the Water Company Canal as we knew it) each time we crossed one of the numerous concrete bridges arcing over the waterway. Whenever I return to my hometown, I am impressed by how the canal has now been incorporated into the city's vast greenway system. Several years ago I had the pleasure to traverse much of the canal's length by bike and was pleased by the interesting interpretive signage and restored historic bridges along the route. For much of the trip, one hardly felt like they were in a major metropolitan area and it certainly gave this native a different perspective of their hometown.

A number of residential and mixed use developments have sprung up at the southern end of the canal, including the



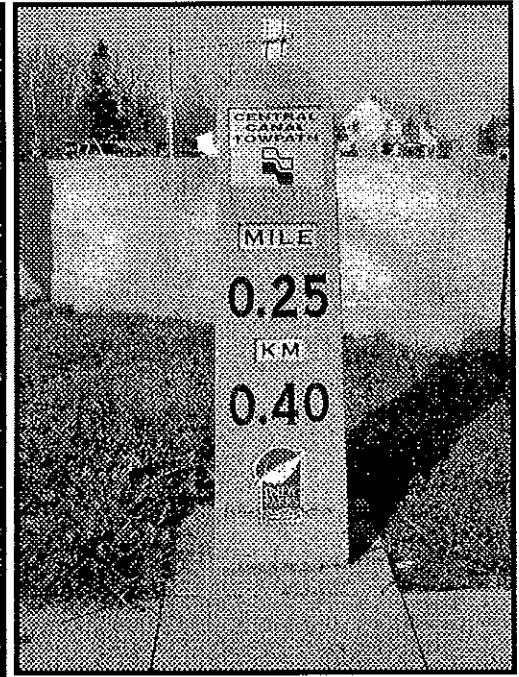
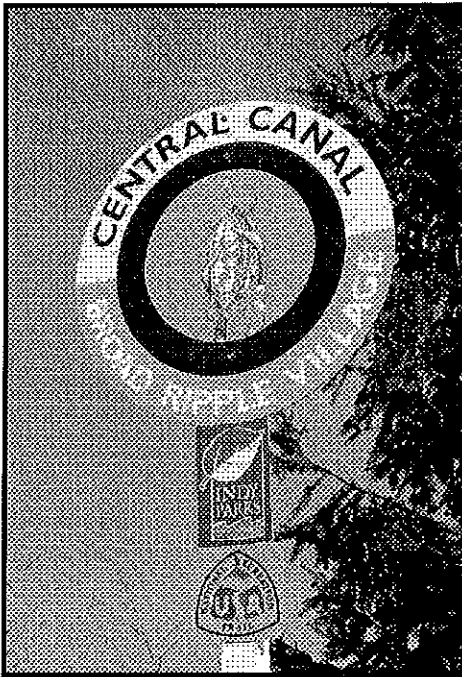
Above: Central Canal Walk in downtown Indianapolis, Indiana  
Below: Bridge across the Central Canal in Broad Ripple, Indianapolis  
Photos by Richard Brown



impressive new Indiana State Museum. Meanwhile, in Broad Ripple the canal as well as the immensely popular Monon Trail have combined forces to revitalize this former canal town into a vibrant midtown commercial district.

Conclusion

In conclusion, with canal preservation, even a little segment can go a long way to providing recreational opportunities, greenspace linkages, and revitalization to a community. The canals listed in this article range from approximately 1,500 feet long (the East Race Waterway in South Bend) to more than 100 miles in length. Many opportunities for preservation and incorporation into a greenway system are there. A commitment to protecting these historic ribbons of our nation's transportation and industrial heritage can begin with a small project, such as a short canal segment or even an individual structure such as a canal lock.



The Central Canal Towpath Trail in Broad Ripple Village has signage showing it is part of the Indy Parks Greenway and is also a National Recreation Trail. It has stone markers that give distances in miles and in kilometers. Photos by Richard Brown

However, with ever-increasing development pressures, the opportunities may not be around forever. Earlier in this article, the achievement of constructing the Wabash & Erie Canal was noted. Unfortunately, only scattered remnants of this engineering marvel have been formally protected or preserved. While books may describe it, and old black and white photographs may picture it, nothing can adequately prepare you for how physically impressive a canal lock or aqueduct are until you see them up close. What better way to say thank you to our ancestors who sweated, toiled, and in some cases died to build these monuments of early of American transportation and industry, than to preserve them for future generations to appreciate.

**SOURCES:**

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<http://www.sbpark.org/parks/erace.htm>

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TopoZone

*Whitewater Canal State Historic Site: A Journey into the Past*, Whitewater Canal State Historic Site, Metamora, IN, internet document, October 20, 2006.

## Towpaths to the Future

by Richard F. Brown, Jr., AICP

Building forth a nation  
One level at a time  
From labor and muscle  
With grease and grime

Mile after arduous mile  
Day upon grueling day  
Blood, sweat, and tears  
Spilled along the way

Packed earth and stone  
Hardened down ground  
For horses and mules  
Led harnessed and bound

Aside the still waters  
Across long aqueducts  
Over arched culverts  
The canal trade conducts

Linear, long and narrow  
Through valleys and plain  
Canal boats towed onward  
In sunshine and in rain

Remnants of their glory  
Remain intact today  
Artifacts and reminders  
Visible along the way

Conversion to pathways  
For parks and recreation  
To preserve local history  
And early transportation

Towpaths to the future  
That once hauled produce  
Ancestral gift to us all  
Now adaptable for reuse.



I remember Lagro, Indiana, having a History Day in June of 1992. The Canal Society manned a table of materials at Kerr Lock. This photo shows Bob Schmidt (president) in the lock with his top hat on and explaining how the lock worked and the history of the Wabash and Erie Canal.

This was the first time I saw Bob in costume and the first time I heard about the goods that were shipped on the canal. I specifically remember chicken feathers being mentioned.

Lagro residents had a hay ride taking people to the different churches to see the stained glass windows and to the Catholic Church that was built by canal workers. Sue Simerman

Bob Schmidt in Kerr Lock, Lagro, IN Photo by Sue Simerman



## 2007 CONTRIBUTIONS TO CSI

The following members have contributed beyond the \$25 membership to CSI since the previous publication:

Mick & Jenny Wilz - \$50

1/31/07



# CANAWLERS AT REST

## CYRUS BALL

b. May 30, 1804  
d. June 30, 1893

By Carolyn I. Schmidt

Cyrus Ball was born in Lebanon, Warren county, Ohio, on May 30, 1804. Being the youngest of six children (three brothers and two sisters) he worked on the family farm and only attended primitive schools for three months each winter. Whenever he could find the time he read history and studied miscellaneous subjects knowing that someday he wanted to become a lawyer. He began passing on his knowledge to others when he was a very young man by teaching school.

In 1825, at the age of 21, Cyrus left the family farm to read law. After further diligent study he was admitted to the Bar in Lebanon, Ohio, in 1826.

Cyrus Ball and his cousin Justice Harland went to Lafayette, Indiana, in 1826 by horseback. There he sought a place to settle and practice law. He soon discovered that there was little need for a law practice in the fledgling community. He decided to set up a general store. He and his brother, Seneca Ball, went to Baltimore, Maryland, to purchase stock for the store and brought it back by boat. The establishment grew steadily and Cyrus took over the entire business 2 ½ years later.

Ball was an early debater in Lafayette. Debating at that time was often carried on around gathering places such as general stores and taverns where gentlemen passed the time discussing politics and issues of the day. This helped prepare him for the legal profession. In 1828 he was admitted to the Indiana bar. He was elected Justice of the Peace in 1831.

On his birthday May 30, 1833 (1832?), and at the age of 29 Cyrus Ball was united in marriage to Katherine Parmelia Smith according to his great-great-

great granddaughter Cecily Gordon Schneider. One history book gives her name as Cordella (aka Christiana) Smith. This was probably misread from handwritten records. She was the daughter of Ira Smith. Cyrus and Katherine Ball had two daughters. Katherine and the girls died approximately three years later of cholera.

In 1834 Cyrus was politically listed as a non-partisan. After having served as Justice of the Peace for 5 years he ran for re-election and was defeated by Mathais Peterson, a Democrat, in 1836. Following his defeat, he started a dry goods business with partners James Hill and Peter S. Jennings. After Hill died in 1837 this business became known as Ball & Jennings. Ball later sold his part of the business to Jennings. Ball and his brother then bought a lot on the corner of Third and Main streets for \$150.

On March 27, 1837, Cyrus Ball along with Samuel R. Johnson, William M. Jenners, Robert Jones, N. H. Stockwell, Dr. E. Deming, L. S. Westgate, Saurin Jenners, Thomas B. Brown, Samuel B. Johnston, John D. Smith, Isaac V. Harter and Benjamin Henkle signed an article organizing the Parish of St. John's Episcopal Church. During the ensuing few days more names were added to the article totaling forty-five. The next year a 28 x 45 foot frame church was built fronting on what was then Missouri Street. A white stack-like structure contained the pulpit below which was a reading desk and below that the communion table. The pews, which at first were sold, were square topped and had doors. The doors were eventually removed and the pews were made free. Candles furnished the light in the building.

Ball was married for the second time in 1838 to Rebecca Gordon, who was cheerful and was a fine judge of character. She was tactful and a very intelligent lady. She contributed verse to various publications and was later the author of anti-slavery stories that were published in eastern magazines. She was born May 16, 1816, in Philadelphia, came to Lafayette in 1837 and died on January 16, 1900 at the age of 93+.

The 1850 Census of Tippecanoe County, Indiana, shows Cyrus age 46 and bank cashier from Ohio and wife Rebecca age 35 from Pennsylvania having five children. To this information has been added additional information about their children as follows:

Cyrus G , male, age 11 - known as Gordon Ball  
Seneca, male, age 9 - became prominent in business and railroad circles. He died December 19, 1907.  
Eugenia, female, age 5  
Cornelius\* (Cornelia), female, age 4 - She died just as she was becoming a young woman.  
Richard E.(Eugene?), male, age 6/12 - As United States Consul to Budapest under President Hayes, Eugene

Ball, died while on duty to Vienna, Austria. His death brought many international and national officials to the Ball home.

\*Please note that the census record was hand written with some names incorrectly misspelled.

Their oldest child was Cyrus Gordon Ball. They used his mother's maiden name as his middle name. The use of Gordon as the middle name for the eldest child has been carried on in the family for generations since that time.

Cyrus Ball volunteered for duty during the Black Hawk War of the late 1830s when Chief Black Hawk threatened to come into Illinois. At that time Chicago was much smaller than Lafayette being merely a trading post. When he and William Reynolds arrived there on their way to the front they couldn't even get enough feed for their horses.

In 1840 Ball became a collector of tolls for the Wabash and Erie Canal, which was open at that time from Lafayette to the Indiana/Ohio state line beyond Ft. Wayne. Advertisements in old Lafayette newspapers preserved at the Tippecanoe Library show that he also insured freight on the canal boats.

Ball's legal education was put to good use in 1840 when he was elected as one of three associate judges for his district. From then on he was always known as Judge Cyrus Ball. His decisions were so carefully thought out and fair that rarely were they reversed by higher courts. In 1852 Ball was elected Associate Judge of the Court of Common Pleas.

In 1841 Ball became a cashier for the Lafayette Branch of the Bank of the State of Indiana. He remained in that position until its charter expired in 1859 and it was liquidated. The Ball's residence at the time was built together with the bank on one side and adjoined a drug store on the other side. The façade of the bank building itself was in the same style as all the other state bank branches with four large columns that were twenty to twenty-five feet tall and formed an alcove in the front. When the charter expired Ball purchased the property on which the bank was located at the corner of Sixth and Main streets.

In 1847 Land for Greenbush Cemetery in Lafayette was purchased and on Feb. 3 it was incorporated. In section 1 of the 1848 Non-code Acts enacted by the General Assembly of the State of Indiana it states that the incorporators "created a body politic and corporate by the name and style of the 'Greenbush Association of Lafayette,' and by that name shall be able to contract and be contracted with, of suing and being sued, plead-

ing and being impleaded, of answering and being answered in all court and places, and in all matters whatsoever, with power to purchase, receive, and hold, and to convey any real and personal estate which may be appropriate to the nature of their association." The incorporators were:

Jesse Andrew  
Zebulen Baird  
Cyrus Ball  
James F. Clark  
Othneil L. Clark  
Thomas S. Cox  
Richard H. Eldridge  
Thomas P. Emerson  
Rudolph S. Ford  
Joseph S. Hanna  
Robert Heath  
William Heath

Luther Jewett  
Joel B. McFarland  
George Nichol  
Godlove S. Orth  
John Purdue  
William F. Reynolds,  
David Ross  
Mathias Scudder  
Lawrence B. Stockton  
Nathan H. Stockwell  
Charles F. Wilstack

The cemetery became a popular burial place. Albert S. White, a senator from Indiana is buried there. (The first canal boat that traveled from Lafayette to Toledo for the grand opening of the Wabash & Erie Canal in 1843 was named for him and a celebration was held in Toledo on May 8 at its arrival. By April of 1844 the Toledo *Blade* was reporting a large fleet of canal boats arriving from Lafayette carrying bacon, lard, barrels of pork, wheat and flour that were bound for eastern markets out of the Toledo port.) By September 1865 Greenbush Cemetery was full. The burial of Civil War soldiers hastened using up the lots. There was a prisoner of war camp in Lafayette. As they died they were buried in the northwest corner of Greenbush. In late December of that year land adjacent to the cemetery was acquired for additional burial plots.

Ball had unusual business abilities. He was a good organizer and promoter. He could foresee the outcome of business transactions. As the first president of the Lafayette Artificial Gas Company, Cyrus Ball held a large amount of its stock. His able management led to its success.

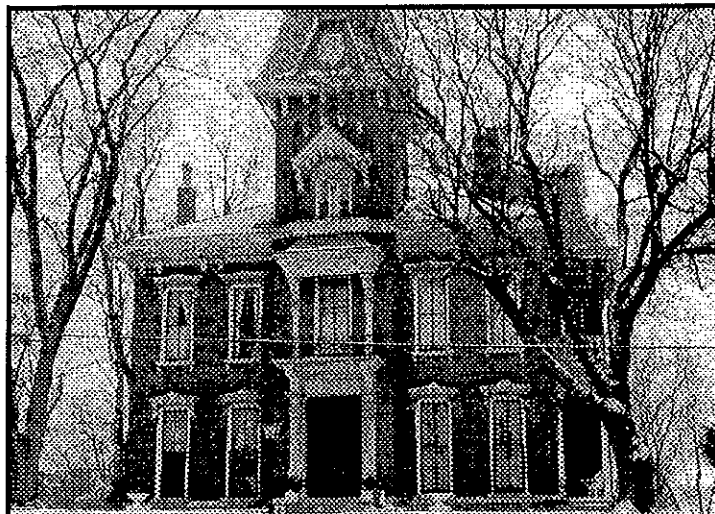
Ball foresaw that the railroads as the new technology would surpass the canals. Being an enterprising and resourceful individual he, along with Albert S. White, was instrumental in constructing the railroad between Lafayette and Indianapolis. It later became a part of the Big Four system.

Ball was one of the original free-soilers and held broad and liberal views. Although it was dangerous, he entertained William Lloyd Garrison and other well known abolitionists in his home and maintained an "underground railroad" station for escaping black slaves.

In April of 1865 the Reynolds Bank merged into the Union National. Its president was J. L. Reynolds and Cyrus Ball served as its cashier, a position for which he was well qualified after acting as a cashier of the State Bank of Indiana. The stock worth \$250,000 was held by seven men. By this time Ball had become a wealthy man.

In 1865 the Balls decided to have a huge mansion built high on a hill south of downtown Lafayette. The land called "the Pasture" had been previously used as pastureland by members of the community. In 1841 the street that ran up it was called Clark Street. The land later appeared as "Prospect Hill" on abstracts. In 1860 the street was renamed "Ninth Street." It is now the Historic Ninth Street Hill neighborhood and contains the country estates of wealthy movers and shakers, who could afford magnificent homes, servants and carriages during the 1853-72 railroad expansion prosperity. Ball's neighbors were:

- Gregory Ball
- Thomas Benbridge
- Moses Fowler - home built in 1852 by wealthy banker and entrepreneur known as the Fowler House Museum or Tippecanoe County Museum
- Oliver Pierce
- W. F. Reynolds
- Henry Sample - home built about 1867 by meatpacker, who had a warehouse on the Wabash & Erie Canal to ship his meat via the canal



Judge Cyrus Ball Mansion 402 S. 9th Street  
Photo by Bob Schmidt

Gordon Ball, was also of political importance to Lafayette. An attorney for about 50 years he was the City Attorney from 1936-37, State Representative from Tippecanoe and Warren counties 1951-60, and Minority Leader of the House of Representatives in 1959. He was the Permanent Chairman of the Indiana Republican Party Convention. He was a Lt. Colonel in the 10<sup>th</sup> Air Force for four years during WWII serving in the China-Burma-Indian Theater. He also served the 10<sup>th</sup> Air Force as Assistant Staff Judge Advocate and later as Acting Staff Judge Advocate.

The Judge Cyrus Ball House located at 402 S. 9<sup>th</sup> Street was placed on the National Register of Historic Places on May 3, 1984. Canal Society of Indiana members, Michael & Cecily Gordon Schneider, are currently living in the mansion.

As Ball grew older, romping with his children and grandchildren gave him much pleasure. He also enjoyed frequent fishing trips to the Kankakee, Wild Cat and Wabash rivers.

Cyrus Ball had a successful life full of honors. His disposition was "kind, tender, yet firm, straightforward, and determined." He died on June 30, 1893 at the age of 89.

In *Past & Present of Tippecanoe Co., Indiana*, DeHart describes Cyrus Ball as follows:

"He was always distinctively a man of affairs, who wielded a wide influence among those with whom his lot was cast, ever having the affairs of his county at heart and did what he could to aid in its development, then passed serenely on to his eternal rest, leaving behind him a priceless heritage to his family and friends—the record of a life well spent and a good name."

Cyrus hired George Post, an architect, to build the home and kept day-to-day records for each workman noting his craft and daily pay and for each supplier noting the material he supplied, its cost and the cost to transport it. When all was totaled, the final cost of the home was \$25,000. It was not completed until 1868.

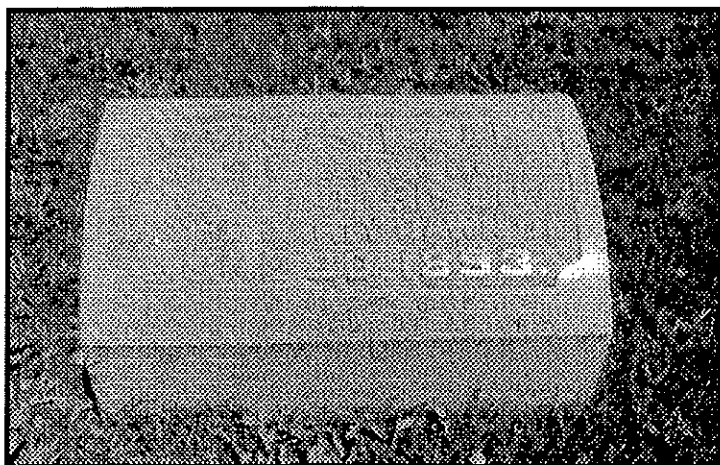
The style of the home was Italianate/Second Empire. Its original furnishings, which have been preserved and are still being maintained by family descendants, were also of the Second Empire style. Paintings by George Winter, the area's first artist (1837-76) and great-grandfather of Cable Gordon Ball, hang on its walls.

After the death of Cyrus and Rebecca Ball, the mansion was inherited by the following generations:  
Cyrus Gordon and Annette Winter Ball (daughter of George Winter)  
George Gordon and Georgia Winona Cable Ball  
Cable Gordon\* (d, 10-10-1981) and Evelyn Osterman (d, 8-2005) Ball

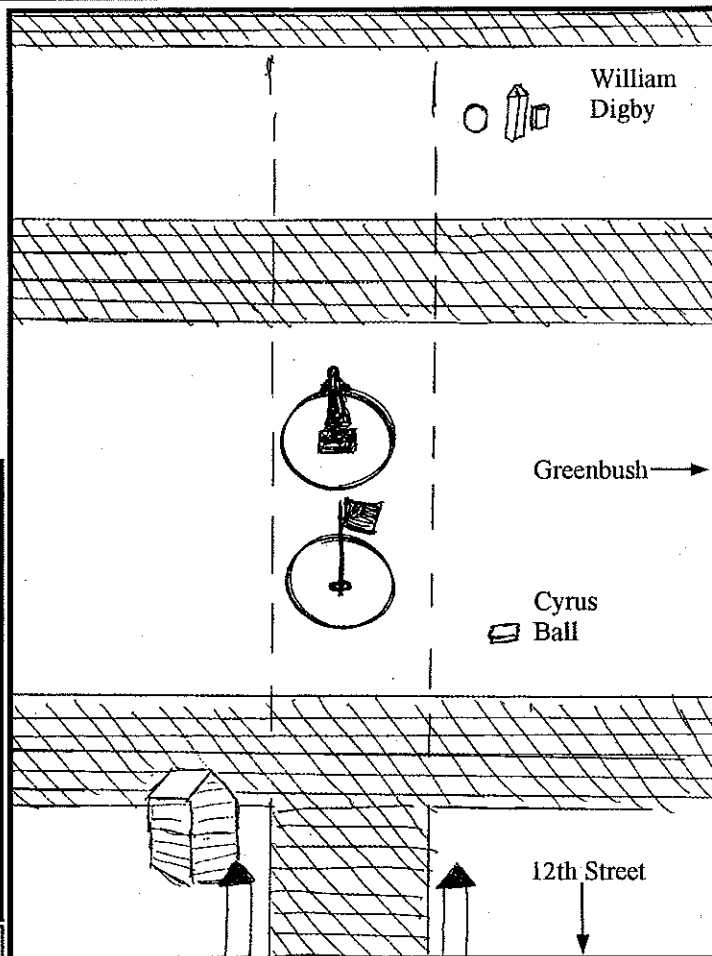
\*Cyrus and Rebecca's great-great-grandson, Cable

Cyrus Ball was laid to rest in Greenbush Cemetery. To reach his grave stone enter the cemetery through the 12<sup>th</sup> street gates and walk down the center path. On your right two rows before reaching the flag-pole you will find a low stone inscribed as follows:

CYRUS BALL  
 AGED EIGHTY NINE  
 DEPARTED THIS LIFE  
 IN THE EARLY DAWN OF  
 JUNE 30, 1893.  
 ETERNAL THE DAY BREAKS  
 AND THE SHADOWS FLEE AWAY.



Grave stone of Judge Cyrus Ball in Greenbush Cemetery, Lafayette, Indiana Photo by Bob Schmidt



**GREENBUSH CEMETERY**

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*Biographical Record and Portrait Album of Tippecanoe County, Indiana.* Chicago, IL/Lewis Publishing Company, 1888.

DeHart, Gen. R. P. *Past & Present of Tippecanoe County, Indiana.* Indianapolis, IN/B. F. Bowen Company Publishers, 1909.

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Schneider, Cecily. E-mail and phone conversation notes on her great, great, great grandfather Cyrus Ball.

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## JOHN BEARD AND HIS ILLINOIS & MICHIGAN CANAL CONNECTIONS

With Genealogy of:

John Beard, Salmon Lusk, & Prier Wright

By Charles Davis

John Beard, son of Zacharias and Anna Maria Barth Beard was born in 1789 in Washington County, Maryland. He moved to Fort Harrison near Terre Haute, Vigo County, Indiana either before or in the year 1818. Parke and Vermillion counties were not established yet, although the settlers were in the southern part of the area at that time. Vermillion County was originally a part of Vigo County. In 1821 Vigo County was divided into Vigo and Parke Counties. Later in 1824 Parke County was divided into Parke and Vermillion Counties.

John Beard was appointed Justice of the Peace for Vigo County on June 24, 1818. Indiana Executive Proceedings 1816-1836, Indiana Historical Collections The first proceeding appearing on record affecting property is the granting of a writ of ad quod damnum, on the application of John Beard, to have damages assessed for the erection of a mill and dam on land of the applicant, being the SE½ of section 33, T. 14 N., R. 9 W. on Brouillett's Creek. The legal and recorded deed is the West ½ of the Southeast ¼ of section 33, 80 acres, February 4, 1817. This is one of John Beard's land entry deeds in the Newport, Indiana court house recorder's office. This land was the site of Beard's Mill that he built. It was later called Patton's Mill.

The first trial of the first circuit court in Vigo County was a contested case with an action of trespass brought by Isaac Coleman against Abraham Markle, William Markle and Amos Rice. One of the jurors impaneled to try the case was Salmon Lusk, John Beard's son-in-law.

There were no ferries in Vigo County until the commissioners set out the following on August 11, 1818: "On the petition of Salmon Lusk and John Durkee for the establishment of a ferry across the Wabash River from the west to the east fraction number 21 in township number 13, north of range number 9 west, the board being fully satisfied that the notice required by law had been given and that the land on one side is owned by the said applicants; it is ordered that the said ferry be and it is hereby established that the proprietors thereof procure and keep for the succeeding year one good flat boat sufficient for the transportation of a loaded wagon and four horses, also one skiff or pirogue, together with a sufficient number of hands for manning the same and that they be allowed the following rates for ferriage to wit: From the first day of May to the first day of December, for a man and horse, twenty-five

cents, and from the first day of December to the first day of May, thirty-seven and a half cents; for a wagon and horse thirty-seven and a half cents, and for every additional horse twelve and a half cents. Ox teams in the same proportion. For every head of neat cattle six and a fourth cents and for every man twelve." Here the record breaks off abruptly and the page is missing.

From the index, John Beard was granted a license on August 11, 1818 to establish a ferry at the present site of Clinton, IN, which was then in Vigo County. Mr. Beard bought the land for the ferry on June 11, 1818, which consisted of the East fraction of section 15, 93.87 acres Deed in Rockville, IN courthouse This land fronted the town of Clinton on the west side of the Wabash River. He also built the first house in the town of Clinton. The house was located in Lot #1 or #18 in block #5.

Salmon Lusk met his future wife at Fort Harrison. Early in life he had volunteered at Canadaigua, NY and served as the Captain in I Company Regiment, Vermont Militia in the War of 1812. He was discharged in 1815 at the end of the war. In 1816 he volunteered as a soldier in the United States Service under General Wm. H. Harrison and served under him at Fort Harrison in Indiana. He remained there for two years of service during which time he suffered an attack by the Indians.

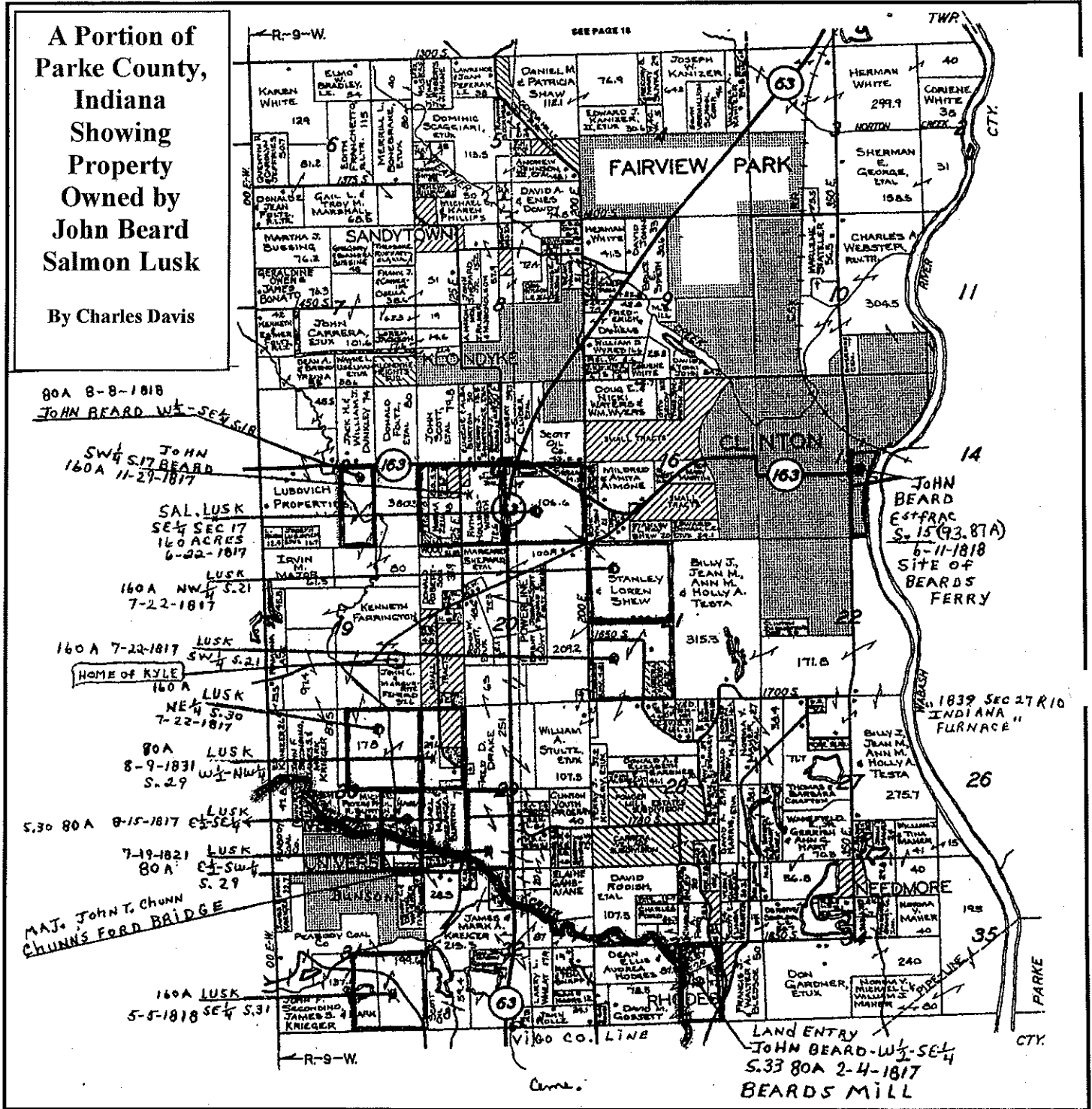
Lusk married John Beard's daughter Mary "Polly" Beard on November 19, 1819, in Vigo County. On July 22, 1817 Salmon Lusk had bought 160 acres of land in Clinton Township, Vermillion County, in the northeast ¼ of section 30 on Brouillett's Creek. He established a farm there being next door neighbors with his father-in-law John Beard.

Before Lusk left his farm in Vermillion County, he searched out the land northeast in Parke County. He entered a land Patent deed in Reserve Township on November 28, 1820, the West Fraction of the Southeast Quarter in section 6. Deed Record 107/57-58. Two years later he would enter land in Sugar Creek Township that would later be the famed Turkey Run State Park.

John Beard built the first mill in Reserve Township, section 6, as described above for Salmon Lusk in 1822. It was located on Sugar Creek, two miles from its mouth, east of the Wabash River and almost a mile north of the town of West Union. The mill was a log structure with a pair of burrs, which ground about three bushels of corn an hour, called a corn cracker. This mill was situated next to the present West Union covered bridge that stands over Sugar Creek. The mill was called "Beards Mill" after its builder and operator. In the spring of 1826, the waters were very high and communication by land was difficult. That year the *American*, a good

A Portion of Parke County, Indiana Showing Property Owned by John Beard Salmon Lusk

By Charles Davis

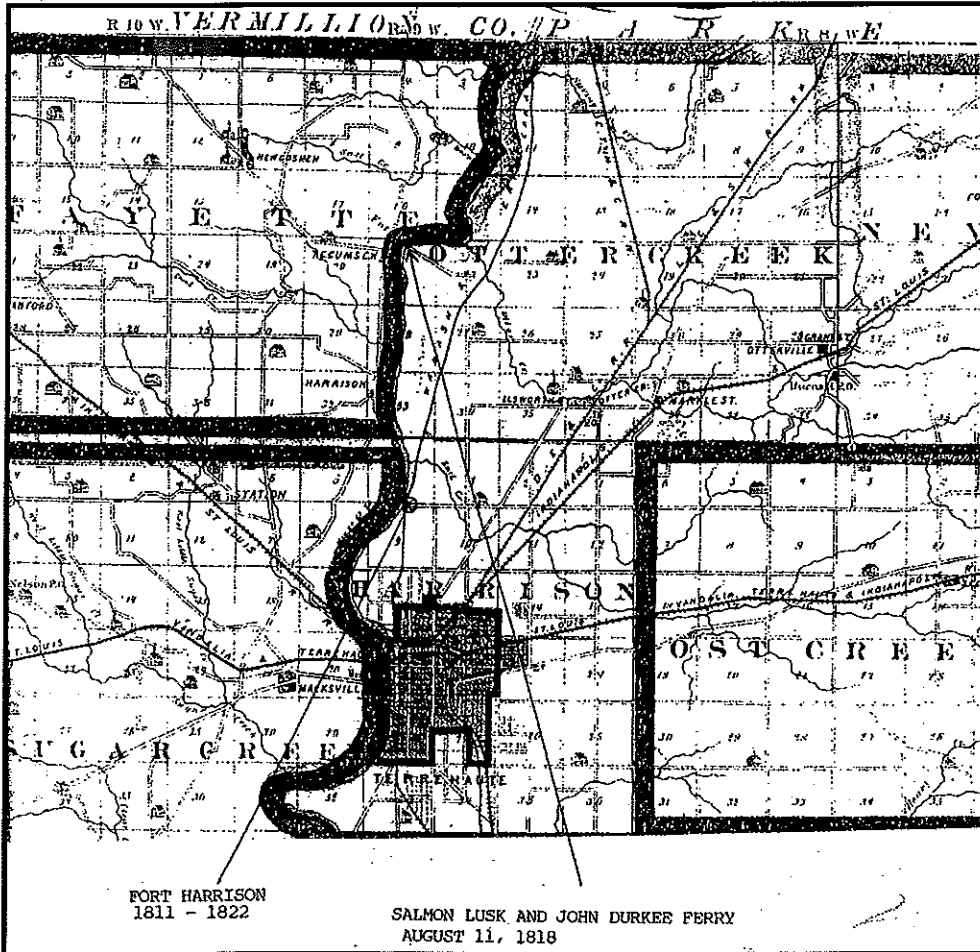


LUSK LAND TRANSFERS

SALMON LUSK to WILLIAM Kyle, July 1, 1841, \$1500, the NE ¼ of Section 30, 160 Acres, Est ½ of SEst ¼ of Section 30, 80 Acres, Wst ½ of NW ¼ of Section 29, 80 Acres. Recorded July 3, 1841 in Rockville, Indiana. Witness ZACK BEARD of Parke County 320 Acres in Vermillion County on July 17, 1842 D.R. Book 7 page 396

Lusk Land entries totaled 940 Acres

A Portion of  
Vigo County  
1871



sized steambot from Cincinnati, came up the Wabash River, ran up Sugar Creek on the backwater, passed over the dam at Beard's Mill, and tied up at the still-house where it discharged goods and took on whiskey. There was a mill, store, distillery and two dwellings at this site. John M. Chatsey operated a store there as his license fee is recorded in the Commissioners Record Book Vol. 1, page 3, the fee being \$10.00 Mr. Beard's son, Zachariah, was the miller, with Salmon Lusk working there too.

Beard's Mill was owned by various men throughout the years:

- 11-28-1820 Salmon Lusk D.R. 107/57-58
- 3-16-1831 Demas Deming by Sheriffs Deed D.R. 4/24
- 12-28-1833 Robert Manwarring & William Parent
- 5-08-1834 Robert Manwarring from Wm. Parent D.R. 1/546
- 1848 Robert Manwarring Jr. By Probate
- 6-29-1855 Prier Wright mill now called "Starr Mills"
- 5-22-1856 Wright purchase Chas. Noble's interest in mill D. R. 16/260
- 1860 John B. Wright took over at Prier Wright's death
- 2-15-1866 Daniel Wright purchased the mill from his brother John B. Wright

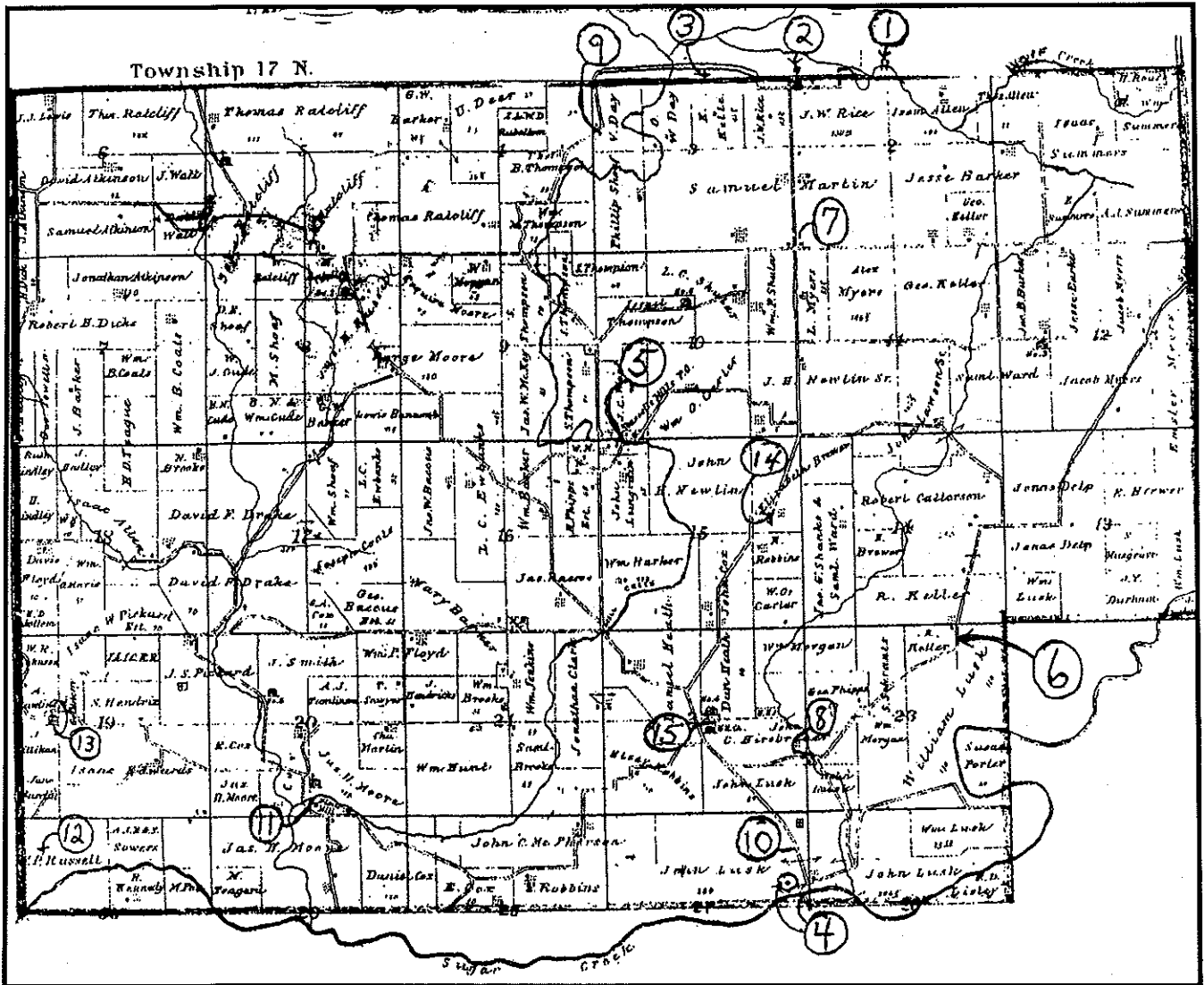
The mill and the Starr Mills covered bridge were destroyed in 1866 by a tornado. J. J. Daniels next built the Harrison bridge.

An interesting story as told by Daniel Wright appeared in the *Rockville Republican* August 11, 1875 that gives details not covered by the Parke County histories of covered bridges. The Harrison bridge, the 2nd bridge there was washed away by a flood in that year.

After exploring Sugar Creek, Salmon Lusk entered a land patent deed for the east half of the north east quarter of section 27, Sugar Creek Township, 80 acres on February 22, 1822. This would be the future site of the Lusk home. He entered other sections of land around the above land in the same year. In 1824 he went to Beard's Mills and worked for his father-in-law. On February 1, 1825 he entered another 80 acres in the west half of the north west 1/4 in section 26, 80 acres. D. R. 84/556 completing the Narrows of Sugar Creek ownership.

Salmon Lusk and his family moved their goods by keelboat to the Narrows on April 3, 1826. He built a cabin at the top of the hill overlooking the Narrows and before the season passed had ten acres cleared and in corn. The next winter he set up a corn cracker on Sugar

Sugar Creek Township, Parke County, Indiana  
1874



1874 Sugar Creek Township is situated in the north center of Parke County and lies almost entirely north of Sugar Creek, from which it derived its name. The township had no towns in it, but at Russell's Mills there was a fine flouring mill, post-office, store, blacksmith shop, and a few dwellings. It was a good farming township and was inhabited by a fine class of people.

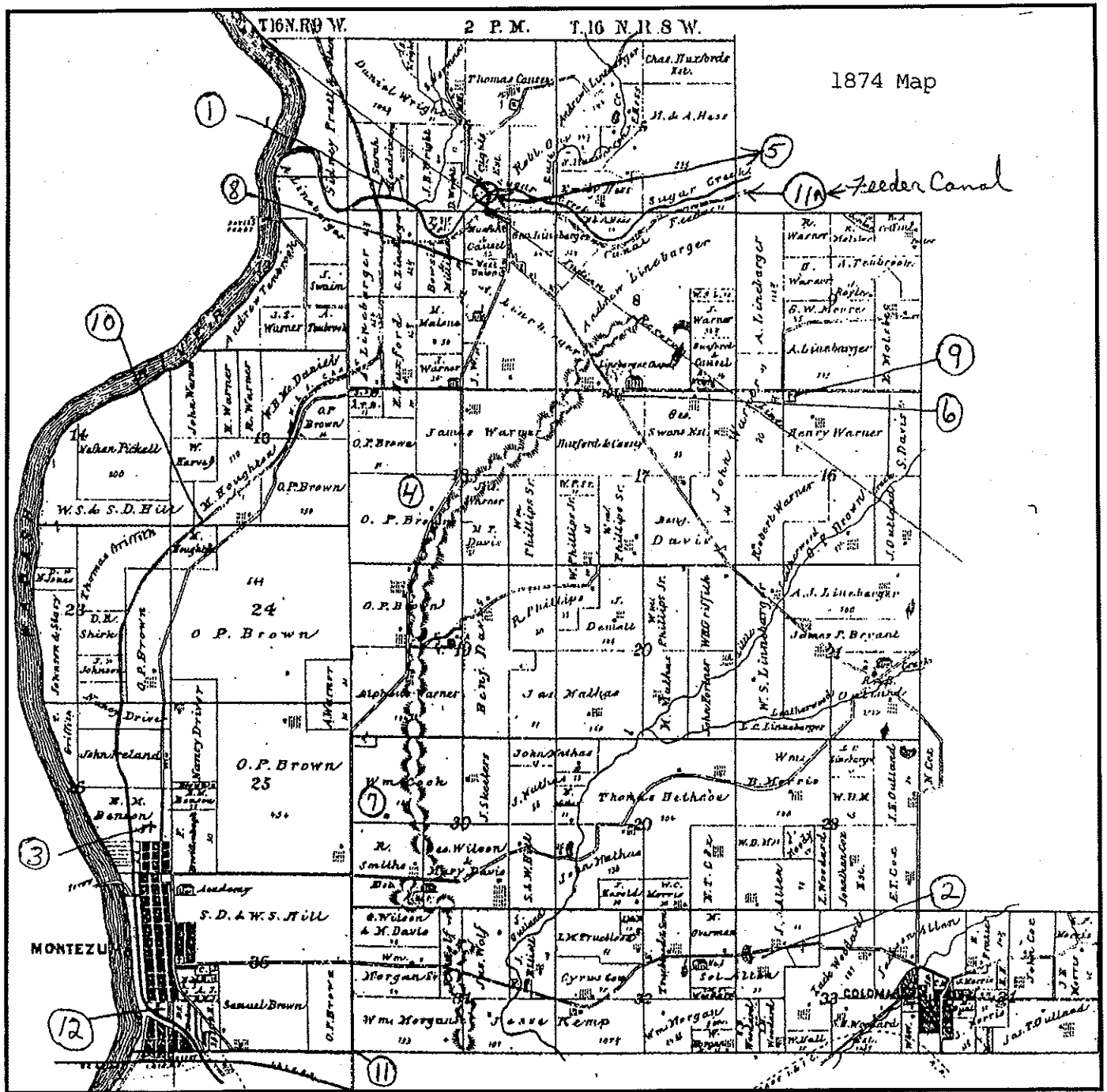
1. Wolf Creek Falls and Burial Grounds
2. Shank's home site
3. Zachmire Cemetery
4. Narrows of Sugar Creek, Salmon Lusk
5. Russells Mills
6. Jacksonville/Jackville/Wallace road
7. Grange Corner
8. Lusk Springs/Hirsbrunner Tannery
9. Valentine Day log cabin home, now located on Sunset Point in Turkey Run State Park
10. Narrows Road
11. Hunt & Jessup Mill—1835
12. Miami Indian Burial Grounds
13. Bristle Ridge Church, now in Turkey Run State Park.\*
14. Elizabeth Lusk Brewer home site
15. Lusk Chapel and Cemetery where Elizabeth Lusk Brewer is buried

Map additions by Charles Davis

\* The Wolf Creek Falls Indian burial grounds may be Kickapoo for their trail exits Parke County into the west corner of Fountain County and goes in a northwesterly direction.

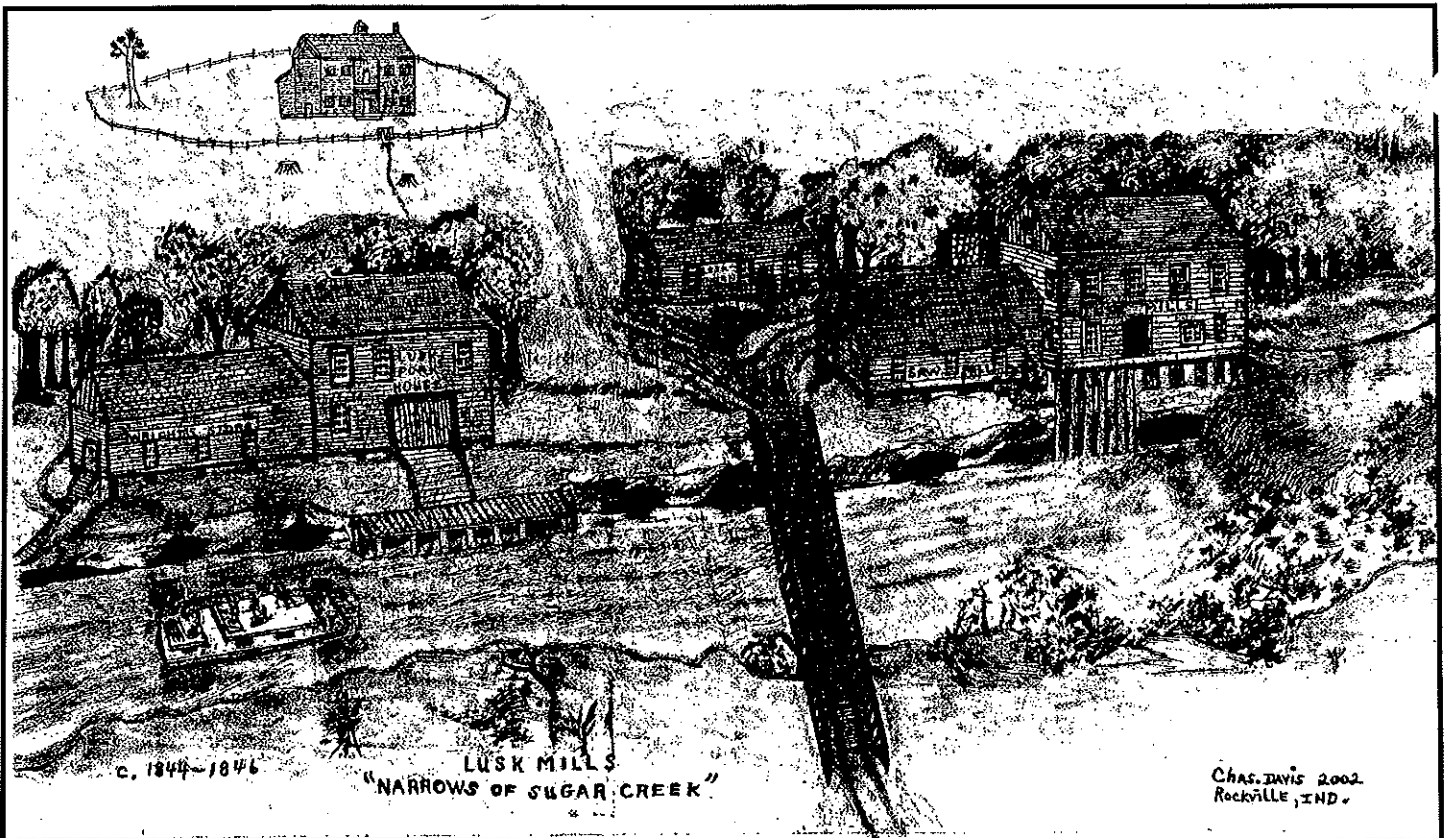


RESERVE TOWNSHIP, PARKE COUNTY, INDIANA - 1874



1874 Reserve Township lies on the Wabash River in Parke County, and in the southwest corner of the township is situated the prosperous town of Montezuma. Coloma, another thriving town in 1872, is situated on sections thirty-three and thirty-four. Reserve is one of the best townships in the county, being well adapted to farming and at the same time is accessible by rail to the markets.

- |   |                                |   |
|---|--------------------------------|---|
| 1. Chief Stone Eater village                                | Map additions by Charles Davis | Lane site of horse races during Canal era   |
| 2. Solomon Allen home                                       |                                | 8. West Union   |
| 3. Oakland Cemetery/Indian Burials                          |                                | 9. Warner Cemetery  |
| 4. Yankee Town  |                                | 10. Wabash & Erie Canal   |
| 5. Beards/Manwarrings Mills                                 |                                | 11. Indian Crossing from Montezuma to Armiesburg & Dazney/<br>Dagnet farm, on south to Orchardtown. |
| 6. Andrew TenBrook  |                                | 12. Miami Village/ Miami Indian Trace   |
| 7. Wm Cook, father of Gov. Wright's wife Louisa Cook/ Cooks |                                |   |



## LUSK MILLS AT THE "NARROWS OF SUGAR CREEK"

Charles Davis

Creek Narrows, and in 1827 built a regular grist mill, borrowing at 12 per cent to pay for materials. Robert Wright, his brother-in-law and Prier Wright helped build the dam across the Narrows for the mill. James Milton Stuart, a man that Lusk met earlier at Terre Haute, was hired to help build the mill and Nathan Newlin did the blacksmithing. Prier Wright established the first store next to the mill in 1830 and others, such as James Nesmith with his partner John Mitchell had a store there. Salmon Lusk had a grocery. Thomas Cashatt, Salmon Lusk and Prier Wright were in business together to vend merchandise. In the early 1830s, Salmon Lusk built a saw mill attached to the grist mill and did a thriving business, clear cutting most of the land surrounding the Narrows area. Prier Wright would become the first post master at Lusk Mills town in 1837. He was sweet on one of John Beard's daughters.

John Beard's son-in-law James McKeen entered land in the west 1/2 of the northeast 1/4 section 27, 80 acres in Sugar Creek Township on November 30, 1830. D. R. 92/363 James, the son of Alexander and Mary Douglas McKeen, was married to Mr. Beard's daughter Elizabeth on May 3, 1824 at Fort Harrison, Vigo County, Indiana. Although I can't prove it, I think James was a brother of Benjamin McKeen, a businessman in Terre Haute during its early years.

James McKeen's land entry was on the westside of the Salmon Lusk home site. On April 26, 1834, James sold this land to Lusk. D.R. 1/444.

The Census of Parke County in 1830 shows John Beard and his family residing there, most likely at Beards Mills. A look at Vermillion County Deeds, few can be found when he sold his land holdings there. Deed Record Book 1 page 119 does show how he lost some of it. A sheriff's sale was ordered by Sheriff Caleb Bales to Stephen B. Collett. A writ of execution called a "fieri facias" issued from the clerk's office in Vermillion County Circuit Court by Wm. W. Kennedy, the clerk, on August 22, 1825, commanded the sale of goods and chattles, lands and tenements of John Beard and Michael Patton in his bailwick to cause to be levied the sum of \$150.64 debt and costs on April 8, 1825 by Joshus Dean against Beard and Patton, on Lot #5 and Block 5 and lot #8 for \$8.75. June 20, 1826, after advertizing, Stephen S. Collett bid and bought the northwest 1/4 of section 34 for \$50.25. We see Beard's lots in Clinton, Indiana, were lost and so was the northwest 1/4 or section 34. Beards Mill was in section 33, and I couldn't find how it left his hands. The 1830 census proves he was living in Parke County.

I asked Lynn Lee, Rockville Public Library

librarian, to check Beard genealogy to find where John Beard had gone. Nancy Leake Flack had it in her Family Treemaker site. This told me the county and state where he had moved. I contacted the Morris Area Public Library in Morris, IL. Deborah Steffes answered with a host of history on John Beard. The following is quoted from their history and sources. A special thanks to Lynn Lee of Rockville to whom I dedicate this story and to Deborah Steffes of Morris IL for the wonderful collection of information she sent me.

"Kankakee City site is in section 36 of Aux Sable Township, at the head of the Illinois River, on a point of land bound by the Kankakee River on the west and the Des Plaines on the east. The location, where a marina and yacht club are today, is reached by going north 2 to 2½ miles on County Line Road, from Pine Bluff Road in Goose Lake Township. The town was platted in 1834 during the speculative fever in real estate that swept the nation. John Beard arrived in Grundy County in 1833 from Maryland via Pennsylvania and Indiana, conceived the idea of Kankakee City, and promoted it with his son-in-law, James McKeen. The proposed town became a favorite with land speculators as far away as New York City, although its parks and boulevards existed mostly on the paper plat. The crash of 1837 brought an end to the bubble, and the dream city reverted to farm land. There was a post office here from 1838 to 1842. Near this location, but about ½ mile east on Blodgett Road in Will County, is the Beard family cemetery where John Beard and his wife were buried after both succumbed to malaria in December 1847."

As we see from the above, John Beard arrived in Grundy County in 1833. This gives us an approximate time for his departure from Parke County.

In the 1830s settlement began to increase in northern Illinois and particularly in the corridor along which the Illinois & Michigan Canal would later be built. "This was due to the opening of the Erie Canal in 1825, which increased immigration from the east via the Great Lakes. The intense interest in the canal increased because of the second Canal Commission's advertisements about the availability of town lots and farm lands. The platting or surveying of Chicago and Ottawa may not have resulted in many lot sales, but it did help to stimulate interest in the Corridor where land was \$1.25 per acre. Land speculators saw great opportunities in the area. In 1833, the Village of Chicago was chartered as the first town in northeastern Illinois. Three years later it was incorporated as a city."

Note that at about the same time the town of Annapolis located in Parke County, Indiana, was platted and, by the 1840s, it was bigger than Chicago. "Several Canal commissions were formed and abolished

in Illinois. In 1835 another new Canal Commission was created. It was empowered to borrow money and successfully did so.

In 1836 the Illinois Canal Commission "appointed William Gooding as Canal Engineer. Gooding was a key figure in the history of the canal and was affiliated with it in some way until his death in 1878. On July 4, 1836, ground was broken by Colonel William Archer, a Canal Commissioner at Bridgeport or Canalport (now a part of Chicago) to officially start the long awaited project. The Illinois & Michigan Canal was born. Construction was underway, but it would be 12 years and many changes before it was brought to a successful completion."

That same year Prier Wright of Parke County, Indiana, went to LaSalle County, Illinois. He married John Beard's daughter Julia Ann on November 10, 1836 and then moved back to Parke County to operate his store at Lusk Mills.

"When completed, the canal stretched 97 miles and, including its Chicago River connection at Randolph Street in Chicago, traversed one hundred miles to LaSalle, Illinois. At LaSalle the canal terminated at the steamboat basin in a large inlet of the Illinois River from which the canal boats were towed down river by steamboats. The Canal has 15 locks plus two summit level locks, which were required to lift boats over the 13 foot Chicago ridge. There was also a steam driven pumping station at Bridgeport to pump Chicago River water into the canal. To keep the six foot minimum depth in the canal, which was minimally 60 feet wide, water was supplied by four feeder canals. One feeder canal, the Kankakee (John Beard owned land in this area) was carried across the Des Plaines River by a stone aqueduct." *Lamb, John. I & M: A Corridor in Time. Romeoville, IL: Lewis University, 1987.*

The Tax Collectors Book 1844 shows the owners of the lots in Kankakee Town and their taxed values. Most of the lots were owned by John Beard and J. B. F. Russell with a few belonging to Mr. Armstrong, Wm. Terry, P. P. Chapin and Mr. Baissey.

The following story is from "Goose Lake Township, Grundy County, Illinois" compiled and published by Pete Kodat, September 1997 and edited by Marcia Kodat.

**"KANKAKEE CITY, TOWN OF KANKAKEE,  
McINTOSH SUBDIVISION"**

"John Beard, an early settler in Goose Lake, purchase property in Goose Lake Township initially at the normal homestead rate of \$1.25 per acre. Gradually, he bought most of the land between the Kankakee and Des Plaines Rivers in Goose Lake. Today, this is mainly

the McIntosh family's property, which they have named 'Wildfeather.' Once settled, Beard was joined by his son-in-law James McKeen, who built a cabin on the north bank of the Kankakee River, approximately a mile above its mouth.

"While John Beard was a settler, he was also a land investor and speculator. Corner lots, pre-emptions and floats were the main conversation of the day. One farmer in the area was heard to say, 'I have made \$10,000 today and will make twice that tomorrow,' and he was considered one of the smaller investors:

"In a very short time Beard conceived the idea of founding a city at the head of the Illinois River between the Des Plaines and the Kankakee. This was to be a great city, the head of navigation - Kankakee City. It had ten public squares, several public parks and numerous wide streets. Lots were sold at auction in Chicago and New York, and thousands and thousands of dollars were invested. Beard had hired the surveyor, of LaSalle County - Grundy County had not as yet been formed - to lay the town out for him. The surveyor, Samuel S. Bullock, certified as to his work on the 17th day of July, 1835. Beard's portion of Wildfeather and a part of Handy's, another investor, (which did not even include all of Wildfeather) encompassed over 1200 lots, and adjoining land was being eagerly sought for additions to the great city that was to make Chicago appear a country village by comparison.

"Speculators in the area, who had acquired their land for \$1.25 to \$2 or \$3 an acre, immediately raised their prices to \$10 per acre, which in turn somewhat discouraged immigration. Then, in 1837 the crash came! Paper profits vanished and it was not long before lots by the hundreds were being sold for taxes. At its best, the population of Kankakee City could not have reached seventy-five persons.

"By 1842, John Beard had started buying for unpaid taxes the lots that he had previously sold, which practice was continued by his son John Beard Jr. after the death of his father in 1847. By the fifties, Beard Jr. was again selling lots, and his sales prices seem to have ranged from \$10 to \$100 - high enough to represent a good profit over and above the cost of his tax titles.

"Woodruff, in his history of Will County, gives us a rather human picture of the founder of Kankakee City, when he says of John Beard: 'Just over the line in Grundy County was the famous city of the little Dutchman, Johnny Beard. Johnny was always full of his 'city', sometimes whiskey as well, that rested at the junction of the DesPlaines and Kankakee. He would come visiting with his old horse and 'Coache' which

would take him safely home whether he could drive or not.'

"Perhaps it was appropriate, when John Beard died, that he should have been laid to rest under one of the headstones on Blodgett Road just east of Wildfeather near the scene of his greatest dream. Also fitting in many respects was the name that the little cemetery acquired locally some years later when it was always referred to as 'Beard's Town.' By then all the members of the Beard family had been as effectively laid to rest in its shades environs as were the remembrances of the town they had planned. In the years of construction the Trustees of the I & M Canal laid out towns along its entire length where they thought there was potential for growth, Kankakee was one of them."

The Joliet *Herald News* of August 2, 2001, page 2 carried an article by John Whiteside about Kankakee City, a portion of which follows: "And all that is left now is an old pioneer cemetery. There hidden in the vicinity described generally as two miles west of Blodgett Road near the Will-Grundy county line bridge is that old cemetery. These are the graves of the residents who once built their homes in Kankakee City." All traces of Kankakee City, including the cemetery, had disappeared by 1936.

Then again John Whiteside wrote in the Joliet *Herald News* of August 23, 2001: "On August 2, I told the story of Kankakee City and Shermanville, two old towns from the 1800s that have completely disappeared. They were once located where the DesPlaines and Kankakee rivers meet near Channahon. In the column, I mentioned an old pioneer cemetery that had the graves of some of these early residents. But where is it?

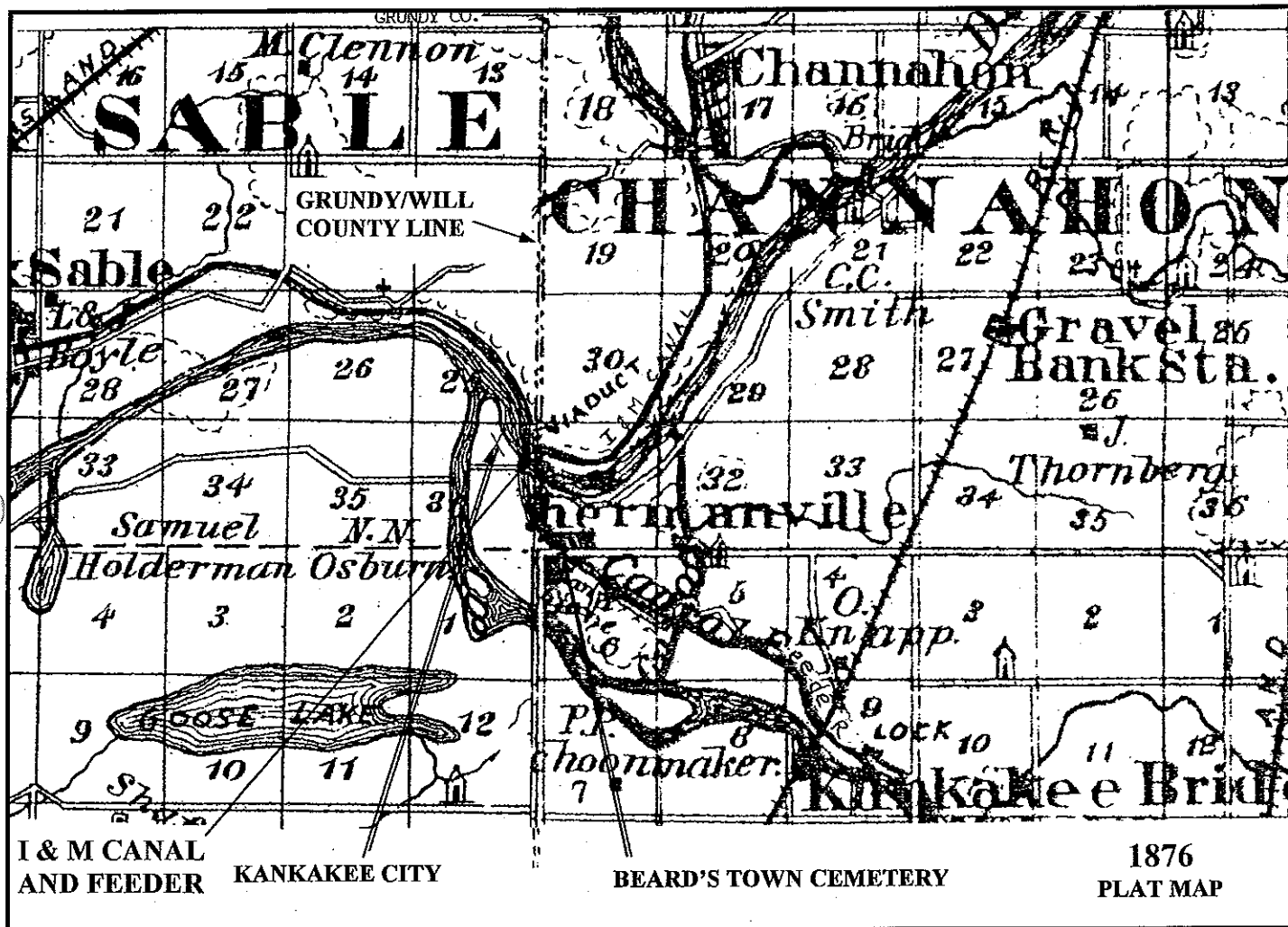
"Several readers called with memories about seeing the cemetery. But the most helpful was Michael Feeney, Channahon Township highway commissioner. He said in about 1973 the graves were moved to improve Blodgett Road. A large tree and a hook in the road had to be improved, he said. At the time, there were only two or three grave markers left, and the names on them were faded away. But he was able to find family descendants then to approve moving the graves. However, not much was found inside the graves. Blodgett Road now goes over where that old cemetery was located, he said."

After seeing Whiteside's articles I, Charles Davis, sent a letter to Feeney about the old and new cemetery location and who the relatives were that gave their permission to move the graves. He did not answer my letter.

While not complete, the story of John Beard can be understood here in Parke County from whence he came to where he rests among those pioneers. As for Lusk Mills, the New Year's freshet of January 1, 1847 swept away the mills, stores, and bridge. In 1848 Prier Wright moved to Devils Dan and built a flour mill at the mouth of the den on Sugar Creek. The town became known as Rockport, but the post office name was Wright's Mills. Located there were stores, saw mills, stables, a foundry, blacksmith, etc. The mill switched

hands several times and its operation ceased in 1882 when the dam was washed away.

My thanks are extended to Deborah Steffes of the Morris Area Public Library, Morris, Illinois, who sent me (Charles Davis) the articles and subjects about or related to John Beard on August 27, 2001. A copy of this article will be sent to her for the Morris Library historical collection. Also thanks to Carolyn Schmidt, Editor, Canal Society of Indiana, for sending a copy of "A Corridor In Time" by C.S.I. member John Lamb.



**GENEALOGY OF PARKE COUNTY RESIDENTS MENTIONED IN THIS ARTICLE**

**JOHN BEARD**

b. 2-20-1779 (1789?) Hagerstown, Washington Co., MD  
 d. 12-20-1847, Grundy Co., IL  
 bur. Beardstown/Beard Cem.  
 m. Mary Russell 12-28-1802  
     b. 10-25-1784 Hagerstown, Wash. Co. MD  
     d. 12-20-1847 Kankakee City, Grundy Co. IL  
     bur. Beard Cem.

children 12

A. Mary "Polly" Beard  
     b. 10-19-1800 Hagerstown, Washington Co. MD  
     d. 1899 At residence at Narrows of Sugar Creek, Parke Co., IN

bur. Bethany Cem., Washington Twp., Parke Co., IN  
 m. Salmon Lusk 11-20-1819  
     b. 4-17-1788 Poltney, Rutland Co. VT  
     d. 8-28-1869 at Narrows of Sugar Creek, Parke Co., IN  
     bur. Bethany Cem., Washington Twp., Parke Co., IN

**B. Zachariah Beard III**

b. 12-21-1804 Hagerstown, Washington Co., MD  
 d. 1885 Tangent, Linn Co. OR  
 m. Liedicy Ferguson 6-5-1827 Vigo Co., IN  
     b. 4-3-1810 IN  
     d. 7-28-1848 Vigo Co. IN

children 10 (not all given or in order of birth)

1. Zachariah Beard IV
  - b. 1841 Vigo Co., IN
  - d. 7-12-1860 West Union, IN
  - bur. Causey Cem. West Union, IN
  - m. Amanda M. Ray 4-26-1849 Clark Co., IL
    - b. 6-10, 1821
    - d. 3-2-1850 Vigo Co. IN
  - m. Nancy Wright 9-28-1851 (sister of Prier Wright)
    - b. 1815 VA
    - d. 10-15, 1872
    - bur. Linebarger Cem.
2. Pryor W. Beard
  - b. ?
  - d. 11-7-1859 age 21 yr. 2 mo.
3. William P. F. Beard
  - b. ?
  - d. 11-17-1856 age 24 yr.

Zachariah and Nancy lived in the northwest corner of section 6, not far from the mill and purchased the land from James Warner 5-28-1862. Zachariah was the miller in Stars Mill for Prier and Daniel Wright before he left Parke Co.

- C. Elizabeth Beard
  - b. 10-25-1806 Lancaster Co. PA
  - d. 1-3-1906 Morris, Grundy Co., IL
  - m. James McKeen 5-3-1824 Ft. Harrison, Vigo Co., IN
    - b. 6-22-1800 KY
    - d. 9-3-1906 Morris, Grundy Co., IL
 James was the son of Alexander McKeen and Mary Douglas
- D. Susannah Beard
  - b. 12-31-1808 Lancaster Co., PA
  - d. 2-2-1854 Will Co., IL
- E. John Beard Jr.
  - b. 12-28-1811 Lancaster Co., PA
  - d. 2-14-1894 Tangent, Linn Co., OR
- F. Sarah Beard
  - b. 4-1-1813 Lancaster Co., PA
  - d. 4-15-1813 Lancaster Co., PA
- G. Michael Beard
  - b. 4-28-1814 Columbus, Franklin Co., OH
  - d. After 1860 in CA
  - m. Eliza Jane Haigh 9-8-1836 LaSalle Co., IL
  - m. Sarah Roderick 12-2-1841 Grundy Co., IL
    - b. 2-23-1815 Concord Twp., Delaware Co., OH
    - d. Before 1860
- H. Catherine Beard
  - b. 7-29-1816
  - d. 11-7-1816
- I. Julia Ann Beard
  - b. 4-22-1818 Vigo Co, Terre Haute, IN
  - d. 1-6-1892 Hume, IL at Daniel Wright's (son) home
  - bur. Wright/Rockport Cem. IN
  - m. Prier Wright 11-10-1836 LaSalle Co. IL
    - b. 4-1-1809 Pittsylvania Co., VA
    - d. 10-12-1860 Rockport Mills/ Devils Den, Parke Co., IN
 bur. Wright/Rockport Cem. Parke Co., IN
- J. Anna Beard
  - b. 3-1-1819 Vigo Co, IN
  - d. 7-7-1821
- K. Zino Beard
  - b. 9-6-1822 Vigo Co, IN
  - d. 10-19-1822 Vigo Co., IN
- L. Isaac Beard
  - b. 3-7-1824

d. 9-30-1829

**CAPTAIN SALMON LUSK**

- b. 4-17-1788 Castleton or Poultney, Rutland Co. VT
  - d. 8-28-1869 at residence Narrows of Sugar Creek, Parke Co., IN
  - bur. Lusk Cem., Parke Co., IN
  - m. Mary "Polly" Beard 11-20-1819 Vermillion Co., IN
    - b. 1798 Vincennes, Knox Co., IN (daughter of John Beard & Mary Russell Beard)
    - d. 8-10-1883 Parke Co., IN (headstone incorrect reads 1798-1880)
  - bur. Lusk Cem., Parke Co., IN
- When their son John Lusk died in 1915, the Lusk family moved Salmon and Mary "Polly" to Bethany Cem., Marshall, IN

children 9

1. Willaim Lusk
  - b. 12-7-1824 Chunn's Ford, Vermillion Co., IN
  - d. 4-12-1903
  - m. Sarah Davis 10-16-1860
2. Lydia Lusk
  - b. 8-10-1831 Narrows of Sugar Creek in log cabin Parke Co., IN
  - d. 1-13-1913 Ridgefarm, IL
  - bur. Ridegefarm Cem.
  - m. William Houston Brown 8-13-1848
3. Susan A. Lusk
  - b. 1834 Narrows of Sugar Creek in log cabin Parke Co., IN
  - d. 1-26-1901 Centerville, IN
  - bur. Bloomingdale Cem. Parke Co., IN
  - m. Capt. Daniel Porter 12-1-1870
4. Elizabeth Lusk
  - b. 1-27-1835 Narrows of Sugar Creek in log cabin Parke Co., IN
  - d. 1875 Brewer home, Sugar Creek Twp. Parke Co, IN
  - m. Jacob Brewer 10-9-1864
5. John Lusk
  - b. 1837. Narrows of Sugar Creek in log cabin Parke Co., IN
  - d. 3-19-1915 in the 1841 Lusk home
  - m. Never married
  - John Lusk at death owned over 1000 acres of land, which became Turkey Run State Park
6. Salmon Lusk Jr.
  - b. 1843 Narrows of Sugar Creek in Lusk Home Parke Co., IN
  - d. 3-3-1863 Thompson's Station, TN in 85th Ind. Inf.
  - bur. Springhill Cem., TN.
  - A memorial military headstone is in Lusk plot, Bethany Cem., Marshall, IN
7. Mary Lusk
  - b. 10-4-1826 Narrows of Sugar Creek in log cabin Parke Co., IN
  - d. 1-26-1861 Montgomery Co., IN
  - bur. Clore Cem.
  - m. Simeon Clore 8-27-1846
8. Caroline Lusk
  - b. 3-4-1840 Narrow of Sugar Creek Parke Co., IN
  - d. 11-12-1842
  - bur. Lusk yard
9. Harrison Lusk
  - b. After 1843
  - d. May have died in infancy

Harrison is noted on page 4 of Lusk genealogy. Courtesy of Sam Lusk of Houston, TX, 2002. Mrs. George K. Willard's petition to DAR (0028) Harrison does not otherwise appear.

**PRIER WRIGHT**

- b. 4-1-1809 Pittsylvania Co., VA (son of William Wright)
- d. 10-12-1860 at Wright's Mill/Rockport Mill/Devil's Den, Penn  
Twp., Parke Co., IN
- m. Julia Ann Beard 11-10-1836 LaSalle Co., IL

children 9

- A. Mary Wright
  - b. 1838 Narrows of Sugar Creek, Parke Co, IN at Lusk Mills
  - d. 8-3-1867
  - bur. Linebarger Cem., West Union, Parke Co., IN
  - m. George "Hoot" Linebarger 10-30-1862
    - b. 12-20-1836 Linebarger homestead (son of Andrew Linebarger)
    - d. 3-22-1936 Long Beach CA
    - bur. Linebarger Cem., Parke Co., IN
    - m. Mariah Eliz. Hocker 5-2-1872 after Mary's death

children ?

- 1. Julia Elizabeth Linebarger (Mary and George's daughter)
- B. William H. Wright
  - b.
  - d.

C. John B. Wright

- b. 3-8-1844 Narrows of Sugar Creek Parke Co., IN
  - d. 8-24-1924 Westridge, IL
  - bur. Johnson Cem. Vermillion Co, near Cayuga, IN
- John B. Wright was a Civil War Vet: Co. A 85th Ind. Inf.. Owned land in Portertown area around Tuscola, IL and also in Crowley, Louisiana. He attended West Ridge, Douglas Co., IL Veterans Association Reunion 9-19-20-1917 at Tuscola, IL. Was a farmer in the West Ridge area, Probate NO. 5253, 440 acres, All of section 20-T16NR9 east of 3rd Meridian, except Nth and Wst side of C. & E., Illinois R. R., had 100 acres in sec. 1 and sec. 36, Lee Co., FL. He was elected a County Commissioner in 1883.

Obituary *Rockville Republican* 9-3-1924 we learn that John B. Wright, 80, of Westridge, IL, died of uremic poisoning at 2 o'clock on Sunday afternoon, August 24. His fatal sickness was of but few days duration. He became critically ill and was taken to the Jarman hospital at Tuscola, IL, where he died. He was the oldest son of Prier and Julia Ann Wright, who were pioneers in this county. He came of revolutionary stock his immediate ancestors living in Virginia, whence, as a young man, his father migrated to Indiana. His boyhood was spent on the farm and in the mill that his father operated.

When the Civil War began, he was a student at Wabash College, Crawfordsville and in April 1862, left college to enlist in the service of his country. He was a member of Co. A 85th Ind. Regiment and served to the end of the conflict. He took part in some of the hottest battles of the war, spent nine days in Libby prison and marched with Sherman to the sea. After his discharge, he returned to Parke County to assist his widowed mother in the management of the farm. He married Augusta Johnson of Newport (Her family operated the ferry started by Thomas Filson (d. 1836) across Wabash River below Johnson Cemetery. Following his marriage, he lived in Parke Co. for one year and then moved to a farm near Cayuga where he lived for many years.) He built a large home next to the Wright's Ice Cream Factory in 1875. After Augusta's death he married Lucinda Newlin and they moved to a farm in Westridge, IL in August 1903, which he had purchased in 1884, and lived the remainder of his life there. "Mr. Wright was a man of sterling character. He was honest and just in all his dealings with his fellowmen; kindly disposed toward his family;

generous of hand towards those who served him. He was interested in the material advancement of the community; he served three successive terms as commissioner of Vermillion County. He believed in education and supported the free school system with out complaint. His funeral was conducted from his late home. On Wednesday morning, his remains were brought to his old home near Cayuga, where another service was held."

- m. Augusta Johnson of Newport 12-24-1872

- d. 8-14-1896 at home in Cayuga

children 6

- 1. Lydia P. Patrick of Westridge, IL
  - b. 1873
  - d. 1954
  - m. Martin S. Patrick 1894
- 2. Elizabeth Wright of Cayuga
  - b. 1876
  - d. 1939
  - bur. Beside her sister Kate Wright in Cayuga
  - m. Never married
- 3. Prier B. Wright of Wright, LA
  - b. 1878
  - d. 1961
  - m. Zoe Richardson 1920
- 4. Anna Wolever of Westridge, IL
  - b. 1880
  - m. Rev. John E. Wolever 1904
- 5. Katherine Wright of Cayuga
  - b. 1883
  - d. 1959
  - bur. Beside her father in Cayuga
- 6. John C Wright of Cayuga
  - b. 1885
  - d. ?
  - bur. Thomas Cem. On RT 71
  - m. Maude A. Fable 1909
- m. Lucinda J. Newlin 1-4-1899 by Zimri Maris, Parke Co., IN
  - b. 1850 Parke Co., IN
  - d. 5-28-1933 Burnham Hospital, Champaign, IL
  - bur. Tuscola Cem.

Lucinda's land estate in Douglas Co was worth \$10,000. Her will dated 11-1-1924 Probate No. 6256. As her only surviving heir to receive her estate was a granddaughter, Clara Vaughn (sole heir), later Clara Vaughn Bertram, address 7-2-1934 at 1114 West Nevada St., Urbana, IL. As sole heir, she received \$5,948.83.

D. Daniel Wright

- b. 9-6-1845 Narrows of Sugar Creek, Parke Co., IN
- d. Kingman, IN
- bur. Edgar Cem., Paris, IL
- m. Rebecca Jane Bowsher 10-22-1865 (daughter of Joseph & Marinda Kennedy Bowsher
  - b. 1846 Liberty Twp., Parke Co.
  - d. 12-6-1909
  - bur. Edgar Cem, Paris, IL
- m. Margaret Mendenhall 9-23-1914 (widow of Jonathan C. Mendenhall & daughter of John & Mary Bowsher Heath)

children ?

- 1. Salmon B. Wright
  - b. 1866
  - d. 1941
  - bur. Next to Daniel & Rebecca
  - m. Emma O Linebarger 3-14-1888
  - b. 1867

d. 1919

Salmon B. resided at Crowley, LA at the time of Daniel's death. Salmon B. Wright's obituary listed grandchildren Mrs. Lloyd Unland, Brookklyn, N.Y. Mrs. Walter Bennett, Columbus, OH; Mary Wright, resided with her parents; great grandchildren Mildred Unland, Brooklyn, NY, Thelma Unland, Brooklyn, NY; brothers John B. at West Ridge, IL and Salmon Lusk Wright at Crowley, Arcadia Parish, Louisiana in rice culture.

E. Lydia Wright

b. 11-10-1848 Rockport/Devil's Den/Wright's Mill, Parke Co., IN

d. 5-7-1887

bur. Bethany Cem. Washington Twp., Parke Co., IN

m. Berryman R. (Dick) Garland 9-28-1871 by WM. P. Cummings

b. 9-9-1840

d. 10-11-1918

bur. Anaheim, CA (with 2nd wife Maggie Krause) (Dick) Garland served in the Civil War from Parke Co. He was in business in Marshall, IN, in the grain business and in partnership with the company there. That company bought land in Louisiana and developed a rice farm with a canal system of which he was the manager. During this time he married a second time (1900) in Louisiana. The firm was terminated and he went to Anahuac, TX and organized a company, built a rice irrigation canal and was manager. He left this, went to Victoria, TX to a rice farm, then went to the Imperial Valley, CA and engaged in farming, and then to Anaheim, Ca where he died.

children 5

1. Osro Perry

b. 4-9-1874

2. Tinnie May

b. 7-16-1876

d. 8-22-1896

bur. Bethany Cem. Washington Twp., Parke Co., IN

3. Louianna

b. 7-30-1879

4. Benjamin P.

b. 6-10-1881

5. Lyddia Adellia

b. 3-3-1884

F. Salmon Lusk Wright

b. 4-26-1852 Rockport Mill, Penn. Twp., Parke Co., IN

d. 2-9-1929 at home of heart attack

m. Florence Shilling

d. Bloomingdale

children 2

1. Blanch Florence

2. Alice

m. Laura Cook of Newman IL

children 4

1. Edith (appeared in a grand parade in Crowley, LA with Salmon & Florence)

2. Solomon Wright

3. Mrs. Howard Warner

4. Rosemary Wright

Salmon L. Wright Obituary 3-7-1929 *Rockville Republican* After father Prier Wright's death, 1860, family moved to the farm at West Union, site of Beard's Mill/Manwarring Mill. Salmon married Florence Shilling and immigrated to Oregon. After a few years, moved back to Parke Co. He was called the "Rice Wizard" of Louisiana. He lived 5 miles southwest of Crowley. He moved to Acadia Parish in 1890. Another of his success in rice was the Fortuna variety. He named one rice variety after his daughter Edith and another after his wife, Lady Wright. The book *Blue Camelia* by

Francois Parkinson Keyes was based on his life and his work in developing a new strain of rice, which he named Blue Camelia. Survived by his widow, two daughters by a former marriage who reside in Kansas City, one son, Solomon Wright of Crowley, three daughters, Mrs. Howard Warner and Rosemary Wright living at home.

G. George Wright

b. 1856 Rockport, Penn Twp., IN

d. 2-24-1862

bur. Wright Cem.

H. Prier Wright

b. 1859 Rockport, Penn Twp., IN

d. 2-24-1862

bur. Wright Cem.

I. Daniel Wright

b. 1843 Narrows of Sugar Creek, Parke Co., IN

d. 5-8-1865

This is the record on the cemetery stone. Why were there two sons named Daniel living and the same time and born nearly two years apart?

**Prier Wright's Sister & Brother**

Mary Wright

b. 12-23-1814 VA

d. 2-26-1899

bur. Wright Cem. across from Rockport

m. John S. Thompson

children 2

1. Mrs. Henry Warner

2. ?

m. 1868 Jonathan Milligan

children 2

1. Mrs. Joseph Bennet (twin)

2. (twin) died at age 2 months.

Mary Wright's Obituary 3-9-1899 *Rockville Tribune* At the age of 2 years she moved to Kentucky with her parents where they located in Mercer County. Married John S. Thompson at age 23. Two children of this marriage. Widowed in 1858. Married Jonathan Milligan in 1868. Twins born, one died. Was known as "Aunt Polly" Wright. Moved to Rockport in 1850, lived three miles from Rockport until 1896 and then lived near Hillsdale, Vermillion Co., IN until her death. At her death, she had a brother living in Kentucky near Harrodsburg.

Robert Wright

b. 6-4-1807 VA (son of William Wright, brother of Prier, Mary & Nancy)

d. 5-31-1889

bur. Linebarger Cem. Reserve Twp., Parke Co., IN

m. Margaret Dean of KY

b. 2-12-1805

d. 2-2-1888

bur. Linebarger Cem., Reserve Twp., Parke Co., IN

m. Sally ?

b. 1799

d. 9-18-1874

bur. Linebarger Cem., Reserve Twp., Parke Co., IN

Robert Wright was a farmer north of Annapolis and lived in the southwest quarter of section 30, Penn Twp., Parke Co., IN. and came to Parke County in 1827-28. He helped to build the dam at the Narrows of Sugar Creek, Parke Co., for Salmon Lusk, his brother Prier's brother-in-law. Here he worked for \$8 a month and thought he was getting good wages after having worked in Kentucky for 25 cents a day. He worked at Roseville, (Coxville, Parke Co. for Wm. Briggs, who owned a distillery at that town. After working there for a time he took sick, which kept him from work for one year, and after regaining his health he went to Kentucky, where he married Margaret Dean and soon after re-



turned to Parke County. This time he purchased land and began farming, which he did for the rest of his life. He owned over 200 acres resulting in many years of hard labor. His Obituary in *Rockville Republican* 6-5-1889 says he was worth \$30,000 mostly in cash that was given equally to his children.

children 3

1. Lucinda T. Wright
2. William P. Wright  
b. 1847 Parke Co.

d. 10-11-1889

bur. Johnson Cem., Vermillion Co., IN

m. Luta Johnson

b. 1842 Vermillion Co., IN

d. 5-18-1933

William P. Wright had a Stove and Tinware store in Rockville, Indiana, established in 1872.

3. Elizabeth Wright (Mrs. Jacob Heath)

The Canal Society of Indiana has joined the Whitewater Canal Trail, Inc. in support of its trail development and has received the following note:

Thank you for your gift of \$50 to the Whitewater Canal Trail. We appreciate your generosity and are proud of having you as a 2007 Trail Member. We will steward your gift carefully and look forward to seeing you on the Trail!

CSI encourages our members to join the group as individuals. Its past efforts on building portions a trail along the Whitewater Canal from Metamora to Brookville have been outstanding.

Whitewater Canal Trail, Inc.  
P.O. Box 126  
Brookville, IN 47012



WHITEWATER CANAL TRAIL

This historic 1923 photo of a lock (49?) between Milton and Connersville, Indiana, on the Whitewater Canal shows the restored wooden breast wall. The photo was taken looking to the north and one of the metal rods that held the planking is also seen.

From Phyllis Mattheis



## RESTORING THE MAUMEE

The (Miami) Wabash & Erie Canal followed the route of the Maumee River from its headwaters in Ft. Wayne, Indiana, to its mouth on Lake Erie at Toledo, Ohio. The river has become polluted over the years. If it is cleaned up more tourists will be attracted to the parks and trails along its banks and to the canal remains in these parks.

Lyn Kirschner, Soil Conservationist with USDA-NRCS Central NTSC, Fort Worth, TX, recently sent out a press release including the following information about cleaning up the Maumee:

Efforts to restore the Maumee River-the largest source of polluted runoff flowing into Lake Erie-took a major step forward Monday, February 12, 2007 when one of the Midwest's largest foundations announced it is supporting a multi-state strategy to restore portions of the environmentally distressed Maumee watershed. The Chicago-based Joyce Foundation has awarded \$5 million in grants to a total of four national and local organizations in a quest to aid the recovery of the 8,316 square mile Maumee watershed, the largest river system in the Great Lakes region.

The mouth of the Maumee in Toledo has been designated an Area of Concern by the International Joint Commission. The Ohio EPA estimates that more than 40 percent of the streams in the Ohio portion of the Maumee watershed do not meet Clean Water Act standards.

The 130-mile Maumee River is, itself, the largest contributor of so-called non-point source pollution in Lake Erie, depositing five million tons of eroded soil that contains pesticides, fertilizer, toxic chemicals and other forms of potentially harmful runoff every year into the smallest and most ecologically fragile of the nation's Great Lakes.

Ellen Alberding, president of the Joyce Foundation said, "The Great Lakes face serious threats to their health, and we need to attack those problems at their source. By investing in the recovery of the Maumee River, we hope to lay the groundwork for the long-term restoration of Lake Erie and establish a model that can be adopted elsewhere in the Great Lakes region. Our grants represent only a down payment on the clean-up of the Maumee watershed, but they strategically set the stage for local partners to leverage the funding necessary to make larger improvements. And projects of this size allow us to test the effectiveness of our methods and perfect them for use on a larger scale."

The coordinated restoration effort will span portions of Ohio, Indiana and Michigan that reside in the

Maumee watershed, and it will combine the expertise of some of the leading environmental organizations on the national and local scene. Participating organizations include American Rivers, Environmental Defense, Maumee Remedial Action Plan (RAP) and The Nature Conservancy.

Once a massive, forested wetland, the land bordering the Maumee has been converted over the years into a mosaic of landscapes, each contributing its own stresses to the river's water quality. As a result of its scope in the watershed, farming offers one of the largest opportunities to improve water quality. While widespread farming has drained wetlands and contributed significant amounts of insecticides, fertilizers, and sediments into the water, many farmers are or stand ready and eager to implement changes that will ensure the water that flows from their fields helps restore, not harm, the health of the Maumee.

Similarly, rapidly suburbanizing communities have contributed increasing amounts of road, sewer and landscaping runoff. And at the river's mouth in Toledo, inadequate storm water treatment has led to large releases of untreated storm water and sewage into the river - an average of 624 million gallons annually between 1997 and 2001.

Joyce will allocate grants to the four recipients in the following sums:

\$2,099,119 to Environmental Defense  
Curbing Agricultural Runoff - Environmental Defense will work with state and federal agencies to target agricultural conservation incentives to encourage farmers to plant trees, restore wetlands, significantly improve nutrient and sediment management, and restore wildlife habitat. The three-state, multi-partner project will seize the significant opportunity offered by agriculture to dramatically improve water quality and leverage state and federal programs and funding to generate significant progress from Joyce Foundation dollars.

Terry Noto, Environmental Defense consultant, feels that "working with farmers - who are the front line of conservation - offers one of the greatest opportunities to make significant progress in restoring the Maumee River and the Western Lake Erie Basin. By combining the generous Joyce Foundation grant with federal and state incentive programs, we can partner with farmers to help them produce from their lands not only food and fiber, but clean water and a healthy Maumee River as well."

\$1,717,055 to The Nature Conservancy

Wetland and Buffer Restoration -The Nature Conservancy will seek to reduce runoff from expanding suburban developments by restoring wetlands in the ecologically rich Oak Openings area, and by encouraging land owners within the tributary watersheds of the Maumee to voluntarily protect and restore natural land cover on their properties, as part of the "Green Ribbon Initiative" to restore wetland and riparian habitat in the area.

Curbing Agricultural Runoff -The Nature Conservancy will enlist Indiana farmers to test an improved design for drainage ditches that, in initial tests, dramatically reduced sediment and improved water quality entering local streams. The Joyce Foundation grant allows the Conservancy to amplify the work it has been doing for at least 15 years in two critical areas within the Maumee watershed - the St. Joseph River in northeast Indiana and the Oak Openings region in northwest Ohio. With the help of the grant, and by leveraging state and federal program funding, the Conservancy will:

1. Enlist Indiana farmers to test an improved design for drainage ditches that, in initial tests, dramatically reduced sediment and improved water quality entering local streams. The goal is to install 5-10 miles of these two-stage ditches in the watershed of Fish Creek (a St. Joseph River tributary) to reduce sediment, phosphorus and nitrogen leaving farm fields.
2. Restore 1,500 acres of wetlands and riparian corridors along the St. Joseph River and its tributaries to filter water for nutrients and chemicals and to reduce soil erosion.
3. Develop a landowner registry in the Oak Openings Region to encourage land owners within the tributary watersheds of the Maumee to voluntarily protect and restore natural land cover on their properties.
4. Further reduce runoff by restoring 100 acres of unique remnant wetlands, savanna, and prairie habitat in the Oak Openings region.
5. Develop a tool kit for watershed managers and drainage officials applicable throughout the Great Lakes basin.

Indiana's Assistant State Director for Conservation Programs for The Nature Conservancy, Larry Clemens, stated that "we've

demonstrated conservation measures that have led to positive change in water quality in Maumee tributaries. We're confident that if these proven practices are used throughout the Maumee River Basin that everyone who depends on the health of this freshwater system - farmers, families, and an incredible array of native plants and animals-will benefit."

\$600,000 to American Rivers

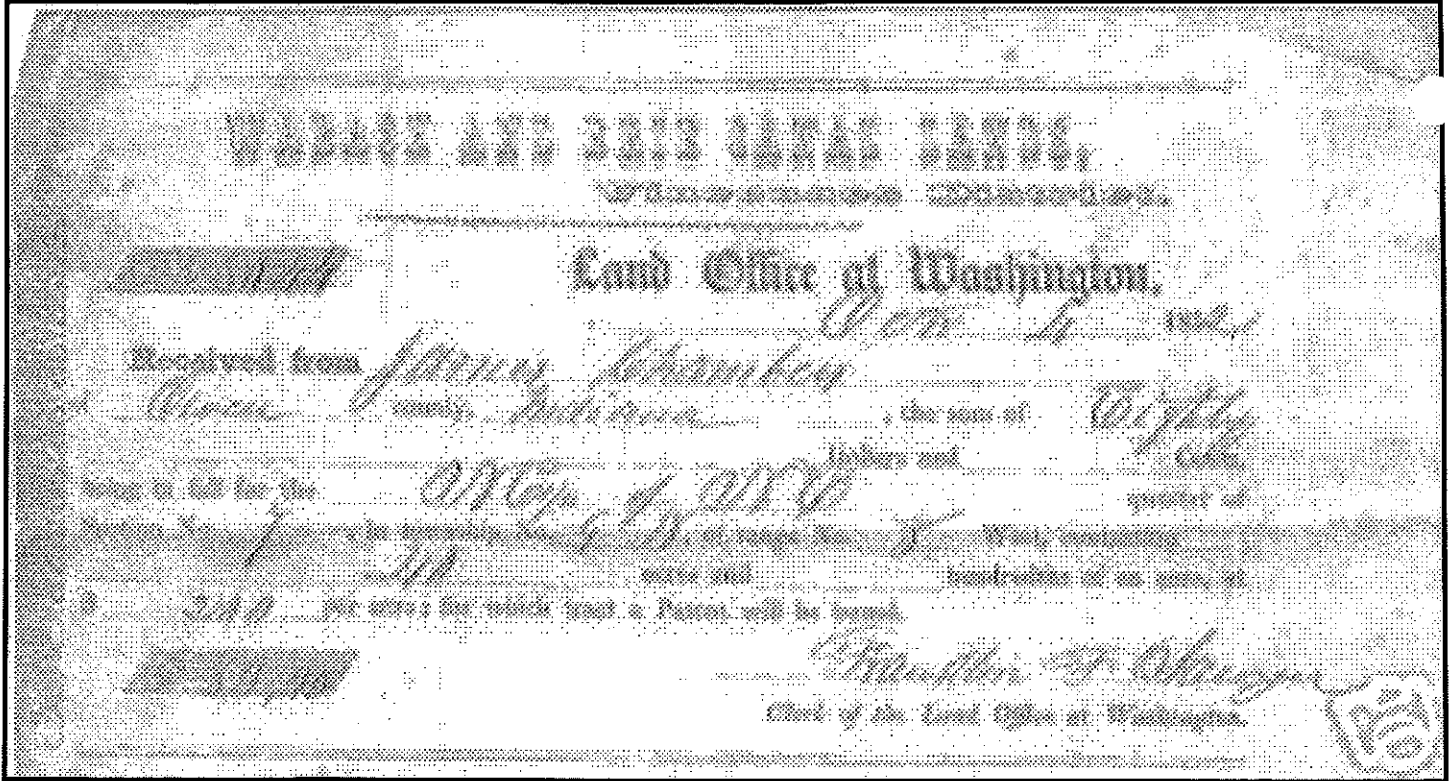
Managing Storm Water - American Rivers will work with local government and residents in Toledo to capture and filter storm water in gardens, rain barrels, wetlands, and other forms of "green infrastructure" and keep it out of the sewer system, thus reducing floods and sewage overflows into the river and Lake Erie. Gary Belan, Associate Director of American Rivers' Healthy Waters Campaign, is looking forward to working with the City of Toledo and other communities to improve the quality of the Maumee and make it a valuable community asset."

\$588,188 to Maumee Remedial Action Plan (RAP), a community based volunteer organization involving agencies, organizations and citizens interested in or involved with water quality concerns within the lower Maumee River in northwest Ohio and other rivers and streams in the region. The Maumee RAP focuses its efforts on the Area of Concern as designated by the International Joint Commission and undertakes a wide range of programs, projects and public outreach geared to making the waters of our rivers and streams drinkable, fishable and swimmable.

Curbing Agricultural Runoff - The Maumee Remedial Action Plan (RAP), a collaboration of private and public partners in the metro Toledo area, will test strategies for reversing ecological damage from obsolete dams, complete two risk assessments, and create inventory and restoration plans for two watersheds. The implementation of these plans could leverage millions of dollars through public and private sources for future improvement projects.

Chair of the Maumee Remedial Action Plan, Patrick Lawrence, noted that "these projects provide an excellent opportunity for community based efforts to address water quality concerns within the Maumee basin that serves as a home for so many people,"

The programs, which will take place over a



**Wabash & Erie Canal Lands Receipt of Purchase**

This document was recently sold on e-Bay. It was described as an "1852 receipt for the purchase of Wabash & Erie Canal lands ATTRACTIVE AND FRAMEABLE: Part printed receipt dated 1852 and issued at the Land Office at Washington, Indiana to James Chambers for money paid for 40 acres of land purchased under the provisions of "An Act...for the completion of the Wabash and Erie Canal to Evansville" (Indiana). Size 7.5" by 4". Age toned, small folds at corners, a few rust spots, overall very good."

The entire document reads: Wabash and Erie Canal Lands, Vincennes District. No 8044, Land Office At Washington, Received from James Chambers of Owen county, Indiana, the sum of Eighty being in full for the NE/ n of NE quarter of Portion No 7, in township No. 9 N, of range No. 8 West, containing 40 acres and hundredths on an acre, at \$2.00 per acre: for which tract a Patent will be issued. \$80.00 Franklin F. Sawyer Clerk of the Land Office at Washington.

Neil Sowards, CSI member, Ft. Wayne, IN

three-year span and have the potential to leverage millions in additional local, state and federal dollars, are seen as a step in the right direction by other officials. Some of their remarks are:

Congresswoman Marcy Kaptur (D-OH) was "heartened that the Joyce Foundation has recognized that the Maumee River Watershed is one of the great environmental and economic treasures of the entire Midwest. The 1.7 million people who live in the 6,600 square miles of the watershed will benefit from this comprehensive approach to the challenges facing our region. The same watershed unites both urban and rural communities, both agricultural and recreational interests. A regional solution is absolutely essential to improving the overall quality of the watershed. We here on the Great Lakes have an abundant gift that will become more valuable as the years ensue. So many places don't have this abundant land so we have to have re-

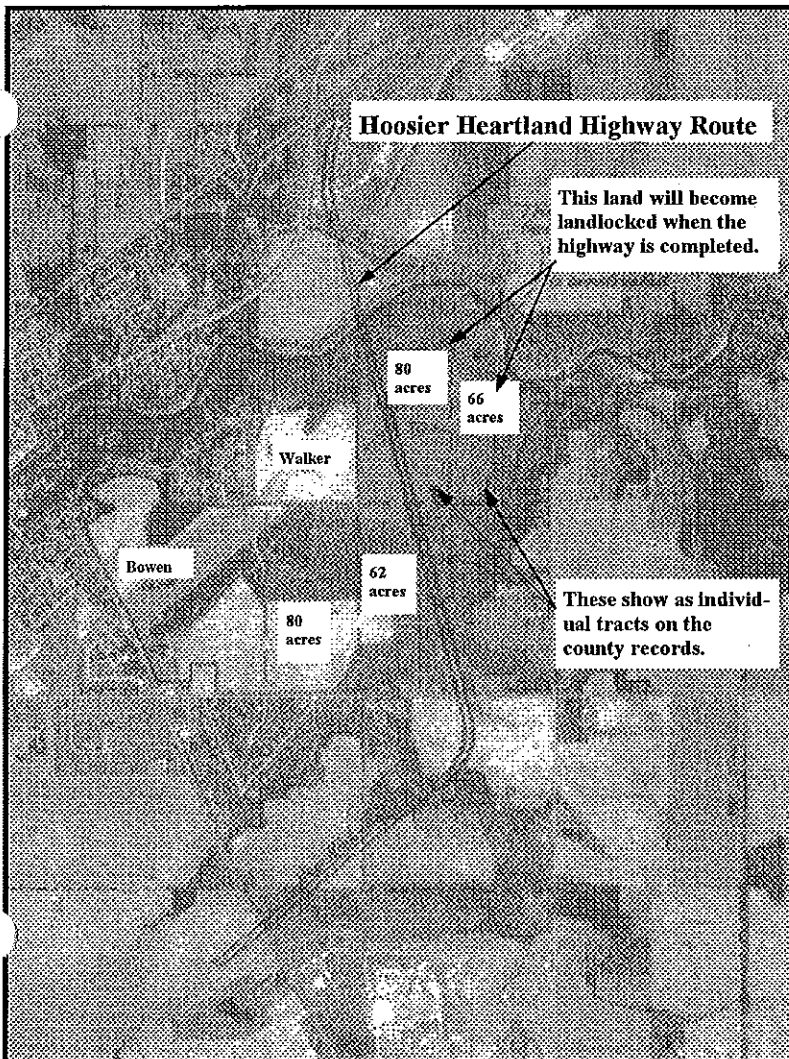
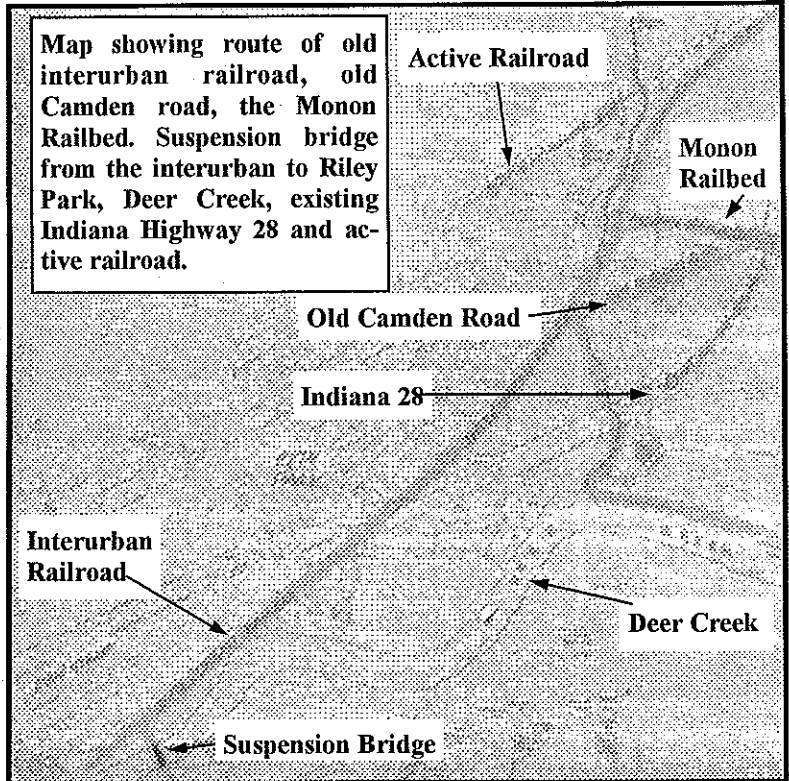
spect for it and we here in this region have to be leaders in maintaining a better environment and passing that on to our children and grandchildren."

Former head of the Ohio Department of Natural Resources, Sam Speck, was pleased with the grant saying, "Scientists have told us that the Great Lakes are on the brink of ecological breakdown, and we know that two of the key reasons are heavily polluted rivers that feed the Great Lakes and severely depleted wetlands and streamside vegetation that used to filter out contaminants. The Maumee project is an attempt to begin repairing one of those major Great Lakes arteries as we continue to push for comprehensive restoration of the entire Great Lakes system."

**TRAILS ROUTES LEADING TO HOOSIER HEARTLAND HIGHWAY**

By Dan McCain

Delphi Historic Trails members, Ken and Julie Pyle, Jeff and Krista Watson, Brian Stirm, Penny Robinson and myself, met in Delphi on February 2, 2007 to begin discussion with several landowners of parcels in the general area west and south of the existing Monon High Bridge Trail that will be impacted by the Hoosier Heartland Highway (HHH). We are configuring potential routes for trails that could lead up to the HHH corridor on both sides of Deer Creek. These efforts supplement and support the connection to the Deer Creek Valley Rural Historic District to the east via our existing Monon rail trail. There is a unique possibility of utilizing the old Interurban Route from the defunct Fort Wayne and Wabash Valley Traction Company that lays dormant in the east end of Delphi. This would provide a loop west of the new highway in two locations.



Three Bowen sisters own the large farm on the south side of Deer Creek -- the HHH route bisects their property. A big concern by them is for access either for trails or for farming equipment after the highway is built. There is a large chunk of cropland and woods that will be "land locked" by building the road. The sisters are all concerned with this prospect of inaccessibility to 50-60 acres of their farm. When trails are built access will also be needed.

The Carroll County Wabash & Erie Canal, Inc. and the Bowen sisters are considering the creation of the "Bowen Trace" to commemorate the Bowen name from its heyday in the 1850s up to the 1950s. These paths would capture the tranquility of "Bossard's Falls" and pristine, riparian woodland where the "Pioneer Road" (abandoned perhaps 75 years ago) traversed their land. Much of this is "State Park" quality land.

Our group expanded its thoughts with the potential of a trailhead on the Tri-State Cobb site (to be bought out by HHH). We envisioned enlarging our Delphi Historic Trails system through interesting loops and connections that are possible with their land holdings. Friday evening's discussion also led to an encouragement for crossing Deer Creek Valley along the HHH, which makes access to the Bowen sisters' (Ms. VanBrunt, Hageman and Longwith) property on the south.



The PIONEER ROAD on Bowen property

Photo by Dan McCain

BOSSARD'S FALLS is off to the west of the Hoosier Heartland Highway route.

Photo by Dan McCain

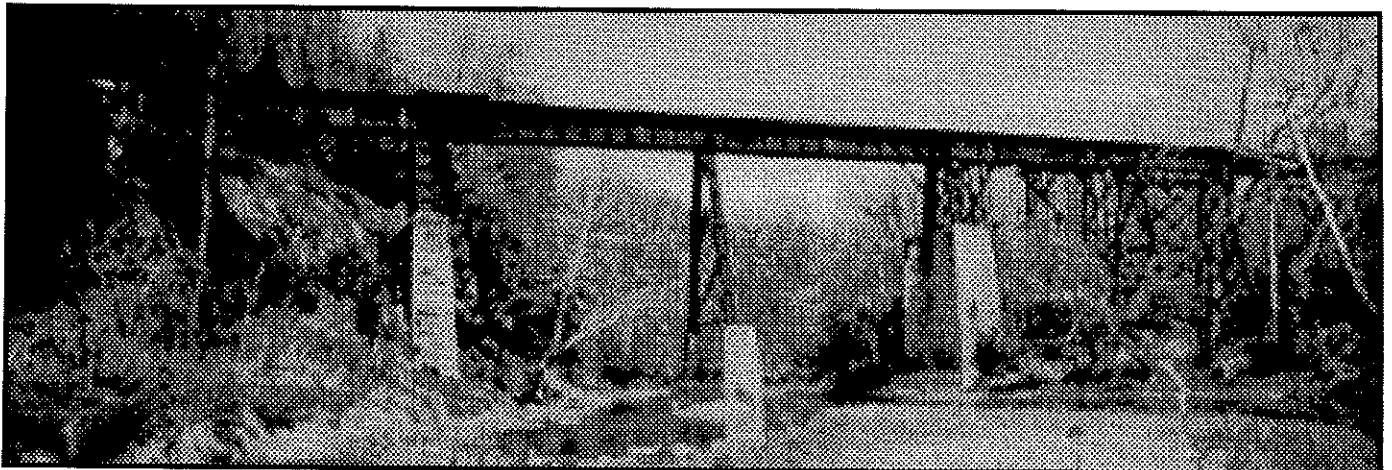
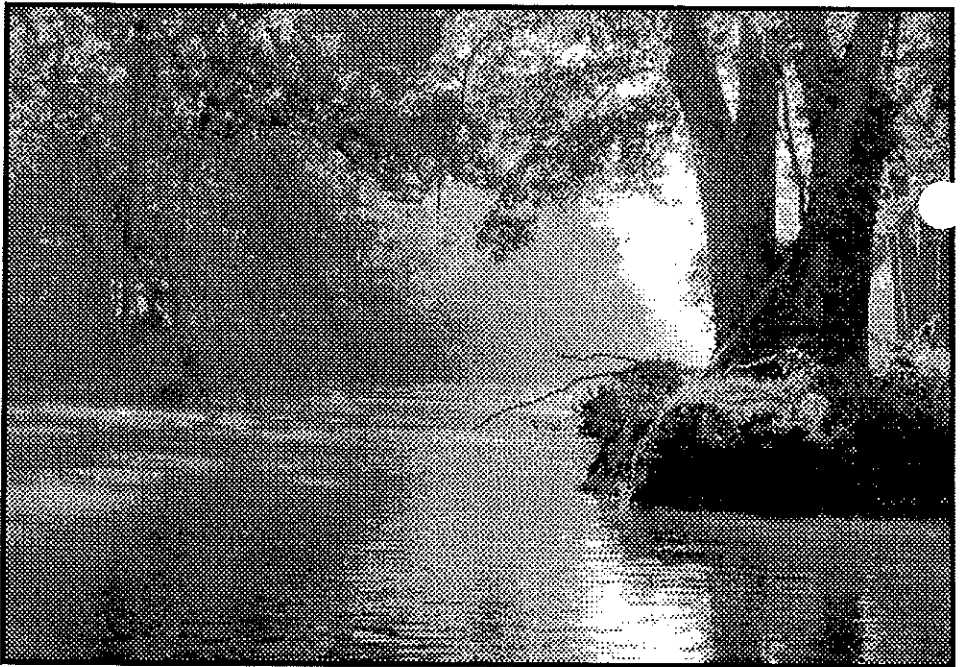
The engineering ongoing with the creation of the HHH route is critical to our plans. Letters have been sent to planners and engineers of the route seeking their comments and questions about the proposed trails.

Stream valleys like DEER CREEK offers abundant beauty and tranquility with precious natural character.

Photo by Dan McCain

HIGH BRIDGE is public accessible on the north side by the Monon rail-trail.

Photo by Dan McCain



## OLD SETTLERS HONOR CANAWLERS

By Mark A. Smith

While doing research in the Delphi Public Library on a totally different topic, I, Mark Smith, found an article from the *Delphi Journal* of 1950, which mentioned that at that year's Old Settler's Meeting an attempt was going to be made to recognize the Irish who had worked on the Wabash and Erie Canal in the area. This prompted an e-mail to Bonnie Maxwell, a board member and volunteer of the Carroll County Historical Society, who is sympathetic to the cause of the Carroll County Wabash & Erie Canal, Inc. Her further research in the Recorder's Office of the August 17, 1850 *Delphi Journal* brought to light the following information:

### CENTENNIAL CERTIFICATES:

Each of the following received a centennial certificate honoring their canawling ancestors:

Catherine Brackenridge, whose ancestor was Reed Case

Gertrude Ione McCain, whose grandfather Christian Neff owned a boat on the canal

Iva Temple, whose father Jacob Moorman rode mules along the canal as a boy

Mrs. Frances Kirkpatrick Garrett, whose grandfather James C. Kirkpatrick drove the first packet boat on the canal to Carroll County

Letha Thompson Isaacs, whose grandfather Itha Thompson was a member of a crew on a grain boat

Daniel Hufford, whose grandfather Israel Overly drove horses along the canal

W.R. Collins, whose grandfather William Collins was a captain on the canal

Zena Shelby, whose grandfather Lawrence Cook was a member of a crew on a canal boat

Certificates were also given to people who rode on the canal as follows:

Rev. Harry Wingard; Mrs. Jennie Wolf, age 91; and, of course, Mrs. Catherine Brackenridge, granddaughter of Reed Case.

The Temple family was quite a fixture in the Lockport area north of Delphi, Indiana. At this point in history, there are Moorman-Temple descendants still living in Carroll and White counties. John and Sylvia Gallo-way Temple were the parents of John L. "Jack" Temple, Jr.; Carol Lou Temple Wilson; and Steven Temple. Both Laura and John were well-known school teachers at Adams Township. Laura also saw service in the newly-established Eastlawn School District. Other Temples are: Thomas R., Rebecca A, Barbara E, and Rick P.

The entire Temple family was characterized by their public spirit and service to the Lockport Church and

area. They devoted themselves totally to the creation of French Post Park, a scenic spot along the Wabash where Jean Baptiste Duret established a trading post in 1820 to trade furs with the Potawatomi Village across the river. Duret later on took his business to Logansport and assisted both in founding and naming that city. He was also clerk to his uncle John Tipton and a well-known businessman in that area.

French Post Park was founded in 1923 with a ruffle and flourish, including a piano and violin duet by Laura and Eva Temple, ringing of the old courthouse bell ninety-two times representing every county in the state of Indiana, and a blessing being given by the Methodist Episcopal Church pastor.

There are also Isaacs descendants still carrying on the name today. This points up the importance of "The Big Ditch" in our area, and those visiting Canal Park in Delphi on May 5-6, 2007 with the Canal Society of Indiana tour may want to be mindful of this.

One of the distinguishing factors of the Canal Merchants and other Canal Notables of the Delphi, Indiana vicinity was their indigenous character--they settled there, put down roots, joined churches and lodges, and stayed a while. Unfortunately, by the third generation, many of them were gone to greener pastures, and any descendants with whom I have been able to connect at the four points of the compass -Victor Case, James and Caryl Brackenridge, John Schermerhorn, and the Pigman family (Herb, of Ambia) - have been a true blessing and a genealogical miracle to us all.

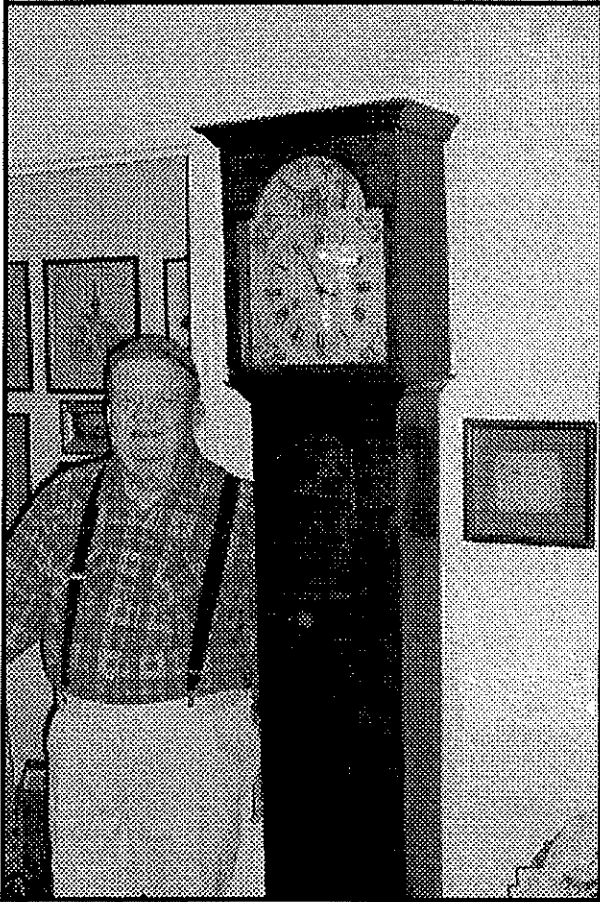
The railroad developers didn't do that, and all we have to show for their presence in Carroll County are little burgs bearing their name--Yeoman, named after Stephen N. Yeoman, engineer for the Monon; Burrows, named after an official on the Wabash Railroad; and Cutler, named after an official on the Pennsylvania Railroad. It would have been a real melee to have named Delphi after Canal Notables--which one would have held forth? Case, Wood, Rinehart, etc.

Many thanks are to be given to Bonnie Maxwell for her cooperation with our group on this small, but significant project.

Mark Smith is a member of the board of directors of the Carroll County Wabash & Erie Canal, Inc. in Delphi, Indiana.

## HISTORIC CLOCK RETURNS HOME

New to Canal Park but actually an old-timer to Carroll County is a beautiful old grandfathers clock brought back in March to Delphi from Chicago by Dan and David McCain. The Canal Association has received



Bill Gros has donated this clock to the Carroll County Wabash & Erie Canal, Inc. Photo by Dan McCain

the 1805 clock from Father William K. "Bill" Gros, who grew up in Delphi in the 40s and 50s. He is semi-retired as "Father Gros" and a past Rector of the Church of England. Many citizens remember his father, Dr. Gros, who was a general practitioner when he returned from World War II in 1945. Dr. Gros died in 1951 from complications of fever and infections he got in the South Pacific. The family lived in Delphi in the 1950s. Now both of Bill's parents and his sister are gone. He felt that the clock must return to Carroll County and worried that that might not happen if he died. He wanted to make sure the clock was donated to the canal museum in recognition of the family of Johann Christian Gros, who immigrated from Germany via New York City to Delphi in the 1830s.

The grandfathers clock is said to have been made in Pennsylvania in 1805. It is reputed to have been the first clock brought into Carroll County, Indiana, by a Mr. Thomas Stirling. Legend has it that the clock was transported on the back of a mule. At some point Bill's grandfather, William Gros, acquired it and it has remained in the family.

The clock was not running when it was picked up in Chicago, but Bill says it works. Its weights and

pendulum will be put in place and adjusted by a local watchmaker. It will then be displayed in the lobby of the Canal Interpretive Center for several months before being put in the Case House on permanent display.

### Sunrise along the Canal

by Richard F. Brown, Jr., AICP

The misty morning chill  
Fades with a brush of light  
As the earth re-awakens  
From its slumber overnight

The dawn begins to filter  
Amidst the summer flora  
As our old friend arises  
In its bright, shining aura

Up-bound along the towpath  
Another day's toil ahead  
Drawing closer to the summit  
With each step that is tread

Songbirds serenade us  
Along each mile anew  
In an aerial symphony  
Above this linear venue

Moist dew gently glistens  
On a live carpet of green  
Aligning our canal course  
To frame a portrait scene

Painters may speak on canvas  
Potters may mold soft clay  
But along this liquid vista  
Nature's art holds all sway.

### "CANALABRATING GOOD TIMES"

25 years of canawling

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

May 4-6, 2007