

VOL. 7 NO. 12

P.O. BOX 40087 FORT WAYNE, IN 46804

DECEMBER 2008

CROSS-CUT ADVENTURE



Cross-Cut tour attendees stand before the "Blue Hole," the watered remains of the summit level of the Cross-Cut portion of the Wabash & Erie Canal between the Wabash and White rivers in Vigo county.

Features

1. "Across The Cross-Cut"
3. Canal Predecessors: Historic Portages of the Great Lakes Region in Canada and the U.S.
11. Canawlers At Rest: Hugh McCulloch
19. "Across The Cross-Cut" Book Order Form, Speakers Bureau
20. A Visionary's Concept Of A W&E Waterway
23. Run Doty Run, "Across The Cross-Cut" (cont.)
30. Sunday's Tour
32. Junction Marker Dedicated

"ACROSS THE CROSS-CUT"

By Carolyn Schmidt

Autumn leaves rustled in the warm breeze, smoke curled from a bonfire, and geese flew overhead at Pleasant Grove Farm where 55 canawlers met to register and picnic on Friday October 10, 2008. Pleasant Grove Farm contains 32 acres and is being developed as a retirement resort at the east edge of the Goose Pond Wetland Development in Sheffield township, Indiana. It has a picnic pavilion, a stocked pond, a maze, domestic gardens, and two observation towers overlooking the Goose Pond area where birds, deer and other wildlife can be seen. (cont. on page 26)

“ACROSS THE CROSS-CUT”

October 10-12 Fall Tour Park Inn, Linton, IN

Hosts and docents: Leon & Sandy Billing, Bill & Berky Davis, Jeff Koehler, Bob & Carolyn Schmidt

Theme: “Across the Cross-Cut” Wabash & Erie Canal from Terre Haute to Worthington, IN

Friday night: Picnic at Pleasant Grove Farm, Sandy & Leon Billing, Bill & Berky Davis

Friday program: Marsha Cline, “History of Greene County”

Saturday noon: Box lunches from Angell’s Deli at VFW Post 972 Park in Riley

Saturday buffet: Old Bank & Company

Saturday program: Ed Borter, “Anchors Away”

Tour refreshments: Leon & Sandy Billing, Bill & Berky Davis, Jim & Ruth Ellis “Archway” cookies

Tour book: Carolyn Schmidt

Tour logo: Nate Tagmeyer/Carolyn Schmidt

Goodie bags: Sandy Billing & Berky Davis

Name tags: Carolyn Schmidt

Tour:

Saturday morning: Turner Coaches, Inc. from Linton to Worthington, Johnstown, Eel River feeder dam, Splunge Creek Reservoir, Anguilla, Saline City, Birch Creek Reservoir, Blue Hole, Riley Locks 49 & 47, to Linton

Sunday morning: Car caravan to Richland Furnace, Tulip Railroad Viaduct/Trestle, VanSlyke Graves in Bloomfield, Yoho’s General Store, American Bottoms, Old Tobacco Barn, Sculpture Garden

55 Attended tour 54 attended banquet States represented: IN 47, OH 6, Washington, D. C. 1

Sally Bancroft, Leon/Sandy Billing, Maurice/Dorothy Bonecutter, Ed Borter, Paul Brandenburg, Sue Burger, Tom/Linda Castaldi, Allan/Linda Corwin, Bill/Berky Davis, Bill/Betty Easton, Ernest/Helen Ellis, Jim/Ruth Ellis, Gail Ginther, Ed/Melverine Gruber, Don/Betty Haack, Jeff Koehler, Lynette Kross, Dan McCain, David McCain, Dennis McDaniel, Charlotte May, Paul Moffett, Mike Morthorst, Ed/Cynthia Powers, Melissa Reed, Bob/Carolyn Schmidt, Dan Schuster, Bruce/Kay Sheldon, Steve/Sue Simerman, Brian Stirn, Neil/Diana Sowards, Michael Thrall, Frank/Mary Timmers, Larry Turner, Margaret VanVleet, Allen/Becky Vincent, Chuck/Anne Whiting, Dick Winchell

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Canal Predecessors: Historic Portages of the Great Lakes Region in Canada and the United States
 by Richard F. Brown, Jr., AICP

The following chart lists known historic portages located within the Great Lakes Region (all States or Provinces bordering the Great Lakes). Due to their importance as trade routes, many of these portages eventually saw a canal proposed or constructed along or near the portage route. In some cases the crossing between two water bodies involved a single carrying place, while other portages such as those along the St. Lawrence and Ottawa Rivers, or along the Boundary Waters and Kaministiquia canoe routes involve multiple portages of varying distances and degrees of difficulty. The chart below is not meant to be a comprehensive list of all portages in the Great Lakes Region. Instead, the chart lists those historic portages which pre-dated later canal routes and/or important portages which were part of the vast waterborne transportation network of the time (see notes at the end of the chart).

HISTORIC PORTAGE(S)	PORTAGE CONNECTIONS (watershed/basins in parenthesis)	FIRST * DOCUMENTED	APPROX. LENGTH**	STATE OR PROVINCE	LATER CANAL ROUTE(S)
Chicago Portage	Chicago River (Lake Michigan) to the Des Plaines/Illinois Rivers (Mississippi River)	1673: Jolliet and Marquette	< 1 mile	Illinois	Illinois & Michigan Sanitary & Ship
Eel River Portage	Maumee River (Lake Erie) to the Eel/Wabash Rivers (Ohio River)	Shown on 1753 map	11 miles	Indiana	n/a
Maumee-Wabash Portage a.k.a. The Glorious Gate or Long Portage	Maumee River (Lake Erie) to the Little Wabash/Wabash Rivers (Ohio River)	ca 1680: LaSalle?	8 miles	Indiana	Wabash & Erie
St. Joseph-Kankakee Portage a.k.a. Portage du Miamis (b) or Grand Portage	Kankakee River (Mississippi River) to the St. Joseph River (Lake Michigan) or links to the St. Joseph-Wabash Portage and the Two St. Joseph Portage	1679: LaSalle	5 miles	Indiana	St. Joseph River navigation
St. Joseph-Wabash Portage	Eikhart River (Lake Michigan) to the Tippecanoe River/Wabash River (Ohio River)	Shown on 1755 French map	14 miles	Indiana	Parts of the Erie & Michigan (a)
Falls of the Ohio Portage	Along the Ohio River	1669: LaSalle	2 miles	Indiana & Kentucky	Portland Ohio River navigtn.
Au Sable-Manistee Portage	Au Sable River (Lake Huron) to Portage Creek/Manistee River (Lake Michigan)	Unknown	1.5 miles	Michigan	n/a
Bad-Maple Portage	Bad/Shiawassee/Saginaw Rivers (Lake Huron) to Maple/Grand Rivers (Lake Michigan)	Shown on 1688 French map	3 miles	Michigan	Saginaw & Grand River (a)
Bay de Noc-Au Train Portage	Bay de Noc/Whitefish River (Lake Michigan) to Au Train River (Lake Superior)	Unknown	< 5 miles overall	Michigan	n/a
Grand-Huron Portage (2 options)	Portage/Grand Rivers or the Red Cedar/Grand Rivers (Lake Michigan) to Huron River (Lake Erie)	Shown on 1822 map	3 miles	Michigan	Parts of the Gibraltar & Flat Rock (a)
Grand Rapids Portage	Along the Grand River	ca 1730	1 mile	Michigan	Grand Rapids Bypass E & W
Keweenaw Portage a.k.a. Keweenaw Cut-Off	Across the Keweenaw Peninsula from Keweenaw Bay to Lake Superior	1661: Menard	2 miles	Michigan	Lake Superior Ship and Portage Lake
Little Traverse Portage a.k.a. The Inland Route	Little Traverse Bay (Lake Michigan) to Round Lake/Indian River (Lake Huron)	Unknown	< 1 mile	Michigan	Northern Michigan Waterway
Shiawassee-Maple Portage	Shiawassee/Saginaw Rivers(Lake Huron) to the Maple/Grand Rivers (Lake Michigan)	ca 1816: Bolieu	4 miles	Michigan	Saginaw & Grand River (a)
Two St. Joseph Portage	Pigeon/St. Joseph Rivers (Lake Michigan) to Fish Creek/St. Joseph/Maumee Rivers (Lake Erie)	Shown on 1822 map	3.5 miles	Michigan	St. Joseph R. navign. and Erie & Michigan

HISTORIC PORTAGE(S)	PORTAGE CONNECTIONS (watershed basins in parenthesis)	FIRST* DOCUMENTED	APPROX. LENGTH**	STATE OR PROVINCE	LATER CANAL ROUTE(S)
St. Mary's Rapids Portage a.k.a. New Portage	Lake Superior to Lake Huron	1622: Bruie and Grenolle	2.8 miles	Michigan & Ontario	Soo
Little Portage	Lake Superior to St. Louis Bay	1679: Du Lhut	0.5 mile +/-	Minnesota	Duluth Ship
St. Louis River Portages (Grand, Knife, and Woman's)	St. Louis River (Lake Superior) to Savanna Portage and the (Mississippi River)	1679: Du Lhut	9 miles combined	Minnesota	n/a
Savanna Portage	West Savanna/Sandy Rivers (Mississippi River) to the East Savanna/St. Louis Rivers (Lake Superior)	1679: Du Lhut	6 miles	Minnesota	n/a
Grand Portage a.k.a. Pigeon River Portage	Boundary Waters: Lake Superior (Great Lakes) to the Pigeon/Rainy Rivers (Hudson's Bay)	1722: Pachot	8.5 miles	Minnesota & Ontario	n/a
Height of Land Portage (within the Boundary Waters)	Boundary Waters: South Lake/Pigeon River (Great Lakes) to North Lake/Rainy River (Hudson Bay)	1732: La Verendyre	0.25 miles	Minnesota & Ontario	n/a
Chautauqua Portage	Lake Erie to Lake Chautauqua/Conewango Creek/Allegheny River (Ohio River)	1615: Bruie	9.25 miles	New York	n/a
Fort Edward Portage	Hudson River to Lake George	1690: Winthrop	12 miles	New York	Champlain
Genesee Falls/Gorge Portage	Along the Genesee River	1669: LaSalle?	2 miles	New York	Genesee Valley
Mohawk Rapids Portage	Mohawk River to the Hudson River	Unknown	18 miles	New York	Erie
Mohawk-Susquehanna Portage a.k.a. Fort Plain Portage	Mohawk River to the Lake Otsego (Susquehanna River)	1614: Dutch traders	14 miles	New York	Chemung (nearby)
Niagara Portage	Lake Erie to Lake Ontario	Winter of 1678-79: LaSalle	8 miles	New York	Weiland (in Canada)
Oneida Carry Place a.k.a. The Great Carry Place	Mohawk River (Hudson River) to Wood Creek (Oneida Lake)	Shown on 1740 French map	1 mile	New York	Erie
Oswego Falls Portage	Oswego River (Lake Ontario) to Oneida Lake	1600	1 mile	New York	Oswego
Ticonderoga Portage	Lake Champlain to Lake George	1609: Champlain	1.3 miles	New York	Champlain
Auglaize-Great Miami Portage	Auglaize/Maumee River (Lake Erie) to Great Miami River (Ohio River)	Shown on 1755 British map	5 miles	Ohio	n/a
de Lery Portage	Lake Erie to Sandusky Bay	1754: de Lery	2 miles	Ohio	n/a
Huron-Mohican Portage	Bald Eagle Creek/Huron River (Lake Erie) to Mohican/Walbonding/Muskingum River (Ohio River)	Shown on 1776 British map	1 mile	Ohio	n/a
Loramie Portage a.k.a. Gr. Miami-Maumee Portage	St. Mary's/Maumee Rivers (Lake Erie) to Loramie Creek/Great Miami River (Ohio River)	ca 1748	6 miles in high water	Ohio	Miami & Erie
The Portage Path Cuyahoga-Tuscarawas Portage	Cuyahoga River (Lake Erie) to the Tuscarawas River (Ohio River)	Shown on 1753 map	2 miles	Ohio	Ohio & Erie
Sandusky-Great Miami Portage	Sandusky River (Lake Erie) to Great Miami River (Ohio River)	Shown on 1755 British map	9 miles	Ohio	n/a
Scioto Trail Portage a.k.a. "Portage 45"	Sandusky River (Lake Erie) to the Little Scioto River (Ohio River)	1755: Colonel James Smith	4 miles	Ohio	n/a
Bruce Peninsula Portage	Rankin River/Boat Lake (Lake Huron) to Colpoys Bay/Georgian Bay (Lake Huron)	1701: Cadillac	4 miles	Ontario	n/a
Coldwater Portage	Lake Simcoe to Lake Huron	1615: Champlain	14 miles	Ontario	Trent-Severn
Grand Calumet Portage	Along the Ottawa River	1610: Bruie	Unknown	Ontario	Georgian Bay Ship (a)

HISTORIC PORTAGE(S)	PORTAGE CONNECTIONS (watershed basins in parenthesis)	FIRST* DOCUMENTED	APPROX. LENGTH**	STATE OR PROVINCE	LATER CANAL ROUTE(S)
Great Dog Portage	Kaministiquia Canoe Route from Lake Superior to Lake of the Woods (Hamilton Harbour) Lake Ontario to Lake Huron	1688: de Noyon	1.85 miles	Ontario	n/a
Head of Lake Portage a.k.a. Dundas Portage	Humber River (Lake Ontario) to the Holland River (Lake Simcoe/Lake Huron)	1669: Jolliet, LaSalle & Galinee	Unknown	Ontario	Desjardins
Humber Portage a.k.a. Toronto Passage/Carry Place	Bay of Quinte (Lake Ontario) to Weller's Bay (Lake Ontario)	1615: Brule	28 miles	Ontario	Newmarket
Kente (Quinte) Portage a.k.a. Carrying Place	Mattawa/Ottawa River (St. Lawrence River) to French River (Lake Huron)	1615: Champlain	1.75 miles	Ontario	Trent-Severn
LaVase "Mud" Portages (3)	Long Point Bay (Lake Erie) to Lake Erie	1610: Brule	7 miles combined	Ontario	Georgian Bay Ship (a)
Long Point Portage	Kaministiquia Canoe Route from Lake Superior to Lake of the Woods	1670: Casson and Galinee	< 2 miles	Ontario	Natural channel formed in 1833
Mountain Portage	Boundary Waters: Rainy Lake to Namakan Lake	1688: de Noyon	1 mile	Ontario	n/a
New Portage a.k.a. Turtle and Bear Portages	Lake Erie to Lake Ontario	Alexander Mackenzie	< 1 mile combined	Ontario	n/a
Niagara Portage Road	Lake Simcoe to the Willow Creek/Nottawasaga River (Lake Huron)	1788 (c)	27 miles	Ontario	Welland
Nine Mile Portage	Lake of the Woods to the Winnipeg River (Hudson Bay)	1615: Champlain	9 miles	Ontario	Trent-Severn
Rat Portage	Rouge River (Lake Ontario) to the Humber River (Lake Simcoe/Lake Huron)	Unknown	0.33 miles	Ontario	n/a
Rouge Portage (alternate Toronto Passage)	Lake Simcoe to Balsam Lake	1615: Brule	Unknown	Ontario	Newmarket
Simcoe-Balsam Lake Portage a.k.a. Talbot Portage	Along the Ottawa River	1615: Champlain	17 miles	Ontario	Trent-Severn
Chaudiere Portages (2)	Driftwood Creek (West Branch Susquehanna River) to Portage Creek/Allegheny River (Ohio River)	1610: Brule	0.75 miles combined	Ontario/Quebec	Georgian Bay Ship (a)
Big Portage a.k.a. Canoe Place Portage	West Branch Susquehanna River to Two Lick Creek/Allegheny River (Ohio River)	Shown on 1791 map	23 miles	Pennsylvania	n/a
Cherry Tree Portage	Conestoga Creek (Susquehanna River) to French creek/Schuylkill River (Delaware River)	Unknown	10 miles	Pennsylvania	n/a
Conestoga Portage	Conodoguinet Creek (Susquehanna River) to Conococheague Creek (Potomac River)	Unknown	8 miles	Pennsylvania	Portion of Conestoga
Conococheague Portage	Delaware River to the Susquehanna River	Unknown	8 miles	Pennsylvania	Conodoguinet (a)
Great Bend Portage	West Branch Susquehanna River to Freeman Run/Allegheny River (Ohio River)	Pre-1774	19 miles	Pennsylvania	n/a
Little Portage	Presque Isle Bay (Lake Erie) to French Creek (Allegheny/Ohio Rivers)	Unknown	18 miles	Pennsylvania	n/a
Presque Isle Portage	Conewango Creek to Allegheny River short-cut	1718	14 miles	Pennsylvania	Erie Extension
Seneca Crossing	Chemung River to N. Branch Susquehanna River	Unknown	8 miles	Pennsylvania	n/a
Tioga Portage	Lake Superior to St. Croix River (Mississippi River)	Pre-1774	200 yards	Pennsylvania	n/a
Bois Brule-St. Croix Portage		1680: Du Lhut	2 miles	Wisconsin	Lake Superior-Mississippi(e)

HISTORIC PORTAGE(S)	PORTAGE CONNECTIONS (watershed basins in parenthesis)	FIRST* DOCUMENTED	APPROX. LENGTH**	STATE OR PROVINCE	LATER CANAL ROUTE(S)
Flambeau Trail Portages (incl. Turtle and Six Pause Portages)	Montreal River (Lake Superior) to Lac du Flambeau (Mississippi River)	1661: Radisson and Groseilliers	45-50 miles combined	Wisconsin	n/a
Fond-du-Lac-Rock Portage	Fond-du-Lac River/Lake Winnebago (Lake Michigan) to Rock River (Mississippi River)	1787: Franks and Pottier	2 miles	Wisconsin	Fond-du-Lac & Rock River (a)
Fox-Wisconsin Portage a.k.a. Winnebago Portage or The Great Carrying Place	Fox River (Lake Michigan) to the Wisconsin River (Mississippi River)	1659: Radisson and Groseilliers	2 miles	Wisconsin	Portage
Milwaukee-Fox Portage	Menomonee/Milwaukee River (Lake Michigan) to Fox River (Mississippi River)	Shown on 1808 map	< 3 miles	Wisconsin	Milwaukee & Rock River (a)
Grand Kekaling and Ooukacitaming Portages	Along the Fox River between Green Bay and Lake Winnebago (at Kaukauna and Little Chute)	1634: Nicollet & 1670: Alloeuz	4-5 miles combined	Wisconsin	Fox River navigation
Namekagon-Lac Court Oreilles Portage	Namekagon River/Bois Brule-St. Croix Portage connection (Lake Superior) and Lac Court Oreilles/Chippewa River (Mississippi River)	1659: Radisson and Groseilliers	2.5 miles	Wisconsin	n/a
Plover Portage	Along the Wisconsin River	Shown on 1845 map	8 miles	Wisconsin	n/a
Root-Fox Portage	Lake Muskego/Root River (Lake Michigan) to Fox River of Illinois/Illinois River (Mississippi River)	1699: de Tonty and others	6 miles	Wisconsin	n/a
Shawano-Oconto Portage	Oconto River/Green Bay (Lake Michigan) to Shawano Lake/Wolf River (Fox River) with link via the Fox-Wisconsin Portage to the Mississippi River	1673: Marquette & Nicollet	3.75 miles	Wisconsin	n/a
Sturgeon Bay Portage	Across the Door Peninsula from Green Bay (Lake Michigan) to Lake Michigan	1673: Jolliet and Marquette	1.5 miles	Wisconsin	Sturgeon Bay Ship
Yellow-Big Rib Portage	Yellow/Chippewa Rivers (Mississippi River) to the Big Rib/Wisconsin Rivers (Mississippi River)	1660: Menard?	Unknown	Wisconsin	n/a

NOTES: * For portages where specific information about whom first documented the portage location is not available; the earliest record found by the author is provided, such as a map reference.

** The length of the portage often varied by the season and water levels in the streams. (b) The St. Joseph River of Lake Michigan was previously called the Miami River.

(a) Planned, but never built or only partially completed. (c) Was opened by the British in 1788 after the American Revolution.

Prior to the construction of navigation canals or the canalization of rivers, the most expedient method to traverse undeveloped regions of the United States and Canada was to utilize the existing natural rivers, lakes, and streams. When overland movement between two watersheds was necessary, or an impediment such as a rapids or waterfall obstructed safe passage, portages and portage trails were established.

Portages were also developed to avoid lengthy trips around land features on the Great Lakes such as peninsulas. Aside from shortening the trip, the portage even allowed the traveler to avoid potentially dangerous swells and storms. Examples from the chart include the Keweenaw Portage across the Keweenaw Peninsula; Little Portage over Minnesota Point; the de Lery Portage across the Sandusky Peninsula in Ohio, the Long Point and Kente Portages in Ontario; and the Sturgeon Bay Portage across the Door Peninsula. Another un-confirmed example is a possible portage across the Garden Peninsula of Michigan's Upper Peninsula.

Portages were most often begun by Native Americans many years prior to use by Europeans, Canadians, and Americans. Many portages became major transportation links for voyageurs, fur traders, missionaries, explorers, settlers, and pioneers. Famous explorers, fur traders, and missionaries utilizing these portages included:

EXPLORER/MISSIONARY	BIRTH/DEATH YEAR	EXPLORER/MISSIONARY	BIRTH/DEATH YEAR
Pere (Father) Claude-Jean Allouez Etienne Brule'	1622 - 1689 ca 1592 - 1633	Augustin Mouet Sieur de Langlade Charles Michel de Langlade	1703 - c 1771 c 1729-1800
Antoine de la Mothe Sieur de Cadillac	1658-1730	Rene-Robert Cavalier Sieur de La Salle	1643 - 1687
Pere (Father) Francois Dollier de Casson	1636 - 1701	Pierre Gaultier de Varennes Sieur de La Verendrye	1685-1749
Samuel de Champlain	ca 1567/70 - 1635	Sir Alexander Mackenzie	1764 - 1820
Pierre Francois Xavier de Charlevoix	1682-1761	Pere (Father) Jacques Marquette	1637 - 1675
Daniel Greysolon Sieur Du Lhut (Duluth)	ca 1639 - 1710	Pere (Father) Rene' Menard	1605 - 1661
Pere (Father) Rene Brehant de Galinee	1645 - 1678	Jean Nicolle	1598 - 1642
Medard Chouart Sieur des Groseilliers	1618 - 1696	Jacques de Noyon	1668 - 1745
Louis Hennepin	1626 - 1705	Nicholas Perrot	1644-1717
Louis Jolliet	1645 - 1700	Pierre-Esprit Radisson	1636 - 1710

Multiple portage routes were often utilized to connect large and important watersheds. The following chart lists examples:

LAKE MICHIGAN TO THE MISSISSIPPI RIVER	LAKE ERIE TO THE OHIO RIVER	LAKE HURON TO LAKE MICHIGAN	LAKE SUPERIOR TO THE MISSISSIPPI RIVER
Chicago Portage (IL)	Maumee-Wabash Portage (IN)	Au Sable-Manistee Portage (MI)	Savanna Portage (MN)
St. Joseph-Kankakee Portage (IN)	Eel River Portage (IN)	Bad-Maple Portage (MI)	Bois Brule-St. Croix Portage (WI)
Fond du Lac-Rock Portage (WI)	Chautauqua Portage (NY)	Little Traverse Portage (MI)	Flambeau Trail Portage (WI)
Fox-Wisconsin Portage (WI)	Auglaize-Great Miami Portage (OH)	Shiawassee-Maple Portage (MI)	Namekagon-Lac Court Oreilles Portage (WI)
Milwaukee-Fox Portage (WI)	Huron-Mohican Portage (OH)		
Root-Fox Portage (WI)	Loramie Portage (OH)		
Shawano-Oconto Portage (WI)	The Portage Path (OH)		
	Sandusky-Great Miami Portage (OH)		
	Scioto Trail Portage (OH)		
	Presque Isle Portage (PA)		

The availability of multiple options between watersheds proved to be beneficial to the French when the Fox Wars of 1712-1716 and 1728-1737 rendered the Fox-Wisconsin Portage an unsafe option, thus shifting the focus to the St. Joseph-Kankakee and Maumee-Wabash Portages (Kellogg and www.whiteoak.org). To protect important portages, military outposts were often established by the French, British, American, and Canadian governments.

The following chart lists forts established at some of the historic portages in the Great Lakes Region:

PROTECTED PORTAGE	FORT(S) (Years in Official Use*)
Bois Brule-St. Croix Portage	Fort St. Croix (1683)
Chicago Portage	Fort Dearborn I and II (1803-1837)
Fort Edward Portage	Fort Nicholson (1709-1710); Fort Lydia (1731-1755); and Fort Edward (1755-1780)
Fox-Wisconsin Portage	Fort Winnebago (1828-1845)
Humber Portage	Fort Rouille/Toronto (1749-1759)
Kente (Quinte)	Fort Kente (1720-?) and (1750-?)
Loramie Portage	Fort Loramie (1794-1815)
Maumee-Wabash Portage	Fort St. Philippe/Miami/Miamis (1715-1763) and Fort Wayne I and II (1798-1818)
Niagara Portage	Fort LaSalle (1669-1675); Fort Conti (1678-1687); Fort Denonville (1687-1688); and Fort Niagara (1726-1963)
Nine Mile Portage	Fort Willow (1812-?) and Fort Nottawasaga (1816-1818)
Oneida Carry Place	Fort Bull (1755-1756); Fort Williams (1756); Fort Newport (1756); Fort Wood Creek (1756); Fort Craven/Pentagon (1756); and Fort Stanwix (1762-1768 and 1776-1781)
Oswego Falls Portage	Fort Bradstreet/Oswego Falls Palisade (1759-1767)
Presque Isle Portage	Fort le Beouf (1753-1759 & 1760-1763) and Fort Presque Isle (1753-1763 & 1795-1862)
St. Joseph-Kankakee Portage	Fort St. Joseph (1691-1795)
Ticonderoga Portage	Fort Carillon (1755-1759) and Fort Ticonderoga (1760-1783)

* Used for military or government purposes versus abandoned or in private ownership.

Large and important cities often developed at or near these many portage locations. The following chart lists major cities which began at some of these important Great Lakes portages:

CITY	STATE OR PROVINCE	PORTAGE
Akron	Ohio	Cuyahoga-Tuscarawas Portage (The Portage Path)
Barrie	Ontario	Nine Mile Portage
Chicago	Illinois	Chicago Portage
Duluth-Superior	Minnesota/Wisconsin	Little Portage and St. Louis River Portages
Erie	Pennsylvania	Presque Isle Portage
Fort Wayne	Indiana	Maumee-Wabash Portage (The Glorious Gate) and The Eel River Portage
Hamilton	Ontario	Head of Lake "Dundas" Portage
Louisville-New Albany	Kentucky/Indiana	Falls of the Ohio Portage
Niagara Falls	New York/Ontario	Niagara Portage & Niagara Portage Road
North Bay	Ontario	La Vase Portages
Ottawa-Gatineau	Ontario/Quebec	Chaudiere Portages
St. Catharines	Ontario	Niagara Portage Road
Sault Ste. Marie	Michigan/Ontario	St. Mary's Rapids Portage
South Bend	Indiana	St. Joseph-Kankakee Portage (Portage du Miamis)
Toronto	Ontario	Humber Portage (Toronto Passage)

"Portage" is a French term which has become a regular part of the English language. During the course of preparing this report, a number other terms or phrases were found to be either synonyms for "portage" or words from Native American languages which also mean portage. These include carry place;

carrying place; carrying path; canoe place; land bridge; land carriage; passage; Keweenaw (Ojibway); Kewaunee (Ojibway); Kaukauna; and de-o-wain-sta (Mohawk?).

In the United States, the Chicago Portage is designated as a National Historic Site, while Grand Portage in Minnesota and Fort Stanwix which protected the Oneida Carry Place in New York are each designated as National Monuments. The Chaudiere Portages in Ottawa and La Vase Portages are designated as National Historic Sites in Canada. Other portages are located in state and local parks or have been identified by state, provincial, or local historic markers.

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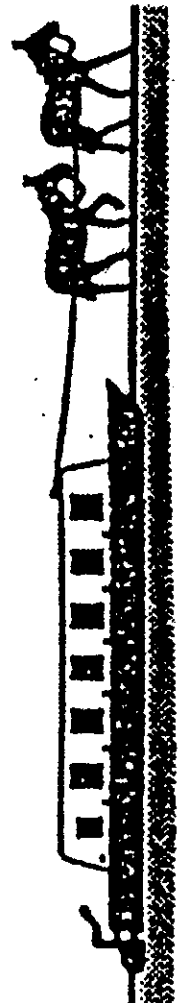
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CANAWLERS AT REST

HUGH McCULLOCH

b. December 7, 1808
d. May 24, 1895

By Carolyn I. Schmidt



Hugh McCulloch was born on December 7, 1808 in Kennebunk, York County, Maine, to Hugh (b. 5-8-1773, d. 11-1-1830), a and Abigail (Abiel Perkins) (b. before 1776, d. 1811) McCulloch. His father was a wealthy New England ship owner, who made his fortune during the War of 1812.

As a young man Hugh received his education at Saco Academy, attended Bowdoin College 1825-27 but ill health prevented his graduation. He taught school from 1826-1829, and studied law in Maine and later in Boston. While in Boston he attended concerts, debates, public addresses and sermons to improve him culturally.

In April 1833 Hugh left Boston to move to the west. He carried letters of introduction from the Reverend John Pierpont, a Unitarian minister, and Daniel Webster. The letter from Webster was found years later in a lock box in the care of Hugh's grandson, John Ross McCulloch of Fort Wayne, Indiana. It said,

BOSTON, May 14, 1833

Hugh McCulloch, Esq.
Dear Sir:

Mr. Peabody has suggested that a general letter from me, such as might be shown to any friend of mine in the western states, might be useful to you in regard to the object of your visit to that part of the country. I have great pleasure in complying with the suggestion; and though this letter be addressed to you, it is intended to express to any to whom it may be shown my good opinion of your character, talents, and acquirements, and my confident expectation, should you settle in that region, that you will make yourself distinguished in the community and in your profession.

With friendly good wishes, I am
Your Obedient Servant,
Daniel Webster

Hugh's doctor had advised the 24-year-old to

move west for his health, but that was not his primary reason for going. In a letter to a friend he writes:

"The prospects of Lawyers in New England are by no means cheering enough to satisfy *me*."

Hugh thought there were too many lawyers in New England. The west was growing, living was cheaper there and lawyers were needed because:

"The people are more ignorant, and consequently are more inclined to litigation, and more apt to get entangled in the intricacies of the law. Professional men are more scarce, and are looked upon as persons of considerable importance."

Hugh's journey west was made by rail from Boston to Providence, then by steamboat to New York, then by steamboat, rail, stage and packet down the Ohio River to Cincinnati. In Cincinnati he met Elisha M. Huntington, a lawyer and a member of the Indiana house of representatives (1832-1836) from Vigo County, who suggested he settle in Indiana. Following Huntington's advice, Hugh proceeded down river to Madison, the largest and most prosperous city in Indiana at that time. He took a desk for four or five weeks in an already established law office of Jeremiah Sullivan, a prominent attorney, in order to become acquainted with Indiana law and western practices.

The letter from Daniel Webster opened many doors for Hugh, who was seeking admittance to the Indiana bar. At Madison he was examined by Judge Eagleston. Since he had to be reviewed by two judges, he proceeded to Salem and following questioning by a judge there received his license to practice in the circuit courts on May 3, 1833. In the latter part of May, he proceeded with Jeremiah Sullivan and some other law-

yers to Indianapolis where he was examined before the Indiana Supreme Court and was licensed to practice in all of Indiana's courts.

While in Indianapolis he met the then United States District Attorney, General Tilghman A. Howard, who advised him to move to northern Indiana saying:

"...It will not long be a wilderness. It is the most inviting country I have ever seen, and it will soon be filled by people from New York and New England — the right kind of people to develop it. There is Lake Michigan on its northern boundary, and a canal is being built which will unite the Wabash with Lake Erie."

Hugh took Howard's advice and traveled by horseback and stage checking out towns in northern Indiana. He went to Delphi, Logansport, South Bend, South Bend, La Porte, Goshen and Ligonier. When he arrived in Fort Wayne on June 26, 1833, he came to the St. Mary's River where the Wells Street bridge would later be located, the water was so high that he had to be rowed across in a boat with his horse swimming behind the boat. In Fort Wayne he was impressed by men like Jesse Lynch Williams, Samuel Hanna, Dr. Lewis Thompson, Marshall S. Wines, etc.

The Fort Wayne Years

Hugh was almost instantly successful in Fort Wayne. Shortly after his arrival he was asked to deliver an address on the Fourth of July. After delivering it to the small Fort Wayne village of 300, Hugh became ill with 'acclimating bilious fever.' For several months Dr. Thompson feared for his life, but Hugh finally recovered by October. It was not until he had recovered that he decided to remain in Fort Wayne. He writes:

"During my illness the population of Fort Wayne had been considerably increased by newcomers; business had also been increased by active work upon the Wabash and Erie Canal which was then being constructed. This alone would probably have induced me to remain here, but the question was no longer an open one. It was decided by the emptiness of my purse.

"Therefore, as soon as I was able to be upon my feet, although I was little better than a skeleton, I took possession of a ten by twelve office which Dr. Thompson had built for me, and I hung out my shingle as an attorney at law."

Hugh continued practicing law. He became the probate judge of the common pleas court for Allen county, Indiana.

On June 23, 1834 Hugh was united in marriage to Eunice Hardy (b. 6-11-1809, d. 2-28-1836). Their short marriage ended when she died. They had one child, Mary McCulloch, who married Lewis C. Marshall.

On July 4, 1835 Hugh McCulloch addressed his fellow citizens at the opening of navigation of the Wa-

bash & Erie Canal as reported in the *Indiana Journal* of September 18, 1835:

"Fellow Citizens:

"The celebration in which we are now engaged is one of more than ordinary interest. We have, all of us, laid by our usual avocations to commemorate events of no common character. We have assembled as American citizens to celebrate the anniversary of our national freedom and citizens of Indiana to celebrate the commencement of the navigation of the Wabash and Erie Canal. In both these events, we feel deeply interested. As Americans, we hail with delight and enthusiasm the return of that day which witnessed the commencement of our national existence. On that day, the bold spirits of our fathers refused longer to submit to foreign domination; and the infant colonies, throwing off the chains which bound them to the British throne, rose in the majesty of liberty to take their stand as an independent nation among the nations of the earth. With this event are connected the loftiest and most soul-thrilling associations. To it we are indebted for all that, as a nation, we now are and for all we expect to become, for all the national blessings we now enjoy and for those we look forward to possessing.... [He addressed national issues of the Revolutionary War and the struggle with slavery.]

"...But we must turn our attention to subjects of a local character. We celebrate on this occasion the opening of the navigation of the Wabash and Erie Canal. In this event we feel an interest which perhaps we are excusable for not feeling in relation to national subjects. It is an event that comes under our immediate observation, an event to which we have looked forward with the most sanguine expectations.

"The navigation of our Canal is fairly commenced. The noble work which reflects so much honor upon our young state is now in operation. The waters of the St. Joseph, destined for the Gulf of St. Lawrence, are wending their way through the Canal to find their outlet, through other channels, in the Gulf of Mexico. It is an event worthy of being commemorated. Let us rejoice together in what it realizes and what it promises.

"The occasion requires some history of this work. I regret that the very short time I have had to prepare myself to address you, my short residence in the state, and the entire absence of documents to which I might have referred for information upon this subject will oblige me to confine myself on this head to a few general statements.

"The importance of connecting the navigable waters of the Wabash and the Maumee rivers to the Lakes is said to have suggested itself to the first explorers of the country. The route now pursued by our Canal, as early as the days of Washington, was considered to be an important thoroughfare. Such is the situation of the country — the lowness of the summit level, the general evenness of the ground, and the importance of the streams to be connected — that one is almost induced to believe that Nature herself had made preparation for the noble work that is now fairly in operation.

"In the year 1824, the attention of Congress was turned to the importance of connecting the navigable waters of the Maumee and the Wabash by canal; and an act was passed, authorizing the state of Indiana to survey and mark, through the public lands of the United States, the route of a canal to connect said rivers. For that purpose ninety feet of land on each side of said canal was donated to said state. This act, unimportant in itself is only interesting from the fact of its being the first law that was passed relative to the projected work.

"In the treaty of 1826 between the United States and the Miami Indians, reference is again made to the proposed canal. In that treaty, there is the following section: "It is agreed that the state of Indiana may lay out a canal or road through any of these reservations: and for the use of a canal, six chains along the same are hereby appropriated." This grant has been of some value to the state; but, like the one contained in the act of Congress to which I have referred, it did not offer sufficient encouragement for the state to embark upon an enterprise that would cost, for its completion, \$1,200,000 or \$1,500,000.

"In the session of 1826-27, the claims of Indiana for assistance in commencing the projected work were again brought before the attention of Congress; the result was the passage of the law, approved March 6, 1827, to which we are indebted for our Canal. By this law was granted to the state of Indiana, to aid her in opening this Canal, a quantity of land equal to one half of five sections in width on each side of the Canal. Each alternate section from one end of the Canal to the other, was reserved to the United States. The Canal was to commence within five years and completed within twenty years from the passage of the act.

"This grant of the general government was accepted on the part of Indiana in the following year (not, however, without fierce and bitter opposition), and the state became pledged to commence and go on with the work. A board of commissioners was then appointed. The board's duty was to locate the Canal and to ascertain whether, and on what terms, funds could be obtained for its completion.

"By act of the legislature approved January 23, 1829, the line of the Canal was conditionally defined; and the board of commissioners was directed to select the lands donated to the state by the act of Congress of 1827 before referred to. In 1830, the first sales of canal lands were authorized. And the board of commissioners was instructed to employ an experienced engineer of known skill and established character to act as chief engineer of the state. His duty was to proceed to examine, determine upon, and prepare for contract the most eligible line of the summit level section of the Canal — before conditionally established — and to report his progress to the next General Assembly.

"In 1832, the final location and reported estimates of the middle section of the Canal, as submitted by the chief engineer, were approved and adopted. A canal fund was constituted, to consist of such moneys as might arise from the sale of land. And the board of fund commissioners was organized and empowered to contract for a loan of \$200,000 which, together with the moneys from the cash payments on canal lands, was estimated to be sufficient to construct the feeder canal and the middle of section of the Canal. In the same year, the canal lands were classed and rated, and the time was fixed for a reopening of the public sale of the same. The canal commissioners were authorized and directed to make a commencement of some portion of the Canal previous to the second day of March of that year to comply with the terms and conditions of the act of Congress of 1827. In pursuance of this authority and direction, in February, 1832, a contract was made by the commissioners for the construction of section 1 of the middle division. In the following June, fifteen miles, and in the succeeding November, 4 miles including the dam across the St. Joseph River were put under contract. In January, 1833, the commissioners were directed to let the balance of the section from the Aboite River to Huntington. This was accordingly done; the whole thus put under contract is now completed.

"In 1834, the commissioners of the canal fund were authorized to contract for a loan of \$400,000. And the canal commissioners were directed to put under contract that part of the line not then under contract, between the mouth of the Tippecanoe River and the Maumee at the junction of the St. Joseph and St. Mary's, and to keep the expenses within the appropriations before made. At the last session of the legislature, a further loan of \$227,000 was authorized; and a letting was directed to be made of all the line not under contract as far west as Georgetown.

"The different laws which have passed our General Assembly in relations to our Canal were not carried through that body without great difficulty and severe opposition. There has been, until within the last year or two, a strong party in the legislature which has maintained a steady, and in some instances almost a fatal, opposition to this noble work. The party lines between the friends and the opponents of the Canal were, I understand, first fairly drawn on the question of accepting the liberal grant contained in the act of Congress of 1827. The opposing parties were then about equal in numbers. Feeling ran high, and discussion became bitter and heated. Each party had its representative champions, and the result of the question is said to have been for a long time doubtful.

"The opposition ranked among its numbers some of the noblest men in the state. Their diversity of talent qualified them for the skirmish of debate or for the more difficult contest of argument with argument. Ridicule and reason, argument and satire were by turns resorted to. The idea of making a canal through a wilderness country was represented as utopian. The grant of Congress was spoken of as unimportant and entirely inadequate to justify its commencement. The value of the lands were underrated. And the expenses of the projected work were foretold as such as to overwhelm the state inextricably in debt.

"But the strength of the legislature was not all on the side of the opposition. There were, among the friends of the Canal, men of enlarged minds and liberal feeling who had the sagacity and penetration to foresee what has proved to be the fact — that the commencement of the Canal was the right way to improve the country. It was the right way to make the donated lands valuable to the state, to attract to them the attention of emigrants, and to make the wilderness of which so much had been said the very ... of the state. The arguments of the opponents of the Canal were met by the stronger arguments of its friends; and, although every inch of ground was contested, the opposition, after a hard struggle was discomfited. The better genius of the state triumphed; and the grant with its accompanying conditions was accepted.

"Well was it for us and for the state that such was the issue of this contest; well was it for us and for the state that when the projected undertaking was weak and comparatively unpopular, patriotic and enlightened minds were enlisted in its support. And while we are celebrating the results of this victory and the victories which were gained in other struggles which arose upon the passage of the different laws for the commencement and extension of the Canal, we should be guilty of ingratitude if we did not remember with gratitude and respect the services of the Canal's supporters.

"I have thus thrown a brief glance over the history of our Canal. I regret that circumstances have rendered me unable to make by notice of it more perfect and satisfactory. The work as far as it has been completed, reflects high honor upon those under whose management it has thus far progressed. It is to be regretted that the unfortunate difficulties which have lately arisen between the United States and Ohio, in relation to her northern boundary, are likely to prevent that state from completing that part of the Canal which is to be made through her territory as soon as is required by the interests of Indiana. The course which Ohio has pursued relative to this work and towards our state generally has been such as to lay us under weighty obligations to her. While we lament that anything should occur to create collision between the general government and any member of the confederacy, and while we regard the Union as of paramount importance to almost everything else and hold ourselves ready to sacrifice everything for its preservation, we cannot at the same time be unmindful of our obligations to Ohio. Nor can we overlook the fact that in the question that is now agitating our sister state the interest of Indiana and Ohio are the same. A decision against the claims of Ohio to the disputed territory may be seized upon as a precedent by which we may lose an interesting portion of our own state and may be shut out from Lake Michigan. Under these circumstances the people of Indiana would be blind to their own interests if they did not hope for a termination of this difficulty in favor of Ohio. They should do everything in their power to sustain her in the claim which she asserts and in the attitude which she has assumed.

"I do not intend, at this time, to enter upon a discussion of the merits of the question in which we all have a stake. Nor perhaps is this necessary. The subject is well enough understood here and the people of Indiana need not be told what should be their position in relation to it. I fear, however, that in other parts of the Union there is much misapprehension in regard to this question. The controversy has been spoken of as one between Ohio and Michigan. As was proclaimed in Congress by an eminent eastern statesman, it is a controversy between the powerful state of Ohio with her four and twenty representatives and the humble and powerless Michigan with her single delegate. The chivalry of the nation has been appealed to; and the question has been put in tones of



Hugh McCulloch

triumph, whether, in this country of equal laws, power shall lord it over weakness — whether a powerful state shall trespass upon the rights of an unprotected territory. This misapprehension, however, we trust, will be of short continuance. The press is beginning, in many instances, to speak truth and to shed light on the merits of this controversy. It is beginning to be viewed as a controversy between the United States and Ohio in which the territory of Michigan is not a party. Let the subject be fully understood,

let it be fairly brought before Congress, and let no party influence there be brought to bear upon it, and we will cheerfully abide the event.

“We celebrate, at this time, the commencement of the navigation of the Canal. We look upon this Canal as the first link (if I may so speak) in a chain of improvements which will one day — and at no very remote period — extend from Lake Erie to the Mississippi. Nature herself seems to have prepared the way for such a connection and in undertaking and effecting this, man will only carry into operation her original designs. And how noble is the prospect which such improvements open before us! How mighty a nation may our country one day become, if it is not shipwrecked by the negligence or misconduct of the people! How mighty have been her strides! To what a dizzy height of glory and power may she not, ere long attain!

“Who that could have taken a survey of our western country but thirty years ago could have anticipated a day like this? Then, as his eye passed over the vast valley of the Mississippi, with the exception of two or three mere specks of improvement, nothing would have met his gaze but one unbroken, illimitable, but magnificent wilderness. Then he looked upon the deep forest, the beautiful prairies, the noble rivers and the silvery lakes; and he sighed perhaps, that almost the only inhabitants of so fair a country should be savage men and the prey which they hunted. How little could he have dreamed of a scene like the present. These lakes and these rivers are bearing upon their bosoms the products of every clime; these prairies are converted into smiling fields; these forests are rapidly yielding to the axe and are already dotted with extensive farms and flourishing towns. The whole country from the Alleghenies to the Mississippi, and far beyond it, is the seat of enterprise, improvement, and prosperity. And hundreds of people are assembled at this place to celebrate the opening of a canal.

“The history of our country is an argument in favor of internal improvements — an argument which no intellect can misunderstand and no sophistry weaken. The objections which are sometimes raised to appropriations being made by the government to aid the states in carrying such improvements into operation are, it seems to me, the result of narrow views and illiberal policies. They are founded principally upon the opinion that such appropriations, inasmuch as it will be difficult, if not impossible, to make a satisfactory distribution of them among the states, will give rise to jealousy and will be creative of endless bickerings and strife. But is there not good reason to believe that sectional feelings are in some measure kept alive by the very absence of such improvements, and that railroads and canals, extending their benefits through large tracts of country, will tend to overcome and destroy them? In my judgment, such improvements, although carried into operation in the different states through the assistance of the general government, are calculated to destroy local prejudice and to unite our whole country in the bands of national attachment. Whatever tends to bring the people of the

different states together and creates a community of interest among them acts directly and powerfully to make them liberal in feeling and national in character. We are all American citizens, inheritors of the same privileges which were purchased by the blood by our common ancestors, supporters of the same government. And as the people become more familiar with each other the peculiarities which distinguish them will become less and less perceptible; and national harmony and good feeling will be produced.

“But I have already trespassed too long upon your patience. The event which we now commemorate, the commencement of the navigation of our Canal, will in a short time be forgotten in the realization of its benefits; but, as the beginning of a chain of important improvements in Indiana, it may again be called to mind. A hundred years may roll away, and the people who then inhabit this country may meet together on this spot to celebrate the commencement of canalling operations in this state. God grant that he who is called upon to speak at that time may address, as I do today, a congregation of free man. And although everything else may be changed but the solid earth and the heavens above them though the Canal which is now in progress be but a hands breadth in comparison with the important improvements that shall then be in operation, God grant that the Stars and Stripes, the banner of our country, may float over their heads, an emblem of liberty, union, and prosperity.”

Having served as probate judge for a little over a year, fate changed Hugh's life. During the winter of 1833-34 the State Bank of Indiana has been chartered with ten branches. In August 1835 its eleventh branch was opened in Fort Wayne and was the town's first bank. On August 25, 1835 the holders of stock in the first Fort Wayne branch bank were ordered by the state bank to pay three-eighths of the first installment of the subscription to Hugh McCulloch, Samuel Lewis and William Rockhill. That October Hugh was appointed its cashier and manager and gave bond for \$50,000. His salary was \$800 a year. He gave a receipt to Stephen G. Hunt “for four kegs of specie, supposed to contain twenty thousand dollars,” which the bank received from another branch bank located at Richmond. This represented a part of the state's subscription to the stock. He came to love banking so much that he served as cashier-manager for over twenty-five years (1835-1856). Hugh writes:

“I had no practical knowledge whatever of banking and I said so to the directors, but they supposed I was better fitted for the place than anybody else they could find and I did not feel at liberty to decline the appointment. I did not, however, intend to abandon my profession and I accepted the position with the distinct understanding that I should be at liberty to resign at any time after the organization had been perfected and the business had been fairly commenced. I did not resign. I liked the business of banking and had no disposition to resume the practice of the law.”

It should be mentioned that Hugh was a banker at the time of wild-cat schemes, banks failures, and Indiana scrip known as ‘red dog’ and ‘blue pup’ that was issued to workers on the Wabash & Erie Canal. Yet his bank stock sold for \$1.00 and Indiana scrip was only worth 50 cents on the dollar.

Susan Maria Man (b. 5-13-1818, d. 7-25-1898)

an 18-year-old native of Plattsburg, New York, and her friend, Alida Hubbell, answered a call for teachers in Fort Wayne. They came in the spring of 1836 to teach in the basement of the Presbyterian Church located on East Berry Street.

Later in life Susan wrote her "Recollections" and told how she and Alida came to Fort Wayne. Judge Samuel Hanna and Allen Hamilton, who were on the board of directors of the Indiana branch bank in Fort Wayne where Alida's brother Woolsey was a teller, wanted to improve educational opportunities in the city by setting up an academy. They carried a letter to Mrs. Hubbell in New York from Woolsey saying the climate would be beneficial to any one with pulmonary complaint. Both girls had been ill. Alida's mother received the letter, invited Susan's mother to dinner and convinced her to let Susan teach in Fort Wayne.

Susan describes the trip from New York in detail. When the girls arrived in Fort Wayne by river in a pirogue, one week after leaving Toledo, they landed near the fort. Susan noticed that the troops had abandoned the fort and that it was inhabited by an Irish family. They took the back way through the village since it was Sunday and they didn't wish to offend anyone's religious beliefs. They ate supper at the Hubbells and later, during tea, met Hugh McCulloch, who had come to do business with Woolsey. The girls were impressed by McCulloch's six foot tall, slender, well proportioned build as well as his blue eyes, fair hair, and Boston accent.

Susan wrote several letters to her mother from Fort Wayne. Below are some excerpts pertaining to Hugh, the canal, and their home in Fort Wayne:

In Susan's letter about the 4th of July, 1836 Independence Day celebration she tells about the canal:

July 16, 1836

"Sabbath evening at sundown they commenced cannon and kept it up at regular intervals all night. In the morning they found that the water was high enough in the canal to bring the boat into town for the first time. Most of the citizens then went down to the aqueduct [St. Mary's aqueduct] and came up to town on the boat. The ladies and gentlemen then marched to music up to the oration and from there to a dinner in a grove, then to the canal boat. When they returned from their boat ride they went to the Independence ball. We went only to the oration although we had invitations to go the whole hog."

April 23, 1837

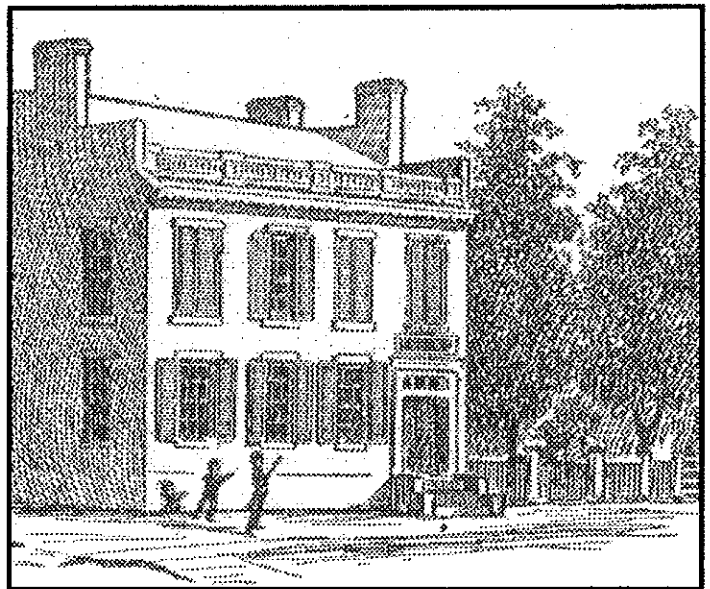
"Mr. McCulloch & I went to the dam on the St. Joseph used to raise the water to let into the canal. The river is very wide and the dam is about 12 feet high. It was a beautiful ride [she went on horseback] all the way upon the towpath. We saw lots of wild ducks & wild flowers."

"Next week Mr. Hamilton has a party invited to go for a ride on the Canal. They are only going down to Mr. Vermilia's [Vermilyea's] to dinner & back in the evening. I think it will be very pleasant and shall go if possible."

Soon thereafter Susan had successfully completed one year of teaching in Ft. Wayne and returned to Plattsburgh by river, since the Wabash and Erie Canal was not open to the east at the time. There she made preparations for her upcoming wedding to Hugh McCulloch. They were separated for eight months with Hugh in Ft. Wayne and Susan in the east. They sent love letters back and forth until they were married on March 21, 1838 in Malone, New York. Hugh was about 10 years older than Susan.

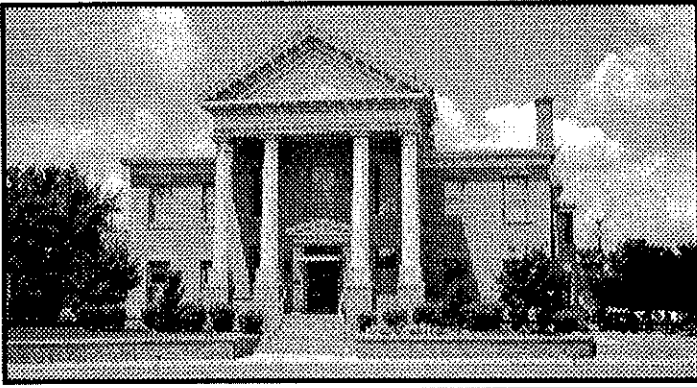
After their marriage, the McCullochs began their return journey to Ft. Wayne the last week in March traveling by double wagon, light wagon, and railway from Plattsburgh to New York, City, where they spent two weeks with relatives and made purchases for house-keeping. They paid a little visit to Utica to Susan's cousin Alrick Hubbell, took the Erie Canal to Buffalo, took thirty-six hours to cross Lake Erie to Toledo, went by stage to the head of the rapids [Grand Rapids on the Maumee River], and then returned to Ft. Wayne by horseback. Susan describes the horseback journey:

"It was a fatiguing [fatiguing] ride for the makers of the canal [Wabash & Erie] had left trees and other debris in the middle of the road besides destroying the log bridges, so we were obliged to ford all the streams, the banks of which were very steep and difficult of ascent and descent. They horse having often to plunge into deep muddy water, and get up the bank by walking sideways."



The McCulloch's first home was in the back of Ft. Wayne's first bank building.

The newly married McCullochs first lived in the State Bank building on the southwest corner of Main and Clinton Streets that was constructed by L. G. Tower for \$12,450. The two banking rooms were located at the front of the building and were connected to the living rooms at the back. Charles McCulloch, Hugh's



The McCulloch Mansion Photo by Bob Schmidt

son later described the rooms as follows:

"A large fireplace, where good-sized sticks of wood were burned, made the back room a most cheerful place...that old fireplace was an attractive spot, and many of the prominent men of the town met there daily to talk politics...the front room lobby was made comfortable...by a large stove...my father, as cashier, and W. M. Hubbell, teller, performed all the duties of the bank, even to making and keeping up the fires.

Soon after becoming a resident in Ft. Wayne, Hugh McCulloch noted that there was no public burial ground and that internments were being made in a lot not titled to the town. He felt there was no assurance that the bodies buried there would remain undisturbed. In a letter sent to I.D.G. Nelson many years later on November 24, 1885, Hugh tells about setting up the Old Broadway Cemetery saying:

"...I, therefore, in 1837,...bought of Judge Hanna four acres of land near the town, enclosed them with a handsome fence, and laid them off into burial lots. A part of the lots were set apart for the poor, the rest were offered for sale...The proceeds of the sales were applied to the payment of the money I had expended in the purchase and improvement of the ground. For my trouble I expected and received no compensation."

The ground for the cemetery was surveyed for Hugh by S. M. Black on September 7, 1838 and recorded on February 26, 1839 by R. Emmet Fleming. The cemetery was used for about 25 years until the new larger Lindenwood Cemetery was opened in 1860. As no money was set aside to maintain Broadway Cemetery it became an eyesore and many of the graves were moved to Lindenwood. Hugh was asked to donate the land for a public park. In the same letter noted above he states:

"...As the lots were sold for burial purposes only, the property reverts to me when it ceases to be used for burial purposes. Under these circumstances, I have offered to relinquish my right to it to the City of Fort Wayne, upon an agreement of the City to properly enclose and beautify it, and permanently maintain it as a "Public Park."

Hugh and Susan sold and deeded the property to Ft. Wayne on February 5, 1886, for \$1.00. The pub-

lic park then became known as McCulloch Park. All the graves were removed except that of Governor Samuel Bigger because they couldn't find any next of kin to authorize its move. It is enclosed by a fence and has a marker about Bigger, Indiana's 7th governor 1840-1843.

By 1843 the McCullochs were financially able to hire Henry Williams to build them a mansion in the six hundred block of Superior Street then known as Water Street. The home, located to the east of the St. Mary's Aqueduct, was built with its backyard on the St. Mary's River where a riffle in the river was a famous fishing place of the Miami Indians. The mansion fronted on the Wabash and Erie Canal, which flowed about 100 yards from its front door and today is the location of railroad tracks.

The warranty deed for their property read:

The warranty deed for the 15.71 acres tract of land began at the point on the south side of the St. Mary's River at the northeast corner of the west half of the southwest quarter section 2 tract 30 north range 12 east which point is at the northwest corner of Ewing's addition; 36 rods to the Wabash and Erie Canal; thence by said canal, south 71 west 18 rods; thence north 46, west 53 rods to the river; thence with the meanders of said river to the place of beginning.

This is where Susan spent her time while Hugh was busy with banking often journeying to Indianapolis on horseback. She described the grounds around the mansion as follows:

"We often found arrow heads and sometimes money with very ancient dates upon it. We beautified this place with fruit trees and shrubbery."

"We thought we were very comfortably fixed when we had a canal by which we could go to Buffalo and Cincinnati, but the 'Pittsburgh, Ft. Wayne & Chicago R. R.,' which came through in 1854 made a much greater change in the tone of society, railway people came flocking in and multitudes of strangers, giving the little town quite a different aspect."

Years later one of the McCulloch's grandsons described the home and grounds saying:

"Architecturally, it was perfect. With the porch on the left, the green house on the right, and square columns...it was a splendid house. There was a tall white picket fence surrounding the entire estate. Its grounds were filled with fruit trees, and grapes...Behind the house, down on the bank of the St. Mary's River, there were sycamore trees."

In these beautiful surroundings Susan oversaw their farm-garden, trained servants that had immigrated from Germany, was active in Fort Wayne's Civil War movement, and raised their growing children as well as two of the Vermilyea children after canal contractor Jesse Vermilyea died of cholera in 1846 and his wife Maria passed away. The McCullochs were appointed guardians on May 1, 1848. In her "Recollections" Susan

wrote:

"Mr. and Mrs. Vermilyea, friends of ours, died leaving a family of little children. He was a prominent business man, with quite a large estate. His death was very sudden, congestive chill and his wife died of a broken heart a year and a half after. His sister, who had quite a large family of her own, was willing to take the two children who resembled her brother, brunettes, the two blonds, resembling their mother, she felt that she could not take care of. We felt it our duty to take them into our family, and they were raised as our own children. We never were sorry, never regretted it, they were docile, amiable, made themselves very useful in the family, and after receiving a good education were married from our house. The last one was married just before we came to Washington [in October] 1864."

The McCulloch Children

Hugh and Susan had six children. Alida and Edward died young and Mary Stewart was born and reared in Washington, D. C. Their children were:

Alida	b. June 18, 1839	d. Aug. 1840
Charles	b. Sept. 3, 1840	d. Mar. 18, 1921
	At age 19 was bank teller	
	m. Sada F. Rosson	
	m. Ada Willison	
Frederick	b. 1842	d. After 1895
	At age 18 was farmer	
Edward Beecher	b. Aug. 9, 1847	d. Aug. 14, 1849
Mary Louisa	b. 1856	d. 1929
	m. John Brooks Yale	
Mary Stewart	b. Jan. 19, 1867	d.
	m. Lewis Charles Marshall	

Finding the McCullochs and their children in the Federal Census was tricky. In the 1860 census they were listed as McCalled. The 1860 census also showed Anna E. Vermilyea (age 24, housemaid) living with the family.

In the 1860 census Hugh is listed as Pres. Bank of State of In.. He has real estate valued at \$50,000 and a personal estate valued at \$25,000. In the 1880 census they are living in Vansville, Prince Georges, Maryland. Hugh is a 70 year old banker-farmer. Susan is 60 years old keeping house.

B. J. Griswold in his *Biographical Sketches of Fort Wayne and Allen County* reveals more about Charles. He was born September 3, 1840, had a private tutor and then was graduated from Fort Wayne public schools. In 1874 he became the president of the Hamilton bank, which was founded in 1853 by Allen Hamilton, Hugh McCulloch and Jesse Lynch Williams as Allen Hamilton and Company, and continued as president in its successor, the Hamilton National bank. He was:

"Born during the period of the building of the Wabash and Erie canal, he was a child of three years when traffic on the great artificial

waterway, with Fort Wayne as the center of the activity, was opened between Lake Erie and the Ohio river. During his youth the first railroads were built, connecting Fort Wayne with Chicago and the East."

Charles married Sada F. Rosson of Vincennes, Indiana, on June 20, 1865. They had a son, John Ross McCulloch. After Sada's death Charles married Ada Willison, of Beloit, Wisconsin. They had a son, Fred. H. McCulloch.

Charles was a member of the board of trustees, which established and constructed Fort Wayne's original municipal water works. Griswold in his book *The Pictorial History of Fort Wayne* states:

"The city council took initial action in the matter of the waterworks plan in the spring of 1876, when a lively controversy raged over the proposition to secure the water supply from the abandoned Wabash and Erie canal feeder, connecting with the St. Joseph river. The plans prepared by J. D. Cook, of Toledo, Ohio, in 1879, were adopted by a popular election of 3,094 to 561, and the applications of these plans formed the foundation of the present system in which Mr. McCulloch took a prominent part."

Hugh's Civic Life

Hugh was also an early trustee after Fort Wayne was incorporated. Upon the resignation of William G. Ewing as an associate judge of the Allen county court in 1836, Hugh was appointed by Governor Noah Noble to fill the vacancy. In 1839 he was a member of the city's first fire company that reorganized in 1841 as the "Anthony Waynes." Hugh served on the committee of by-laws in 1841 to establish an organization whose object was to detect and punish criminals, especially horse thieves, incendiaries and counterfeiters.

Preceding the Great Canal Celebration in 1843, Hugh was on the committee for correspondence and invitation. During the celebration he was a reader at the exercises held at the grove on Col Swinney's farm. A meeting was held at the Spencer house later in the year at which Jesse L. Williams, Hugh McCulloch and others spoke advocating daily mail service. Thus one mail delivery each day by canal boat was secured. That same year Hugh proposed an ordinance to pacify irate citizens. It said that no citizen should allow more than two of their swine to wander at will over the city streets and private property.

Although the exact date on which the first library was built isn't known, 10% of the sales of lots in the original plat of Fort Wayne were to be appropriated for an Allen county library. In 1845 Hugh was a city-councilman. Hugh participated in the 1846 meeting to establish the Fort Wayne Female college on land donated by William Rockhill. In 1850 the county commissioners appointed a committee composed of Hugh McCulloch, J. K. Edgerton and Henry R. Colerick to pur-

chase \$150 worth of books for the library. Hugh was one of the speakers at a meeting held on January 21, 1851, which had as its purpose petitioning the state legislature to adopt measures to encourage immigration for the special benefit of the northern part of the state. Henry Rudisill had already been successful in securing many German settlers through communication with German emigration officials.

In 1853 the Fort Wayne city council chose Hugh McCulloch, Charles Case and William Stewart to act as a board of trustees to establish "free schools." They were given \$330.72 to establish and maintain schools for 1,233 children of school age for one year. They rented the old McJunkin school building on Lafayette street for the children on the east side of town and hired Isaac Mahurin as principal and Miss M. L. Mahurin as his assistant. They hired Mr. and Mrs. A. M. Hubbard to teach the west side children in their home on the corner of West Wayne and Ewing streets. The free school opened that September.

In April 15, 1861, a committee composed of Lott S. Bayless, Joseph Brackenridge, A. P. Edgerton, Samuel Hanna, Pliny Hoagland, Hugh McCulloch, and Hugh B. Reed was appointed to prepare resolutions concerning Fort Wayne's place in the Civil War. The resolutions read, "in the present crisis of our national affairs, there should be but one party in the state of Indiana, and that party should stand pledged before the country to uphold and sustain, by all the means in its power, the national administration, enforcing obedience to the laws preserving the public property and vindicating the honor of the flag." On July 4 of that year after Allen county soldiers had departed for the war, Hugh delivered an oration in which he said:

"Let the storm blow — let traitors rage, and the despots of Europe 'imagine a vain thing' — liberty is still with us, a living principle, the union, though assailed, a reality — and, bound together and cemented as they were by the flood of the Revolution, may we not hope that they are indissoluble and imperishable?"

Early Banking Practices

Hugh described his early banking practices as follows:

"There were in the times of this bank no express companies in the West. Money was carried from place to place by its owners or private messengers. I have said that at the quarterly meetings of the bank directors the accounts between the branches were adjusted. It was at these meetings also that the branches usually obtained their circulating notes. Every director, therefore, in going to or returning from these meetings, was under the necessity of taking with him considerable amounts of money and although the most of the directors traveled on horseback and alone, with thousands of dollars in my saddle-bags, without the slightest fear of being robbed. I was well known upon the road and it was well known that I had money with me, and a good deal of it, and yet I rode unarmed through the woods and stopped for the night at the taverns or

cabins on the way in perfect safety."

State Bank Reorganized

Legislation had been passed under which many banks came into existence without sufficient coin backing. Men of experience like Hugh saw approaching disaster.

In 1857, after the charter for the State Bank of Indiana had expired, the bank was reorganized as a branch of the Bank of the State of Indiana. Hugh McCulloch became its president. Charles D. Bond was its cashier. Shortly thereafter, a run on the bank occurred due to the panic of 1857. Hugh weathered the storm by placing the most specie at the banks receiving the hardest attacks and by using banknotes where depositors were borrowers as well. His bank was the only one in the west that did not have to suspend specie payments. The Chemical Bank of New York was the only bank in the east that could claim this achievement.

Hugh served as the president of the State Bank of Indiana until 1863 and, after having been a banker for over 25 years, Hugh was nationally known as one of the ablest in the country for his prudent bank management.

The Civil War made it necessary for the Federal Government to establish a new financial system that was to include the issuance of its own notes. Hugh, being strongly opposed to such a system, went to Washington D. C in 1862 and presented his views quite aggressively to Congress. This law would interfere with his bank, which was perfectly solvent and able to meet all of its obligations. Almost everyone else was for the change so he made a thorough study of the matter and eventually changed his opinion.

When the national banking law was enacted by Congress in March 1863 it was necessary to set up a new bureau with its chief to be known as the Comptroller of the Currency. Hugh and his wife Susan were making an Eastern trip for their 25th wedding anniversary at the time and visited Washington. While there he passed through the Treasury Building and, not acquainted with Secretary of the Treasury, Salmon P. Chase, Hugh drew his card from his pocket, handed it to Chase's attendant, and walked on. Hugh and Susan went on to visit Baltimore, Philadelphia, and New York. When he reached Plattsburg, N. Y., he found some letters and messages awaiting him. One was an urgent telegram from Chase inviting him to come to Washington at once. Hugh met Chase in Washington and was offered the new position of Comptroller of the Currency. Hugh knew that this would mean resigning the presidency of the Bank of the State of Indiana resulting in a large pecuniary loss to him and having to move to Washington, D.C. thus leaving behind cherished friendships and busi-

ness relationships. He writes:

"Being in a strait, I did what all men who have sensible wives ought to do when important questions are to be considered — I consulted by wife."

Hugh was urged to accept the position by other bankers who told him his name would restore confidence in monetary circles. He agreed to it with the understanding that he alone should be responsible for the bureau. He asked to name his own clerks and Chase agreed to appoint them. His appointment by President Lincoln followed.

The McCulloch family moved to the east. Their life there will be presented in a second installment of *Canawlers At Rest: Hugh McCulloch*.

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Speakers Bureau

October 12, 2008 — Carmel, IN

Charles (Chuck) Huppert, CSI vice-president from Broad Ripple, spoke to 25+ people at the Carmel-Clay Historical Society in Carmel, Indiana, on October 12 about the Indiana's Central Canal. He was surprised how many people turned out on a warm beautiful sunny Sunday afternoon. He passed out a plat map of the town of Chillicothe, a Hamilton county town that never was. They were surprised to hear that there still exists a significant amount of Central Canal remains in Hamilton and Madison counties. One man thought that the once significant amount of cut stone on Stony Creek just west of Allisonville Road might have been a culvert.

A VISIONARY'S CONCEPT OF A WABASH & ERIE WATERWAY

By Brig. Gen. Charles R. White

Imagine our grandchildren taking **their** grandchildren on a trip from Lake Erie up the Maumee river to Ft. Wayne, Indiana, then down the Wabash river to the Ohio river. The trip starts in Toledo, Ohio, with a pre-tour of historical sites and the locations of the Wabash & Erie Canal as described in the CSI Tour Guide for that area. (The CSI Tour Guides will be used to tour many places along the old Wabash & Erie Canal.) Then they board a boat that is powered by hydrogen fuel cells, which easily takes the boat up the Maumee river. The boat passes barges loaded with goods from Ft. Wayne and tows up and down the Maumee and Wabash rivers. The banks and flood plains are forested with wildlife except for a few grand-fathered buildings left when the waterway was taken over by the National Park Service.

The first stop is at Grand Rapids, Ohio, for lunch and a ride on the canal boat, "Volunteer." One may take the tour boat through the lock or rejoin the boat from the state park boat dock above the falls. The boat continues to East Napoleon where one can walk a tow path. The boat goes on up river to Independence Dam and Old Lock 13. Finally, the day ends in Defiance at the Auglaize river. The tourists have two CSI maps given to them. One shows the entire original 468-mile Wabash & Erie Canal with locks and culverts marked. The other map shows the Wabash & Erie Waterway they are currently taking.

The next morning the boat continues upstream to New Haven, Indiana. Near New Haven, a canal takes the tourists to a marina southeast of Ft. Wayne. Overnight accommodations are next to the marina. Also, recreational facilities are close by with a golf course and a large arena where the Ft. Wayne Plasma basketball team incinerates the Detroit Pistons. A tour bus takes the group to see historical sites with the highlight being the location of where the old Wabash & Erie Canal went through Ft. Wayne. The final stop is at a plasma plant where all the local waste is converted into ethanol and hydrogen for use in vehicles and boats or to generate electricity. All Ft. Wayne vehicles use this source of energy and all city buildings use the electricity generated.

After breakfast the next morning, the boat goes down the canal to the Wabash river flowing west into Huntington Lake. A short canal beyond the lake takes the boat to the Little Wabash river. The rest of the journey is on the Wabash river, which the Corps of Engineers maintains for barge and boat traffic. A highlight of the tour is a stop for lunch in Delphi to see Canal Park.

CSI maps help the tourists identify locations of the old canal and other historical sites. The boat arrives late near Terre Haute where the night is spent and portions of the old canal are visited.

The next day the boat leaves the old canal behind and goes down river to Vincennes for a tour and lunch. Continuing down the river to Mile 491, the Wabash enters the Ohio and the tourists go through the Uniontown Lock on the way upriver to Evansville, Indiana.

They arrive in Evansville early enough to see where the old canal went through town and to see Angel Mounds. After spending the night, the group goes to the airport.

At the airport, they travel by airship for a low-and-slow trip following the old Wabash & Erie Canal up the White river valley and across the summit between the White and Wabash rivers. They land in Delphi for a short lunch break and then re-board the airship to fly over Ft. Wayne and down the Maumee river. Late that evening they arrive in Toledo for a farewell dinner.

Most readers will consider the above visionary. Visionary as defined by Webster is characterized by fanciful, not presently workable ideas or views. The planners of the Wabash & Erie Canal in the 1820s must have been visionary. Who would have believed a 468-mile canal could be built by hand through a wilderness and Indian lands?

Notice that in the story I use "waterway" rather than "canal" because in the future part of the trip could be made on rivers connected to canals around Fort Wayne and other points of interest. Such a trip would take one back in history when the rivers were the best way to travel for the Indians and, later, for the French traders and English settlers. It would also serve to educate boaters about the old Wabash & Erie Canal.

How much of such a trip could actually be possible?

First, an airship could be used to view the route of the old Wabash & Erie Canal between Terre Haute and Evansville where it crossed from the Wabash river to the White river via the Cross-Cut. A blimp would be good not only for seeing the canal but also for other short trips since it can travel slowly at low altitudes or, with recent improvements, can fly up to 80 miles-per-hour and as high as 8,000 feet in altitude. Unlike the Hindenberg, today's blimps are filled with helium. Hydrogen fuel cells could be used for its propulsion and would be safer than gasoline. Also with better weather information a trip by airship could be safe and enjoyable.

With airline prices rising so fast, the use of airships that required less energy could make touring and short-run passenger service profitable. Currently, there are no passenger airships, but the French are working on one that would carry fifty-five passengers and travel at 105 m.p.h.

Secondly, the Army Corps of Engineers could build and maintain a waterway connecting Lake Erie to the Ohio River by using the Maumee and Wabash river courses. Although some may argue that in the 1800s the old Wabash & Erie Canal froze over in the winter, the 1800s were at the end of the little ice age. Today we are experiencing global warming and the Maumee and Wabash rivers rarely freeze over.

Building such a waterway would require some small dams, locks and raising many bridges to allow passage of boats beneath them. It could follow the original canal route to I-69 and then follow I-69 to Huntington Lake. However, if following the original route through Ft. Wayne would be prohibitively costly, an alternate 25-30 mile canal from the Maumee to the Wabash south of Ft. Wayne is possible. Boats could leave the Maumee east of New Haven, travel southwest to the St. Mary's river, then enter a newly constructed canal to the Wabash river west of Bluffton.

Huntington Lake already has boaters who would welcome the opportunity to go to Lake Erie or the Ohio river. Other short bypass canals, such as around Huntington, might also be needed. The key question is would cost-to-benefit justify such a project?

The Tennessee Tombigbee Canal was investigated after the Civil War for over 100 years before the idea was promoted by the Corps of Engineers on the basis of recreational benefits. Recreational benefits such as pleasure boating would be a primary reason for developing the Wabash & Erie Waterway.

Although one might argue for the historical significance, it is unlikely to happen without economic justification. In terms of energy costs, water transport is cheaper than other forms of transport. By building a waterway large enough for barges, materials could be economically transported along it.

I searched for another idea that would have economic benefit. I came up with the use of plasma to convert garbage into useful products.

Thirdly, getting energy and materials from our waste is a real possibility through the building of a plasma facility. By first building a plant alongside I-69 south of Ft. Wayne, waste materials could be transported to it by trucks. Later, when a canal was completed on the I-69 right-of-way, trash could be cheaply transported from neighboring cities to the plant by barges. On the alternate route the plasma facility might be located on the canal connecting the Maumee river to the St. Mary's river.

We are currently shipping our electrical gadgets containing toxic materials to countries over seas. When their citizens try to salvage parts from the waste they are becoming ill. My plan is for a plasma converter that would handle toxic materials, sewage and general waste, but not nuclear waste. It would reduce land, water and air pollution as well as greenhouse gases, such as CO₂ and nitrous oxide. Additionally, the plant would produce some excess energy in the form of hydrogen, ethanol and electricity.

I believe that the cost of energy will continue to increase and the volume of garbage will grow. Using garbage to generate electricity, natural gas, ethanol and hydrogen is feasible.

Today a demonstration plasma plant is operating in Connecticut. Florida is building a plasma plant, while Japan already has a fully functioning plant. One article I found estimated a ten year payback.

Many questions need to be addressed before such a plant could be promoted:

1. How much trash is available and in what form?
2. What would the plant cost to build and maintain including land and road costs?
3. What are the environmental impacts?
4. Can funding be made available?
5. Who would oversee the project for cost and safety?
6. Would the plant technically operate efficiently?

The plasma plant might convince others that such a project would be beneficial as the price of energy rises. Ft. Wayne could be a leader in eliminating waste,

converting it into energy and producing solid products from it.

This concept eliminates the city and farm trash disposal problem. Very little greenhouse gas is produced. The hydrogen, gas and electricity produced would help eliminate the need for oil. While there will be oil in the future, it will be very expensive when world production peaks about 2020. No longer will cheap \$4-a-gallon gas be available.

The rivers would be cleaner. They, along with the canal, would provide cheap energy transportation for bringing waste to the plant and delivering goods up and down the river. Pleasure boats would also find the scenic waterway attractive. The project would be both economically and environmentally positive while moving us away from foreign oil.

Some people may point out that the proposed waterway follows much of the route of the Wabash & Erie Canal, which was to transport products and people from Lake Erie to the Ohio river but failed. The canal failed because it was not economical. Railroads could transport goods and people at 20-25 miles per hour while barges could only go four miles per hour. Also the railroads could run year round while ice stopped traffic on the canal. Finally, there was no recreational demand for the canal.

Canal Society of Indiana members will note that developing the plan will have a lot of problems, but the members are very talented consisting of engineers, lawyers, teachers, historians, writers, politicians and businessmen. The legacy of the Canal Society could be their promotion of such a Wabash & Erie Waterway.

I suggest that CSI take on a role of investigating and planning for such a waterway. A canal the entire distance would be too expensive and unnecessary. In the 1800s steamboats could go as far as Miamisport (Peru, Indiana) and now it might be possible with engineering to go to the Little Wabash river; therefore, a new canal might go from the Little Wabash through Ft. Wayne to someplace on the Maumee river. Small sections of the old canal might be accessed with suitable entries from the river at such places as Maumee, Ohio, and Delphi, Indiana. Delphi is an outstanding example of bringing historical interest and economics to a town with little funding. More such locations might be planned. Such sites might be a recreation center for motorized traffic and boats.

To get the project started CSI might sponsor a concept meeting with key representatives to determine the feasibility of various phases of development. Ft. Wayne's mayor, business leaders and representatives

from the Indiana Purdue Fort Wayne campus must be convinced that Ft. Wayne would benefit by a plasma facility, which would solve its garbage and sewage problems. The plant's output of energy in the form of hydrogen fuel cells could be used to fuel local buses and vehicles. Other products might be developed for local industry, which would help local employment. All of this could lower CO₂ to help the global warming situation.

Ft. Wayne could promote tourism by offering tours of the new environmental facility by canal boat or clean buses. A docent could show how the plasma plant operates. He could answer cost and public concerns about such a plant.

If the concept is met with favor and potential funding, then a full committee consisting of engineers, city planners, IPFW representatives, business leaders, canal experts and marketing experts should be established. The latter would be the one to get public support. Representatives from the states of Ohio and Indiana could also provide state concerns and possible help.

A planning subcommittee should be set up to develop the overall planning including the plant location and the canal route. Hopefully this would lead to zoning and imminent domain as well as being concerned with costs and potential funding. A plant contractor could design the plasma facility based on the best waste estimates and costs. The Corps of Engineers could develop the plan for the waterway. State and local park services as well as the National Park Service could help with plans for public recreational use.

Once the plant site is chosen and the canal route determined, bids should be taken and a contract given to construct the plant. The Corps of Engineers should begin work on the canal.

Ft. Wayne has several universities and technical schools, which could be tapped for help. For example a research center could be set up at the Indiana Purdue Fort Wayne (IPFW) campus with a team led by a systems analyst with researchers qualified in plasma physics, mechanical engineering, civil engineering, city planning, marketing, computer science and ecological economics.

Research projects might include:

1. Developing battery driven barges. Already laptop computers have been installed in a car to get good pick up and highway speeds with a range of 300 miles.
2. Researching hydrogen use by vehicles. Hydrogen buses have been used in Iceland.
3. Designing household sewage containers that can be picked up with garbage and taken to the plasma

converter.

4. Creating solid products from the waste

Once the above is done, the project should have a life of its own. This would be a start toward a more sustainable future.

Hopefully this outline will serve to get some motivated to improve the ideas and start the effort to build the Wabash & Erie Waterway. Remember, it is said "Old men plant trees!"

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Jerry took a boat trip from Ft. Deposit to the Ohio River. He describes the trip in his guide book.

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This article describes one effort to dispose of all waste except nuclear by using plasma.

RUN DOTY RUN

Old histories are fun to read and give us insight into life during the canal era. In *The Pictorial History of Fort Wayne* by Bert J. Griswold published in 1917, he relates the following:

In regards to Fort Wayne's log jail that was destroyed by fire, Mrs. Lucien P. Ferry in the *Fort Wayne Times* February 8, 1847 said, "It is well enough that it was burned as it may have the effect of replacing it

with a respectable building."

"I remember being told of a man by the name of Alexander, who was often imprisoned for debt. As soon as he was incarcerated he would mysteriously appear on the street. It was found that he could lift out one of the logs, step out and replace it."

William B. Walter said, "Silas Doty [a well-known law-breaker at that time] was then in the prime of life and was frequently the occupant of this antiquated prison. He was a shoemaker by trade and we could often see him and hear him hammering away at his bench. Whatever may be said of him as a horse thief or other bad things, he was not ashamed to work, and he made more than one pair of boots while spending his time in jail."

"I well remember seeing Doty brought to this old log jail. He always could remove his handcuffs with ease. After his final escape he went to Oregon, where he wrote and published the story of his life," observed A. G. Barnett.

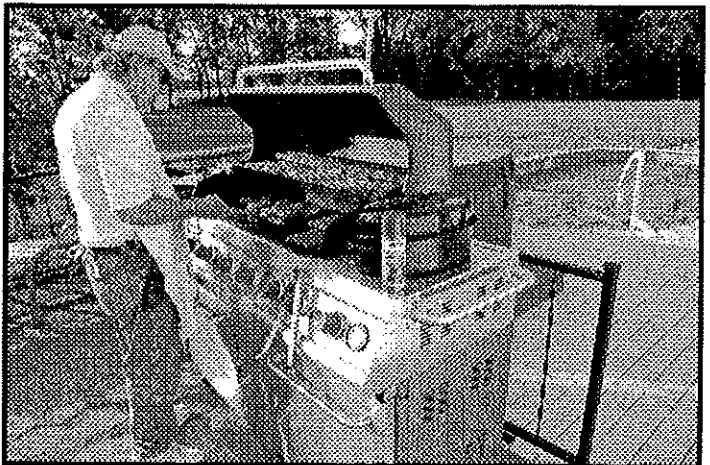
Griswold goes on to say: "It is related of Doty that he once was captured at Peru, Indiana, and placed on a canal boat to be brought back to Fort Wayne. He escaped from the boat, ran on ahead to Fort Wayne, reaching here after dark. He sought out his attorney, D. H. Colerick, held a hasty conference with him and escaped from the town before the boat arrived and his absence was discovered."

"ACROSS THE CROSS-CUT"

(Continued from page 1)

After parking their cars at Pleasant Grove, tour attendees were transported to the picnic area by golf cart. There hot dogs, hamburgers, side dishes, and all the fixings, which were prepared by tour hosts Leon & Sandy Billing and Bill & Berky Davis, were eaten at picnic tables. Marsha Cline, Greene County Historian, spoke about the history of the county as they saw a beautiful sunset over the Goose Pond area. She said that before the canal settlers arrived in the county from the south and settled in the half of Greene County that is hilly since it reminded them of their homes. She said the county had been glaciated with hills on one half and flat swamps on the other. She told how the pioneers had to make do with what they had at hand and related some stories that had been passed down over the year.

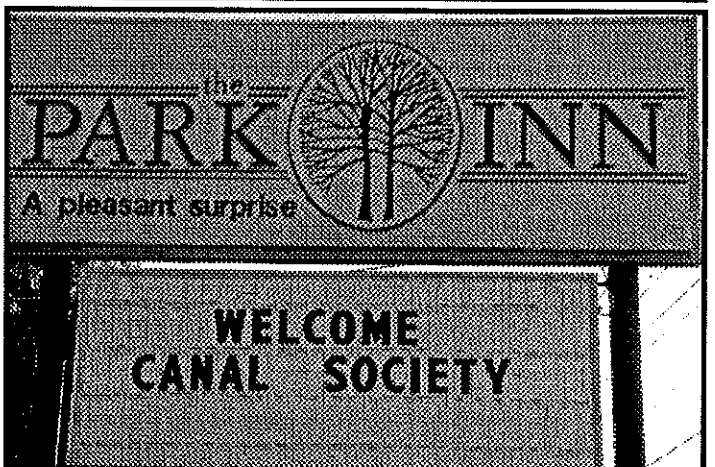
Following Marsha's talk, Tom Castaldi announced the Spring 2009 tour, "Wait Til You Get To Wabash." It will be on April 17-19 and is limited to 60



Bill Davis grilled the hamburgers and hot dogs. P - Lynette Kross

people due to banquet facilities. It will cover the Wabash & Erie Canal in Wabash County and have an elegant banquet on the grounds of Charlie Creek Gardens.

Bob Schmidt also announced a special event for



Leon Billing transported Linda Castaldi, Anne & Chuck Whiting to the picnic site. Photo - Bob Schmidt
 Canawlers lined up in the shelter house, picked up their meal and ate alongside the lake. Photo - Bob Schmidt
 A beautiful sunset reflected in the lake. Photo - Lynette Kross

Paul Brandenburg, Brian Stirm, Mike Morthorst and Dennis McDaniel dressed their hamburgers. P - Lynette Kross
 Ed & Malverine Gruber, Cynthia Powers and Anne Whiting sat near the bonfire to listen to our speaker. P - Bob Schmidt
 The Park Inn welcomed tour attendees in Linton. P - Lynette Kross

CSI, a cruise on the "Twilight," a replica showboat, on June 28-29, 2009, on the Upper Mississippi between LeClaire and Dubuque, IA. On June 30 docent led tours will be given at the John Deere Pavilion and Combine Factory in Moline, IL.

embers, canawlers made their way to Linton, the largest city in Greene County, which was originally known as New Jerusalem. It was renamed Linton in honor of William Crawford Linton (1794-1835). He was born in Lancaster County, Pennsylvania on January 31, 1795; was the first president of the Terre Haute Library (1824); became an Indiana State Senator (1828-1831); was the

As the air chilled and the bonfire was reduced to

first Fund Commissioner of the Wabash & Erie Canal (1832-35); ran for U. S. Representative from Indiana (1833); was a founder of Indiana Historical Society (1830-31); was the Fund Commissioner for the State Bank of Indiana (1834); and died of a heart attack while on canal business in Philadelphia, Pennsylvania on January 31, 1835. He is buried in Woodlawn Cemetery in Terre Haute, where CSI erected a marker in his honor in 1995.

The canawlers arrived at The Park Inn in Linton, which had "Welcome Canal Society" on its sign. The inn was originally used as housing for visitors at the 1982 Knoxville World's Fair. Half of its modular units were moved adjacent to Humphrey's Park in Linton and it opened as The Park Inn in 1983. It's lobby has a picture of Alice Fay and the town has the Phil Harris Golf Course named for her husband. Phil Harris was a musician and comedian on the Jack Benny Show and was the voice of Baloo the Bear in the movie "Jungle Book."

Saturday morning a 55-passenger bus from Turner in Terre Haute arrived early on the clear crisp morning. Eager canawlers dressed in layered clothing got on board early armed with their cameras and tour guide books, so the tour began ahead of the scheduled time. During the first 25 minutes in route to the southeastern end of the Cross-Cut, docents Bob Schmidt and Jeff Koehler talked about Linton, Greene County, Phil Harris, and the importance of the Cross-Cut Canal to towns not located directly on its route.

At Worthington the bus stopped along Indiana 67 and Bob pointed out where the southeastern end of the Cross-Cut joined the mainline Wabash & Erie Canal as it proceeded to Evansville. He also noted that Point Commerce, which was just up the road on a hill overlooking the White River, was originally called Bold Bluff and was the first settlement in Greene County. As the town grew up in anticipation of the canal being on its side of the river it was named Point Commerce. James & John Allison operated a trading post, a pork packing facility and a hotel there. However, the engineers selected the canal route to be on the opposite side of the river much to the Allisons' dismay.

In 1849 Andrews & Barrackman and many other merchants moved their establishments across the river from Point Commerce creating the town of Worthington. It was named for Thomas Worthington, the 6th Governor of Ohio. Within the town was a 9 ft. high, 360-390 ft. oval Indian mound. When the canal was abandoned the soil from the mound was used to fill in the canal. Today the Worthington triangle is in front of where the Indiana mound was located. During canal times, over 50 acres around Worthington was planted in cotton in 5 acre plots

In Worthington they saw Jewell Park named in honor of Fred A. Jewell, who was born in Worthington in 1875. At age 16 he ran away from home and became a performer, composer and bandmaster for several circuses, including Ringling Brothers (1902-1904,1907) and Barnum and Bailey (1908-1910). He brought his publishing company to Worthington in 1923 and died and was buried in Worthington Cemetery in 1936. He is nationally recognized as "Indiana's March King."

In the park under a pagoda they saw a huge branch that is all that is left of a giant sycamore tree. The original tree stood 150 ft. high and had a girth at its base of 43 ft. 3 in. It then divided into two huge branches, the smaller of which is partially saved. It is 6 foot in diameter and 20 feet tall.

They continued on to Johnstown, named for John Allison, who had surveyed the land on Bold Bluff, established a trading place at Point Commerce that his brother James Allison ran, and then went north of Worthington and established another store at Johnstown. It became an important place during canal times. However, there was bad blood between the people of Johnstown and Point Commerce over the river dam at Point Commerce that backed up water to Johnstown. After some litigation the trouble ended.

The middle 1800s were the most prosperous time for Johnstown. A short ten years after the Wabash & Erie Canal was opened from Toledo to Evansville, the railroad came through the Cross-Cut and drained the traffic from the canal. The nicely mowed remains of the towpath and canal prism alongside a resident's yard were seen. They were actually in Owen County. At Johnstown about 1/4 mile of the canal bends up into Owen County from Greene County and then bends back into Greene County. They also saw an old iron bridge across the Eel River on the other side of the yard before heading north into Clay County.

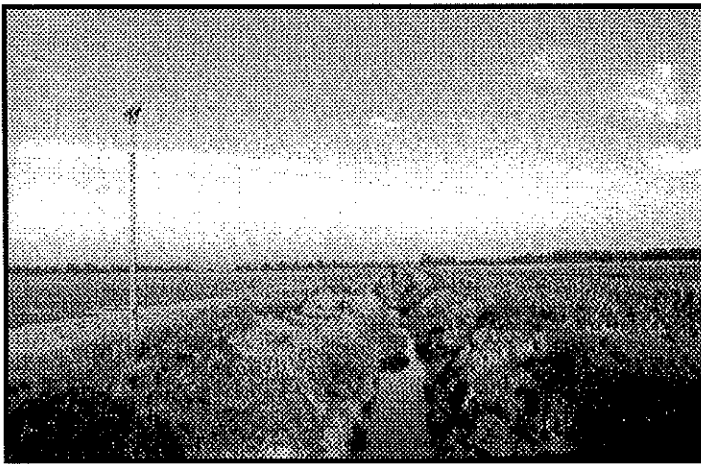
During our morning travels canawlers saw the ravages of flood waters this past June. The railroad grade had been completely washed out, old gravel was seen in the fields, and the new grade and new track had just been completed as had new road bridges. Acres of crops were damaged, many of them had been replanted only to be destroyed by a more recent storm. Corn was knocked down on the ground in swirled patterns by the wind. Jeff Koehler explained how the farmers would try to salvage what they could of the corn, but said that the yield would be very poor.

The next stop was at a road bridge that crosses the Cross-Cut on Indiana 59 near Brunswick. There a marker was erected in 1999 by CSI member Norman Klass of Clay City. It read as follows:

CROSSCUT CANAL

Located here was part of Crosscut Canal. In service circa 1850-1861 From Terre Haute on Wabash river To Worthington on West Fork White River: sale of land in Clay County helped finance. Part of Wabash and Erie Canal. America's Longest, linked Lake Erie at Toledo, Ohio, With Ohio River at Evansville 1853, Included in Indiana Internal Improvement Act 1836.

After reading the marker the canawlers took pictures of all that remains of the canal in the area — a ditch running through flat fields.



Cross-cut Canal remains in Clay County, Indiana Photo - B. Schmidt

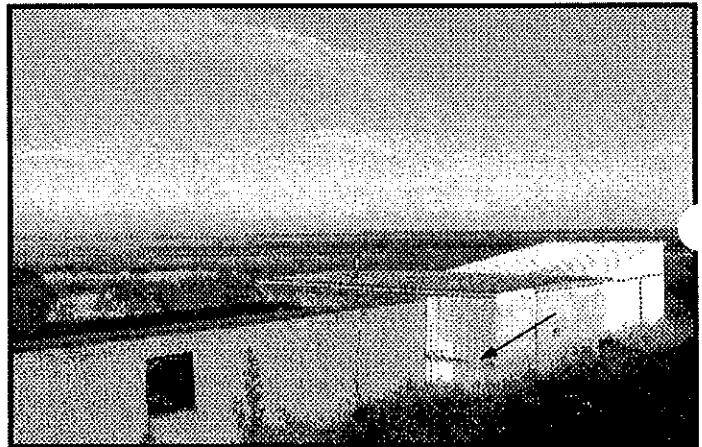
The major stop for the morning was at Splunge Creek Reservoir. The 4,000 acre reservoir stored water to feed the Cross-Cut. After the canal era the reservoir was drained and a flood gate built under the stone arch. This gate failed this past spring letting flood waters from the Eel River flow back into the reservoir and damage crops.

As canawlers got off the bus they were given apples to eat while listening to Jeff Koehler explain how the reservoir worked in conjunction with the canal. He said water was collected from the Eel River and some small creeks during the rainy season and then fed into the canal during the dry season. Since the water from the Eel flowed over into the reservoir, which was at a lower level, the reservoir could only feed the canal that was to the southeast of it. It did not feed the northwestern portion of the Cross-Cut. When the reservoir was built, an insular area of one or more acres was created near the northwestern edge within a mile of Vigo County and was named Hickory Island for the hickory timber growing on it. Jeff said it was used as a picnic grounds during the canal era. He also pointed out the

height of the flood waters in the reservoir as was seen on some buildings along its embankment.

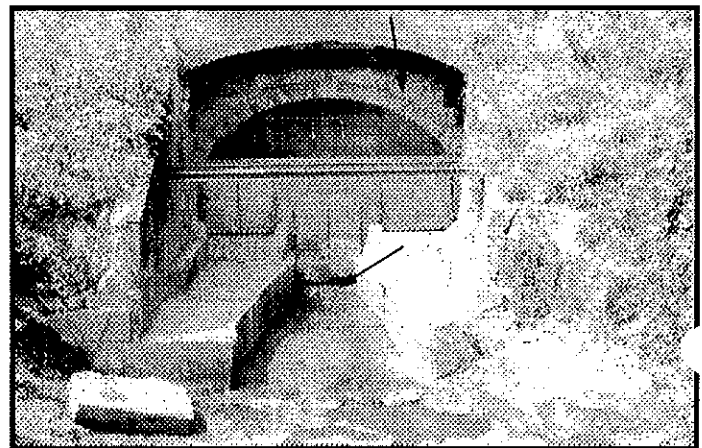
The more hearty canawlers walked past a "ripe" dead dog that was on the road to see the flood gate that failed. It was erected around the time the reservoir was drained and the cut stone in it probably was taken from the Riley Lock. Over the years concrete abutments have been added. They easily saw how water could back up under the gate as light shown through a space of about six inches.

The next stop was at Anguilla (Eel) at the old Indiana 59 iron bridge that was located where a dam was placed across the Eel River to back up a slackwater pool that extended about 9 miles to Bowling Green and fed the Cross-Cut Canal both ways from the summit level. Jeff explained how the river had cut around the old dam. A few timbers remained in the riverbed.



Above: Splunge Creek Reservoir extends as far as you can see in this picture with Hickory Island off to the upper right. The flood water line is seen on the building near the embankment. Below: Cut stones from Riley Lock are seen at the top of this flood gate. Note that the bottom six inches of the gate are missing allowing flood waters to back up into the reservoir this past spring.

Photos - Bob Schmidt



Anguilla truly was a canal town. William J. Ball, the resident engineer of the Cross-Cut, laid out the town on the west bank of the Eel River on twenty acres of land that the canal company had purchased in anticipation of the development of a large flourishing commercial town. The plat was filed in July 1838. Today old mobile homes line the river bank.

As the bus proceeded north it crossed the new Eel River bridge on Indiana 59 and saw the canal marker erected there in 1999 by Norman Klass and the Canal Society of Indiana. It reads:

CROSSCUT CANAL
EEL RIVER FEEDER DAM

Eel River Feeder Dam, 180 feet long 300 yards downriver from here 1839. It was constructed to carry enough water from the river to enable navigation of boats on the proposed Crosscut Canal, included in Indiana Internal Improvement Act 1836. State halted construction of canal 1839. Crosscut Canal construction resumed 1847: in service 1850-1861 from Terre Haute on Wabash River to Worthington on West Fork White River. Feeder Dam, deteriorated with neglect, repaired and extended to 264 feet long by 1850. Part of Wabash and Erie Canal, America's longest at approximately 460 miles; linked Lake Erie at Toledo, Ohio with Ohio River at Evansville 1853.

The Eel River feeder dam was torched by the Clay County Regulators during the reservoir wars in 1855. They also burned the long wooden waste weir. The Eel River Feeder Canal extended 5 1/2 miles from the feeder dam to Splunge Creek Reservoir.

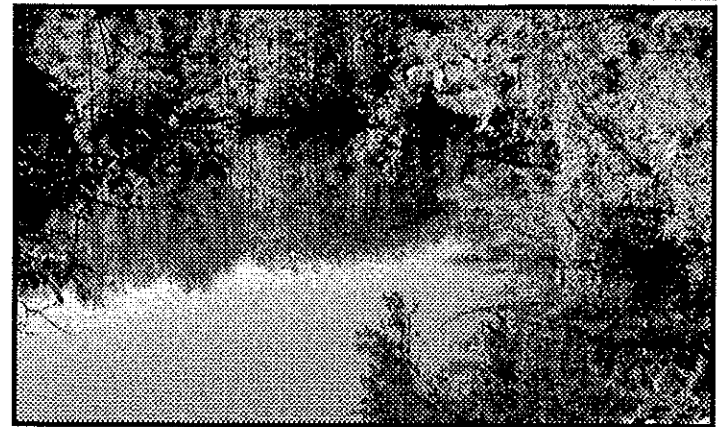
They then went to Saline City, a settlement that grew up on the east side of Birch Creek Reservoir. From the reservoir the Birch Creek Feeder Canal flows 4 miles into the Eel River Feeder Canal providing additional water for the Cross-Cut. When the Clay County reservoir wars took place in 1855 over 50 men from Evansville under Captain Dodd were paid a dollar a day to defend Birch Creek Reservoir. They camped at what later became Saline City. Others from Evansville were sent to protect Splunge Creek Reservoir.

At Birch Creek Reservoir Jeff pointed out the location of the feeder canal and how far the now crop filled reservoir once extended. It encompassed 1,000 acres. The contract for building it was let on August 9, 1853. It was built because the water backed up by the Eel River Feeder Dam and the water in the Splunge Creek Reservoir were insufficient to keep the Cross-Cut Canal watered to a four foot depth throughout the year.

The reservoir wars, like in other states, were brought about because residents of the area believed the water caused malaria, miasma, etc. The trees left standing in the reservoir were eventually removed, but even this did not satisfy the citizens. The wars made the na-

tional news at the time.

Canawlers were getting hungry so they stopped at the VFW Post in Riley for a box lunch. The Post is located alongside coal strip pits that are now fishing lakes lined with trees making a beautiful park. The George Cline shelter house was huge and even had fans to circulate the air. A reporter and cameraman from the Terre Haute Tribune Star interviewed canawlers about the trip and the canal. An article appeared in the following day's paper.



The bus waited while we had lunch at the George Cline VFW Post shelter house at Riley, IN. Photo by Bob Schmidt
Jeff Koehler talked about strip mining. Photo by Jim Ellis
This beautiful lake is an old strip mining pit. Photo by Jim Ellis

At the shelter house Jeff Koehler explained how the land was strip mined years ago and the pits left as they were dug. Today laws require that the land be put back to somewhat its original configuration. The water in some of the pits is so acidic that it will eat through iron. Wells in the area have to be drilled down below this water level to attain fresh water.

After lunch they stopped at the "Blue Hole," the summit level of the Cross-Cut Canal. During canal times this level extended 7¼ miles from Lock 49 in Vigo County to Lock 50 at Splunge Creek Reservoir in Clay County. At one time there was a recreation park and camp located there. Today very nice houses line its banks. Canawlers posed for the group photograph seen on page 1 of this publication.

During the morning we had seen the southeastern portion of the Cross-Cut from the summit at Lock #50 to Worthington. The rest of the afternoon was spent seeing the northwestern portion of the Cross-Cut from the other end of the summit at Lock #49 toward Terre Haute.

The site of Lock #49 in Riley, Indiana, was the next stop. At one time the town of Lockport was platted

there named for the series of locks that raised/lowered the Cross Cut Canal to/from the summit. When the post office was established four years later they found there was another Lockport in Indiana so its name was changed to Riley. During the building of the canal it was called "Battle Row" for the many fights that took place between the Irish canal builders.

The 1853 report of the Engineer of the Wabash & Erie Canal describes Lock #49 as follows:

Lock 49, of 9 feet lift, at the north end of Eel River summit, built of timber, on crib plan.

The lock itself has been completely filled in with sediment. Only a few timbers peeked out from beneath the water of a creek that flows behind it. Today its bypass channel can be clearly seen. A few years ago the son of Gracie Carithers, on whose property the lock is located, built a foot bridge across the bypass to the lock site. This spring the flood completely washed the bridge down the creek. Her son was able to salvage some of the wood and, along with new lumber, rebuilt the bridge in time for the CSI tour. He was burning brush from the area he had cleared out when they arrived.

Wooden locks like Lock #49 deteriorated quickly out in the elements. However the floors of many of them were preserved if they were covered with water. We passed by timber Lock #48 where water has undermined its floor timbers and not much remains. We then stopped at Lock #47, a cut stone lock that was described in the 1853 Engineer's Report as follows:

Lock No. 47, of 8½ feet lift, cut stone masonry. This is the best lock in the State of Indiana, it was built by Robert Logan, of Pike county.

The lock was 10 feet tall and over 100 feet long if one includes the approaches to the lock chamber. It fell to ruin after the canal was abandoned in 1874. Today only the western wall remains fairly intact with a few stones of the eastern wall visible nearby. The stones of the east wall were closer to the road and were taken for other building projects — possibly the flood gate at Splunge Creek Reservoir. The tumble was also visible although some later stone construction in it was a mystery as to its use.

To reach the lock site the group followed a wonderful, freshly-cut, wide path through stinging nettles. The path was created in a day by tour hosts Leon & Sandy Billings and Bill & Berky Davis. The path followed the canal prism to the lock.

At the site Jeff Koehler related the history of the lock. He said that good cut stone was not readily avail-



Lock #49 site with timbers and new bridge across bypass. Schmidt



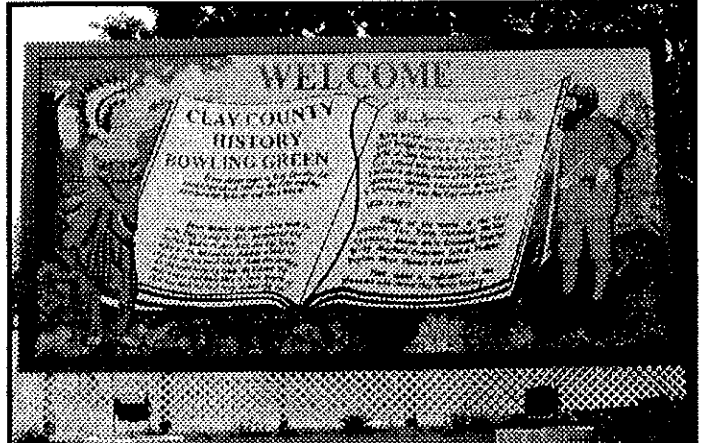
Canawlers noted the fine hammer dressed stone work of Lock #47 while Jeff Koehler told its history. Photos by Jim Ellis

able for most of Indiana's locks so they were first built of timber with the idea that they would be replaced by stone carried to the site by canal boats. This never happened. Luckily good quality stone was found for Lock #47.

While Jeff was speaking the photographer from the Terre Haute *Tribune-Star* took a series of pictures of canawlers at the lock. One of these appeared on the front of the local section and featured Chuck Whiting.

The bus then took them to Bowling Green, Clay county's first county seat (1826-1877). They stopped before a welcome sign that related the history of Bowling Green. During canal times it could be reached by canal boats entering the slackwater pool created by the 180 feet long Eel River Feeder Dam by passing through the cut stone guard lock located on its west end. The dam's height was 16½ feet from low water and was one of the most extensive structures on the whole line. In 1849 it was extended to 264 feet in length. Canal wharves and warehouses we located along the river bank at Bowling Green. Today only a small portion of this town remains.

The tour was not able to see the Honey Creek

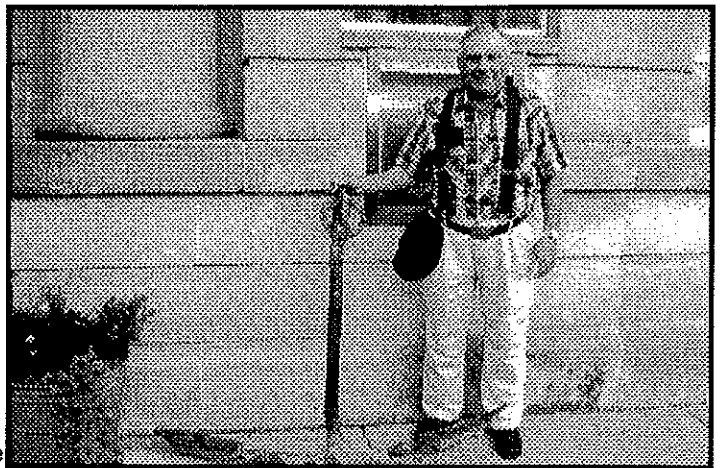


Bowling Green was once the county seat for Clay county. Today this sign welcomes others to the town. Photo by Bob Schmidt

culvert location due to construction of the Terre Haute bypass. Tour planners had been told the new bridge at the site would be open in time for the tour to pass over it and go into Terre Haute. However, the spring rains and floods held up construction and work was still taking place at the site. No trespassing signs were posted everywhere.

Upon returning to The Park Inn, canawlers had time to rest and dress for the evening banquet that was held at The Old Bank & Company in Linton, IN. Prior to dinner they toured the restaurant to see old banking equipment such as coin counters, adding machines, etc. They also went outside to see a rusty old anchor that Dr. Ed. Borter had found in the canal.

Dr. Ed Borter found this anchor in the canal. Photo by Bob Schmidt



After a delicious buffet with scrumptious cherry and peach cobblers, Dr. Ed Borter, veterinarian and CSI member from Oden, IN, spoke about finding the anchor in the canal and its use. He then entertained the group with questions and answers about mules, horses, and held a discussion about which one was better for pulling

canal boats. He also answered other canal related questions. Door prizes were also awarded.

Sunday's Tour
By Sue Simerman

At Bloomfield all of the attendees and car poolers met to split up into two tour groups. One group of 15 went on a shorter version of the tour led by Bob Schmidt that took about 1 ½ hours. They saw the grave site of Peter Cornelius VanSlyke, the grandfather of the canawier Peter Cornelius VanSlyke, who was an early settler of Greene County and gave land for Bloomfield, the county seat. His grave stone was atop the old Indian mound lookout and had a stone carving of a log cabin at its top. They later visited the grandson Peter C.'s grave stone in Grandview Cemetery in Bloomfield. He was born on November 27, 1829, and died on April 23, 1891. He shipped grain and other products on his two canal boats named the "John H. Eller" and the "H. T. Ford." The "Ford" was said to be a very "rapid sailer."



Peter Cornelius VanSlyke, who gave land in Bloomfield for the Greene County seat, is buried atop an Indian mound overlooking the White River. His grandson owned two canal boats. P- Jim Ellis
A few stones from Richland Iron Furnace have been placed along Furnace Road to commemorate the busy town that once was located around the furnace. Photo by Bob Schmidt

Along side Richland Creek Andrew Downing built Richland Furnace in 1840-41 to make pig iron. Around 1844-45 he added better machinery and a blast furnace. It had an engine, boilers, and a stack about forty-five feet high and nine feet across the boshes. The blowing-cylinders were forty-two inches in diameter and had a six foot stroke. Charcoal was used for fuel producing a hot-blast for smelting. It could turn out about nine tons of pig-iron in a twenty-four hour day operation.

To supply the furnace, iron ore in stone like chunks was taken from the hills and hauled by horse and mule team over what is now called the Iron Mountain Road. Trees were felled in the nearby wilderness and turned into charcoal at various pits nearby to fuel the furnace.

There were three main division at Richland Furnace. One cut the wood, made the charcoal and took it to the furnace to keep it burning. Another mined the ore and transported it to the furnace. The third worked in the mill to produce the pig iron and iron products. Later Andrew added a shop to cast stoves, plows, kettles, farm castings, mill machinery and all kinds of domestic hollow ware. Perhaps Borter's anchor was cast there.

Although Richland Furnace was on the opposite side of the White River from the Wabash & Erie Canal (first boat passed Bloomfield in 1851), Andrew placed his heavy pig iron on boats at Richland Creek, floated them to the White River, and then floated down to the canal slackwater at Newberry. From there canal boats carried it to Evansville for use there or it was transhipped to river boats at the Ohio River. This was the best means of transportation for the iron at the time and the canal boats continuously conveyed iron products to the South. Once the canal was suspended, Richland Furnace soon blew out.

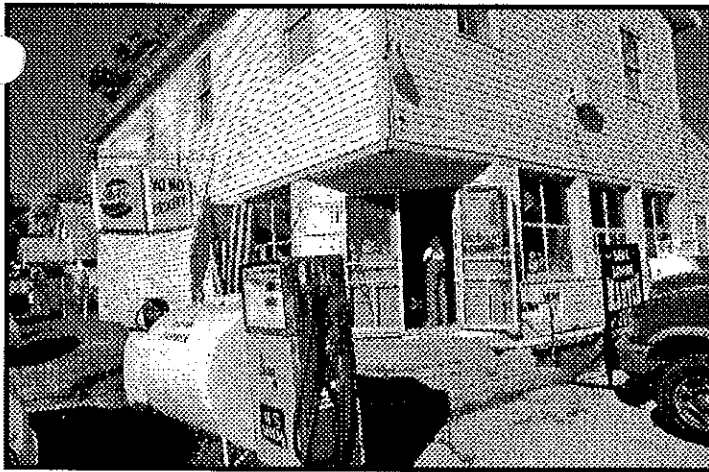
They also visited the Tulip Trestle. I will describe it later.

The rest of us (about 20) opted for the full tour, which would take a longer amount of time. At 9 a.m. we left from the parking lot on the west side of Bloomfield, home of the Cardinals ball team, and returned about 2:30 p.m. We were led by Bill and Berky Davis, with Leon and Sandy Billing, our other tour hosts, following the caravan. I won't mention roads that were used because this area of Greene county is very different from what most of us are used to. The roads are gravel, some are narrow and go up and down hills, some are curvy, and all have a very unusual road numbering system.

We followed a "Leaf Peeper's" tour brochure to go to the American bottomlands. We stopped and Sandy

Billing told us of the valley and the geology. There aren't any creeks or noticeable evidence of drainage because the ground has porous limestone and sandstone, which tends to soak up the water. We could see hay fields, some farms on the slopes, and a corn field in the distance.

We then went to Solsberry on SR 43 to visit the Yoho General store. It is a two story white building that seemed to be in good repair. It was built in 1934. The town is at the top of one of the many hills and is just a small crossroad town. I think we overwhelmed the local residents who were sitting on two benches around the pot bellied stove (I peeked, it was made in Columbus, Ohio.) This appeared to be the only heat source and the walls and the high ceiling are a soot tone of gray plaster. The old wooden display cabinets seemed to be original. The wooden floor boards were well worn and displayed patches of shiny tin. An upright cooler was at the front holding pop and milk. The other cooler sits empty at the back, no longer selling meat, cheese and eggs. Their best selling item is pop and more pop. They had the items that a thirsty or hungry tourist would need — ice cream novelties, pop and Little Debbie cakes. We did see a local necessary item on a shelf above the door — toilet paper.



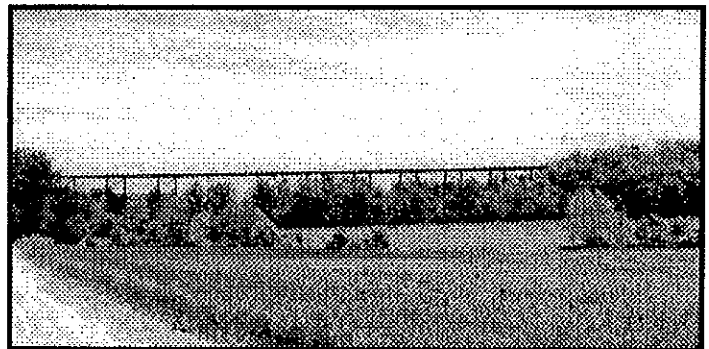
Yoho General Store Photo by Lynette Kross

From here we went under the railroad to a lower level and, after navigating through a few windy turns, pulled into a mowed field parking area in front of a tobacco barn. It is now being used to hold an annual craft fair (held this year on Nov. 1.) Mr. and Mrs. Masse own 32 acres of ground, mostly wooded and hilly. She is the one that operates the craft show. Mr. Masse led us on the trail. We were able to look around inside the barn and see its construction and the set up for the show. The main reason we came was to see the Sculpture Trails Outdoor Museum that was started by their son, Gerard Masse, in 2002. He is a sculpture artist that works in welding of steel and aluminum pourings. There

are 37 numbered sculptures in the trail brochure and at least three of them are his. The trail winds through the side of a heavily wooded slope. The walk by itself was enjoyable. The art pieces were created especially for viewing in this location. Great care was taken in deciding exactly where to place each piece. The mediums used were wood, steel and aluminum as far as we could tell. The other artists that have their pieces on display were from Texas, Kentucky, Florida, Wisconsin and Alabama. England and Kenya were also represented.

We had some men with welding interest in our group and, of course, they looked at the pieces in detail. We started the trail at 12:15 and finished up about 1½ hours later. We were all thankful that we had some left over pop, water and cookies from Saturday's tour. We also had some of Sandy's delicious homemade pumpkin bread.

Our last stop was at Indiana's highest railroad trestle, the Tulip Viaduct/Trestle, which is located several miles northeast of Bloomfield. It was built in 1905-06 by Italian immigrant labor to cross the Richland Creek Valley. It rises at one point to 157 feet. It is still being used but only about once a day to haul coal. When constructed it was the Illinois Central Gulf Railroad. It cost \$1.5 million to construct and has a pine lumber deck. It is 2,295 feet long.



The Tulip Viaduct is one of the longest and highest trestles in the world. It is still in use. Photos by Bob Schmidt

From here we got back in our cars and returned to Bloomfield. We had beautiful weather and marveled at our good fortune. Some of us went to local restaurants for a belated lunch and others continued home or to more adventures.

For anyone interested in the outdoor museum there is a web site sculpturetrails.com.

Following the unveiling of the marker the over 100 people in attendance were invited for refreshments served at the Junction Fox Club. Brochures from the participating groups were available.

CSI members attending the dedication were Scott Bieszczad, Jim & Ruth Ellis, Dick Kudner and Bob & Carolyn Schmidt. CSI brochures were passed out.

JUNCTION MARKER DEDICATED

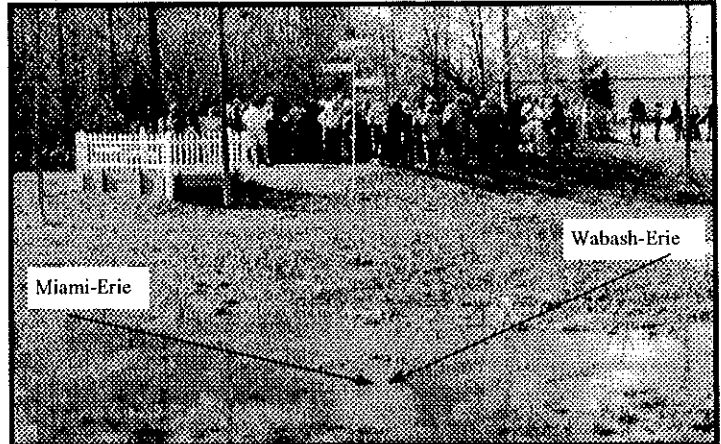
The John Paulding Historical Society dedicated an Ohio State Format Marker for the Miami-Erie & Wabash-Erie Canal at Junction, Ohio, on October 18, 2008. Jerry Price had the idea of placing a marker at the junction of these two important canals. He contacted Les Weidenhamer at the Historical Society and they worked together to raise funds for the marker. They even gained the support of the Payne Elementary students, who brought their dollars to school to help fund the marker. Some of the students unveiled the marker on Saturday. It reads:

MIAMI-ERIE AND WABASH-ERIE
CANALS
JUNCTION, OHIO

On this site the Miami and Erie Canal that came north from Cincinnati and the Ohio River intersected with the Wabash and Erie Canal that came from Fort Wayne and Evansville, Indiana. From this point, which became the town of Junction, the canals proceeded as one to Defiance, Toledo and Lake Erie. From the 1830s to the 1870s the canals played a key role in the settlement of Paulding County, an area that was once part of the Great Black Swamp. They held the promise of easier and quicker passenger transportation and commodity shipping and Junction became a landmark for fugitive slaves escaping to Canada. Once a thriving and growing community, the village of Junction became a forgotten historical note with the passing of the canal era and the coming of the railroads. Today, the Buckeye Trail and North Country Trail follow the canal path through Paulding County.

Speaking at the dedication were Jerry Price, resident; Les Weidenhamer, of John Paulding Historical Society; Tony Burkley, Paulding County Commissioner; J. D. Britton, of Ohio Historical Society; Neal Brady, from Miami Erie Canal Corridor Association; Dick Kudner, from Maumee Valley Heritage Corridor Association; Steve Dorstem, ODNR Canal Lands Manager; Greg Wisniewski, of the Buckeye Trails Association; and Georgia Kohart, author of *Secret of the Lockkeeper's House*, *Heritage of the Heart*, and *Heart and Hearth: Christmas on the Farm*.

A picket fence has been placed behind the marker and a sign post beside it gives the distances from the marker to Ft. Wayne, to Cincinnati and to Toledo. The post has a solar light at its top that shines on the marker at night.



A crowd gathered for the unveiling.

Jerry Price stands with Cole Seslar, and Hailey and Chelsea Dempsey on the left side of the marker and Les Weidenhamer stands with Owen and Madilyn Brigner of the right side. These children unveiled the marker.

Directional sign post with solar light

Photos by Bob Schmidt

