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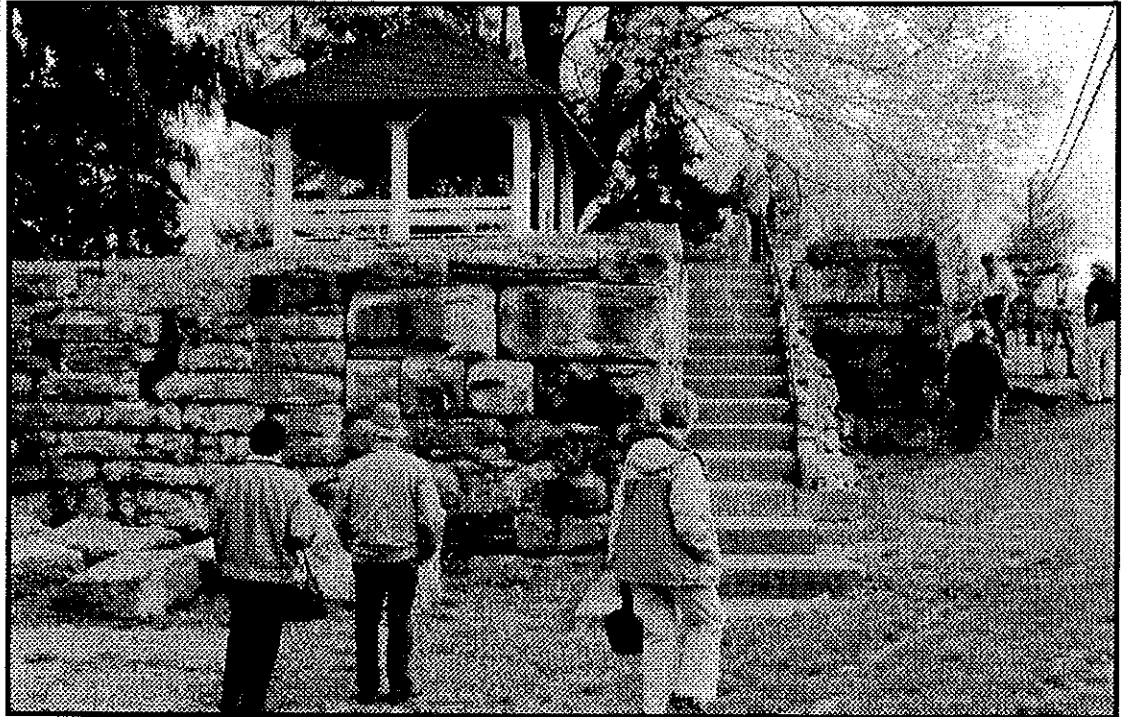
JULY 2008

REDBUD WEEKEND

CANAL PARK

The Ohio-Erie Canal, the most important development in the county's early years, was started July 4, 1825 near Newark. The canal passed through Waverly along US 23 and portions of it can still be seen in Waverly today. Only four feet deep and bordered by tow paths with eight feet clearance, the 309 mile canal was completed in 1833 at a cost of more than \$67 million.

Information from park marker



Canal Park in Waverly, Ohio, has this unique structure. Canawlers determined that the section on the left has been rebuilt using stones from a lock. The section on the right appears to be part of a lock. A marker in the park tells about the Ohio-Erie Canal. Photo by Lynette Kross

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REDBUD WEEKEND

By Carolyn Schmidt

The Canal Society of Indiana's (CSI) "Flumes, Frescoes & Furnaces" tour of the Ohio & Erie Canal in the Scioto Valley near Portsmouth, Ohio, could well have been called "Redbud Weekend." As canawlers descended the hillsides on their way to the Comfort Inn, the tour headquarters in Wheelersburg, they saw beautiful redbud trees with black trunks and branches in full bloom. Then as they traveled through Portsmouth they were greeted with lush pink and white flowering crab and ornamental pear trees as well as yards full of daffodils, tulips, and hyacinths. Spring had arrived.

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“FLUMES, FRESCOES & FURNACES”

April 18-20 Annual Meeting Comfort Inn, Wheelersburg, OH

Hosts and docents: Mike Morthorst, Bob & Carolyn Schmidt, Darlene Moore, Judy Ross

Theme: “Flumes, Frescoes & Furnaces” Ohio & Erie Canal Waverly to Portsmouth, OH

Friday night: Mike Morthorst, “Tour Sites on the Ohio & Erie Canal in and around Scioto County”

Saturday noon: Box lunches from Union Mills Confectionary in the library

Saturday buffet: Ponderosa Steakhouse in Wheelersburg, OH

Saturday program: Judy Ross, “Scioto County History up to the 1913 Flood”

Tour refreshments: Jim & Ruth Ellis, Bob & Carolyn Schmidt

Tour book: Mike Morthorst

Tour logo, Goodie bags, Name tags: Carolyn Schmidt

Tour:

Saturday morning: Shawnee Trails Charters & Tours from Waverly to Portsmouth; O & E Canal prism & structures, First Methodist Church Cemetery, Union Mills Confectionary, Portsmouth Murals, Greenup Dam, Iron Furnaces

Sunday morning: Car caravan to iron furnaces

Board Elections: Lynette Kross presented slate.

Re-elected directors: Sandy Billing, Sue Simerman, Mick Wilz

Newly elected directors: Richard Brown, Gail Ginther, Brian Stirm

Re-elected officers: Bob Schmidt-president, Charles Huppert-vice-president, Cynthia Powers-secretary, Jim Ellis-treasurer

40 Attended tour

41 attended banquet

States represented: IN 32, OH 6, IL 2

Carl/Barbara Bauer, Sue Burger, Allan/Linda Corwin, Bill/Betty Easton, James/Ruth Ellis, Tom/Mary Grimes, Don/Betty Haack, Gerald/Jean Hulslander, Lynette Kross, Richard/Martha Kudner, Gerald/Phyllis Mattheis, Paul Moffett, Michael Morthorst, Ed/Cynthia Powers, Melissa Reed, Robert/Carolyn Schmidt, Bruce/Kay Sheldon, Steve/Sue Simerman, Neil Sowards, Brian Stirm, Michael Thrall, Frank/Mary Timmers, Allen/Becky Vincent, Charles/Anne Whiting Jr., J. R. Winchell

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Although registration was not scheduled until 4:30 p.m. on Friday, April 18, canawlers began arriving early. They picked up their tour guide, maps, tour schedule and a bag of goodies, which included coupons and things to see and do in Scioto and Ross counties. Many of them gathered into groups to go to dinner on their own.

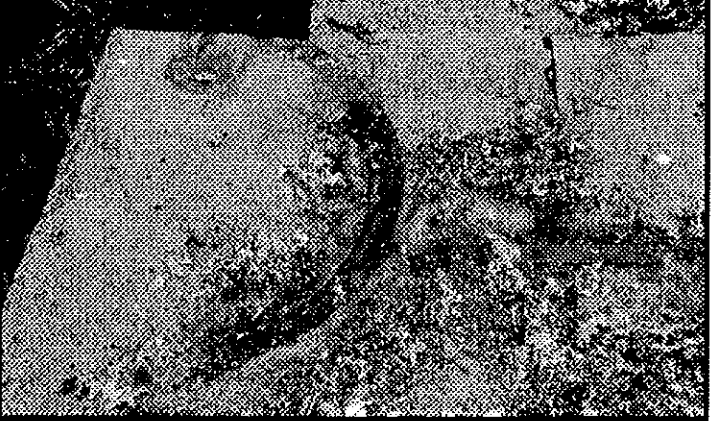
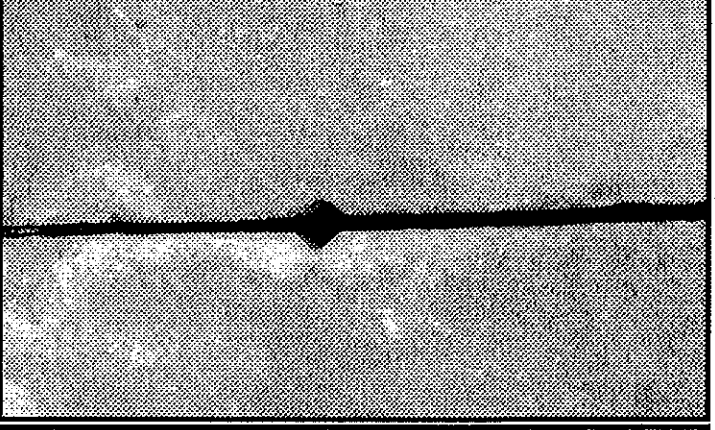
At 7 p.m. everyone reconvened in the Comfort Inn conference room. They helped themselves to snacks of pretzels, Archway cookies, and pop. Tables around the room had past tour guides and other materials donated by members of CSI, books from Harry Valley's canal collection, and books and memorabilia from the Scioto County Canal Society for sale. Everyone was welcomed by Bob Schmidt, CSI president. Mike Morthorst, CSI director and Canal Society of Ohio president, gave a slide presentation of the things that he would show us on Saturday's tour and outlined the tour schedule.

Saturday morning canawlers met for a continental breakfast in the inn's breakfast nook. Then, since rain was predicted, they gathered up their rain gear and boarded the motor coach. Everyone was so excited to get started on the busy day's schedule that the bus left five minutes ahead of schedule.

Shortly down the road there were four young deer munching on dew covered grass. They jumped toward the bushes as the bus passed by. As the Scioto River was crossed into West Portsmouth, Mike Morthorst talked about the alluvial plain and how difficult it was to build and operate the Ohio & Erie Canal lock at the southernmost point of the canal due to flooding. This river was high again this year and stopped his plan to see Lock 55 at the end of the canal on Sunday.

They followed the canal prism passing Lock 49, which the Scioto County Canal Society learned was on private property after they had thoroughly cleaned out all brush and debris. Mike couldn't get permission to go onto the property. However, canawlers could see it quite well from the bus. They also passed an exposed culvert, which was seen on slides the prior evening.

They arrived early at Lock 48. It was alongside a private drive, which afforded plenty of parking space for the bus. The lock was in an exceptionally good condition except for a tree and a few bushes growing in it. Mike pointed out that the ends of the capstones had little v's carved into them. When two v's of two cap-



1. Mike Morthorst explains Lock 48. BS
2. Lock 48 is in fairly good condition. LK
3. A wooden peg was inserted into this hole to keep the stones aligned. BS
4. This groove held the goon neck in the lock's capstone. LK

Photographers for this article are as follows: DH = Don Haack, LK = Lynette Kross, BS = Bob Schmidt

stones were aligned they formed a square in which a wooden peg or piece of iron could be placed to keep the stones from moving out of alignment. He said that Mark Renwick, a Canal Society of Ohio member, had noticed the v's and assumed that wooden pegs were inserted into them since there was no visible iron present. This was highly unusual. In most other locks



Lock 48 gate recess BS

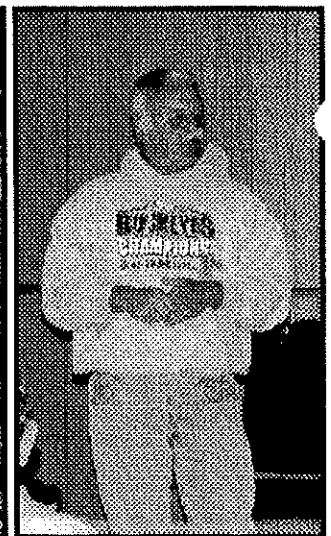
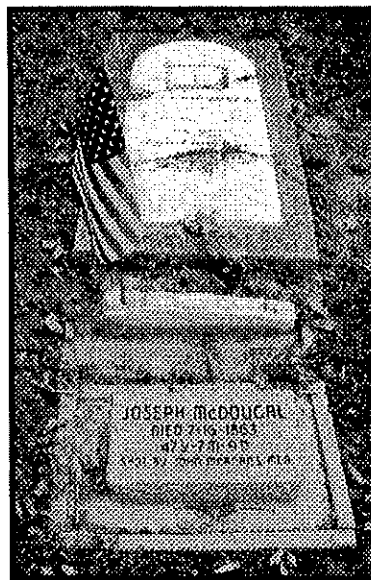
the capstones were joined by iron cramps [staples]. They also saw the gate recesses, the hollow quoins, and the iron bolts where the goon necks were once attached. Some of these were hidden by fallen leaves and could have tripped a canawler causing him to fall into the lock. The stones in the walls of the lock were still in good alignment and didn't show major spalling like the stones they saw later in Lock 50. Good pictures could be taken of the lock from a driveway bridge across the canal.

CSI group at Methodist Church BS

Boarding the bus they headed to Jasper, Ohio. Along the way they noticed how some property owners had maintained the canal prism while others had obliterated it. In Jasper they stopped at the First Methodist Church to have a group photo taken on the stairs before visiting the grave of Joseph McDougal, who was shot by one of John Morgan's men during a raid and died on July 16, 1863. While there Keith Wilson, a



Jasper resident, saw that the bus had stopped and asked if they would like to see the inside on the church. He let them in and told how he and his mother are keeping up the property even though church services stopped in the 1960s and it is no longer used. The Wilsons repair windows broken by vandals and keep the building painted. The roof and steeple are in need of repair, but they lack the funds to do it. The township keeps the cemetery mowed and its steep banks free from brush. Keith is also a good canal steward keeping the prism by his home neatly mowed.



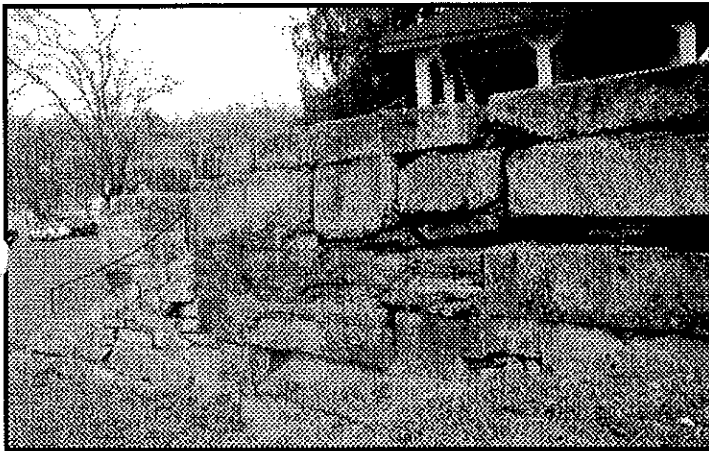
Top: Canawlers visited the grave of Joseph McDougal in the Methodist Church cemetery in Jasper, Ohio. LK
 Left: Joseph McDougal's was killed by Morgan's men. LK
 Right: Keith Wilson talked about the Methodist Church. LK

Across the road from the church they saw an old stone home that at one time was proposed to be moved to the Cleves Tunnel park on the Miami & Erie Canal. It is privately owned and they will not sell it to the park.

They then made their way to Waverly, Ohio. The bus drove past James Emmitt's hotel with its restaurant

and Canal Pub on the first floor and ghosts in the other two stories. Mannequins with masks looked out the windows as they turned the corner. One was of Richard Nixon. They also saw Emmitt's store with a covered outside staircase. They learned how he succeeded in having the county seat moved to Waverly from Piketon by offering to pay for construction of a courthouse, a turnpike and a bridge across the Scioto River. His courthouse is still in use.

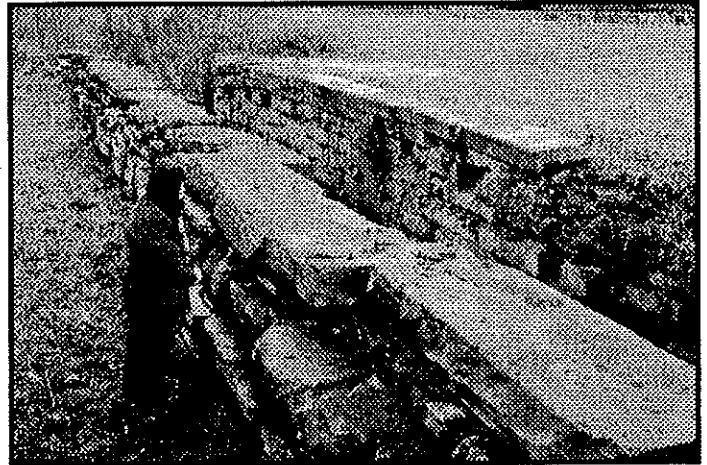
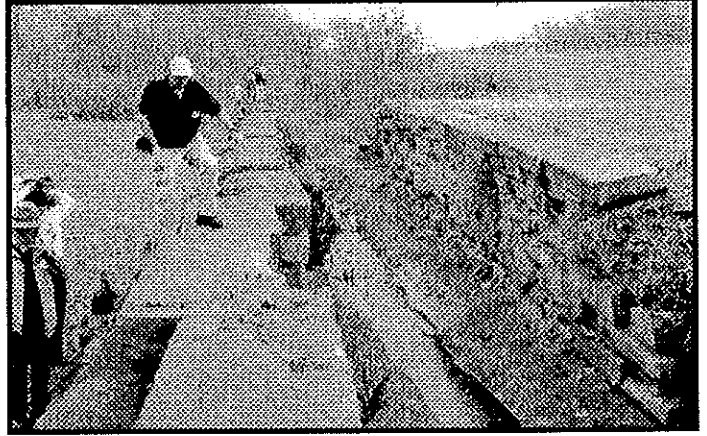
They then went to the Waverly Canal Basin, which was located south of a canal aqueduct that no longer exists. Around this basin Emmitt had an industrial complex at one time. Today the area is a park with a rather strange structure. Part of it may be the remnants of Lock 44, but a lot of the stones have been rearranged to try to make it look somewhat like a lock. These were loosely joined compared to one section of stone that was presumed to be original. While examining this structure canawlers had a morning snack of bananas.



In Waverly this wall appears to be part of an original lock. Note the picture on the cover of this publication showing the other wall. The canal basin is to the left. LK

Leaving Waverly they passed through Pee Pee Bottoms on their return trip to Portsmouth. Mike pointed out that maintaining the canal through the bottoms was difficult due to perennial flooding at this low elevation. The canal banks had to be very tall through this area.

They followed much the same route back that they had earlier in the day and went to Union Mills and Lock 50. The Scioto Valley Canal Society had cleared this lock of most brush and debris making it very easy for them to see. Its condition was not nearly as good as that of Lock 48. Although most of the stones remain, some of them were broken, some were spalling, and the walls were very irregular. Water runs through the lock in a ditch for the nearby road. This is good in that it keeps the timbers on top of which the lock is built wet. A historical marker beside the lock relates the following history:



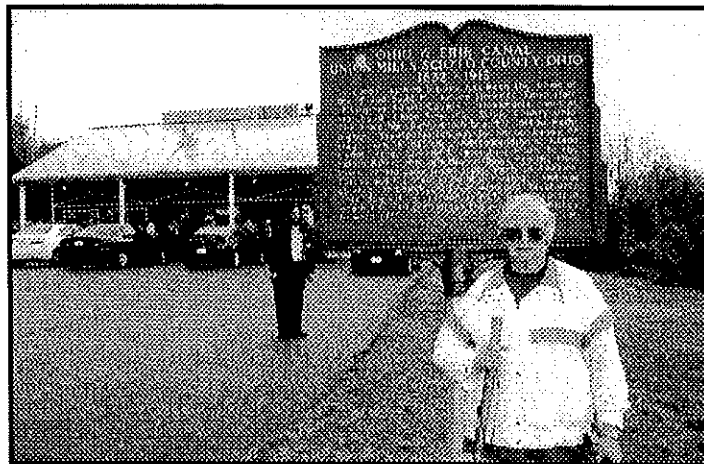
1. Mike Morthorst pointed out features of Lock 50. DH
2. Paul Moffet carefully noted how the lock was built. DH

**OHIO & ERIE CANAL
UNION MILLS, SCIOTO COUNTY, OHIO
1832-1913**

This area, rich in history has been the home of the Mound builders. Lower Shawnee Town, state of Virginia, Adams County, Alexandria, and at Statehood, Union Township, Scioto County, Ohio. The Township changed to Nile and in 1814 to Washington. Transportation was by horse, buggy or stagecoach. In 1825 Ohio started building a "Grand Canal" from Cleveland extending south to the Scioto River, through the "isthmus," to the Ohio River. People came from various parts of America, Europe and the State to build this canal. Land was cleared, and ditches 40 feet wide and 4 feet deep were dug with picks and shovels. In all kinds of weather for 30 cents a day and jiggers of whiskey to ward off diseases such as malaria, typhoid and the pox. Many died. Sad or happy the men were noted for singing daily as they worked. Lock 50 was built here and officially opened December 1, 1832. There was a general store, cooper shop, distillery, stables, blacksmith, grist mill, post office and lock tender's house. Boats were named for people or towns and hauled flour, corn, pork, salt, grains, coal, building supplies and passengers. The Erie was 308 miles long and took 80 hours from Cleveland to Portsmouth. Union Mills, Lock 50 and the Scioto River were the "Gateway" to the mighty Ohio River and the Gulf. Floods, riverboats and trains ended the canal era.



1. Grooves for the goon neck, an iron staple to align the stones and iron bolts were seen on Lock 50. LK
2. The corners at the entrance to Lock 50 were rounded. DH
3. Union Mills painting at confectionary LK
4. Judy Ross stands before canal marker at Union Mills Confectionary. BS



Canawlers stood in a light drizzle while Judy Ross, Scioto County Canal Society member, and Mike Morthorst talked about the lock and Union Mills that was once located nearby. Today Union Mills Confectionary stands alongside it. On the front of the building is a picture of the old mill and other canal relics. Inside the bakery is a large group of old historical postcards show-

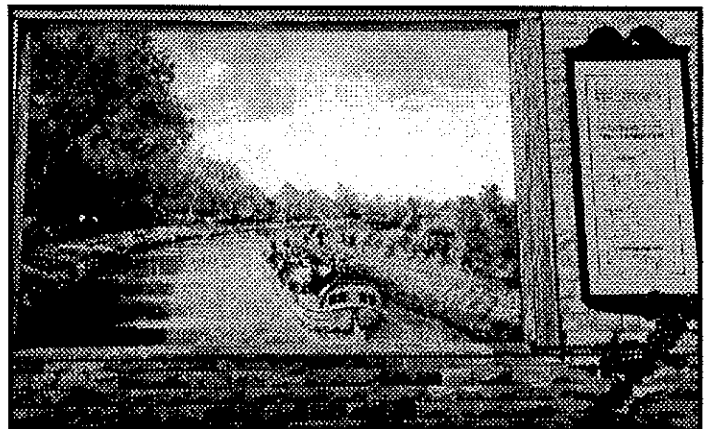
ing the area and the canal. Canawlers had the opportunity to purchase sticky pecan buns, cookies, rolls, bread, and candy at the Confectionary while box lunches were loaded into the bus. Just as they were leaving the sky opened up and it poured rain.

The bus protected them from the elements and they proceeded to Portsmouth. The rain had diminished by the time they stopped at the Scioto Valley Visitors Center to pick up Darlene Moore to be their step-on guide through the 2,200 square foot flood wall mural project. Robert Dafford of Lafayette, Louisiana, began painting the 52 murals in May of 1993 and the project was dedicated on October 5, 2002. Canawlers were especially interested in Mural 14 of the Ohio & Erie Canal. The guidebook given them said:

This mural shows a section of the Ohio and Erie Canal as it progressed northward from the terminus at Portsmouth. In the upper right corner of the mural is a covered bridge crossing the Scioto River and immediately adjacent to an aqueduct which conveys the canal across the river. Alongside the main picture are sketches of the terminus at Portsmouth and a map showing the route of the canal from Portsmouth to Cleveland.

Mural 13 showed an iron furnace, much like the ones they would visit that afternoon and on Sunday. The guide booklet described it as follows:

Hanging Rock Iron Region: The discovery of a rich vein of iron ore extending from Jackson, Ohio south to the Ironton,



1. Ohio-Erie Canal mural in Portsmouth LK
2. Harvesting mural on flood wall BS
See Iron Furnace mural on page 11 of this publication

Hanging Rock, and northern Kentucky area gave birth to iron furnaces that dotted the countryside in the 1800's, similar to the one shown here. Iron ore, limestone, and charcoal were charged in top of the furnace and heated to smelt out the liquid iron which flowed from the bottom of the furnace into sand troughs to solidify into pig iron.

Although they had the guidebook with its colorful pictures and information, they didn't really need it since Darlene did a great job in pointing out details of each mural as the bus slowly passed in front of them. Although Mike had planned to walk the quarter mile of murals and take pictures, canawlers were happy to relax on the bus and learn about them without getting wet. The guidebook was a great souvenir and those desiring pictures returned on Sunday when the sun was shining.

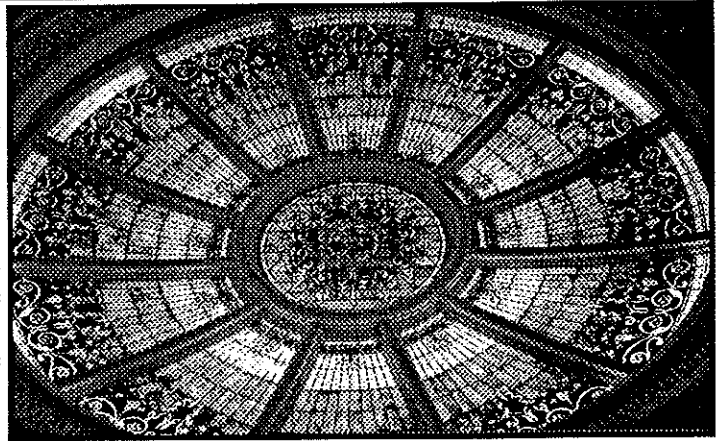
After dropping Darlene back at the visitors center, they went to the Portsmouth Public Library to eat box lunches in a conference room in the new section of the library. There Judy Ross had on display charts of the canal and canal related history. They viewed them while eating the lunch from the Confectionary and tried to determine how an exceptionally delicious cookie had been made. Following lunch many canawlers went upstairs to see the exquisite colored glass dome of the old Carnegie library.

The bus crossed the Ohio River to Kentucky and took them to the Greenup Dam. It stopped before the fence and someone at the dam electronically opened the gate. They climbed the stairs to the observation deck through the light drizzle and saw that a barge had just left one of the locks heading upstream. Another approached from upstream, but they did not have the time to wait for it to lock through. The canalized Ohio River follows the same principles used for the Ohio & Erie Canal only its locks are much, much bigger and the barges can carry much more cargo than the old canal boats.

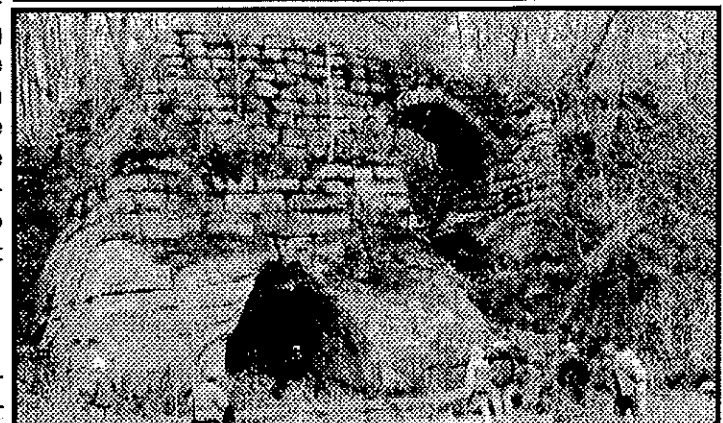
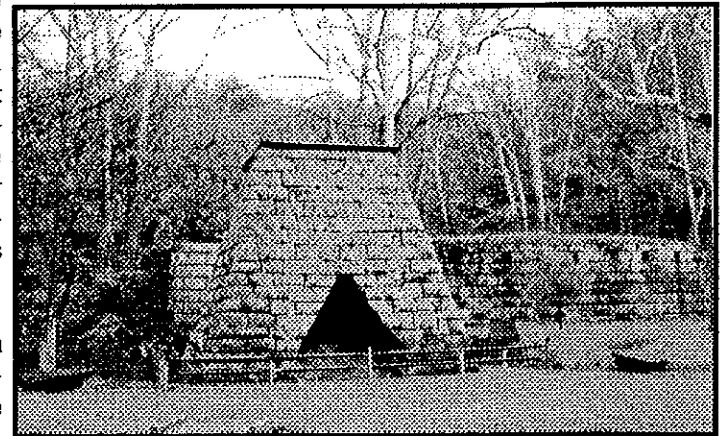
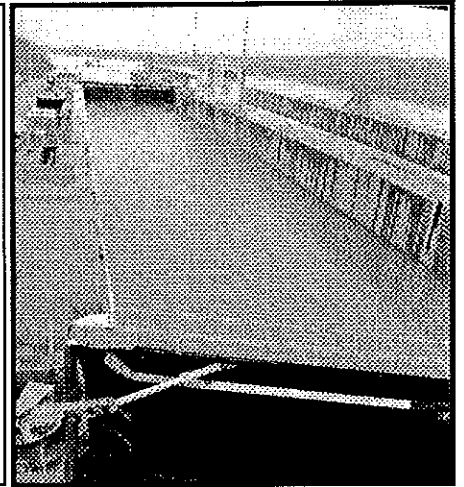
The next stop was at Vesuvius Furnace in a beautiful park in the Hanging Rock district. All that remained of the furnace was a beautiful stone structure that rose out of the ground in front of a stone wall. Having seen the mural of an iron furnace that morning helped canawlers understand how this stack was once surrounded by wooden structures. An iron ring was seen up high on its front side. The hillsides behind it were covered with blooming redbud trees that looked like fire coming from the furnace. Inside this magnificent structure iron ore, limestone and charcoal were burned to produce pig iron. A wooden fence was erected around it and a historical marker at the site read:

VESUVIUS IRON FURNACE

Vesuvius Iron Furnace is one of the 69 charcoal iron furnaces in the Hanging Rock Iron Region. This 100-mile long re-



1. Portsmouth library rotunda LK
2. Greenup Lock with barge heading upstream LK
3. Vesuvius Iron Furnace sits in a park with a marker to its right LK
4. Olive Iron Furnace base is carved out of the sandstone hillside. They crossed the arch to feed the furnace. LK





Olive Furnace arch had a gaping hole in it. LK

gion extends from Greenup County, Kentucky to Hocking County, Ohio. Built in 1833, Vesuvius began production using the cold blast method to produce iron. In 1863, this furnace was the first to experiment and adopt the revolutionary hot blast method. Vesuvius Furnace produced 10 tons of iron each day until its final blast in 1906.

Today only this stack remains, but in its prime Vesuvius Furnace supported hundreds of workers and their families and played a key role in the early iron industry.

The men who owned the furnaces were called ironmasters and many played another significant role in history. Many of them were strong abolitionists and supported the Underground Railroad. The furnace complexes provided safe houses and money for the movement of slaves seeking freedom. The secret routes that the runaway slaves followed lie along the same roads as southern Ohio's iron furnaces. With the help of the ironmasters, other families and supporters of the Underground Railroad, hundreds of escaped slaves reached their ultimate goal: FREEDOM. [To learn more about iron furnaces see the accompanying article.]

The park also had a dam that held back a stream creating Vesuvius Lake. After crossing the dam a wonderfully long boardwalk curved around the lake, which reflected the trees from the neighboring hillsides. Below the dam a picturesque stone arch bridge crossed the stream.

The last stop after winding through hills on roads lined with redbuds was Olive Furnace. There canawlers walked through mud to find a furnace that had been partially carved out of sandstone rock and had the upper portion built of stone blocks. It also had a stone arch that connected it to the hillside. A large chunk had fallen out of the arch. The materials used to make the pig iron were delivered to this furnace via the arch. Inside the furnace they could see that it was lined with brick, but the lower portion of the crucible was missing.

They returned to the Comfort Inn to rest and

change clothing for the evening events. They met at Ponderosa Steakhouse for the evening meal and then returned to the Comfort Inn conference room for the program and annual meeting. While waiting to start the meeting canawlers purchased books and canal related items. Bob Schmidt then introduced Judy Ross, who spoke about the Ohio & Erie Canal and Scioto County from the time it was



Judy Ross LK

a part of Virginia up to the 1913 flood. She also told how the county and canal played a part in the Underground Railroad. She was asked about the large boulder that had been removed from the Ohio River and the controversy about whether Kentucky or Ohio owns it. It has caught the attention of television producers and has been covered on national programs. [See article about the rock in *The Hoosier Packet* May 2008] It is evolving into a court case. Following Judy's talk, Bob Archer, another Scioto County Canal Society member, reported how his people came to the county by canal boat. Tina Perkins, then passed out maps and brochures from Pike County.

Following the program CSI nominating chairman, Lynette Kross, presented the slate of board members. She reported that every year one third of the board members are elected. She thanked all the current board members for their years of service to the society. Up for re-election this year were Sandy Billing, Bill Davis, Jim Ellis, Karl Kettelhut, Sue Simerman, and Mick Wilz. Bill and Karl asked to resign for personal reasons. Jim, Sue and Mick agreed to serve again. Lynette passed out biographies of the following proposed new directors who were Richard Brown from Okemos, Michigan, Gail Ginter from Metamora, Indiana, and Brian Stirn from Delphi, Indiana. Everyone was impressed by the accomplishments of these people. The slate was voted on and passed. CSI bylaws state that the society's officers be elected by the board of directors. Following the meeting the board members present convened and re-elected Bob Schmidt, president; Charles Huppert, vice-president; Cynthia Power, secretary; and Jim Ellis, treasurer.

Mike Morthorst announced that those wishing to see the LaGrange, Aetna, Lawrence and Buckhorn furnaces on Sunday should meet in the hotel lobby at 9 a. m. to form car pools since there was little parking space at some of the furnaces. He suggested that others might want to return to Portsmouth to take pictures of the murals. Following an announcement of the CSI fall tour of the Wabash & Erie Cross Cut Canal by Carolyn Schmidt, the meeting was adjourned.

Sunday morning Carl/Barbara Bauer, Sue Burger, Lynette Kross, Paul Moffett, Mike Morthorst, Bob/Carolyn Schmidt, Steve/Sue Simerman, Neil Sowards

and Brian Stirm piled into three vehicles to visit the iron furnaces. Their first stop was at the LaGrange Furnace, which was located in a nicely mowed park. The top courses of stone were missing on one side of this furnace and there were no signs of any support buildings. On the hillside nearby Sue Simerman found a large morel mushroom popping up from beneath the fallen leaves. Bob Schmidt found a piece of black slag and a stone that had the word iron carved into it.

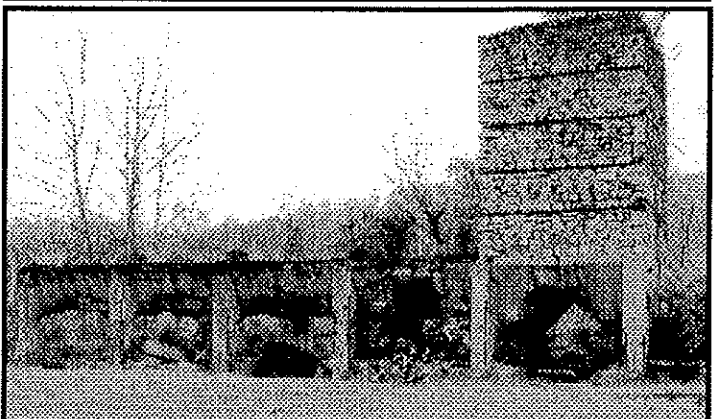
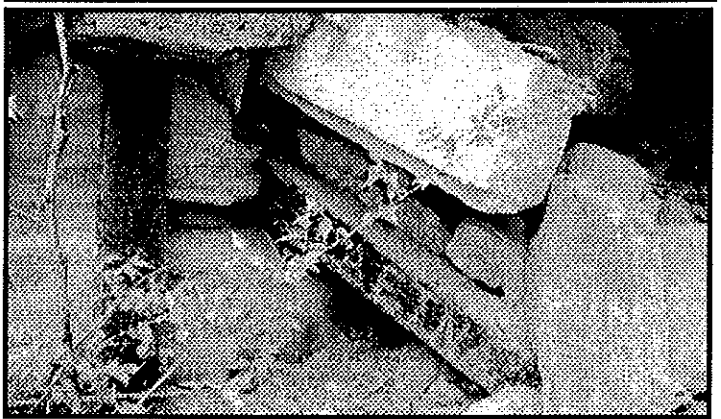
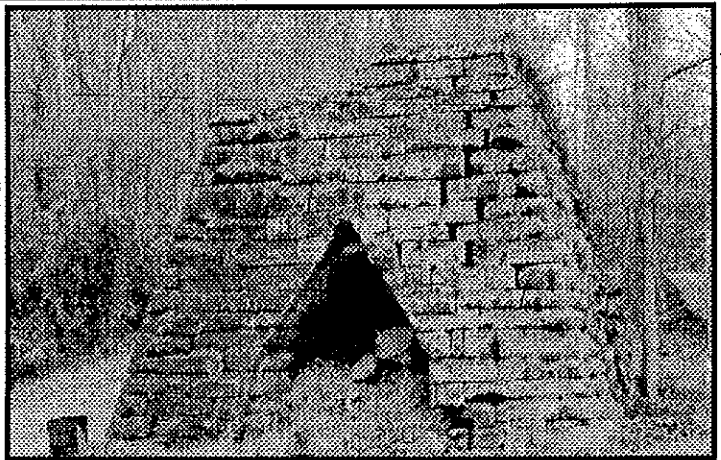
At Aetna Furnace iron beams supported stones at the entrance to the furnace. One of the beams had fallen down and had "AETNA" on it. A large pile of partly burned brush was near the furnace and it looked like the area around it had been newly cleared. A block of sandstone on the ground was disintegrating rapidly. When touching it with their feet canawlers saw how it crumbled. These magnificent stone stacks will eventually fall down and crumble away.

At Lawrence Furnace they found a completely different type of structure. All the previous furnaces had been almost pyramidal in shape. This furnace had a tall rectangular stack of stone built on top of rebar-enforced concrete with arched concrete bays on either side and a bed for railroad tracks along its side. The owners of the property lived in a mobile home at the site and graciously allowed canawlers onto the property. The owners keep the land around it nicely mowed. Along one side of the stack appeared to be a tunnel or basement. They asked that no one go inside the structure because its poor condition made it very dangerous.

The final stop was at the remote Buckhorn Furnace that rose up out of briars and had a tree growing from its top. Beneath the vines could be seen the words Buckhorn and T. Price. Paul Moffett led the way through the brush taking a tumble on the slippery vegetation. After a path was stomped other canawlers looked inside it. Its inside was the best preserved of all the structures they had seen. The crucible was intact from the bottom to the very top and was made of stone and brick. They could see the space between the outer and inner walls where the air circulated. It was like a chimney inside of a chimney. The vines were scraped away from the entrance sign so they could see the last word Builder after the words T. Price. He placed his name on the structure because he was proud of it as he well should have been. Unlike the other furnaces, the sandstone blocks on both the outer and inner surfaces had been hammer dressed along the edges. Holes had been carved up high on both sides above the front side and had wooden inserts with iron sockets and pins. This was a very exciting site to see and a great end to the weekend.

1. LaGrange Furnace
2. Aetna Furnace
3. Actna on beam
4. Lawrence Furnace

All photos BS



Hanging Rock Iron

By Bob Schmidt

The production of iron in Ohio in the early 1800's centered around a region in the southeast called the Hanging Rock Iron District, so named for a sandstone rock formation overlooking the Ohio River near Ironton, OH. The 100 mile long and 20-30 mile wide region extended across the Ohio River into Kentucky.

On the Spring tour CSI members ventured into the hilly backcountry to explore the remains of the iron furnaces that converted the ore into pig iron. Winding their way around the hills they came across views that looked like the remains of ancient Mayan temples. They were shaped like pyramids 35-40 feet high. Many of them were covered with vines and trees often grew out of their tops. Some were in park settings while others were completely in natural wild settings.

The best preserved was Buckhorn Furnace, the last stop on Sunday. Its inside was the most intact of all we had seen, with a crucible and inner masonry wall and a space between the outside stone wall. Everyone wanted to know how it worked.

The production of iron from a commercial grade ore was quite an organized effort eventually requiring over 500 persons and from 50-100 yoke of oxen per furnace. Therefore large villages grew up around each furnace. The villages also required support buildings or businesses such as general stores, blacksmith shops, schools, etc.

Iron ore, charcoal, and limestone are the ingredients needed to produce pig iron. Workers and capital to build the furnace and its accompanying support facilities were also needed. The ore was located in 6-14 inch deep outcroppings along the hillsides. The rule of thumb was that 1 foot of overburden could be economically removed for each 1 inch of ore. Usually about 12 feet of overburden had to be removed with pick and shovel before the ore could be dug out.

It took 14-20 men to mine 2-3 acres of ore from a 10 inch bed to feed one furnace producing 2-3, 000 tons of iron pig per year. Workers were paid \$10-\$20 per month. The furnaces paid their employees in notes that could be redeemed by the company store-keeper for merchandise at current cash prices.

Once the ore was mined it was hauled in wagons pulled by oxen to the furnace area. There it was screened and fired to remove the water and up to 16% of volatile gases. This reduced 2.63 tons of raw ore to one ton of purer iron.

Limestone was used in the process as a flux to accumulate impurities, which were scrapped off of the molten iron in the smelting process. Like the ore the limestone was mined locally, pulverized and hauled to the furnace site. The labor required for this was less than for mining the ore. Usually one man did the mining and one hauled the limestone.

The third major ingredient for the iron making process was charcoal. Charcoal production was an industry in itself. The men making it were called colliers and required special skills to reduce the chopped timber into charred remains called charcoal. Like the iron ore this too required burning the gases and impurities from the timber. What was left was a purer carbon, which, when fired in the furnace, produced the higher temperature needed to melt the ore.

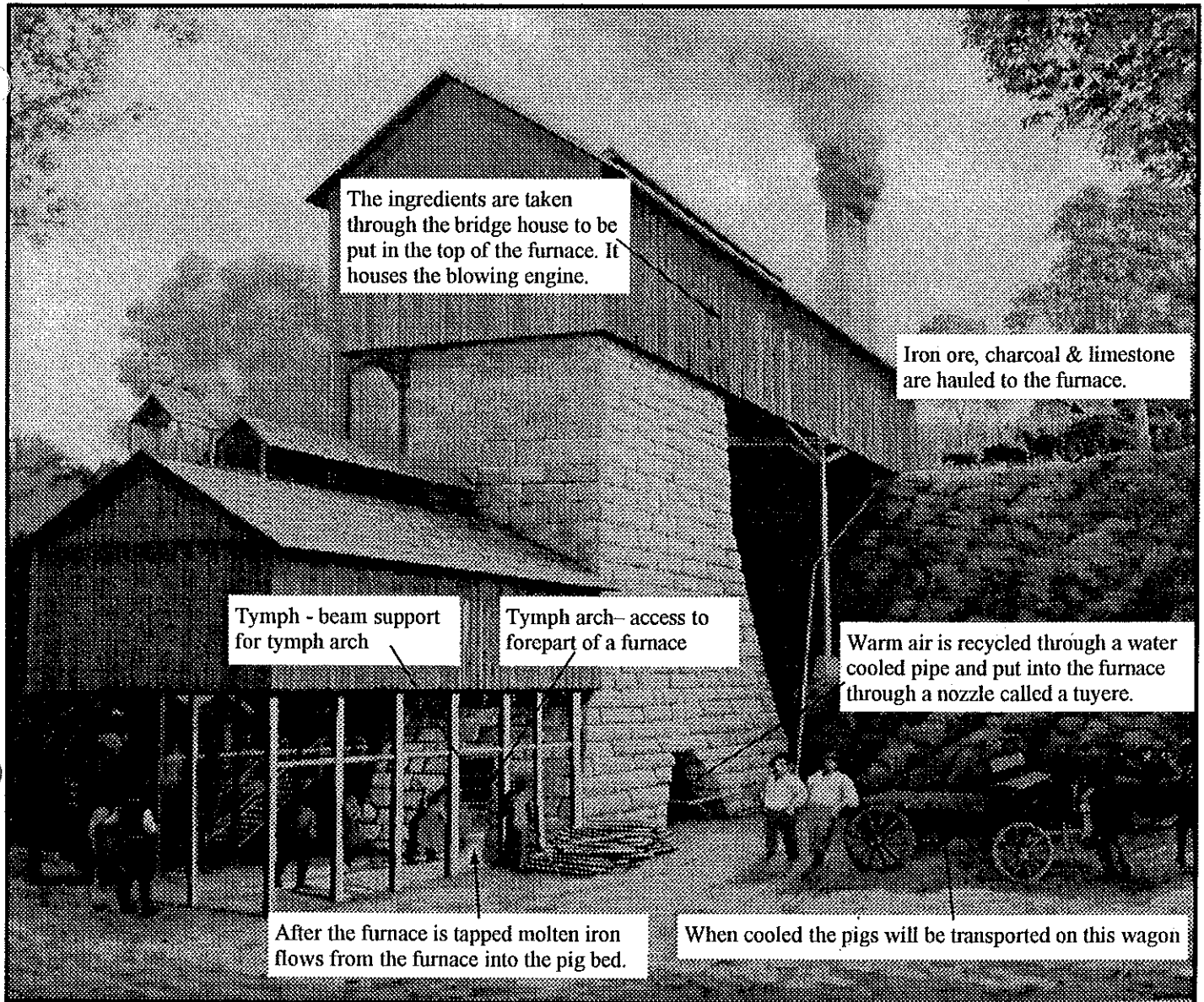
The forest that surrounded the Hanging Rock region supplied a ready source of fuel. To cut down the timber to make the charcoal it took about 48 timberjacks to produce the required 11,500 cords of wood to feed one furnace for a year. That meant that 300-400 acres of timber were harvested per furnace per year. You will recall that 1 square mile equals 640 acres, so you can see the decimation of the forest occurred rapidly in the area.

This timber was then made into charcoal sometimes in pits on the hillside behind the iron furnace and at other times near where it was cut and sawn. Just preparing the pit took 4-5 days, 20 days to fire and another 4-5 days to draw out the charcoal.

To make the charcoal an area 40-50 feet wide was leveled off and 35-45 cords of wood were arranged in a mound to a height of 10-12 feet. The timber was stacked in a specific manner with a opening (chimney) in the center filled with chips and kindling. This pile was then covered with leaves and a few inches of compacted soil. Small vent holes were left at strategic spots to allow a controlled burn. The stack was ignited through the chimney and after a time the chimney was also covered with leaves and earth. Air was introduced through the small vents. After 12-20 days of smoldering, the pile of timber was reduced to charcoal.

The stack was partially opened and only a small portion taken out. It had to be doused with water to extinguish the fire. The rest of the stack was quickly recovered to prevent a flame up. This process was repeated until all of the charcoal was finished. The charcoal was then taken to the furnace.

The iron furnace itself was constructed of limestone or sandstone blocks found in a nearby ledge. It was quarried into rough blocks that were hauled to the



The ingredients are taken through the bridge house to be put in the top of the furnace. It houses the blowing engine.

Iron ore, charcoal & limestone are hauled to the furnace.

Tymph - beam support for tymph arch

Tymph arch - access to forepart of a furnace

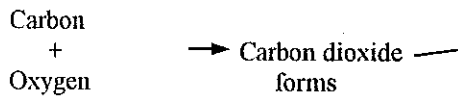
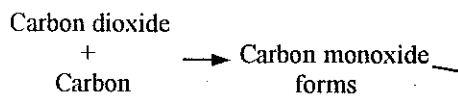
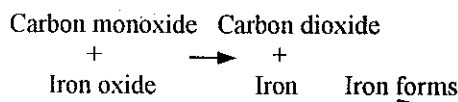
Warm air is recycled through a water cooled pipe and put into the furnace through a nozzle called a tuyere.

After the furnace is tapped molten iron flows from the furnace into the pig bed.

When cooled the pigs will be transported on this wagon

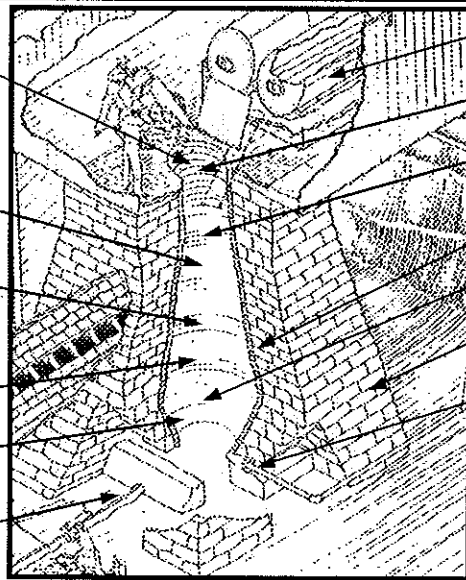
This photograph of the iron furnace mural on the Portsmouth flood wall is used to show how pig iron is produced. Photo - Bob Schmidt

Iron ore, charcoal and limestone are put in the top of the blast furnace to charge it.



Molten slag is removed

Molten iron flows into pig bed



- Blowing engine
- Waste gases released
- Throat
- Fire brick lining of crucible
- Crucible, well or hearth
- Sandstone superstructure
- Blast main takes air from blowing engine to furnace through the tuyere

A portion of a diagram courtesy Jackson Historical Society

furnace site and then dressed to the require shape. A fine grained, dense, clay-bonded sandstone had good refractory qualities and was preferred for the inner lining of the structure. This inner stone was finely dressed to fit the circular interior wall of the furnace. This formed a crucible in which to smelt the iron. Wood obtained near the furnace was used to construct a cast-house, engine-house, head-house and stock sheds.

In the case of Olive Furnace the base was carved right out of the sandstone in the hillside. The furnaces were usually built beside a steep hill since they were fed from the top and the ore, limestone and charcoal could be pulled up the hill in wagons. A stone or wooden bridge led from the raw material storage sheds into the mouth of the furnace.

The furnaces ran continuously and required a staff of about 20-40 men. There was the general manager of the site, who was responsible for coordinating the materials (ore, charcoal & limestone) as well as the furnace operation. The foundry-man operated the furnace site activities. The engineers kept the engines for the blowers that blew hot or cold air (blast) into the furnace's side V vents. Charging the furnace through its throat with ore, charcoal and limestone took several workers as well as a foreman (keeper) at the bottom to tap it and discharge the smelted iron. Then there were workers in the casting house where the hot metal was directed into channels to produce the pigs. Other workers hauled the cooling iron pigs to stacks or transported them on ox drawn wagons to the Ohio River. Office accountants were required to keep pay and production records. All of this was a major undertaking. Remember at the height of production there were 69 iron furnaces in production in this area with 47 being in Ohio.

Why was this lower grade iron, which later had to undergo a further purifying process, called "pig" iron? As the molten iron poured out of the furnace it followed a channel in the sand that directed it into smaller channels, which led to oblong depressions in the sand (molds) where it was cooled before it could be placed on wagons to be taken to the river for shipment. Looking at these depressions connected to the main channel looked much like little piglets attached to a mother sow. The sand bed was often referred to as the "sow." When cooled the pigs were detached from the source by hitting them with a sledge hammer. They could then be removed from the sand mold.

The mix requirements for one ton of iron output were as follows:

Roasted ore	4950 lbs
Charcoal	137 lbs
Limestone	307 lbs

The annual output average was about 3,000 tons per furnace most of which was shipped via the Ohio River. In the later years a railroad line from Ironton to Center Furnace was built (1851) and served several furnace sites including the ones we visited on the 2008 CSI Spring Tour. Each of the furnace sites became communities into themselves connected by a network of unimproved roads. The furnaces produced charcoal iron from 1818-1916. The first furnace in the Ohio portion of the region was Union Furnace, which began in 1826. The iron of the area was of such good quality that it was used by the British military in the Crimean War. Iron produced during the Civil War was used for canons and even the metal plates for the ironclad "Monitor." The last furnace in production was the Jefferson Furnace (1854 - 1916).

Iron furnaces were located in other states as well. Indiana had one near Bloomfield known as the Richland Furnace. Its site and limited remains will be seen on our 2008 Fall Tour. Its production was shipped on the Wabash & Erie Canal.

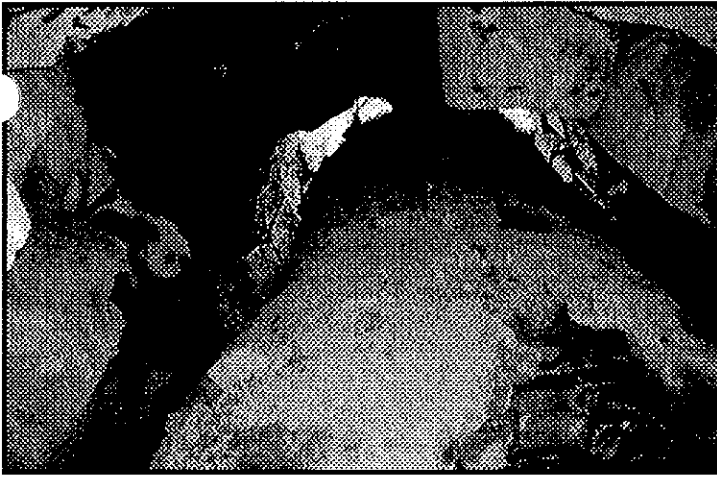
Even before NAFTA, economic conditions caused industries to meet change or close down. That's what happened in the Hanging Rock region. The furnaces consumed most of the available fuel sources, the local timber lands.

Although Hanging Rock iron was shipped via the river or railroad, a canal had a major impact on this region. It was located in Michigan. When the Soo Locks were completed in 1855, this canal opened the richer iron deposits of Michigan and eventually the Mesabi range in Minnesota providing a way to transport their ore to Northern Ohio and Pennsylvania for iron and steel production. Later coal, which was cheaper than wood, was reduced to coke just as timber was to charcoal. Eventually steel replaced iron. For economical reasons, manufacturing moved from the Hanging Rock district just like it did later from the mills at Pittsburg and Bethlehem, PA and at Youngstown, OH. Without the development of new industries, the furnace towns in the Hanging Rock countryside began disappearing. Today it is a depressed area.

Sources:

Collins, H. R. and Webb, D. K. Jr. "The Hanging Rock Iron Region of Ohio." Columbus, Ohio: Ohio Historical Society, 1966.
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Special thanks to Mike Morthorst for providing many of these sources.

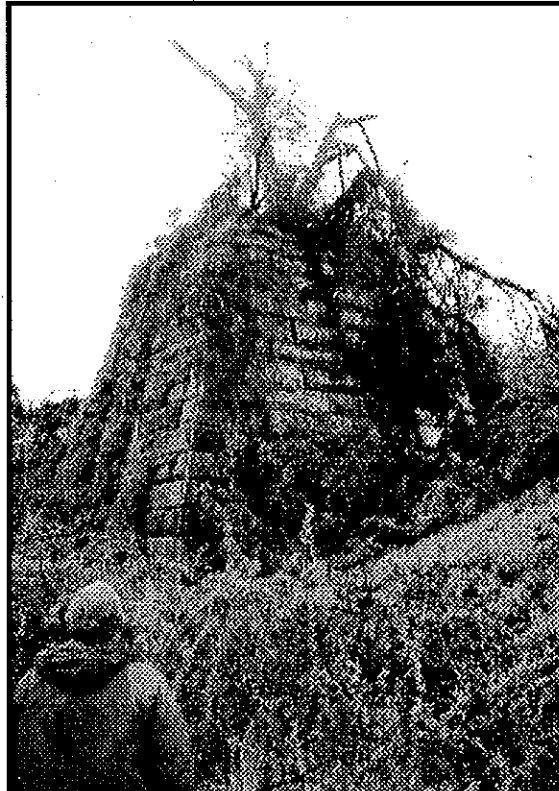
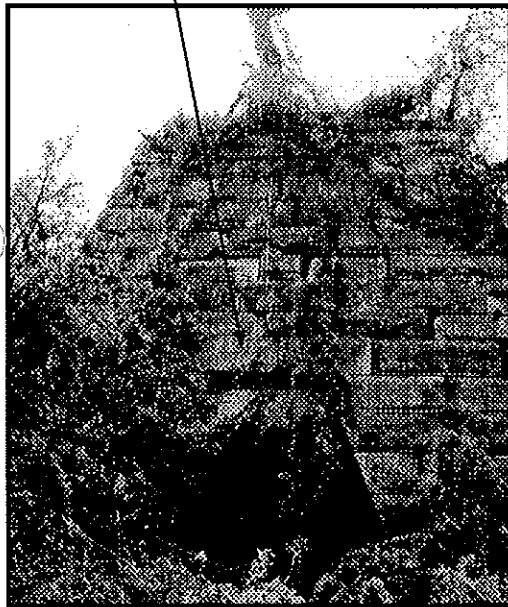


Up thru space between outer/inner structure



Up thru throat of structure

BUCKHORN FURNACE T. PRICE BUILDER



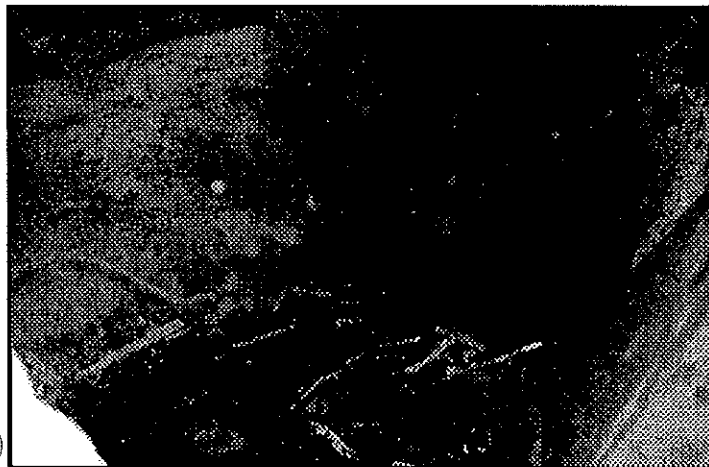
Front and side views of the furnace.

Note the hammer dressed stone blocks in the left picture and the stone engraved with the name of the furnace and its builder above the tymph arch on its front side.

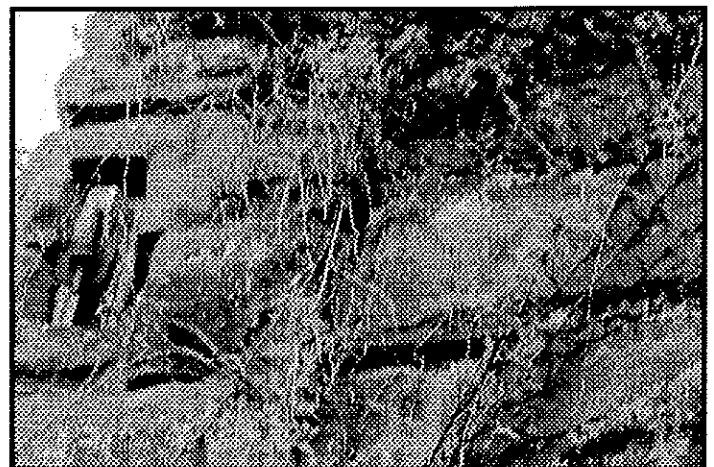
Note the finely dressed edges of the furnace in the right picture.

Buckhorn Furnace was built in Lawrence county, Ohio in 1833 and when built had the capacity to produce 15 tons of pig iron a day.

Photos by Bob Schmidt



Looking down inside the crucible



Wood with iron inserted on sandstone front of furnace

NEWLY ELECTED CSI DIRECTORS

The following new directors were elected at the CSI Annual Meeting on April 19, 2008. They, along with re-elected directors Sandy Billing, Jim Ellis, Sue Simerman and Wick Wilz, will serve until 2011.

RICHARD F. BROWN, JR., AICP

Richard "Rick" Brown has been a member of the Canal Society of Indiana and has been writing articles for *The Hoosier Packet* since 2005. Born and raised on the north side of Indianapolis, Rick graduated from Purdue University and later received a Master's degree in Urban & Regional Planning from Virginia Tech. Rick is an environmental and land use planner for Meridian Township in the Lansing-East Lansing area of Mid-Michigan.

Rick's interest in canals first developed from observations of the Central Canal while growing up in Indianapolis (see "Central Canal Memories" in the July, 2007 issue of *The Hoosier Packet*). Visiting, photographing, writing, and learning about historic canals in North America and Great Britain continue to be one of his favorite pastimes. His historical interests also include lighthouses, plank roads, historic bridges, battlefield preservation, and the etymology of place names. Rick also enjoys writing poetry.

Rick and his wife Karen reside in Okemos, Michigan. They have three sons; Jonathan, who is a Masters and Ph.D. candidate at the University of Michigan; Brendan, who is a student at Michigan State University; and Ryan, who is attending Okemos High School.

GAIL GINTHER

Gail Ginther lives in Metamora, Indiana, in a canal era farmhouse overlooking the Whitewater Canal. She and her husband George have an antique shop, Words & Images/The Train Place, convenient to the canal boat dock in downtown Metamora. Weekdays she works as the Sr. Analyst in the Marketing Information Dept of a business-to-business company in the foodservice/retail sector. Gail has an art degree from Miami University and her acrylic paintings are displayed in the Pendleton Rising Sun and Southeastern Indiana Art Guild Galleries and in juried shows such as the Hoosier Salon and Open Space at Minnetrista Cultural Center.

Gail is a member of Historic Landmarks Foundation of Indiana, Franklin County Citizens for Historic Preservation, Franklin County Historical Society, The National Trust for Historic Preservation, The National Wildlife Foundation, The Hoosier Salon, Indiana Coalition for the Arts Foundation, Whitewater Valley Railroad Association, Whitewater Canal Trail Inc and the Canal Society of Indiana. She is an officer or board member of Historic Metamora, Inc., Metamora Economic Development Corporation, Whitewater Canal Byway Association, and Southeastern Indiana Art Guild. She is the

Franklin County representative to Region 9 Arts Advisory Council, is active in Historic Landmarks Affiliate Council, and serves on the Art Committee of the Whitewater Valley Community Library District.

BRIAN STIRM

Brian H. Stirm lives in Delphi, Indiana. He is the Chief Executive Office and Project Director for Oracle Airmotive Research and Development, an Indiana Corporation that experiments with new aviation technologies and is based at the Delphi Municipal Airport. He is also the Delphi Airport manager and Director of Aircraft Maintenance for Purdue Universities Aviation Technology Department. The prime focus of Oracle is the birth, prototype development and testing of flight vehicles and power plants that bring utility, safety and heretofore unknown new potential to personal air transportation. Their mission is to make aviation the singular most economic means of public transportation for business and pleasure in the world's future transportation plans.

Brian's study of aviation transportation and the evolution of different modes in the quest for speed have led to his appreciation of all forms of transportation. He enjoys discovering what led to an early mode's demise especially where several modes all followed the same route such as canals and early railroads. To this end, he and Judy, his wife of over 20 years, have joined the Canal Society of Indiana and the Carroll County Wabash and Erie Canal Association as volunteers and board members. He is also actively involved with Delphi Historic Trails for both maintenance and trail development. He operates, maintains and restores historic transportation vehicles including the City of Delphi's Interurban Trolley, which is used for tours and special events in the Carroll County area.

Brian graduated from Purdue University with degrees in Aviation Technology and Occupational Leadership & Supervision. With 36 years of work experience in both general aviation and airline transportation, he has functioned in both technical and management roles. As both pilot and maintenance technician with inspection authorizations he has demonstrated a strong work ethic and "can do" spirit. Experience with building, maintaining and restoring aircraft both as practitioner and teacher has led to many new ideas for Oracle to experiment with in the development of future flight vehicles.

Brian's present work with Purdue University not only entails the oversight airworthiness maintenance on the University's Flight Training and Transportation Aircraft fleets but also as the information and development source on technical aspects for the aviation and atmospheric sciences flight research projects. He has received numerous honors most recent of which were the 2005 Experimental Aircraft Association Chapter Leadership Award and the 2006 Federal Aviation Administration Indianapolis Flight Standards District Aviation Technician of the Year Award.

"Lock" Place Names in the United States & Canada with "lock" incorporated into their name.

Canada: 2007 Update

By Richard F. Brown, Jr. AICP

Three additions are included in bold and italics: Lockbridge (Columbiana County), Ohio; Lockport (Erie County), Pennsylvania, which was discussed in the March 2007 issue; and Three Locks (Ross County), Ohio.

The chart provided below updates the data presented in the August 2006 edition of *The Hoosier Packet* for canal/river places in the United States and

Updated Chart: Canal or River "Lock" Communities in the United States and Canada

PLACE	COUNTY, PARISH or REGION	STATE or PROVINCE	CANAL/RIVER
Cascade Locks	Hood River	Oregon	Cascade Canal & Lock
Chaffey's Lock	Leeds-Rideau Lakes	Ontario	Rideau Canal
Combined Locks	Outgamie	Wisconsin	Fox River Rapids Bypass Canal
Coyne Lock	York	Pennsylvania	Susquehanna & Tidewater Canal
Creekllocks	Ulster	New York	Delaware & Hudson Canal
Four Locks	Washington	Maryland	Chesapeake & Ohio Canal
Fricks Lock	Chester	Pennsylvania	Schuylkill Canal
Lockbourne	Franklin	Ohio	Ohio & Erie Canal
Lockbridge	Columbiana	Ohio	Sandy & Beaver Canal
Lockhart	Union	South Carolina	Lockhart Canal (Broad River Rapids Bypass)
Lock Haven	Clinton	Pennsylvania	Pennsylvania Main Line Canal; West Branch Division
Lockington	Shelby	Ohio	Miami & Erie Canal
Lockland	Hamilton	Ohio	Miami & Erie Canal
Lockpit	Wayne	New York	Erie Canal
Lockport	Will	Illinois	Illinois & Michigan Canal
Lockport	Carroll	Indiana	Wabash & Erie Canal
Lockport (Riley)	Vigo	Indiana	Wabash & Erie Canal
Lockport	Henry	Kentucky	Kentucky River Lock and Dam #2
Lockport	Laforche	Louisiana	Company Canal
Lockport	St. Andrews	Manitoba	St. Andrews Rapids Bypass Canal
Lockport	Niagara	New York	Erie Canal
Lockport	Clinton	Pennsylvania	Pennsylvania Main Line Canal; West Branch Division
Lockport	Erie	Pennsylvania	Erie Extension Canal
Lockport	Mifflin	Pennsylvania	Pennsylvania Canal
Lockport	Northampton	Pennsylvania	Lehigh Canal
Lockport	Westmoreland	Pennsylvania	Pennsylvania Canal
Lockport	York	Pennsylvania	Susquehanna & Tidewater Canal
Lockport Heights	Laforce	Louisiana	Company Canal
Lockport Junction	Niagara	New York	Erie Canal
Lockport Township	St. Joseph	Michigan	Canal started but never completed along the St. Joseph River
Lockview	Washington	Pennsylvania	Old Lock #4, Monongahela River
Lockville	Fairfield	Ohio	Ohio & Erie Canal
Mud Lock	Seneca	New York	Cayuga & Seneca Canal
South Lockport	Niagara	New York	Erie Canal
Three Locks	Ross	Ohio	Ohio & Erie Canal
Two Locks	Washington	Maryland	Chesapeake & Erie Canal
Windsor Locks	Hartford	Connecticut	Enfield Falls Canal

SOURCES:

Sources listed in the original article: Brown, Richard F. Jr. "Lock Place Names in the United States and Canada," *The Hoosier Packet*, Vol. 5. No. 8, August 2006.
Sources listed in the article about Platea (Lockport), PA, Brown, Richard F., Jr. "And Erie County Makes Six," *The Hoosier Packet*, Vol. 6. No.13, March 2007.
Gard, Mac and William H. Vodrey, Jr. *The Sandy and Beaver Canal*. East Liverpool Historical Society. 1952.
[Http://www.heritagepursuit.com/Ross/RossChapXXII.htm](http://www.heritagepursuit.com/Ross/RossChapXXII.htm)
TopoZone

CANAWLERS AT REST

**JAMES
ELWARD**

b. 1805
d. March 12, 1890

By Carolyn I. Schmidt

James Elward was born in Kilkenny, Ireland to Richard and Mary Elward. As a young man he got the idea of immigrating to America and shortly thereafter booked passage on a sailing ship. It landed in New York harbor after a six week voyage.

In the state of New York he found work as a gardener's assistant. At the end of a year he quit the job and his employer paid him a lump sum of one hundred dollars. With money in his pocket he decided to return home to Ireland. After arriving in Ireland, he again became restless. He came back to America a second time accompanied by his brother, William, who later died in Vincennes, Indiana.

After his return to America, James lived in Pennsylvania. While there he became acquainted with Robert English, a canal contractor, who was later engaged in the construction of the Wabash and Erie Canal in Indiana. It was English who's design was used for the flood gate on Silver Creek southwest of Huntington, Indiana, and the upper gate at Lock #31 at Carrollton, Indiana.

Having heard Robert English talk about the great canal being built in Indiana, how he was a part of it and how there were plenty of jobs available, James moved to Indiana around 1833. That year he, and others, drove oxen that pulled wagons loaded with tools and equipment to be used to construct the canal to Lagro. At that time Lagro was the largest and had the best prospects of any town in Wabash county. This was because the canal would require four locks to overcome the drop in the elevation of the land. It had been proven in the east on other canals that where there were many locks, which took time to pass through, a bustling town grew up.

Once construction began on the canal around Lagro, James' job was to haul the stone for the building of the four locks. Stone locks were unusual on the Wabash & Erie Canal. They were usually built of timber. However, near Lagro was a limestone quarry on the Salamonie River where good stone could be acquired.

James had been in Lagro for a while when the canal work had to be stopped due to the winter months. He decided that rather than sitting around and wasting his time when there was no work on the canal, he could better occupy his time by improving a farm and settling in Lagro. He purchased eighty acres of heavily timbered land about two miles north of Lagro for \$1.25 an acre. The \$100 was well spent. Over the next few winter seasons he worked at cutting down the standing timber and clearing the land. When he had cleared an area large enough for a home, he erected a round-log cabin in which he lived during the long winter months.

James' property was about a mile from his nearest neighbor, who was also in the process of clearing land. They both spent almost all of their time clearing with their only social contact being on Sunday when they met to grind their axes in preparation of the next week's work. Other than on these Sundays James seldom saw a human being other than an occasional Indian roaming through the woods.

Today James' property, which was covered with a magnificent stand of black walnut trees, which was generously interspersed with beech, hickory, oak, and sugar maple, would have brought in great sums of money. However, in the 1830s there was little market for fine timber partly because of a lack of a good way to transport it. Although a completed canal would help with this problem, James had little choice but to ruthlessly cut down the trees, roll the logs into huge heaps and burn them. At that time cleared land on which crops could be grown was more valuable than what is today almost priceless timber.

Daniel, John and James Driscoll and their attractive sister, Ellen Driscoll, came from County Cork, Ireland, to Indiana in 1833-34 and settled in the woods near James' farm. Ellen met James and they married in Wabash county in 1835 procuring their license from Col. William Steele.

Around this time there was an influx of Irishmen. They came to work on the canal. They were well fitted for work done often in cold and wet conditions, because it was similar to the conditions in which they lived in Ireland. James and his brother William influenced their brothers Thomas and Richard to come to America from Ireland.

Thomas Elward carried on in business in Memphis, Tennessee. He died there years later.

Richard Elward went to Natchez, Mississippi. He was a book binder. He became prominent in business and other activities of the city. Richard married and made his home in Natchez. He later founded the *Natchez Free Trader*. Being a neighbor of Jefferson Davis, he became Jeff's friend and assisted him in getting into Congress. After Jeff's election and "through some instrumentality" Richard was appointed to the position of postmaster for Natchez during the administrations of U. S. presidents, James K. Polk, Franklin Pierce and James Buchanan.

James and Ellen Elward's family grew in number to fourteen and the value of their estate increased according to the following Federal Census.

	Age in			Born	
	1850	1860	1870	Circa	Died
James	44	56	65	1805	3-12-1890
Ellen	34	46	55	1816	2-23-1893
Richard	13	24		1836	
William A.	11			9-8-1838	
Mary A.	10	18		1842	
JoAnna	8	17		1843	before 1884
Margaret	6	15		1845	
Ellen	4	14		1846	
Catharine(Kate)	18 mo.	12	20	1848	
Sarah Ann	2 mo.	11	19	1849	
Bridget		9	18	1851	
Nancy Louisa		7	16	1853	
Clara Elizabeth		3 mo.	9	1857	
L.			8	1860	before 1884
Laura			5	1865	
James			17m.	1868	

The 1850 Census lists James as a farmer. His real estate is valued at \$1,000.

The 1860 Census listed both James and his son Richard as farmers and Ellen as keeping house. James had real estate valued at \$2,400 and a personal estate valued at \$800.

In the 1870 Census James had real estate valued at \$4,200 and a personal estate valued at \$940. He was listed as a farmer and Ellen was keeping house. Their older children Richard, Mary A., JoAnna, Margaret and Ellen no longer lived with them. Catharine age 20 was a school teacher. Sarah A. was 19, Bridget was 18, Nancy was 16, and Clara was 9. They all lived at home. There were two additional initials of children: L. was 8 and J. was 17 months.

James and his family were Catholics like most

Irishmen. They attended St. Patrick's Catholic Church in LaGro. This was the second Catholic church built in Indiana, the first one was in Vincennes. The *History of Wabash County, Indiana*, lists the men whose families composed the society that formed the church as follows:

Jeremiah Casey	Barnabas Finan	John Nolan
John Clifford	Bryan Finan	Michael Nolan
Patrick Costello	John Fitzgibbon	Dennis O'Brien
Michael Coughlan	Thomas Fitzgibbon	James O'Brien
John Coughlan	Thomas Grace	James O'Harran
John Dalton	John Hogan	Morris Reagan
Terence Devine	Michael Hogan	John Reardon
Daniel Driscoll	John Holland	Edward Saney
<u>James Driscoll</u>	Patrick Kinneark	John Shanahan
<u>John Driscoll</u>	Timothy Kinneark	Michael Shanahan
John Eagan	Dennis Kohan	Thomas Torkey
<u>James Elward</u>	Jeremiah Murnan	John Welch
Michael English	Patrick Murnan	Martin Wright
<u>Robert English</u>	Timothy Murphy	

Although James had no political aspirations of his own, he was always interested and discussed politics of the day. He was a Democrat.

Several years after establishing his home on the farm James purchased an additional sixty-five acres of land that was covered with primeval forest. Eventually he cleared a total of one hundred forty-five acres on which he resided until his death in 1890.

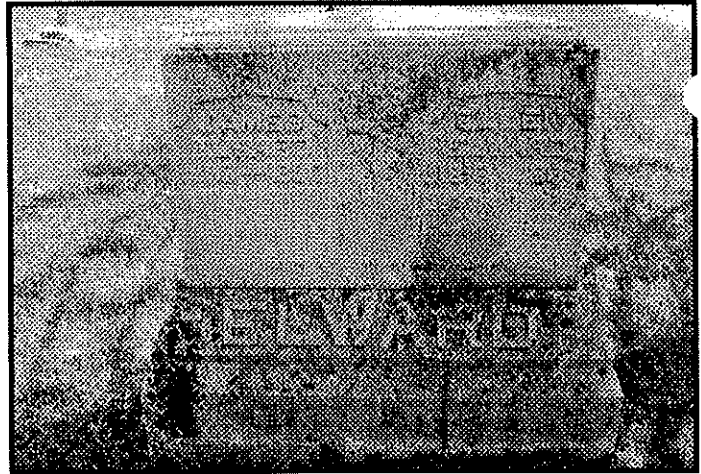
In the *History of Wabash County, Indiana* James is described as "a man inclined to reticence in his manner, a quality peculiarly noticeable in an Irishman, but withal was inclined to be genial and companionable. He was a lover of horses, and was a hard-working man all his days. He was saving and prudent, and he educated his children to the best of his ability."

At the time of his death, the following obituary appeared in the *Wabash Plain Dealer* on Friday March 14, 1890:

JAMES ELWARD

James Elward, father of W. A. Elward, agent of the Wabash Railroad at this point, died suddenly at his home north of LaGro, Wednesday morning. Mr. Elward went out to the barn immediately after breakfast to care for his stock, and while returning was attacked with heart disease. He staggered, and extended his arms to grasp the yard fence, and just as his daughter, who saw him falter, reached him, he sank back in her arms and expired. Mr. Elward was a man universally esteemed. Quiet, industrious, strictly honest, and courteous in his bearing, he won friends everywhere, and no death which has occurred in LaGro township for years occasions more widespread sorrow. His funeral took place this morning from the [St. Patricks] Catholic cemetery at this place.

James, Elward, son of Richard and Mary Elward, was



James Elward's grave marker is 2/3 of the way up the hill in St. Patrick's Cemetery in Lagro, Indiana. Photos by Bob Schmidt

born in Kilkenny, Ireland, in 1805. At the age of nineteen he came to this country, residing for several years in New York and Pennsylvania. He then came to Indiana, and located on the farm on which he died. Mr. Elward and Miss Ellen Driscoll were married in LaGro in 1835, fourteen children being born of the union. Of the fourteen, with the widow eleven survive. Mr. and Mrs. Elward long enjoyed the distinction of being the oldest married couple in Wabash county.

Ellen Driscoll Elward passed away in 1893. The Elwards are buried in St. Patricks Catholic Cemetery established in 1846 in Lagro, Indiana. The cemetery is located off of old U.S. 24 now the Blue Star Highway on Walnut Street (400 E). Entering between the pillars of the cemetery their grave stone is about 2/3 of the way up the hill on the left hand side. The base of the marker is old. It appears that a new stone with their birth and death dates has been placed upon the older base. The information given is James Elward 1806-1890 and Ellen Elward 1816-1893 with the words May Their Souls Rest In Peace. Amen. Perhaps the 1805 date of James' birth was hard to read on the first stone when the new one was made.

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IRISH 1850 CENSUS WABASH CO. LAGRO TWP. INDIANA

LAST NAME	FIRST NAME	AGE	OCCUPATION	WIFE	AGE	CHILDREN
Kirak	Timothy	45	Farmer	Ann	36	2
Klark	Patric	31	"	Katherine	20	
Holland	John	43	"	Ellen	35	9
Walch	John	50	"	Ellen	50	2
Carrey	Jeremiah	51	"			2
Swaney	James	60	"			1
Ohannan	James	50	"	Ellen	36	7
Collins	Cornelius	50	"			
Hogan	John	50	"			
Oriatal	Daniel	52	"	Ellen	35	6
Buckley	Patrick	21	"			
Buckley	Mary	35	"			
Orciel	James	42	"	Catherine	42	3
Elwood	James	44	"	Ellen	36	7
McKown	Hugh	32	Cabinet Maker	Grace	29	3
English	Michael	35	Farmer	Martins	30	6
Wright	Martin	45		Alice	41	5
Swiney	John	35	Laborer			
Purcell	Bridget	41				3
Purcell	John	20	Boatman			
Henssey	Edward	35	Laborer	Elizabeth	35	4
Ryan	Linnis	35	Blacksmith	Mary G	20	2
Ryan	John	30	R C Priest			
Ryan	Ivanna	21				
O'Brien	Francis	30	Laborer	Helen	23	1
Murphy	Edward	40	Merchant	Anne	35	4
Hamilton	Thomas	59	Physician	Margery	60	1
Fowler	Henry	30	Boatman			
Conway	Orville	26	Laborer	Abigail	26	2
Regan	Timothy	25	Laborer	Katherine	16	
Taylor	Alexander	41	Taylor	Hannah	43	4
Egan	Andrew	37	Carpenter	Ellen	30	1
Collins	Michael	41	Wholesale	Julia	40	2
Malone	Michael	33	Shoemaker	Mary G	34	1
English	Robert	40	Merchant			
McGuire	Alexander	30	Boatman	Amelia	23	3
Dalton	John	56	Farmer	Catherine	52	6
Shanahan	Michael	32	"	Lydia	29	7
Shanahan	John	52	Farmer	Joanna	34	6
Tewry	James	35	"	Catherine	24	3
Kelish	Michael	50	"	Bridget	30	3
O'Brien	James	27	"	Mary	21	1
Egan	John	62	"	Catherine	42	7
Finan	Mary	31	"			
McDonald	James	35	"		31	2
Devine	Samuel	38	"	Bridget	38	5
Swaney	Michael	30	"	Mary	21	3
Kelly	Edward	40	"	Joanna	35	4
Flanagan	Patric	33	"	Esther	18	
Sney	Edward	60	"	Mary	45	4
Moranin	Jeremiah	60	"			
Grace	Thomas	40	"	Mary	40	8
Murphy	Timothy	45	"	Mary G	46	1
Nolan	Michael	59	"	Elizabeth	40	6
Rofke	Patric	60	"			1
Lughran	Ann	40	"			
Carler	Lavensoe	35	Farmer	Elizabeth	27	
Samel	Wm	40	"			3
Graham	Samuel	35	Sawyer	Mary G	25	3
O'Laughlin	Thomas	36	Farmer	Jane	43	5
McCarty	Dennis	30	Laborer	Ellen	32	3
Dalley	James	23	Teamster			
Swaney	John	60	"			
McCarty	Jeremiah	32	Laborer	Anna	30	3
Slattery	Thomas	56	"	Mary	41	5
Ragen	Michael	21	Cabinet Maker			
Cohen	Dennis	45	Farmer	Bridget	38	5
Holland	Jeremiah	34	Laborer	Catherine	35	3
Quinn	Margaret	60	"			
Hayes	Cornelius	30	Farmer			
Hayes	Jeremiah	32	"			
Hayes	Joanna	58	Farmer	Catherine	50	2
Flizabbon	Thomas	66	"	Bridget	18	2
Walch	Martin	28	"	Ellen	56	3
Regan	Morris	62	"	Joanna	44	3
Cifford	John	55	"	Fenny	41	8
Rayockle	William	50	"			

2506 persons in township
 Only those with heads-of-household born in Ireland are listed above.
 Others of Irish descent or from other nationalities also lived in the township.
 Names may be incorrectly spelled.

**THE WABASH & ERIE CANAL:
A STUDY OF TECHNOLOGY CHANGE
IN NINETEENTH-CENTURY INDIANA**

By Anthony G. Blake

This is the fifth installment of Blake's paper and is a continuation of Chapter 2 from the June 2008 issue of The Hoosier Packet.

Baltimore and Ohio Railroad (cont.)

To support the recommendation, the committee drew on Strickland's reports and other documents published during the fierce debate on the subject during the previous year in Pennsylvania. They also quoted from writings by Nicholas Wood and Thomas Gray in England testifying to the superiority of railroad over canal and turnpike transportation. The arguments for railroads cited by the report were essentially those put forward during the Pennsylvania debate; railroads would be cheaper and quicker to build than canals, and operating costs would be less and transit times faster. Railroads would be better suited to mountainous terrain than canals. Further, Baltimore would enjoy special benefits from the project, since it lay close to the western lands than its competitors to the north. They also believed at the time, though later it turned out differently, that the railroad at 250 miles would be significantly shorter than the anticipated 390-mile Chesapeake and Ohio Canal route to the Ohio River. Based on this, they reckoned that the railroad from Baltimore to the Ohio River would cost \$5 million to build, and that cargoes would move from one end to the other in 2½ days (compared with nine days for a canal boat from Pittsburgh to Baltimore via Georgetown) at an average speed of four miles per hour.

The group endorsed the committee's recommendation and instructed it to proceed to obtain the necessary corporate charter. They ordered that the *Proceedings* be printed and distributed to the press and to the public. There was immediate widespread and enthusiastic press coverage. In this environment, the committee took a draft of its proposed corporate charter to the Maryland legislature on 27, February 1827, where it was approved on the same day. With the governor's signature the following week, the Baltimore and Ohio Railroad Company was launched. The company offered stock shares to the state of Maryland, the city of Baltimore, and to the general public during the following month. Amid the enthusiasm for the railroad, the public offering was over subscribed. In Baltimore, if not elsewhere in the country, a railroad mania prevailed.

The company organized itself quickly to

undertake its revolutionary task. This long-distance railroad was like nothing anyone, even in England, had tried before. The company hired engineers and sent them off to England to learn about railroad construction and locomotion issues. It put surveyors to work locating the initial line from Baltimore to the Potomac. It sued the canal company to make sure it had access to restricted land along the north side of the Potomac between Point of Rocks and Harpers Ferry. And it began construction, putting into service the first thirteen miles of line, from Baltimore to Ellicotts Mills, in 1830. It was on this stretch of the line that the famous race between horse-drawn cars and cars pulled by Peter Cooper's new steam-drive Tom Thumb locomotive occurred. The horse won the race, but the feasibility and superior performance of the steam locomotive was demonstrated. Company directors determined that future operations would be steam-driven, and locomotives were introduced into regular service in 1832. Construction reached the Potomac River in 1832, but then halted, as we saw previously, while the legal issues surrounding its extension to Harpers Ferry were fought-out.

The cessation of construction was just the first of many pauses in the building of the railroad. Once it reached Harpers Ferry, construction halted again for five years in order to select an onward route to Cumberland and its coal fields. During this period, the company built a branch line from Baltimore to Washington. The Washington Branch, completed in 1835, forestalled any consideration of a canal over that route. Construction on the main line resumed in 1839 and reach Cumberland in 1842, where it connected with the National Road. For the next seven years there was no further work on the railroad. These years saw an extensive and complex wrangel among the railroad company and the states of Maryland, Pennsylvania, and Virginia regarding the railroad route from Cumberland to the Ohio River. At first, the state of Pennsylvania agreed that the railroad should pass along the route of the National Road to Wheeling. But then the state reversed itself and decreed that the railroad should not pass through Pennsylvania at all; they acted to prevent the Baltimore and Ohio from competing with the newly chartered Pennsylvania Railroad between Harrisburg and Pittsburgh. The result was that the Baltimore and Ohio Railroad had to head straight west across the mountains from Cumberland and then make a right turn to head northward to Wheeling. This added more than 100 miles to the length of the railroad, making it, at 380 miles, the same length as the originally planned Chesapeake and Ohio Canal. Construction resumed along this extended route in 1849. The railroad officially opened from Baltimore to Wheeling in January 1853.

Thus the pioneering American railroad began. It cost \$16.8 million to build, more than three times its

estimated cost but less than the Chesapeake and Ohio Canal would have cost had it been completed to the Ohio River. It carried substantially more freight than the canal and essentially controlled the rates the canal could charge. Its profitability as a business venture is clear; the Baltimore and Ohio went on in later years to become one of the great American corporations. Other railroads started later but completed their trans-Appalachian construction at about the same time as the Baltimore and Ohio. The Pennsylvania Railroad began through service from Philadelphia to Pittsburgh in 1852, the year before the Baltimore and Ohio was completed to Wheeling. And the New York Central was formed in 1853, linking the series of short railroads constructed from Albany to Buffalo during the 1830s and 1840s to the Hudson River Railroad, which had been completed in 1851. At mid-century, the railroads' supremacy was assured.

What was clear in 1850, however, was not so clear in 1827. Why did the Baltimore commercial aristocracy decide to risk their money and reputations on the construction of a pioneer railroad. In many respects, the Baltimoreans in 1827 were in the same position as the Pennsylvania Society for the Promotion of Internal Improvement in 1826. The distances and the geography were not too different. Yet the Pennsylvanians had made the opposite decision: in order to avoid delay in competing with the Erie Canal, they opted for established canal technology. The Baltimore group made their decision in early 1827, working from very little more data than the Pennsylvanians had had a year earlier. The only added information in the hands of the Baltimore group was the January 1827 news that Massachusetts had decided against a proposed canal from Boston to Albany because of difficult terrain. Instead, the Massachusetts political and commercial leaders opted to build a railroad at some time in the future. For the present they would take no action. For the Baltimore promoters, costs did not seem to be a major factor. We noted above that they were shocked by projected costs for the Chesapeake and Ohio Canal. But would this have been enough to deter them from using it? After all, they weren't paying for it.

Rubin believes that the main difference between the Baltimore and Philadelphia groups lay in the way they planned to manage and fund their projects. The Philadelphians did not plan to put up their own money. Instead, theirs was to be a state-funded project. Decisions would be public and subject to legislative oversight. In these circumstances, a ratification of a decision to use the untried railroad technology would have been difficult to obtain, according to Rubin. By contrast, the Baltimore leaders were planning a public company. They hoped for and received investment from the state, but the enterprise was corporate. This meant, according to

Rubin, that pros and cons could be discussed dispassionately behind closed doors, decisions made and announced. In addition, the leaders of the enterprise were intelligent in the way they engaged the interest of the public, creating an atmosphere of enthusiasm and support.

While Rubin's views are plausible, it seems to me that there was more to it. I believe that the Baltimoreans engaged in a sophisticated risk-reward analysis. They concluded that building either the Susquehanna Canal or a connecting canal to the Chesapeake and Ohio would enable them, at best, to retain the share of western trade that they already had. This flavor comes through in statements made in the *Proceedings of Sunday Citizens*. But, I contend, they must have believed that construction of a railroad to the west would give them a clear competitive advantage, permitting them to increase their share of western trade. They were impressed with the information they had about railroads. They saw that if the alleged advantages could be realized, shippers and passenger traffic would inevitably turn from canals to railroads. If they were the only railroad around, which is the way it appeared in 1827, they and their community would profit handsomely. The potential profit, in their minds, justified the risk of using untried technology.

Ohio and Erie Canal

Merchants and politicians in the eastern states were not the only ones yearning for internal improvements. The new states of the Old Northwest also clamored for their share of the benefits internal improvements would bring. The first of these states to act was Ohio. Shortly after work on the Erie Canal commenced in 1817, Ohio's governor proposed that the state build a canal between Lake Erie and the Ohio River. This canal would make Ohio's agricultural products saleable in New York, or even in Philadelphia or New Orleans, and bring new settlers to the wilderness in interior parts of the state. After some years, the legislature passed a canal bill, formed a Canal Commission, and authorized surveys and cost estimates.

In January 1825, the commissioners recommended a canal from Cleveland to Portsmouth on the Ohio River, following the Cuyahoga, Tuscarawas, Licking, and Scioto Rivers. This canal, to be known as the Ohio and Erie, would be 308 miles in length and cost \$2.3 million. Also proposed was a second route from Cincinnati to Toledo along the Miami and Maumee Rivers. The commissioners recommended that the first section of this canal, stretching 50 miles northward from Cincinnati to Dayton, be built. The legislature promptly endorsed these recommendations, and work began that summer. Governor De Witt Clinton arrived from New

York to help then-Governor Jeremiah Morrow of Ohio at groundbreaking ceremonies for the Ohio and Erie Canal on 4 July 1825. Two weeks later they broke ground for the Miami Canal. There was no mention of railroads at that point; the debate in Pennsylvania had not yet penetrated to Ohio.

Construction proceeded expeditiously, based on engineering practices adopted for the Erie Canal. Ohio did not encounter problems of the severity we have seen on other canals. The terrain was more favorable, posing problems only with ascending the portage summit near the headwaters of the Cuyahoga and with carving the canal and towpath through the narrow Licking Valley southeast of Columbus. These problems were successfully resolved without undue delays to construction. Funds were generally available, labor was available and not too fractious, and there were no nasty disagreements to settle. The Miami Canal was finished to Dayton in 1828 and the Ohio and Erie Canal finished to Portsmouth in 1832, making these the first long-distance canals after the Erie Canal to be completed. Costs for the Ohio and Erie Canal totaled \$4.3 million, 70% higher than the original estimate but, at \$14,000 per mile, less than any other American canal.

The canals had the expected impact. The population of Ohio grew rapidly. Exports of grain to New York were prodigious, surpassing production in western New York within a few years. The success of the original canals led the state to build more. The Miami Canal was extended to Toledo, with its upper part connecting in 1843 with the rival Wabash and Erie Canal in Indiana. Several lateral canals were built and opened during the 1840s. As in New York and Pennsylvania, none of these later canals was as successful as the original ones. At mid-century, Ohio found itself \$17 million in debt. Canal revenues were enough to cover operating expenses but not the interest charges. Unlike other states, Ohio enacted a special tax to raise funds to pay the interest charges and eventually, by the end of the century, pay down the principal.

In 1848, just three years after the Miami Canal was completed, a railroad started operating over the same route. In 1851, the Cleveland-Columbus-Cincinnati line began operation. After this, as in other states, tolls the Ohio canals could charge dropped markedly. The state tried to regulate railroad charges in order to protect its canals, but the railroads refused to comply. Gradually, the canals fell into disuse and deteriorated. In the 1870s the canal properties were sold to the railroads.

In Ohio we have the example of a canal system that was, after the Erie Canal, the most successful of the long-distance American canals. Yet it, too, succumbed to the superior passenger and freight service

offered by the railroads. The difference between Ohio and New York, on the one hand, and Pennsylvania, Maryland, and Indiana, on the other, is that Ohio and New York had a longer time to use their canals before the railroads arrived.

III. WABASH AND ERIE CANAL

Indiana Hopes for a Canal

In the mid-1820s, farmers, promoters, and politicians in the new state of Indiana viewed the internal improvement projects to their east with a mixture of wistfulness and envy. DeWitt Clinton's triumphal trip on the just-completed Erie Canal from Buffalo to Albany and thence down the Hudson to New York Harbor for the "wedding of the waters" ceremony was widely reported in Indiana by the press and by word or mouth. Shortly after that and nearer to home, Ohio broke ground and started construction on its two major canals. Naturally enough, Hoosiers wanted to share in the national prosperity that was sure to ensue.

Indiana had some natural advantages that would support the construction of a long-distance canal. The headwaters of the Wabash River, flowing from the northeastern part of the state of the Ohio River at Evansville in the southwest, were just a few miles from the headwaters of the Maumee River, flowing northwest into Lake Erie at Toledo. These rivers and the short portage between them formed the historic "Wabash trade route," used first by Indians and then by French traders in the 17th and 18th centuries. In 1784, George Washington suggested a survey of the portage area, prophesying a water route between Lake Erie and the Ohio River. Preliminary surveys in 1814 and 1818 supported Washington's dream suggesting that a short canal could "unite the rivers." By 1824, however, talk was of a longer canal, one that would extend from the navigable water of the Wabash to Lake Erie.

But definitive surveys had still not been carried out. The state of Indiana had been admitted to the union only in 1816. It was sparsely populated, with most of its people living in the south along the Ohio River. The northern part of the state was essentially wilderness, and the new state capital, Indianapolis, was a collection of shacks in the forest, accessible only by horseback and wagon on primitive roads. There were no resources to finance surveys, much less construction of a canal. It was clear to all that a canal along the Wabash trade route would bring benefits. For the state, it would stimulate settlement in what was still wilderness, and, for the federal republic, it would aid in the urgent mission of linking its far-flung parts together. But the state had few taxpayers, no money, and no lands of its own...

(To be continued in next month's The Hoosier Packet)

CANAL BOAT ANNIE

By Terry K. Woods

Ohio's canal era was dominated by hard-working, hard-living men and women. One of the most colorful of the female Canal Characters has to be Canal Boat Annie.

She was the daughter of a wealthy Massillon grain merchant — quite a hellion in her youth — good looking and with an eye for the men. She was always hanging around the canal flirting with the boatmen, and finally ran off with one. After that, the folks in Massillon only saw her now and then as she passed through town on first one, then another, canal boat. Not much is known about her life on the canal, but it must have been fascinating.

Time passed, neither Annie nor the canal were young any more so she decided to retire and come back home to Massillon to live out her life. There wasn't much traffic on the canal by that time so it wasn't too difficult for her to acquire an old three-cabin freighter and fix it up into a house boat.

A giant willow tree stood on the bank of Wetmore Creek just above where it emptied into the Ohio and Erie Canal south of Massillon. Annie had the boat anchored under this tree and there she spent the rest of her days.

Most eyewitness accounts of Canal Boat Annie come from the 1907-1913 period. She was in her late 60's by then, a big woman whose figure was once described: "like a balloon with a string tied around the middle." With this physique, it's not too hard to understand why Annie's habit of running around her houseboat "in the nude" made a lasting impression on a young newsboy who delighted in telling of his one meeting with Canal Boat Annie for the rest of his life.

Of course Annie wasn't too highly thought of by a particular class of people in town and local gossips were always starting rumors about how she earned her living. Considering her age and dimensions it is not surprising to learn that she made what little money she needed by selling fishnets and flowers.

Every nice day found Annie in her rocker on the canal bank weaving nets or out in back of the boat tending her tiny garden of really magnificent petunias, pansies and marigolds. People were continually amazed at the beauty and size of her flowers. Her garden was right in the double gloom cast by the great willow tree and an iron bridge carrying the Pittsburgh, Ft. Wayne and Chicago Railroad across the canal and river. Still, the flowers flourished.

Accounts of Annie's disposition vary. There are some who say that she was so badly teased and tormented by the local children that she took to hurling rocks and obscenities to all who came uninvited to her "property." Others insist that she was a kindly woman, loved and adored by all the children in the neighborhood, and a "must" stop for a cookie and a cup of cider on that long walk home from school.

Whatever the true case, all accounts agree that, when riled, her vocabulary could "tear the hide off a mule."

Annie is gone now, of course. Passed away quietly we imagine just before the 1913 flood. Her houseboat survived but a short while longer. The flood saw to that. There wasn't much left in the Tuscarawas River. One boat, which had been tied north of Cherry St., was swept away by the rising waters and caught and crushed by the Main St. Bridge. Annie's boat was never seen and may be free yet, somewhere.

Annie would have liked that. You couldn't catch or crush her, either. A woman who wouldn't fit into the accepted mold, she chose her life. And when that didn't turn out to be all she might have hoped for, she accepted it without blaming others, a true "Character" of the Ohio & Erie Canal.

The above article by Terry K. Woods appeared in the *The Canal Fulton Signal* on November 23, 1972.

"A SEARCH FOR THE BURIED AND FORGOTTEN" : THE P & O CANAL BRIER HILL TO NEWTON FALLS

The Canal Society of Ohio held its spring tour in Mahoning and Trumbull counties in Ohio on April 11-13, 2008. It was headquartered in the Comfort Inn in Warren, Ohio.

On Friday night attendees met at the First Methodist Church in Warren where Alex Bobersky presented a slide show of sites to be seen the next day. He said the Pennsylvania & Ohio Canal was a 83-mile-long cross-cut canal connecting New Castle, Pennsylvania to Akron, Ohio of which little remains. We would need to use our imagination the next day. The canal was chartered by Ohio on January 10, 1827 and by Pennsylvania on April 14, 1827. Construction began in September 1835 after years of discussions and plans. The canal was completed in the spring of 1840 for a total cost of \$1,265,000. It used 54 locks to overcome 424 feet in elevation and had 9 dams, 2 major feeders, 2 aqueducts, 75 bridges and many culverts. It was purchased by the Cleveland and Mahoning Railroad in 1854. By

1868 the canal was closed except in the Youngstown area where it operated until 1872.

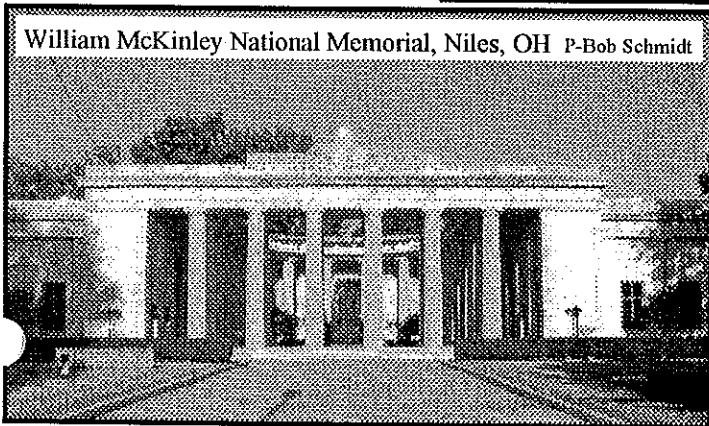
On Saturday 102 tour participants boarded three buses to make major stops at Youngstown's Division Street at Brier Hill to learn how coal was shipped by canal barges and see where the canal was once lined with more than four dozen iron furnaces that used coal and later converted iron into steel; at Girard Flats to learn about the rival canal towns of Girard and West Girard, see Pennsylvania & Ohio Canal Dam 2, see the location of guard lock No. 12, and see the site of the Girard Flour Mill; at Warren to see the site of Lower Mill Dam, learn how canal boats crossed the slackwater and hear about buried guard lock No. 15; and at Newton Falls to walk on a well preserved section of canal towpath and see the falls in the town. Sack lunches were eaten at Ciminero's Banquet Center in Niles, OH. After lunch attendees visited President William McKinley's National Memorial and library. A large book sale was in progress and canawlers purchased lots of books.

Saturday evening's banquet was held at First Methodist Church. It was followed by a tribute to Ray Bland, a CSO member who passed away last August, and a talk by Tom Harwood relating humorous stories about Trumbull County and the canal and showing how *Google Earth* can be used to overlay historic maps of the canal.

Sundays activities included a walking tour of four of Warren's museums and historic homes, a walking tour of P&O Canal investors' burial sites in Oakwood Cemetery, and a tour of the National Packard Museum. Twelve CSI members who attending the tour were: Bob Barth, Nancy Gulick, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Neil Sowards, Larry Turner, and Terry & Rosanne Woods.



William McKinley National Memorial, Niles, OH P-Bob Schmidt



FIRE DESTROYS CANAL INN

A five-alarm blaze broke out in downtown Lockport, Illinois, at the three-story Towpath Inn located at 933 S. State Street on April 1, 2008. The Towpath Inn was one of many buildings in downtown Lockport that date from the 19th or early 20th century. Lockport is located at the beginning of the historic Illinois and Michigan Canal, which was dug in the mid-19th century to link the Great Lakes and the Mississippi river.

The hotel has been recently used as a transient residence with fourteen people on the register. One resident died in the blaze.

The fire shut down downtown Lockport and vehicle traffic along State Street from Thornton to 11th Street as it spread from the first floor to the other two stories and up through the wooden roof. Firefighters had difficulty in getting enough water pressure to fight the fire. Linn Loomis, CSI member from Newcomerstown, OH

2008 CONTRIBUTIONS TO CSI

Anne Tangeman Jasper IN \$50

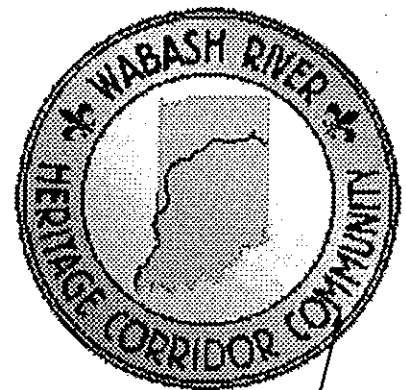
WABASH & ERIE CANAL TOWPATH TRAIL

The Wabash & Erie Canal Towpath Trail chapter of Banks of the Wabash met April 30, 2008 at the Honeywell Center in Wabash, Indiana The organization proposes building hiking/biking trails along the old canal route. To date a Questionnaire draft has been designed by Ron James and a Situation Analysis draft has been designed by Tom Castaldi. Gateway signs like the one below are available for towns along the Wabash River. Also available are signs that have space for directional arrows beneath this sign. Instead of the word "COMMUNITY," the circular sign may read:

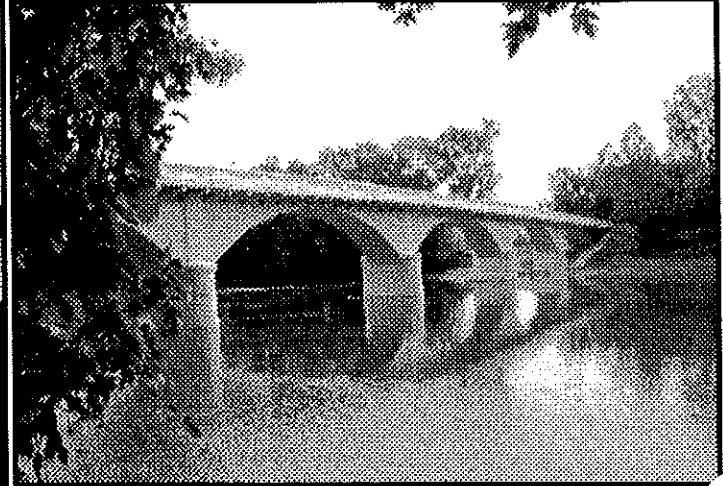
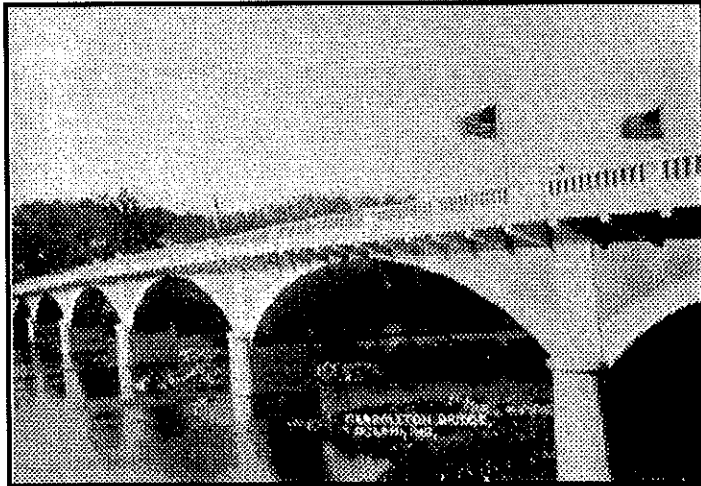
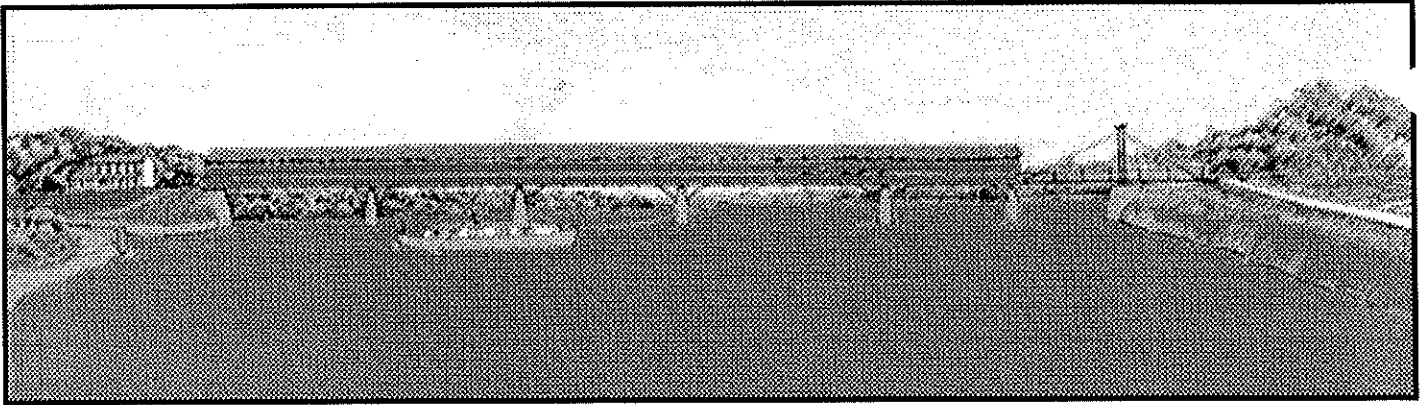
"WATER TRAIL,"
"HERITAGE TRAIL," or
"TOWPATH TRAIL."

The Towpath Trail signs will have a canal boat and directional arrow beneath the circular logo. Contact CSI headquarters for further information.

CSI members attending were Tom Castaldi, chr. Mike Beauchamp, Terry Lacy, Dan McCain, Bob & Carolyn Schmidt, and Dan White.



TOWPATH TRAIL
Canal Boat Logo Arrow →



The Wabash River crossing was made over a covered bridge in canal times as seen in this mural by Terry Lacy. Later a concrete bridge was built as seen in the picture on the left. Today the Carrollton Bridge has been refurbished and rededicated. Photo-DanMcCain

NEWS FROM DELPHI

JUNE 14-15, 2008 CARROLLTON SITE HOSTED HERITAGE TRANSPORTATION FESTIVAL

By Brian Stirm and Dan McCain

The 3rd Annual Heritage Transportation Festival in Carroll County chose the new Carrollton Bridge for one of its venues in order to highlight our State River, the Wabash, and its role as the first "interstate" in Indiana. What better place and time to hold a ceremony christening the Wabash River Water Trail in Carroll County? A program of the Corridor Commission, the water trail was officially launched on Sunday afternoon, June 15th among other activities rededicating the bridge northeast of Delphi at the 19th century site of Carrollton.

The Delphi Main Street Association sponsored the festival along with the CCWECI and the Delphi Municipal Airport. On Saturday the downtown area of Delphi (around the Courthouse Square) and the Wabash and Erie Canal Park were highlighted with fun activities (plus food & music)

for all ages including rides in historic vehicles. Local businesses and vendors displayed transportation related items. On Sunday morning the activity moved to the Airport for a fly-in-drive-in breakfast, lots of fun flying activities, and the Carroll Car Club auto show. By mid afternoon festival action moved to Carrollton for the Bridge dedication, the Water Trail Grand Opening (canoes & kayaks were welcomed), and ceremonial recognition of land donations given to CCWECI in and around the historic area. An antique auto hill climb up Carrollton hill brought the transportation festival to a full circle.

Two historic tracts of land that border Towpath Road on the north end of the Carrollton bridge were deeded to the CCWECI by Dick and Polly Grantham, their daughters Susan Grantham and Janet Israel, and Mary K. Grantham-Johnsen's sons, Curtis and Richard Johnsen of Texas. This land was purchased by their ancestors when it was first offered by the government in the 1830s before the Wabash & Erie Canal was built. The area is historically significant as it is the only place on the canal where the mainline canal ever crossed the Wabash River. It will be known as "Grantham's Landing," will have a canoe launch to provide access to the Wabash River Water Trail and have canal interpretive sites for the historic Mentzer Tavern along the towpath, and "Mary K's Overlook" on the west

(site of Lock #32).

During the canal era this was a bustling area. The planned signage, made possible in part by a generous gift from the Canal Society of Indiana, will explain how horses pulled boats across the slackwater to re-join the towpath on the other side. Graphic panels will be posted about these unique features--the popular canal tavern that once stood on the Grantham land, and the lock on the Johnsen land. Eventually a trail loop, a picnic area and parking will be available.

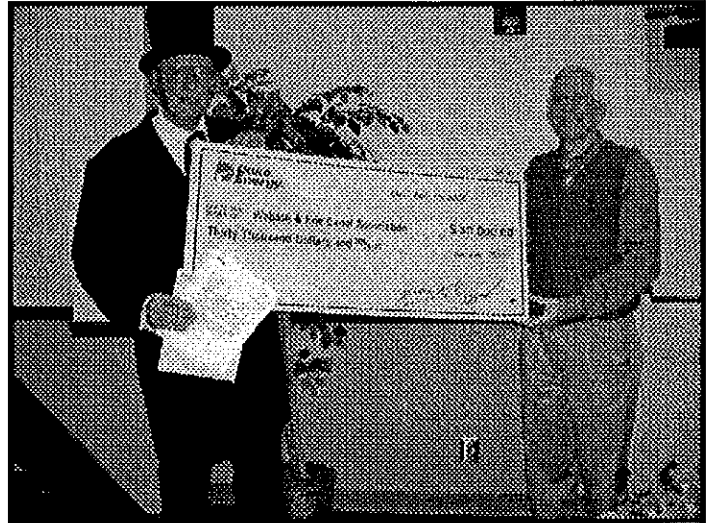
DUKE ENERGY SUPPORTS LOCAL CANAL ASSOCIATION EFFORTS

By Dan McCain

On Tuesday night, April 15, 2008, the Carroll County Wabash & Erie Canal, Inc. (CCWECI) received the first major donation to its new fund-raising campaign. Pat More, Duke Energy business relations manager presented a check for \$30,000 from the company's Midwest foundation to Canal President Dan McCain at the organization's 33rd Annual Meeting held at the Canal Interpretive Center in Delphi.

The new fund-raising effort is called "The Total Canal Experience." It includes a canal boat that is being built and an array of outdoor exhibits to be installed along the three-mile stretch of the 1800s canal that passes through Delphi. The CCWECI is dedicated to preserving the canal and educating the public about its history.

Duke Energy is being recognized as the sponsor of the Mule Barn, one of the major outdoor exhibits. The Mule Barn will house the towing animals that will pull the boat as it takes visitors on tours of the canal. The boat is expected to be in operation by early summer of 2009.



Dan McCain, president of CCWECI, accepted a check for \$30,000 from Pat More, Duke Energy business relations manager, for the outdoor Mule Barn exhibit. Photo courtesy D. McCain

"We were very impressed with the award-winning Interpretive Center's museum and the plans for outdoor exhibits," More said. "This is a project that preserves local heritage and promotes tourism and economic development."

The Mule Barn will represent those once placed at relay stations along the canal so tired animals could be exchanged for fresh ones. Besides the work animals, visitors will see displays in an adjoining "tack room" and a video on how to harness a mule. Like the rest of the exhibits being planned, it will provide a learning experience for all ages.

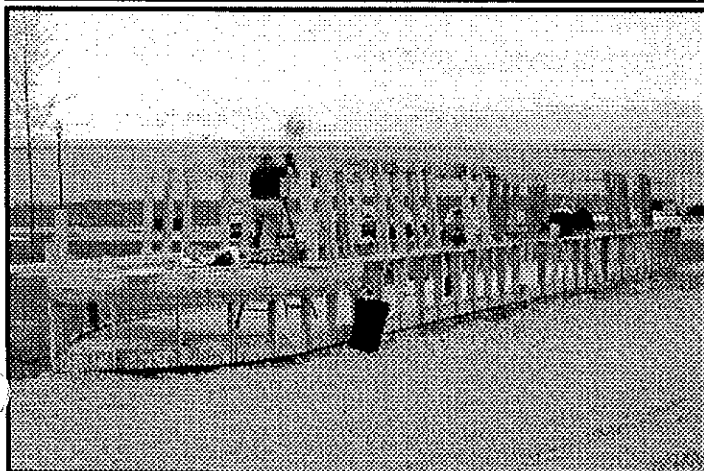
WHAT A REWARDING WEEK FOR SEVERAL CANAL SITES

By Dan McCain

The week April 13-19 that included "tax day" was one of the most productive weeks to remember for the CCWECI. There was lots of progress to report and all of it a tribute to these diligent community volunteers. It was full of accomplishments and rewards and it involved something big every day of that week.

Our work with the two recent buildings brought to Canal Park couldn't be called done until we had proper foundations under them. We had pondered what was best -- then Rich Markins came back to help. He was the retired mason from Valparaiso who worked indoors on the lime kiln in the museum five years ago. Markins decided to volunteer again. He and his motor home arrived with trowels all ready to begin. Little did we know how much could be accomplished in one week.

CCWECI volunteers assemble the playground canal boat in Delphi's Canal Park. Photo by Dan McCain

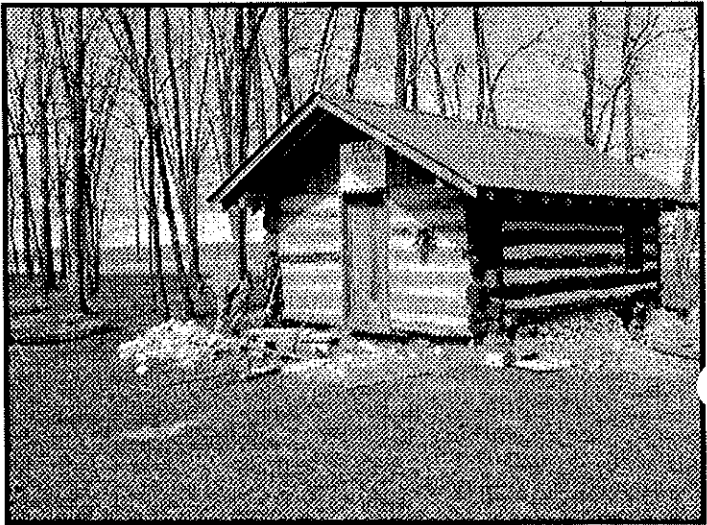


First to tackle was the old railroad baggage building back by the trail tunnel under the old Monon line. We had already acquired rip-rap (large crushed stone) donated by Delphi Limestone Company and mortar sand given by Segal's Gravel. Rich showed us all how to lay the limestone using a board to control the outer wall alignment. He then taught us how to trim the excess mortar from the low wall after letting it set for a day to harden. This technique worked easily by having the wooden frame building jacked up high and blocked. The project took three days of "off and on" work through the week.

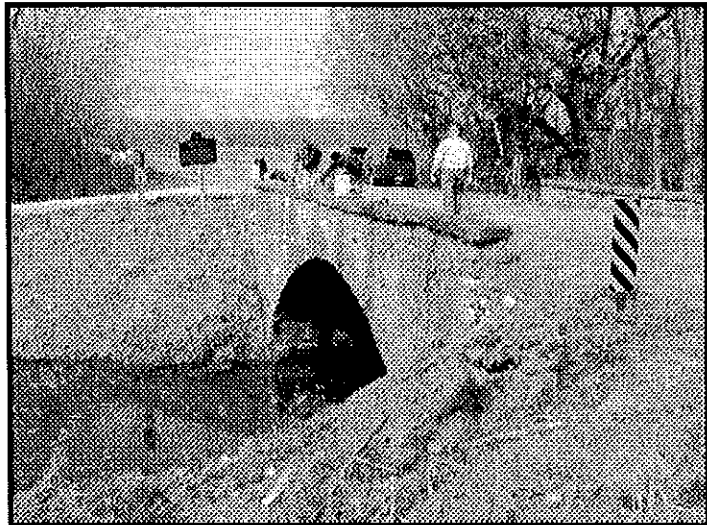


Our 36th Canal Annual Meeting also occurred within the week. A highlight that evening was the presentation of our first major donation to the fundraising campaign "The Total Canal Experience" by Duke Energy.

Next the eager volunteers tackled the decaying foundation under the old one-room log schoolhouse. When we brought this building from near Idaville 18 months ago its lower logs sat right down to the ground. They had since disintegrated and needed to be replaced or set on stone. In their place we began building another rip-rap stone foundation like the RR building was getting. This too took several days.



Then we worked near the 1905 Stearns Truss (Blue Bridge) on an adjacent stone arch bridge on Bicycle Bridge Road. This is behind Pizza Hut and Dairy Queen in west Delphi. This stone bridge built in 1905 was missing the cap on the Southwest corner and badly needed "pointing" of the eroded mortar in many places. An accident many years ago had toppled the cap stone down into the canal.



At the end of the week it was Wabash & Erie Earth Day, which we call project W.E.E.D. Even with rain sputtering away for part of Saturday morning we had community volunteers arrive at three worksites. There was tree planting at the Blue Bridge wetland restoration site and lower trails -- there was extensive trash removal and cleanup out at the Carrollton Bridge site north of Delphi -- and there were jobs to complete in Canal Park.

Saturday produced an outpouring of eighty-four 4-Hers, Scouts and adults who volunteered to improve our environmental attributes and lend history a hand. These sites are all very important to the trailside interpretive displays we envision.

To top it off we had our now famous "OTE MEALS" (free lunch) provided by the local Psi Iota Xi Sorority. Our hungry volunteers enjoyed the meal and gave a big HIP-HIP-HOORAY ending the activities.

Top: Rich Markins and the CCWECI volunteer crew built a stone foundation under the Mule Barn, one of the proposed trailside exhibits.

Center: The 1834 School House in Canal Park received a stone foundation.

Bottom: The Stone Arch Bridge on Bicycle Bridge Road received a new cap stone and repairs. Photos by Dan McCain

THANKS TO CSI

The following letter has been received by CSI headquarters:

Dear Bob and Canal Society Friends,

We have received your check for \$3,250.00 to Carroll County Wabash & Erie Canal, Inc. Thank you so very much for this welcome support.

As you indicated, this donation will be used to fund the signage being prepared by Terry Lacy for placement at the Carrollton bridge site. This will greatly enhance this area and aid in teaching our visitors of the unique operation of canal boats at this site.

Preparations are underway for dedication of this area June 15, and we hope you and other representatives of the Canal Society of Indiana will join us to celebrate this occasion.

Thank you so very much. Your support over the years has been invaluable to us.

Annadell C. Lamb
Donor Relations Chairman

Rattlesnake: A Hissing Serpent or an Attorney's Enterprise

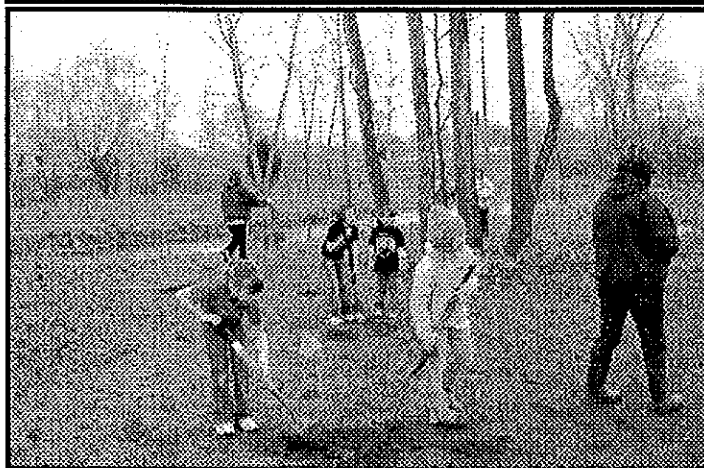
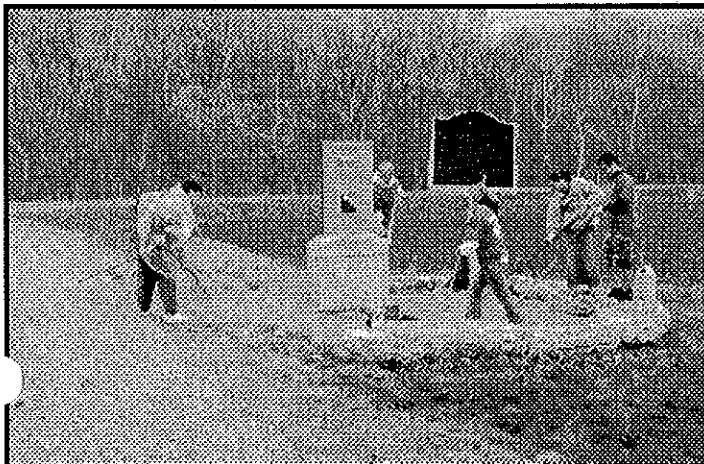
By Mark A. Smith

Directly east of the Canal shipping port of Carrollton, Indiana, is the intermediary village of Rattlesnake. I have no idea how it received its name--whether from a native chieftain of the same unsavory moniker, from the vast numbers of serpents by the same name, or possibly from the torturous path taken by the creek, which courses down through this area.

Rattlesnake Creek originates somewhat south of the present-day village of Patton, a settlement which sprung up due to the appearance of the Monon Railroad and which was named after the Patton family who resided in that same area of Jefferson Township. If you want a real challenge, try finding Patton on an 1863 plat map--it isn't there!

But to return to the settlement and the body of water. The small rivulet winds its way to the area of the Oak Grove Christian (Disciples of Christ) Church. There were several faithful of that body of believers who were baptized in the stream to indicate washing of sins upon receiving Christ as Savior.

The stream then widens out and takes on the appearance of a wild serpent as it winds its way through the countryside to the acreage due south of the Hickory Grove Church. Like its congregation of fellow believers upstream, Hickory Grove Church (formerly united with the United Church of Christ) used the creek for baptisms, reminiscent of the Gospel hymn "Shall



Top: CCWECI volunteers cleaned debris from the lock site at Carrollton where Wabash & Erie Canal boats were raised/lowered to/from the Wabash River.

Center: A sturdy new interpretive sign was erected at Carrollton beside the existing Carrollton Wabash & Erie Canal historical marker. The sign is funded by the Indiana Department of Transportation.

Bottom: Young volunteers participated in planting trees in the wetland restoration area near the new Blue Bridge.

Photos by Dan McCain

We Gather at The River".

The creek then makes an immediate frantic flight southward from that site and, upon driving along the present-day Towpath Road, the scenic rivulet finds its home not in Jefferson Township, but Adams. Adams Township is situated in an area somewhat like the hills of Kentucky. In fact, in the early days of telephonic communication, it was very difficult to string cable on poles there due to the topography.

It was at this site in Adams Township that Hiram Allen, prominent Delphi attorney, owned an enterprise on the Canal. I feel that it was the pattern of prominent merchants of Delphi to possess tracts of land outside the city limits in an attempt to diversify their business holdings and to ensure a profit from the land when their business failed to turn a profit during any fiscal year.

Allen was a product of the Franklin County, Indiana, political incubator, which produced (hatched) such notable public servants as David Wallace, James Brown Ray and Noah Noble. Governor Noble was single-handedly responsible for both advocating and signing the Mammoth Internal Improvements Act, which financed the Canal and other grandiose transportation projects.

Hiram Allen was a delegate to the 1851 Constitutional Convention at which another Delphi offspring, Robert Huston Milroy, was present. He was also in partnership with Bernard Schermerhorn as the senior partner in that firm as attorney.

Somewhat late in life, Allen took his B.A. from I.U. in 1857. Unfortunately he failed to survive past his forty-sixth year of life to take his M.A. He passed away on June 17th, 1859. Margaret Martha Lenon, his wife, survived him and who, as well as his sons Hiram Allen, Jr. and William, and his daughter Kate, was directed in his will to place a stone in the IOOF Cemetery at Delphi, Indiana. Carroll County Historical Society Website--Wills 1830-1897.

At Rattlesnake Allen's land and business holdings included a grist mill and store. Also at this location were several warehouses, a blacksmith shop, two large houses, and a cluster of log cabins, according to Dora Thomas Mayhill's *Old Wabash and Erie Canal in Carroll County and Pre-Canal History of the Wabash River*. 1953, Banner Publishing Company; 1970 Mayhill Publications, and 1980 by the Bookmark.

Canal construction at Rattlesnake included a wooden culvert, which miraculously transported the Wabash-Erie Canal over the creek — the Canal going almost directly in an east-west path and the Creek in somewhat

a north-south direction - and a lock.

During the years accompanying the unfortunate and cataclysmic demise of the Canal, there appeared in the November 18th *Delphi Journal* this bulletin: "An outrage---some person or persons cut the canal bank in the vicinity of Rattlesnake in Adams Township. Allowed the water to escape, causing \$8,000 damage. Reward offered for apprehension of guilty parties. No doubt it was a piece of spite-work."

This area was also used for a somewhat unpleasant event in our local lore known as the Trail of Death. The Potawatomi were forced to march from Rochester and Plymouth, an event which I will cover later.

At present, the aforementioned area bears scant testimony of its former greatness as a canal shipping port or settlement. The readers of this publication are invited to take a weekend jaunt in their modern-day equivalent of canal passenger boats to view it. All they will see is a scenic stream eagerly awaiting someone to discover it.

RIDE DOWN THE CANAL

The Wabash and Erie Canal boat ride opened for weekend trips beginning Saturday, May 10, 2008 at the Canal Interpretive Center located in Delphi, IN. The canal boat "DELPHI", a converted pontoon boat that is currently used for rides, runs each weekend until this fall. Rides are offered at 11:00 a.m. & 2:00 p.m. on Saturdays and 2:00 p.m. on Sundays. Canal rides are offered for no charge but donations are accepted to help defray the cost of providing the ride. Some special canal trips that offer entertainment may have a nominal charge.

The current DELPHI boat is to be replaced with a replica period canal boat to begin operation in 2009. Come join us at the Wabash and Erie Canal Interpretive Center located at 1030 N. Washington Street in Delphi, IN. and get a sense of what it was like to travel via the Wabash and Erie Canal of yesteryear.

