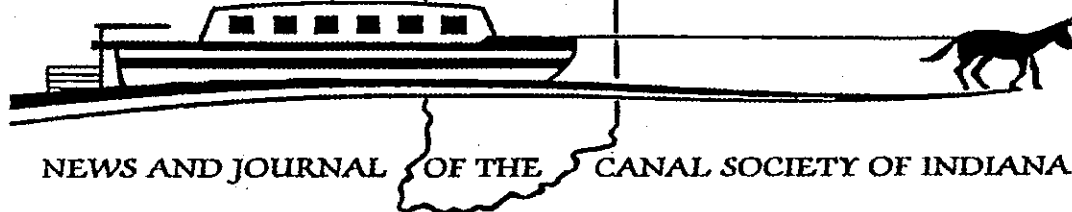


THE
HOOSIER PACKET

ISSN 1545-421



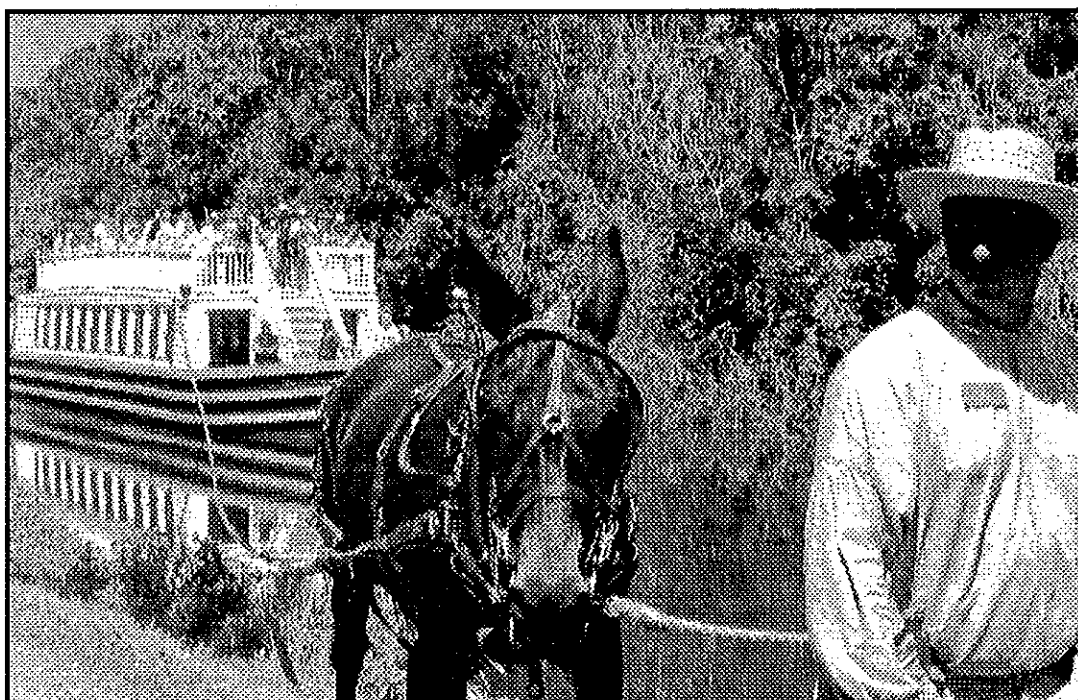
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 7 NO. 9

P.O. BOX 40087 FORT WAYNE, IN 46804

SEPTEMBER 2008

SUMMER CANAWLING



Canal volunteers from the Carroll County Wabash & Erie Canal, Inc. of Delphi, Indiana, enjoyed the summer sun while gliding down the Illinois and Michigan Canal aboard LaSalle's new packet boat "Volunteer." Photo by Gerald Hulslander

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INDIANA CANAL GROUP ON THE I & M

By Gerald Hulslander

A busload of 47 Carroll County Wabash & Erie Canal, Inc. (CCWECI) volunteers from Delphi, Indiana, visited LaSalle, Illinois, on the 9th of July for a boat ride on the brand new Illinois & Michigan Canal packet boat "Volunteer" at Lock 14 in LaSalle, Illinois. Ana Koval of the Illinois & Michigan Canal Corridor Commission met the group at the Lock 16 visitor center and accompanied them on the ride.

Dan McCain, president of CCWECI, and his group have worked for over 20 years establishing Canal

EDITOR: CAROLYN SCHMIDT

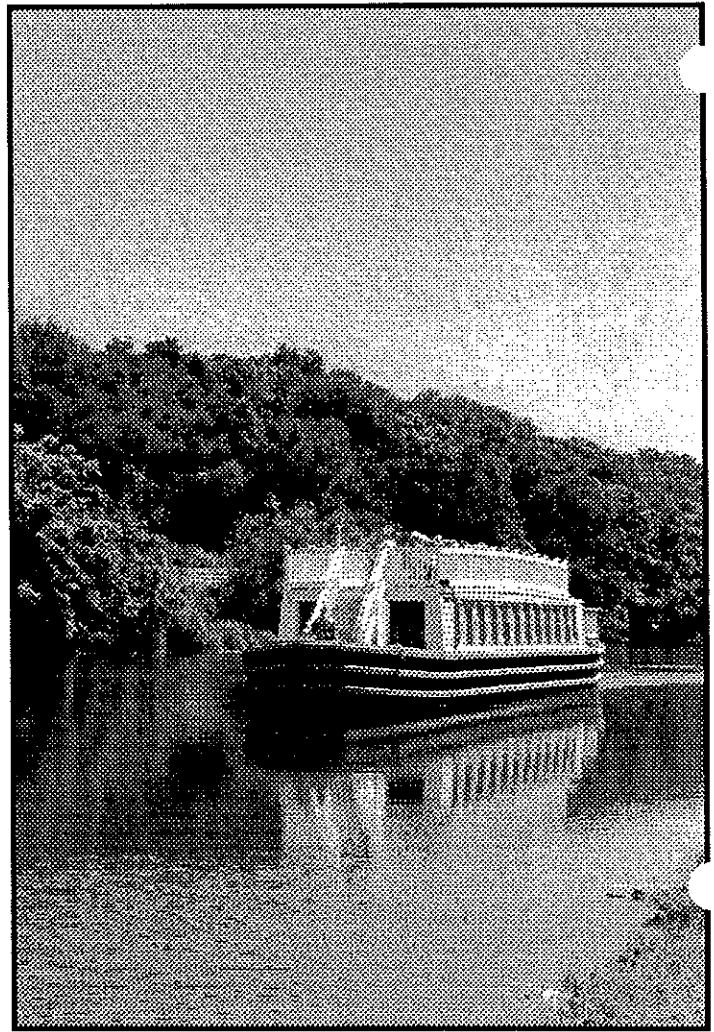
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Park in Delphi with canal era buildings. In recent years they have added the Canal Interpretive Center, which houses a banquet facility and canal museum in which volunteers constructed most of the exhibits, built a playground canal boat, restored two iron bridges for use on their trail system, converted pontoon boats to give rides on the Wabash & Erie Canal, and have plans in motion for a canal boat replica to replace the pontoon boats.

Besides being a reward for volunteers who had worked hard in Delphi's Canal Park and on Delphi's trails, they took the trip and boat ride to learn more about operating a canal boat and what obstacles they may face when they get a replica boat. Questions were asked as to the designer and builder of the boat, the type of materials used, how it was powered, how it was steered, what problems might arise while docking, what laws and requirements needed to be considered, and, in general, how to market and be prepared for operating a tourist attraction like this.

Following the boat trip they lunched at Starved Rock Lodge and spent several hours in the park before returning to Indiana. It was a repeat visit for some of the tourists, who are also members of the Canal Society of Indiana (CSI), which has had several tours in the I&M Corridor and the Hennepin Parkway. Local LaSalle County Historical Society member and CSI member, Gerald Hulslander, accompanied the volunteers on the boat trip. Later, at Starved Rock Lodge, he talked about the Illinois & Michigan Canal, the Illinois Waterway and the history of Starved Rock.



"Volunteer" on the I&M Canal Photo by Gerald Hulslander

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THE SUMMIT LEVEL(S) OF AMERICAN & CANADIAN NAVIGATION CANALS

by Richard F. Brown, Jr., AICP

The following chart lists known data on the summit levels for a number of navigation canals in the United States and Canada. The summit level usually represented the highest point in elevation above mean sea level along the canal route. In each direction from the summit level, elevations would drop. As canals were improved from time to time, the length of the summit could be revised from the addition/elimination of locks, deepening of the channel, course alteration, or other design changes. The data provided in the chart lists readily available summit source data for each canal and may not necessarily reflect the original canal conditions, later upgrades, or the current summit.

Those navigation canals that were constructed over a landmass to connect watersheds often included a summit level, and sometimes more than one. When

there was more than one summit, on a canal, the lower one in elevation was referred to as a "secondary summit" (Gieck, pgs. 53-54). However, not all canals had a summit level. Tidal canals linking bays or harbors were often built at sea level without the need for any lift locks. The Cape Cod and Chesapeake & Delaware canals are two examples, though the Chesapeake & Delaware Canal originally had locks and is included in the chart (www.nap.usace.army.mil and www.pennways.com). In addition, canals which were built as "spurs" for extending water commerce to a particular location without linking larger water bodies did not have a traditional "summit level" though they certainly would have a highest elevation. Pennsylvania's Lehigh Navigation Canal is an example of a spur canal. Also, by their very nature of being incomplete, unfinished canals would tend not to have a summit level, though one may have been planned.

As always, any additions or corrections to the chart provided below are very welcome (please see chart notes).

CANAL	SUMMIT LOCATION "Summit nickname in quotes"	SUMMIT LENGTH (miles)	COUNTY or REGION	STATE or PROVINCE	SUMMIT ELEVATION (above sea level)
Black River	Boonville to Lock 70	4.50	Oneida & Lewis	New York	1,120 feet
Champlain (old summit)	Fort Ann to Fort Edward	15.00	Washington	New York	140 feet
Chemung	Horseheads to Pine Valley	5.00	Chemung	New York	884 feet
Chenango	Bouckville to Soilsville	5.00	Madison	New York	1,126 feet
Chesapeake & Delaware	Summit	unknown*	New Castle	Delaware	16 feet
Delaware & Hudson	Summitville	1.50	Sullivan	New York	585 feet
Delaware & Raritan	Trenton to Kingston	unknown	Mercer	New Jersey	58 feet
Erie (old summit)	Salina to Rome to Utica	67.00	Onondaga & Oneida	New York	420 feet
Erie (current summit)	Lock 20 to Lock 21	unknown	Onondaga & Oneida	New York	420 feet
Erie Extension (PA)	Conneaut Lake.	unknown	Crawford	Pennsylvania	1,073 feet
Genesee Valley	New Hudson to North Hinsdale	12.00	Allegany & Cattaragus	New York	1,485 feet
Hennepin	Sheffield a.k.a. "Summit Pool"	11.00	Bureau	Illinois	689 +/- feet
Illinois & Michigan	Bridgeport to Summit to Lockport	unknown	Cook	Illinois	585 feet
Miami & Erie	New Bremen to Lockington a.k.a. "Loramie Summit"	21.00	Auglaize and Shelby	Ohio	966 feet
Middlesex	Billerica	unknown	Middlesex	Massachusetts	104 feet
Morris	Stanhope	1.75	Sussex	New Jersey	914 feet
Ohio & Erie	Akron: a.k.a. "Portage Summit"	9.00	Summit	Ohio	973 feet
	Heath: a.k.a. "Licking Summit"	14.00	Licking	Ohio	722 feet
Old Erie	Jordan: a.k.a. "Jordan Summit"	12.00	Onondaga	New York	413 +/- feet
Penn & Ohio	Ravenna	3.00	Portage	Ohio	1,132 +/- feet
Rideau	Upper Rideau Lake at Newboro	8.00	Leeds & Grenville	Ontario	404 feet
Sandy & Beaver	Lockbridge to Kensington	14.00	Columbiana	Ohio	1,120 feet
Shubenacadie	South end of Lake Charles	unknown	n/a	Nova Scotia	96 feet
Trent-Severn	Balsam Lake at Kirkfield	8.00	Kawartha Lakes	Ontario	841 feet
Union	Lebanon	6.00	Lebanon	Pennsylvania	616 feet
Wabash & Erie	Fort Wayne to Roanoke	15.00	Allen	Indiana	770 feet
	Cross-Cut Canal Summit(b)	7.75	Vigo & Clay	Indiana	540 feet

Chart Notes:

* The summit and locks were eliminated in the 1920's to form a sea-level canal (www.nap.usace.army.mil and www.pennways.com).

+/- Is the elevation of the town not the canal.

(a) The data provided in the chart lists readily available summit source data for each canal and may not reflect the original canal conditions or later upgrades.

(b) The Cross-Cut Canal was incorporated into the Wabash & Erie Canal in 1850 (Schmidt).

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UPDATE: TUNNELS UNDER CANALS

The following information has been received from Arden Phair, Curator of Collections at the St. Catherine's Museum in Ontario to be added to Richard F. Brown, Jr's. article "Tunnels Built Under Navigation Canals in the United States and Canada" that was published in *The Hoosier Packet* Vol. 6, No. 10, 2007:

St. David's Road Tunnel

Report of the Chief Engineer of Public Works on the Progress of Canal Enlargement between Lake Erie and Montreal, 1877 states that Section No. 11 has "...a culvert under the canal for a public road. The latter, it may be stated, is completed, but has not yet been brought into use. It is fourteen feet wide in the clear, and fourteen feet high to the underside of the arch, which is 291 feet long. The total length from the outer end of the wings on one side, to a like point on the other side being 331 feet."

It would appear to have been completed by 1871 (c. 1871), and was 291' or 331', depending upon which dimension you measure its length from.

I do not know the date of its closure, but the west end of it was obliterated when the Seaway Haulage Road was built ca. 1960s. How long before or if its closure was tied into this, I do not know.

CANAWLERS AT REST

DR. JOHN HOUSEL DEPUY

b. August 30, 1820

d. July 20, 1904

By Carolyn I. Schmidt



John Housel DePuy was a descendent of one of three brothers who came from France and settled in New Jersey in an early period. He came from the same French stock as the noted New York lawyer and politician, Chauncey Depew, but the spelling on the family name underwent change.

John Housel DePuy was born on August 30, 1820, in Northumberland County, Pennsylvania into a farming family. When a young child in 1823, his father, John DePuy, moved the pioneering family to Stark County, Ohio, where the forest had to be thinned before much farming could be done. Young John spent many a fine day helping his father cut down trees, grub out the stumps and clear away the brush. During the bleaker winter months he went to a district school to get as much education as he could on the frontier. He knew that someday he wanted to become a doctor.

By the time John reached age 17, he had saved up a little money from his work and decided to further his education. He went to the Zanesville Academy to continue his studies. To further pursue his interest in medicine, he took a private reading course from Dr. Henry Everts, of Cleveland, in 1841. He then entered Willoughby Medical College. From there he attended Jefferson Medical College in Philadelphia, Pennsylvania, and was graduated from it in 1845. It was time to establish a medical practice.

The Wabash and Erie Canal was completed to Lagro, Indiana, in 1836. It was watered and opened for business in July 1837. Many of those who labored on the canal decided to remain in Lagro.

In August of 1846 Dr. John DePuy moved to the growing canal town of Lagro, Indiana, to set up his

medical practice. He knew he would be needed there since Lagro's citizens, like others living in central and northern Indiana towns at that time, had fevers, ague and other bilious diseases. These maladies were prevalent for many years and before long Dr. DePuy's practice spread far and wide through Wabash County.

On September 28, 1847, he married Julia Ann Long. According to Indiana marriage records, the service was performed by William Salle in Wabash County. Julia had been born on October 17, 1825 to Mr. and Mrs. Stephen Long of Wabash County, Indiana. She joined him in Lagro and while there gave birth to their sons. Romeo L. DePuy was born in 1849 and Frank was born in 1857.

The 1850 Federal Census shows Dr. DePuy age 30 as a physician with real estate valued at \$15,000. Living with him are his wife, Julia Ann, age 24, his son, Romeo, age 1 and John Coons, a carpenter, age 23. The 1860 Federal Census shows Dr. DePuy at age 40 having \$40,000 in real estate and \$10,000 in his personal estate. Beside his profession of Doctor are the words "Gov Refirmed." His medical practice was flourishing and his estate was growing.

Patients loved Dr. DePuy. He was known for his "ready sympathy, his kind heart and his gentle nature." He became known all over Indiana in medical circles for his "devotion to the best ethics of his calling." However, his practice kept him very busy. Sometimes he would be gone several days and nights from his family traveling to his ailing patients on horseback. This type of life began taking its toll on him.

Although Lagro had been a good place to start his practice, it was a bustling, rough and rowdy canal

town. While visiting patients throughout the county, Dr. DePuy saw that the citizens of the town of Wabash City were of a better class. He decided to change his residence, slow down his practice, and turn his attention to agricultural pursuits. In 1864 he purchased a farm near what today is known as Wabash, Indiana, and moved his family there.

Dr. DePuy sold his sixty-acre farm in Lagro township, which was located on the east side of the Mail Trace Road and about three and a half miles north of Lagro, to John L. Hull, a stave and drainage tile maker. It was called Beulah Farm. Hull paid one hundred dollars down. Hull erected a simple four room house and replaced it with a larger dwelling seven years later.

Shortly after moving to Wabash Julia gave birth to another son. On December 27, 1864, only 14 days

after his birth, the child died and was buried in Lagro Township Cemetery.

Sometime in the 1869s the DePuys built a substantial home on the corner of Miami and Maple streets in Wabash. It had a high foundation around which the land was filled. Years later his granddaughter, Helen Depuy Ashley, sold the house to the Gaunt family. It had old-fashioned pink roses, purple lilacs, and tiger lilies in the garden. Overtime the garden became so dense with undergrowth that it formed a kind of wall that kept the ice from melting on the sidewalk during the winter.

The 1870 Federal Census shows Dr. DePuy at age 50 having real estate valued at \$10,000 and a personal estate valued at \$10,000. Julia, his wife, is age 44. Their son Romeo is attending school and is 21 years old. Frank is 12 years old.

Top Row left to right:	Capt. J. M. Thompson, 71	T. E. Payne, 72	Levi Bruner, 75
Col. J. H. Bruner, 74	John Tyre, 70	Dr. R. F. Blount, 67	Miles Morgan, 83
Jack Higgins, 79	Philip Alber, 80	Hon. Calvin Cowgill, 79	John Hoover, 83
Franklin Keyes, 86	Second Row:	De. M. R. Crabill, 81	Dr. J. H. Ford, 96
David Coble, 82	Michael Hyman, 81	W. H. DePuy, 70	Dr. J. H. DePuy
Judge J. D. Conner, 79	R. P. Mitten, 65	Cornelius Lumaree, 84	Albert Pawling, 90
Jesse Talbert, 79	Leven Murphy, 85	Bottom Row:	Thomas Underdown, 74
M. W. Ross, 75	L. P. Bollison, 83	Henry Wenzel, 73	J. S. Daugherty, 70
J. H. Talmadge, 74	Philip Davis, 79	John Greer, 70	David Bach, 74



1898 DePuy's 78th Birthday Party

Dr. DePuy purchased more and more real estate. He eventually accumulated 1,500 acres of land and bred fine livestock. He became as successful in this business venture as he had in the medical profession. Leading businessmen of Wabash, who dealt with him, noted his executive power and foresight and his honorable yet firm and unyielding decisions. Although he had no political aspirations, he took a keen interest in civic affairs and was recognized for his public spirit. He was known in several other fields that those of his professional activities.

Thirty-three pioneers of Wabash celebrated Dr. DePuy's seventy-eighth birthday in 1898 when he threw a party on August 30, his natal day. It was held at his home located on the corner of Maple and Miami streets. Following dinner, E. E. Williams took the picture (seen on the previous page) of all the members of the party seated on the porch of Rome DePuy's home, next door on West Maple Street. This picture hangs in the Wabash County Museum and is cherished by those who own a copy of it.

Another picture of Dr. DePuy can be found on a composite of practitioners of medicine and surgery from 1833-1933 compiled by Dr. J. T. Biggerstaff in 1933. It shows a man with white wavy hair and a short white beard. It can be seen on page 5 of this article. Unfortunately these pictures did not reproduce very well.

The 1900 Federal Census lists Dr. DePuy, age 79 as head of the household. His wife Julia is age 74. Living with them is a female servant named Goodlander Everly age 39.

In the evening of July 20, 1904 the following article appeared in *The Daily Plain Dealer* :

DR. J. H. DEPUY IS WEAKER.

His Condition is Steadily Growing Worse and the End is Slowly Approaching

Dr. J. H. DePuy [DePuy] is still alive at a late hour this afternoon but is slowly growing weaker and the end is believed to be near by the relatives who are about his bedside. He lies in an unconscious state and his constant decline points to his death in the next few hours. His inability to take nourishment makes any improvement impossible and all hope for even a slight betterment in his condition has been abandoned.

On July 20, 1904, Dr. John Housel DePuy passed away at the age of 83 years, 10 months and 20 days. The citizens of Wabash and Wabash County mourned the death of their friend, doctor, and colleague.

The following article appeared on the front page of *The Daily Plain Dealer* on July 21, 1904.

DR. J. H. DEPUY DEAD

WAS ONE OF THE BEST KNOWN RESIDENTS OF WABASH COUNTY

FUNERAL TOMORROW MORNING

Will be Held From the Late Residence at Ten O'clock, Revs. G. B. Work and Charles Little Officiating.

Dr. John H. DePuy, one of the best known pioneer residents of Wabash county passed away at his home at the corner of Maple and Miami streets, Wednesday afternoon at 4:15 o'clock.

He had been in a serious condition for but a few days, being down town Thursday, driving for the last time. He grew worse and for the last two or three days his condition was quite bad and it was known that his death was but a question of a few brief hours.

Dr. DePuy had lived to a great age and his death was the result of a gradual wearing away of the machinery and not the result of any particular ailment, the infirmities of his advanced years gradually telling on his strength and ending his long and useful life.

For the past five years he has been in feeble health and has spent much of his time in sanitariums where he was given some benefit but was not able to prolong his life for any great time.

He retained his mental vigor until a short time before his death and continued to take an interest in life about him although with a rapidly decreasing ability to conduct his business.

He had not practiced medicine for several years, having gained wealth and in his last few years he retired from active duty although he was a daily visitor at his office on Wabash street when in the city and able to be out. He was at one time the leading practitioner in Wabash county and was known not only over the county but all over the state.

He has resided in Wabash county for many years and since living in Wabash has resided in the house where he died continuously. He was active in other business and succeeded in accumulating a large fortune from a beginning of almost nothing.

He will be remembered for his kindness of heart, especially towards children, of whom he was particularly fond.

John H. DePuy was of French-English descent, his great grandfather being born in the city of Paris, and his mother's people in England. The doctor was born in Northumberland county, Pennsylvania, August 30 [31], 1820. When three years old, he removed with his parents, John and Julia A. (Housel) DePuy, to Stark county, Ohio, where his father engaged in farming. At the age of seventeen, he entered school at Massillon, Ohio, where he remained for two years, afterward attending school at Painsville, Ohio, for eighteen months. In 1841, he went to Cleveland and worked in a shipyard one year. In the fall of 1842, he began the study of medicine in the office of Dr. Henry Evarts, of Cleveland, where he remained four years, in the meanwhile attending medical lectures at Willoughby college, Ohio, and also at Jefferson college, Pennsylvania. He located at Lagro, in Wabash county, and there visited his first patient, August 7, 1846. He continued the practice of medicine at that place until the spring of 1864, when he removed to Wabash, and has since confined himself to his office practice and to looking after his business interests. In September, 1847, he married Miss Julia A. Long, of Lagro. To

them were born two sons, Romeo, and Frank who assisted the father in the management of his business. He landed in Lagro with but \$6 and was said to be worth nearly \$150,000. He was originally a republican but in 1873 followed Horace Greeley in the new departure. Since he had affiliated with the democratic party, and became one of the most ardent and influential advocates of its doctrines. In religious matters he was liberal believing that all men should be allowed to think as they please, and to shape their own destiny as best suits them, so long as they do not interfere with the rights of others.

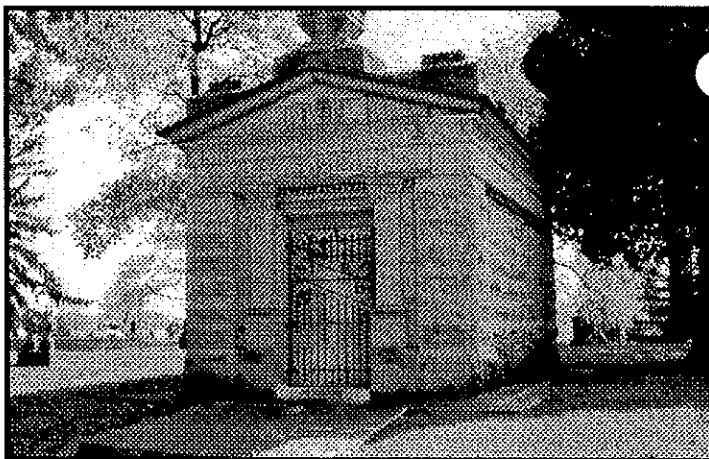
The funeral will be held from the late residence tomorrow morning at ten o'clock. Rev. G. B. Work, pastor of the Wabash street Methodist church, and Rev. Charles Little, pastor of the Presbyterian church, will officiate. Friends who desire to view the remains may do so tomorrow morning by calling at the house the hour for the funeral. The interment will be in Falls cemetery in the DePuy vault.

The DePuy vault may be reached from the second entrance to Falls Cemetery on Falls Avenue off of Stitt Street in Wabash. When entering veer to the right and go straight past the next lane to the right. The vault will be on your right. DEPUY and 1899, the date it was built, are on the front of it. No other information about the DePuys is given. Chains keep the doors to the vault from being opened.

Sources:

1850, 1860, 1870 and 1900 Federal Census.

Indiana Marriage Collection, 1800-194. *Wabash County, Indiana: Marriage Records 1835-1854 Pt. 1: 1835-1854 Pt. 2.* Compiled by Wabash County Historical Museum. Book A OS Page 51.



The DePuy vault was built in Falls Cemetery in Wabash, Indiana, in 1899 and Dr. John Housel DePuy was put there in 1900. Photo by Bob Schmidt

The Daily Plain Dealer. Wabash, Indiana. July 20 and July 21, 1904.

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**JOHN GIVAN DAVIS
AND HIS
W & E CANAL CONNECTIONS**

By Charles Davis

Eli Davis Sr. was born in 1772, Now Hill, MD. He married Sarah ___ on June 5, 1798. Eli was a Baptist minister and moved to Fleming county, KY. On March 1, 1825, he entered a land patent in Parke county, Indiana, for the East-half of the Southwest quarter in section 10, Greene township. Deed Record book 53, p. 255. He and his family moved to this location in 1826 and commenced building the first brick house in Parke county. The brick was made and burned on site by Eli and his sons.

John Givan Davis was born to Eli and Sarah on October 10, 1810 in Fleming county, KY. After his family had moved to Parke county John attended a log school for about six months and afterward taught there. He remained on the farm with his family until he was grown.

On August 7, 1829, John bought lot 52 in Rockville, starting a business venture in dry-goods. DR 1/55 Then he bought 16.50 acres of June 20, 1831, north of Market street in Rockville. That year he was elected Sheriff of Parke county.

While John was the sheriff, the county court ordered the Armiesburg Mill on Raccoon creek be sold. It was part of the estate of Abner Cox, who built it. He sold it to Col. Arthur Patterson for \$1,580, along with 20 acres on August 29, 1833. DR 1/183 Col. Patterson died in 1848. His



*Very truly yours
John G. Davis*

JOHN GIVAN DAVIS
B. 10-10-1810 Fleming Co., KY
D. 1-18-1866 Terre Haute, IN

son, Chambers Y. Patterson, took over the mill and it was used county wide during the era of the Wabash & Erie Canal having a "wide water" shipping port.

In April of 1832 John married Jane Willis Cornelius, the daughter of the Hon. George Cornelius. In 1833 he resigned his duty as Sheriff to become the Clerk of Parke county, at which time his duties included those of Auditor. He was re-elected continuously until 1850. This was due to the new Indiana Constitution of 1851, which changed the laws of holding offices this long in succession.

On June 6, 1832, John bought IN-LOT #30 in Rockville from James Pile for \$450. DR 1/84 Pile had built a brick house on it. The house was raised for the M. E. Church. South of it was a livery stable, which was later raised for the present library.

John bought 12 acres for his future home from Andrew Ray, "father" of Rockville," on May 19, 1837. Its legal description is Part East-half of the Northwest quarter of Section 7, Township 15, Range 7. DR 3/441 This tract is on the corner of Howard and Market streets on the north side of Rockville. In 1838, John built a two story brick home, which is still standing in 2008, and a carriage house on this land. It has had some additions added to it over the years.



1838 home of John G. Davis on the north corner of Howard and Market streets in Rockville, Indiana Photo by Charles Davis

John expanded his business by buying part of lot #69 from Robert Hannah on August 13, 1844. He paid \$934. DR 8/595

Evidently the Clerk's office was very busy. He hired a Deputy Clerk, Calvin F. Rooker on October 29, 1847. DR 10/334.

In 1844, construction of the Wabash and Erie Canal began in Parke county. Section gangs, with each having a section boss, were assigned one mile sections to build. Anticipating that there would be a canal basin for trade in Montezuma, Erastus M. Benson bought lot #32 from Hugh Stewart on November 11, 1846, for \$70 DR 10/223 and lot #34 from Ambrose Whitlock on May 11, 1847 for \$100. DR 10/224 Lot #32 is part of the basin and lot #34 was where one portion of his warehouse was built. That left lots #31 and #33 to complete the warehouse and basin docks. John G. Davis saw this as a money making venture. He and E.M. Benson formed a partnership in the town of Montezuma, style of Benson and Davis on August 7, 1847. Davis agreed to furnish the firm \$4,000 — \$2,500 in hand and \$1,500 in 12 months from the date. During the said existence of the partnership, Benson agreed to give said firm his undivided personal skill and attention and at the expiration of three years from the date, the partnership was to expire. At that time the two parties were to equally share the profits and lapses of concern. The parties agreed not to disturb the capital of the firm during the existence of the partnership nor any more of the profits than were necessary for their comfortable support. Any goods bought by them were to be charged at a cost plus twenty five percent. Davis was not required to give his personal attention to the firm, but Benson could employ whatever assistance he needed and pay for it out of the proceeds of the firm, have charge and conduct of it. Although Davis was furnishing \$4,000, the partnership document said, "The aforesaid \$6,000 together with the credit of firm shall constitute the capital and may be used by Benson and Davis in all partnership and transactions but no other and shall consult with each other upon all business transactions of importance connected with the business." The question arises, did Benson put up the other \$2,000 or was this an error?

John G. Davis had a reputation for getting things done. His increasing wealth, rubbing elbows with Rockville's elite such as Gen. Tilghman A. Howard, Judge William P. Bryant, and Senator/Governor Joseph A. Wright led him to being elected into the Indiana Congress, 7th District in November 1850. At first he refused to run for this office, but the Democrats of the district held a convention and drafted him. In 1852 he was re-nominated and defeated Wolsey Barbour, a Terre Haute lawyer. By chance, I, Charles Davis, found an article written by Gov. Joseph A. Wright's son, John C. of Indianapolis. It was written for "The News" in Indianapolis in November 1902 and titled "Thrilling Ride on a wonderful Indiana Horse of 50 Years Ago," "Swift Moonlight Journey, Haunted by Screams of an Oncoming Panther, Errand that Elected a Congressman." The article covers about 5 typed pages, is a great story and tells about the excitement when John G. found out that the election tickets were printed John S. Davis instead

of John G. He figured the printer did it on purpose. He said, "I will lose 80 to 100 votes and this may defeat me." John G. asked John C. Wright to ride his horse "Jack" to Portland Mills with the new tickets. This was the night before election day. The ride was made east to Portland Mills on the old wooden Plank Road and back the same night.

Benson and Davis bought several more lots in Rockville and Montezuma. Deeds don't record when lots #33-34 were bought, but Benson and Davis recorded lot #31 when it was purchased from Davis and Roach for \$200 on February 22, 1851. DR 13/15. This completed the Warehouse and Basin dock site. Both Benson and Davis became very wealthy at "Bensons Basin" even though Davis had very little to do with the operations since politics consumed most of his time.

Davis was re-elected in 1856 defeating John P. Usher, a lawyer and later the secretary of Interior under Abraham Lincoln. Usher was also married to a daughter of Gen. Arthur Patterson.

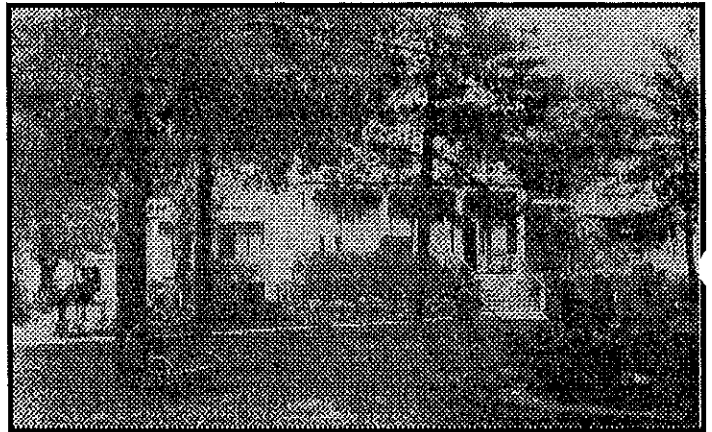
By 1858, the slavery question had caused great contention. It divided the Democrat party and Davis lost his nomination at the Democrat convention. He then ran as an independent Democrat supported by the Republicans. He had opposed President Buchanan's Kansas policy and the Republicans hoped and expected that he would drift over to Republicanism. But for some reason he drifted over to the "secession" Democrats toward the close of his last term in Congress. When his term expired, he went home to Rockville, called a meeting in the old court house and made the most infamous speech made in that town while surrounded by armed friends. There were no cheers from the audience. Gen. George K. Steele mounted one of the recesses on the north side of the court house and began speaking. The crowd left Davis in disgust, rallied around Steele and cheered. Davis kept a rebel "Knights of the Golden Circle" faction in Sugar Creek township in a state of hostility by saying it was "a physical impossibility to conquer the south."

According to the *Rockville Republican* of March 9, 1864, John G. Davis was elected to the position of Brigadier General of the Order of the Knights of the Golden Circle. Up to this point he was a well respected man in local businesses, local affairs and the state legislature. But when he joined the copperhead movement, it spelled the end of his political life in Parke county and a great loss of the respect the county citizens had for him. I wrote an in depth study of this in *Parke County, The Civil War During The Canal Era*, an 80 page book that is in the Rockville library.

Canal boat operators for Benson and Davis were

Thomas McIntosh and Charley Peer, both canal boat captains who, at one time, were in partnership with one another. Other boat captains at the time were James Mushett, who operated the canal boat "Julia Dean." Mushett had the first boat to arrive at Montezuma when the canal opened there in 1848. His wife was the boat's cook. Roland "Rawl" Bentley was also a canal boat captain and owned his own boat. Bentley and Mushett settled in Montezuma and are buried there.

It should be noted here that John G. Davis owned the Wabash River Ferry at Montezuma, but it isn't recorded when he bought it. He sold the ferry to Joe Burns on November 14, 1860, for \$1,000. DR 24/301 Davis removed to Terre Haute in 1862 and went into the dry goods business with his brother-in-law Pembroke Cornelius. He bought a lot in that town from James A. Hill in 1863 on the north side of Poplar street (originally the old Bloomington road) between 18th and



1863 home, "Woodbine," of John G. Davis in Terre Haute, Indiana where today Davis School Park is located on Poplar Street. The house was moved in 1903 to 16th and Orchard and appears today as seen below. The man in the buggy is Dan Davis [not related to John G.], who is the grandfather of Peggy Johnson Goldwater, who married Barry Goldwater. Charles Ray's father was born in the last right wing. Photo courtesy Charles H. Ray

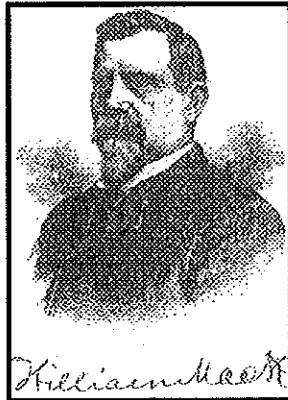


19th streets. He must have had a home built immediately as the directory of 1864 shows him living there and called the place "Woodvine." He and Jane's children moved to Terre Haute with them and then:

Amanda married Judge William Mack, who presided over Vigo county Circuit Court from 1884-1890.

Littleton T. left for Illinois and became one of the largest grain and cattle farmers near Palermo. John G. also bought land adjacent to him.

John W. practiced law in Terre Haute beginning with Allen and Mack and for many years was president and treasurer of the Phoenix Foundry Company.

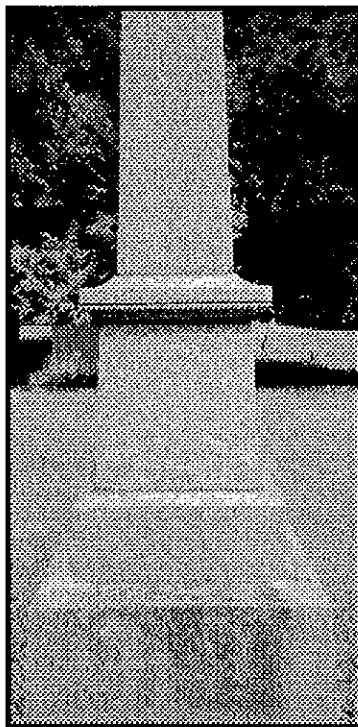


William Mack
Judge William Mack,
 who married John G.'s
 daughter and under who
 his son practiced law.

Davis sold all his interest at Bensons Basin to his partner E. M. Benson on November 19, 1864 for \$1000 DR 22/298 and most of his land holdings in Parke county. He sold his home in Rockville to Gabriel Houghman for \$5000 on July 19, 1865. DR 24/88

John G. Davis died on January 19, 1866 and was buried in Woodlawn Cemetery in Terre Haute. There is no obituary or record stating what caused his death. In April 1887 his body was moved to Highlawn Cemetery. His wife, Jane W. Stimson, who remarried after his death, shares his tombstone.

John W. Davis, bought section 16 in Green township, Parke county from Jane Davis, his mother, on August 25, 1866. He then sold part of it to Judge Mack and the rest of it to Wm. Collings on September 27, 1877. Judge Mack sold his part of October 6, 1882, ending the chapter of the Davis family in Parke county.



JOHN G. DAVIS
 Born Oct. 10, 1810
 Died Jan. 19, 1866
JANE W. STIMSON
 Dec. 16, 1816
 July 28, 1888

FAMILY TREE OF JOHN GIVEN DAVIS

1. Eli Davis married June 5, 1798 Sarah Davis
 b. 1772 Snow Hill, MD b. 1769
 d. 1853 Parke Co., IN d. 1843
 Buried in Davis Cemetery, Greene Twp.
 Children:
 A. Polly Davis b. 1794, d. 1850
 Married Jacob Shockley b. ? d. 1850
 Buried Davis Cemetery
 B. Garty Davis b. ?, d. Age 7 Nicholas County
 C. Brinkley Davis b. ?, d. Oct. 1852, Limestone Co., TX
 D. Cynthia Davis b. ?. d. Oct. 1862 TX
 Married ? Porter
 E. Arthur C. Davis b. 1802, d. Oct. 27, 1846,
 killed by falling tree, buried in Davis Cemetery
 F. Eli Davis Jr. b. Dec. 25, 1805 Cynthiana, KY, d.
 Jan. 7, 1865, Buried in Davis Cemetery, Pvt.
 Mounted Rangers, Blackhawk War. Married
 Nancy McGinnis Sept. 9, 1838, b. Apr. 14,
 1808, d. Aug. 14, 1878, Burlington, KS, Stone
 in Davis Cemetery reads Katharine (Heath)
 Davis d. 1852 age 54 wife of Eli Davis)
 G. William Purnell Davis b.?, d. ?
 H. Elizabeth Davis b. 1809, d. 1869 Married El
 isha VanCleave b. 1796, d. 1856 buried Davis
 Cemetery
 I. John Givan Davis b. Oct. 10, 1810 Fleming Co.,
 KY d. Jan. 19, 1866 buried Highlawn Cemetery,
 Terre Haute, IN, married Jane Willis Cornelius
 Apr. 1832, b. Dec. 25, 1816, d. July 28, 1888.
 After John Givan Davis' death, Jane married
 Rev. Samuel M. Stimson on Oct. 24, 1872. Mar
 riage Record Book 5 ;p. 536. Jane is buried beside
 John Given Davis in Highlawn Cemetery.
 Children:
 1. Littleton T. Davis b. Oct. 12, 1836 Parke
 county, IN. Married Apr. 6, 1871 Alice
 B. Barnett, daughter of Robt. E. and Re
 becca Barnett, b. Feb. 27, 1841, Vermil
 ion Co., IL. D. 1921. Both buried Wood
 lawn Cemetery, Indianola, IL.
 Children:
 A. Mary Davis b. 1875, d. 1906 buried
 next to Littleton and Alice
 B. Jane Davis b. ?, m. ?, d. ?
 2. Amanda J. Davis b. Oct. 15, 1842, d. Apr.
 15, 1823, buried Highlawn Cemetery,
 Terre Haute, Married Oct. 3, 1865
 Judge William Gray Mack b. Sept. 27,
 1827 Hamilton Col, KY, d. May 19,
 1898. Amanda was his second wife. He
 presided over Vigo Circuit Court from
 1884-1890. They lived at 116 Nth 8th
 street. Amanda had no children. Her
 stepchildren were:

- A. John G. D. Mack
- B. William Mack
- C. David J. Mack of Wisconsin
(Professor at University of Wisconsin, Madison, in 1970)
- 3. John W. Davis b. 1848 Rockville, IN, d. Mar. 3, 1897, buried in Highlawn Cemetery, Terre Haute, IN Never married, no children. John W. had the 640 acres in Greene twp., was in the mining business as reported in the *Rockville Tribune* Aug. 9, 1888 and was the President of the Phoenix Foundry in Terre Haute, IN. Iron from this foundry was used as railing on the upper part of the Vigo Co. court house.
- 4. Infant d. 1850 Buried Rockville Cemetery
- 5. Infant d. 1850 Buried Rockville Cemetery
- 6. Infant d. 1850 Buried Rockville Cemetery
- 7. Child d. 1857
- 8. Virginia d. 1858 Buried Rockville Cemetery

Sources:

Beckwith. Biography of Robert E. Barnett in the history of Carroll Township. *History of Vermillion County, Illinois*. 1879. pp. 778-779.

Bradsby, H. C. *History of Vigo County 1891*. p.488.

Bradsby, H. C. "Biography of Judge Wm. G. Mack" *History of Vigo County 1891*. p. 848.

Combined 1874 Atlas - 1916 Issac Straus Centennial Memorial and Name Index of Parke County. pp 51-52.

Davis Cemetery, Green township

Davis Lewis, librarian in History section of Terre Haute public library, knew location of J. G. Davis house in 2008

Davis, Mavis. Letter to Charles Davis February 20, 2008.

Deed Records in Parke county courthouse Recorder's office.

Gookins, S.B. *History of Vigo County*. 1880. Pp 289-290.

Highlawn Cemetery records and headstone readings. Lot 123 Section 3.

John G. Davis file in Terre Haute Public Library.

Letter by David J. Mack, Professor, Madison, Wisconsin dated 1970.

Letters and genealogy by Wm. And Mavis Davis 1993, descended from Eli Davis Jr.

Letters to Charles Davis from Bill and Mavis Davis of Avon, CT, 2008

Obituary of Jane Willis Stimson, Terre Haute *News*, July 30, 1888.

Obituary of Jn. W. Davis, Rockville *Tribune*. March 11, 1897.

Peddle, Juliet. "Types of Early Homes in Terre Haute and Vigo County." *Terre Haute Tribune*. February 15, 1943. #54

Probate of Eli Davis Jr. Book 4, pp. 8, 159, 191, 535. January 7, 1865 and Book 5, p. 446.

Probate Estate of Brinkley Davis of Limestone County, Texas. Book 2, p. 463

Ray, Charles H. of West Terre Haute, Indiana. Picture of the Davis house in 1890.

"Sketch of Littleton T. Davis," *History of Edgar County, Illinois 1879*. Chicago, IL: Wm. Baron Jr. p. 650.

Will of Eli Davis Sr. October 21, 1852. Will Book 2 pp.9-10. Circuit Clerk's office, Rockville courthouse.

RECOMMENDATION FOR
PACKET "INDIANA"

The Wabash, Indiana, *Weekly Gazette* of May 14, 1851 carried the following article:

CAPT. FOUNTAIN

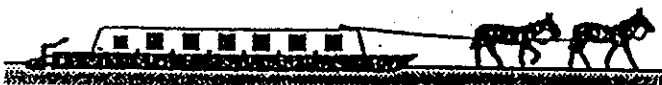
During our recent absence, the most agreeable, gentlemanly, and accommodating packet Captain we traveled with, was Capt. J. H. Fountain, of the Packet Boat Indiana. He at all times seemed to act as though he regarded it a pleasure, as well as a duty, to render the situation of his passengers pleasant. His boat was orderly, neat, and everything clean. The hands about the boat were quiet, pleasant, and in a great measure free, at least in the hearing of the passengers, from that profaneness in which the hands of many of the boats indulge, to the excessive annoyance of a large portion of the traveling public. Of course, Capt. Fountain cannot keep everything about his boat just as he would like to have it at all times, but without wishing to disparage the claims of others, we say to those of our citizens, and to all others, intending to travel on our Canal, go with Capt. Fountain, on the Packet Indiana, if you wish to place yourself or your families under the care of a trustworthy, pleasant, and accommodating officer.

On our passage from the Junction, the Rev. A. Tucker, of Lafayette, was so pleased with the conduct and bearing of Capt. Fountain and his hands, that he drew the recommendation published below, and which was readily signed by every passenger on the boat. It was then presented to Capt. Fountain; but, as we felt that the Capt. was entitled to special commendation for his conduct and qualities as the Master of one of our Packets, we solicited and obtained from Mr. Tucker, before it was presented to the Capt., a copy of his recommendation, and here give it:

We, the undersigned, passengers on board the canal Packet Indiana, take great pleasure in commanding to the traveling public, this boat, as one of the first on the canal for the neatness and order of its table, the respectful bearing of its hands, and the gentlemanly and obliging demeanor of its Master, J. H. Fountain, who has won to himself the esteem of all who have been so fortunate as to fall into his care.

Rev. A. Tucker,	H. Worley,	W. S. Hoagland,
S. Mahon,	Henry A. Bellaware,	J. D. Martin,
John L. Knight,	J. A. Kliser,	O. C. Hubbell,
W. A. Colby,	Wm. Jones,	John M. Cochran,
J Wakefield,	Wm. Carter,	W. Jacoby,
Wm. Bromley,	Jas. S. Taylor,	F. J. Beck,
Mrs. S. B. Tolbert,	Mrs. E. Silon,	Mrs. A Kleckner.

May 10th, 1851



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

By Anthony G. Blake

This is the seventh installment of Blake's paper and is a continuation of Chapter 3 from the July 2008 issue of The Hoosier Packet.

Indiana Decides to Build a Canal (cont.)

...Only in the middle of 1833 did workers, mostly immigrant Irish, begin to appear and actually start excavating. By the end of 1833, almost 1,000 men were at work with "pick and shovel, cart and team." The commissioners had almost run through their authorized loans and cash in hand from land sales. Five miles of channel had been completed, but not filled with water, three miles almost completed, and thirty-two miles under contract. This was the "summit section." Clearly, at this rate the canal construction would be a long project.

The legislature at the end of 1833 encouraged the work. They authorized borrowing of \$400,000 for the canal and \$1.3 million for a newly chartered state bank. Public support for the canal seemed to be increasing, and people started demanding work on other internal improvement projects. Yet actual progress still lagged legislative and public wishes. The fund commissioners went east to borrow more money in the middle of 1834 and encountered considerable difficulty in transporting it back to Indiana. Only at the end of 1834 was the first water let into the canal, in sixteen miles of the summit section beginning in Fort Wayne. The canal commissioners reported that their design had been sound and the construction successful, except for one section where "the bank slipped, and made a breach, carrying about one thousand seven hundred yards of earth into the river." There would be more such mishaps in subsequent years.

The slow progress did not dampen public enthusiasm, however. In 1835, it reached a fever pitch. From all parts of Indiana came demands for canals, railroads, turnpikes, whatever would benefit each community. There was considerable pressure on the legislature and canal commissioners to come up with a coherent plan for internal improvements, rather than the hit or miss approach being followed.

There were problems, however. The state of Indiana continued to borrow money; the total indebtedness at the end of 1835 was \$700,000 for the canal and \$950,000 for the state bank. Against these debts there could be counted annual state tax revenues of \$35,000 and future toll receipts from the Wabash and

Erie Canal and other internal improvement projects, the most advanced of which were still in the survey stage. The first usable stretch of the Wabash and Erie Canal had opened with much fanfare on 4 July 1835, more than three years after the groundbreaking ceremony. It consisted of just thirty-two miles between Fort Wayne and Huntington, the summit section. The canal commissioners reported more breaches after filling the more recently completed sections and also noted that "a rain said to be unprecedented in violence, filled the canal at this point faster than its capacity would permit such an accumulation of waters to be discharged over the banks and did considerable damage." They also regretted that they had used wood to construct several of the locks "on account of its liability to decay." But these problems with financing and construction delays did not bother the politicians.

Indiana Decides to Build Many Canals

1835 had been a year of considerable enthusiasm for internal improvements. Even though they had accomplished little, the people and their political leaders had visions of the still relatively new state of Indiana taking its place among its more established and wealthier neighbors to the east. Commissioners were requesting authorization for more construction on the Wabash and Erie Canal. Surveys had been completed for other canal projects, and their backers wanted to get started on construction. And politicians from parts of the state not directly benefiting from the canal projects asked for railroads or turnpikes to serve their districts. By this time, there seemed to be general agreement that canals would be the favored form of transportation over routes where adequate water was available to feed them. For other routes, railroads or turnpikes would be preferred.

In January 1836, encouraged by Governor Noah Noble, a bill for a "general system" of internal improvements was introduced in the legislature. The bill, which came to be known as the Mammoth Internal Improvement Act, contained something for everyone. It provided for construction of the Whitewater Canal in the southeastern corner of the state at a cost of \$1.4 million, the Central Canal through Indianapolis at a cost of \$3.5 million, extension of the Wabash and Erie Canal from Lafayette to Terre Haute and the Cross Cut Canal to connect with the Central Canal at a cost of \$1.4 million. It appropriated \$1.3 million for a railroad between Lafayette and Madison on the Ohio River, \$1.15 million for a "macadamized road" between Vincennes and New Albany, and \$1.3 million for either a railroad or turnpike between Crawfordsville and Jeffersonville. And it called for a survey for a canal or railroad between Fort Wayne and Michigan City.

The total appropriation was \$10 million, which

was to be borrowed in the financial markets. The governor and other bill supporters assured the legislators that such an amount could be repaid from future revenues from these projects. As we shall see, this assertion proved in the end to be hopelessly optimistic. Indeed, the cost estimates were also hopelessly optimistic. It appears that those who drafted the bill manipulated the estimates in order to keep the total at the \$10 million level.

Whatever the faults in logic and forecasting, the people and the legislature were strongly in favor of the bill. It passed the Indiana House by a vote of 56 to 18 and the Senate by 19 to 12. The Whigs, who were in the majority in the legislature, were overwhelmingly in favor of internal improvements. But even the Democrats, who distrusted government spending, voted for the bill, even if not so overwhelmingly as the Whigs. The governor signed the bill into law of 27 January 1836, whereupon great celebrations erupted throughout the state. There were bonfires, artillery salutes, serenades, and parades. There was much editorial support. There was a general feeling that prosperity for all would follow. If there were any who expressed pessimism, skepticism, or caution at that time, their voices do not seem to have been recorded.

The economy was strong in 1836, and many people were optimistic about the fast-growing country. People were pouring into the west and the future looked bright. There was, however, reason to be skeptical about the Mammoth Internal Improvement bill. In the first place, even if the notion that tolls from the projects could cover the interest on a \$10 million loan was sound, there was no provision for the early years of construction and start-up. State tax revenues totaled about \$50,000, or just one tenth of the interest if the \$10 million could be borrowed at 5% interest (another optimistic assumption). In addition, even upon passage of the bill, there were signs that the basic assumptions might be faulty. The state of Pennsylvania was slipping into bankruptcy, unable to finance its internal improvements projects. The state of Ohio, more populous than Indiana, was discovering that revenues from its 400 miles of canals connecting Lake Erie with the Ohio River did not come close to meeting interest payments on their loans. Furthermore, engineers' reports indicated that the total cost of the approved internal improvements in Indiana would be more than twice the \$10 million decreed by the politicians who drafted the bill.

None of this bothered leaders of the state. The governor appointed a board of commissioners for internal improvements, made up of politicians and businessmen from around the state, mostly Whigs. Among them was Thomas Blake. At their first meeting in March, 1836, the commissioners divided up the work so that

each individual commissioner would assume responsibility for one of the projects on the list. With no one to mediate among competing projects, the result was predictable. Each commissioner scrambled for funds and resources for his project, and work commenced on all of the projects simultaneously. This, of course, ensured maximum delays in receiving income from the state's internal improvements projects.

The fund commissioners went off the New York and Philadelphia to start borrowing the \$10 million. Even though the economy still seemed healthy, they found it difficult to sell bonds in the summer of 1836. Dr. Isaac Coe, an upstanding Presbyterian and one-time clerk to the governor, was the fund commissioner who assumed control of bond sales. He reported that he was able to sell bonds only at a discount and on credit, that is, the bonds became the property of the buyer, who was then entitled to interest payments but was not required to pay the principal to the state of Indiana until some later date. These practices were to prove disastrous for the state. Nonetheless, work on internal improvement projects proceeded. Survey teams were dispatched to lay out the railroads, turnpikes, and the Central Canal. Contracts were let to start work on the Whitewater Canal, which had already been surveyed. Work continued on the Wabash and Erie Canal, not only extending the portions already in operation, but at other locations as well, since different commissioners were in charge of different portions of the canal. By the end of 1837, Indiana had works under construction totaling 217 miles in 11 separate locations. Fatout tells us that the Indianapolis *Sentinel* called this "a simultaneous concentrated scateration." Of course, the *Sentinel* was a Democrat newspaper, so maybe its opinion didn't count for much. Despite these distractions, however, the Wabash and Erie Canal continued to grow. By this time, it extended from Fort Wayne to Logansport, a distance of seventy-six miles. Packets and freight boats were in regular service, and revenues were beginning to flow. This was fortunate, since land sales thus far had totaled less than half the amounts spent on the canal, and only about one third of the land sales had realized cash; the rest was on credit. The earlier estimates that land sale revenues would cover construction costs had certainly been optimistic.

In 1838, spending on internal improvements in Indiana continued to accelerate. Spending was not slowed by criticism from the Democrats. It proceeded in spite of the national economic slowdown, financial panic of 1837, and major loss of state funds due to the financial failure of one of its lenders. At the end of 1838, the legislature did take some steps to clean up the process: They removed the inefficient canal and internal improvement commissioners' boards, replacing them with a group of three who had responsibility for the entire sys-

tem. The legislature also capped annual spending on internal improvements at \$1.5 million. This forced the new commissioners to set priorities for the various projects. They also replaced the fund commissioners, and Milton Stapp succeeded Isaac Coe as the chief bond salesman.

But in 1839, the dubious bond sales policies came home to roost. Many of their customers were not reliable businesses; they included several small and unsound banks in places like Erie, Binghamton, and Circleville, Ohio. One of the larger customers was the Morris Canal and Banking Company of Jersey City. In the wake of the financial panic many of these organizations closed their doors, leaving more than \$4 million owned to the state of Indiana unpaid; \$2.5 million of this was on account of the Morris Company. The collateral assets collected in lieu of repayment eventually brought the state only about \$200,000. Upon subsequent investigation, it developed that Milton Stapp had simply used bad judgment in extending credit to questionable organizations, but Isaac Coe was defrauding the state as well. He had been appointed a director of the Morris Company and had entered into an arrangement whereby bonds that could be sold on the open market for 96 cents on the dollar would be sold by the state to the Morris Company at 88 cents on the dollar. Worse, it turned out that Coe was paid half the subsequent gains for agreeing to supply bonds to the Morris Company at a bargain price. Coe was never convicted of fraud, but he wasn't exactly welcome in Indiana again, either. Needless to say, these losses were devastating; by the end of 1839, the state of Indiana had borrowed and owed interest on more than \$11 million, but had received only \$7 million of the principal.

Indiana Goes Broke

With little income from its internal improvements projects and tax revenues, the state of Indiana found itself barely able to meet its interest payments. It became impossible to borrow money, as there were few takers for new bonds. Indiana bonds traded on bond markets at 50% of their face value. In this environment, it became clear that the internal improvement projects could not continue. At Fatout put it, "the mammoth system was done for." In mid-1839, the board of internal improvements ordered the immediate suspension of all work, except for the Wabash and Erie Canal between Lafayette and the Ohio state line. In retrospect, there wasn't much to show for the \$8 million or so that the state had spent on these projects. Completed work included just ninety miles of the Wabash and Erie Canal and small pieces of the other projects. There was a substantial amount of partly completed and decaying work, which showed every sign of being useless. The state put all of its internal improvement properties, excepting the Wa-

bash and Erie Canal, up for sale to private companies for whatever price could be obtained.

Work on the Wabash and Erie Canal continued. Contractors and workers were paid with scrip, known variously as "white dog" and "blue dog." There was talk of forthcoming land sales, the revenues from which would back the scrip, but these promises were optimistic, since land continued to be sold on credit. Thus construction work proceeded slowly, under severe cost constraints. The work was shoddy. It appears that the builders shortcut the puddling process, which was needed to prevent leakage through the banks of the canal. They built locks and bridges from wood, which soon needed replacing. Aqueducts leaked. Maintenance costs rose rapidly. Despite all of this, the canal was open for use between Lafayette and the state line by the end of 1840. Farmers in Tippecanoe County saw import costs fall and prices for their produce rise. There were real benefits from the canal; however, they were not as great as everyone had hoped, and they did not produce cash to pay for its construction and maintenance. Clearly, the canal needed the jolt that its extension to Lake Erie would provide. But the state of Ohio continued to delay its work on the project. Since its canals were turning out to be less successful than anticipated, the state of Ohio was not enthusiastic about yet more canal mileage and was even less enthusiastic about providing support to its competitor to the west.

Finally, after two years of halting progress, the Wabash and Erie Canal did reach Lake Erie, at about the same time it reached Lafayette. The first through boat from Lafayette reached Toledo in May 1843; the captain and crew were welcomed with dinner and speeches by the locals. The canal by that time extended for 215 miles and reached points that allowed long-distance trade rather than simply local transport; traffic finally started to increase. Tolls increased six-fold, with Indiana's share reaching \$60,000 for the year 1843 and about the same for 1844, notwithstanding a disastrous flood that closed the canal for two months during the shipping season. This level of revenue still fell short of amounts needed for maintenance and repairs, however, and servicing Indiana's debt, which now amounted to more than \$15 million, was out of the question.

Indiana had suspended interest payments to its bondholders in 1841, and, in 1845, showed no signs of resuming. In contrast to Ohio, the Indiana legislature was very reluctant to tax citizens to pay for internal improvements. There were still not that many citizens to tax, and there had been a number of promises that there would be no taxes for this purpose. There was much public criticism of the folly of the Mammoth Internal Improvement movement....

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

W & E DOOMED BEFORE WATERED

The Wabash & Erie Canal was watered to Terre Haute, Indiana, by October 1849, but its total length of 468 miles was not completed to Evansville until 1853. Just prior to the watering of the last part of it, a correspondent for the New York Daily Times [later the New York Times], reported his journey from Evansville to Vincennes describing traveling conditions and predicting that the canal would not be as useful as touted when first proposed. Today's two hour trip between these cities by car was an arduous journey in 1853.

"The location of Evansville struck me as being exceedingly fine. The bend of the river makes a sort of elbow so that standing on the wharf you can look for miles up and down by merely turning the eye...Were the waters of the Ohio only pure, and its shores more picturesque, Evansville might be one of the finest inland cities in the world.

"What is known abroad as Evansville is really two distinct cities, about equal in position and size — Evansville and Lamasco. There they are, side by side, with no division except that described in their charters, and each vigorous and struggling, though in a friendly spirit, for precedence in size and importance. The competitors are too well matched for either to have thus far gained any signal advantage, and the final result will be, of course, consolidation.

"Evansville is much better situated...than was Cincinnati relative to Ohio and Indiana. But Ohio is a greater State than Indiana can be; and the railroads of the present day go to diminish the advantages of a river location. Besides, the Wabash is navigable half the year so as to give a direct water communication between the Ohio and Logansport, Lafayette and Terre Haute, and the Wabash Valley, in general, without touching Evansville, which lies above the entrance of the Wabash into the Ohio.

"This partially neutralized the benefits the latter city will derive from being the terminus of the Wabash and Erie Canal, which is just completed and ready for the admission of water; connecting the waters of Lake Erie with those of the Ohio...

"A railroad is now completed from Evansville nearly fifty miles north. It is part of a projected line to Terre Haute and on to Lake Michigan. It is nearly complete to Vincennes, save the bridge over the White River, which was built of timber with piles driven to a great depth but which a flood, one day, swept completely away before it had ever been used.

"On this railroad, I left Evansville at 3:30 p.m. of

Friday and reached the White River at about 6 p.m. Here we had to take a stage to Vincennes. A rude building of boards serves there as a depot for passengers and freight and for the stage office.

"It took about half an hour for us to get underway in the coach, and we had not gone over forty rods before we drew up to a withered, shaking-looking old house for supper...[O]f the six passengers, four left the coach and entered the house. One corner of the room was occupied by an old fashioned bar...whence the landlord was only too well pleased to dispense corn whiskey and Evansville ale. An opposite corner was occupied by an emaciated looking bed while the supper table stood prominently to view, exposing the dirtiest table cloth and dingiest ware that it had been my fortune, for a long time, to behold.

"Presently we sat down to a supper of fried eggs, scrambled into sort of a hash, the never-failing fried ham, suspicious-looking biscuits reeking from the oven, and what professed to be tea and coffee, without a drop of milk... Having satisfied habit by pretending to eat this primitive meal, we again ensconced ourselves in our coach...

"We were not long in reaching our ferry...So we crossed with the least possible labor to the ferrymer and with no loss of time.

"Our ride to Vincennes occupied four hours. We had originally been told that the distance was twelve miles; on arriving at the station, the agent assured us it was fourteen; the driver soon enlightened us further by declaring that it was sixteen, and added that he must, this trip, take a road that would make it seventeen. I rather think that he managed to make it twenty!

"We had at Vincennes a tolerable bed and an intolerable breakfast. This is an old French town, which had in its day a good deal of enterprise, the relics of which are still visible...[T]here are two railroads going through it — that from Evansville to Terre Haute, and the line from Cincinnati to St. Louis.

"Vincennes is very pleasantly located on the Wabash river, which is here the boundary line between Indiana and Illinois. It is celebrated as being an old battleground in the Indian wars, and boasts many interesting memorials of that troubled period, among which is the house built by GEN. HARRISON...

"From Vincennes to Terre Haute, by stage coach, took us from 8 o'clock, A.M. (Saturday) till nearly 3 the following morning. The distance was sixty-five miles, the road indifferent and the load almost twice what it should have been.

"In the company were two Indians from the banks of the St. Lawrence in New York, who were traveling and selling the fancy work of their people. They were Catholics and spoke French; and one of them was a man of considerable natural powers. He grew eloquent and indignant over the wrongs his race had sustained at the hands of the whites, and expressed himself with great plainness on the subject.

"This hill at Terre Haute gave me a view of the finest part of the State, the Valley of the Wabash. The fertility of the soil exceeds anything I have seen in Indiana. The corn is already as high as a tall man's head. At some points the road ran along ridges from which we could see miles of bottom prairie stretching away to the west, and covered with corn fields, whose magnificence seemed enough to charm one even to desert the bright rivers and sweet valleys of the Empire State.

"Terre Haute is called the "Prairie City" and is a beautiful and enterprising town though too level for my taste. It is destined to a large importance among the cities of the State, and is rapidly gaining it." [signed] "w"

On July 29, 1853, the canal boat "Pennsylvania" with Captain Sherra made the entire trip down the watered Wabash & Erie Canal from Toledo, Ohio at Lake Erie to Evansville, Indiana at the Ohio River. In 1860, a little over 6 years later, the canal was closed south of the Eel River feeder on the Cross-Cut portion of the canal almost to Evansville. However, for a year or so there was a little traffic between Evansville north to Port Gibson on the Pigeon Reservoir feeder.

Charles Davis, CSI member, Rockville, IN from Mike McCormick's article "Taking a Look Back on the Lower Wabash Valley in 1853", *Tribune Star*, Terre Haute, Indiana, May 11, 2008.

CANAL TRAVEL IN 1851

A First-Person Account

From Stan Schmitt, CSI member from Evansville, comes this gem, from *STORIES OF INDIANA* by Maurice Thompson, published 1898 by the American Book Co. (Typed 5/08 by Phyllis Mattheis, CSI member from Cambridge City, who added comments.)

'An abstract from a private letter written in July, 1851, will give, on the whole, a true impression of what travel by canal boat was like--'

(Since the lady mentions the Wabash River, she must have been traveling north on the Wabash and Erie Canal on the western side of Indiana to Lafayette, and then east to Fort Wayne and into northern Ohio. She was from Louisville, KY. Did she board the canal boat at Terre Haute like the English traveler Richard Beste, who traveled on the Wabash & Erie Canal in the summer of 1854? How many days was her journey?)

"We went on board by way of a board, a gang-plank, that is, and soon found ourselves in a dark, hole-like room, where it was hard to breathe and impossible to see plainly. There was a queer smell. Tom says all canal boats have that odor. Of course, this being my first experience, I cannot say how true it is. We presently went up a steep little stairway and came out upon the top of the boat, which was already in motion,--very slow motion, though,--and the dingy houses began to slide, so it looked, back to the rear. A single horse pulls our vessel, and the loutish boy who manages him has hair that is as white as tow. It looks as though he had never combed it. He chews tobacco and swears at his horse, but yet he seems good-natured, and he sings between oaths some very doleful hymns, alternating with love songs of a lively cast. Sometimes the horse pokes along; sometimes the boy makes it trot for a short distance.

"I am sitting on a stool on top of the boat, writing with my paper on my knee. The mosquitoes bother me some, but they are not very thick; though the ponds along both sides of the canal in the flat lands look like good places for them to breed in, all covered with green scum. The first lock that we went through caused me to have a very queer feeling. Our boat entered a place where the sides of the canal were walled up with logs and plank, and stopped before a gate. At the same time a gate was closed astern of us, and then the boat began to rise, up, up, as the front gate was slowly opened. By this means we were lifted to a higher level, upon which we proceeded. But when the boat began to rise, I felt as though something dreadful was about to happen."

In another letter, the same writer, a young lady of Louisville, Kentucky, gives a graphic account of her first night's experience trying to sleep in a cot or bunk in the boat.

" It seemed that all of the heat spent by the sun during the day settled down into that hot and stuffy little room, and that all the mosquitoes ever hatched in the mud puddles of Indiana were condensed into one humming, ravenous swarm right around my hard little bed. Tom (her brother) went up into the open air on top of the boat and spent the night. How I wish I was a boy! All night I lay there under a smothering mosquito bar and listened to the buzzing of the insects, perspiring as I never supposed that anybody could. It was awful, horrid! It seemed that daylight was never going to come again. Every once in a while I heard men's voices, the boatmen talking, probably; but they sounded strangely. Chickens sometimes crowed in the distance. About morning I fell fast asleep, and did not wake until some shouting voices startled me.

"We had reached a little town where the boat had some business, taking off many barrels and boxes and sacks, and taking on more. I was glad to get up and

hurry on my clothes and climb out on top of the boat. I saw some queer-looking people. Men, women, and children came crowding down to the little plank wharf to stand around and gaze. Such clothes! The women looked strangely vacant and ignorant; but some of the young ones were dressed in a way that made them show off. Red calico was most conspicuous. They all wore pink sunbonnets. The children had apparently never combed their heads or washed their noses."

In a third letter she writes--

"It has been a dreadfully hot day, but a good wind has been blowing from the northwest, and just now it is getting cooler as the sun is going behind clouds in the west. We have passed through some lovely country, where rich farms, like those in some parts of Tennessee, stretch away as far as you can look. On our left a short distance away the Wabash River has been in sight most of the time, and beyond it large fields of bottom land waving with luxuriant young corn. On our right the farms are more rolling in places, but fertile and well kept; only the houses are miserable looking. I have not seen a single homelike farmhouse for a hundred miles, it seems to me.

"You cannot imagine how tedious this way of traveling is. You creep along like a snail in perfect silence. There are two horses to our boat now, but we go slower, I think. Our present driver is a little red-headed man, not larger than a twelve-year-old Kentucky boy. He never curses, but he smokes a pipe all the time. I can smell the dirty thing just as strongly as if I were walking by his side. He wears no coat and has but one suspender, a dingy blue, over his red shirt, slanting across his back. He appears to be well acquainted with every person that comes along, and always has something smart to say. He is dreadfully bow-legged, and he steps farther with one foot than the other.

"Today is Sunday, and the people all seem to be fishing in the canal. We have passed hundreds of them sitting on the banks with poles in their hands and dangling their fishhooks in the water; but I have seen no fish caught. The boatmen sauce them and they retort pretty roughly sometimes.

"The most disagreeable part of this kind of traveling is, next after the sleeping, the eating. You know how I like good things to eat. Well, just imagine the dining room on one of our river packets, and then turn to my canal-boat 'salle a manger'. To get to it from the cabin I have to climb up a ladder through a hole to the top of the boat, then go down through another hole into a suffocating box. The table is horrid, so is the cooking. Pork and bread, bread and pork, then some greasy fish, mackerel, and bitter coffee lukewarm, three times each

day. I am raving hungry all the time, and nothing fit to eat. It makes me violently angry to see Tom gorge like a pig and pretend that stewed beans and catfish are delicious.

"The little towns along by the canal are forlorn looking places; but they seem to be doing business. Tom says that some of the men are getting rich. I do not see the evidence of it if they are. Such houses as they live in are advertisements of hopeless 'greenhorn' existence. Our kitchens are far better than their drawing rooms.

"Tom and I went out into one village where the boat remained two hours and a half, and I got into the best-looking house in the place by asking for a drink of water. Things were worse inside than out. There was a bed in one corner of the parlor, and no carpet on the floor. Five little dirty children came in to gaze at me. They all seemed to be of the same age. One fat, big-eyed chap, a boy I think, but they were all dressed alike in calico slips, came up close to me. I wanted to hug him because he was saucy-looking, and I wanted to spank him for not keeping his nose clean. I concluded to do neither.

"For hours today we sneaked along on a prairie. I think that 'sneaked' exactly expresses it, for the boat acted as though it wanted to creep up to something and take it unaware. Tom has been shooting at some big cranes flying up out of ponds in the grassy open lands. He killed one, but could not get it. It fell in the middle of a muddy pond, where it fluttered awhile. Why do men and boys like to do such cruel acts?

"Last night it rained and thundered terribly. There was a leaky place right above my bunk, and some drops of water kept up a tattoo, first on the sheet, then in my face. It was soon over, and then a delicious cool feeling came over me, and I slept till long past daylight. This morning the air smells ever so sweet. We shall soon be in Ohio, but they say that is worse still than Indiana. I heard a man speaking about a town of the name of Wawpuckenatta (Wapakoneta), if that is how to spell it. What names they do have! The public roads in many places run along close to the towpath of the canal, and I see people in wagons. They go faster than we do. I am outrageously tired; but Tom is delighted. It seems to suit him exactly."

In another letter:

"Last night just after I had retired we reached a village, and pretty soon after the boat stopped I heard loud talking and swearing. More and more voices joined in, a good many of them unmistakable Hibernian. Then there were cries and shouts, a gun or pistol shot off,

then a pandemonium. Before I fairly knew what I was about I had put on some of my clothes and clambered up to the boat's top. A terrible fight was going on at the wharf. There were twenty or thirty drunken men, laborers on some public work, and they were fighting, the Irish against the Americans. It was dreadful. Somehow our captain got into the melee and today has his head tied up and his cheek patched. They would not let our boat go, but kept us there until near two o'clock. Some officers came about eleven, but they were driven away with clubs and stones. Tom stood by me with his gun ready, but no one came up where we were. I never was so terribly frightened. How we got away at last I cannot say. The officers did not come back, and the men quarreled and swore and fought all the time. You may be sure I was glad when the boat began to move along. What seemed terrible to me was that there were women all mixed up in the row, and they swore horribly."

WHITEWATER CANAL TRAIL

Mike Morthorst, president of the Canal Society of Ohio, a director of CSI, and a director of the Whitewater Canal Trail attended Brookville's Bicentennial celebration on Saturday, June 28, 2008. He reports that Indiana's governor, Mitch Daniels, was also in Brookville that day to participate in the community's bicentennial observance. As part of the ceremony Governor Daniels presented Mick Wilz, president of Whitewater Canal Trail and a CSI director, with a check for \$300,000 from the "Hoosiers on the Move" fund toward the completion of the Yellow Bank to Twin Locks section of the trail south of Metamora. This will connect the present two completed segments resulting in a total trail segment of over five miles. Hopefully construction will begin later this summer and be completed by the end of the year.

Also there was a Bicentennial parade that day. There were many types of tractors in the parade. It was quite a good time.

Mick Wilz reports that although the big Bicentennial events may be over, Brookville is still going strong. Two new restaurants opened the following week on Main Street - the Mad Butcher and El Reparó.

EAGLE MARSH

Little River Wetlands Project members held an open house at their Eagle Marsh wetlands restoration project in Ft. Wayne, Indiana, from 11 a.m. to 3. p.m. on June 21, 2008. Visitors were given free plants, hot dogs and hamburgers, were led by docents around the marsh, and visited booths representing other organizations such as Fox Alliance, Aboite Trails, and Fort Wayne River Greenway. The trail along the edge of the marsh will be atop the old Wabash & Erie Canal towpath. Cynthia Powers, CSI's secretary, and her husband Ed passed out CSI brochures to interested attendees.



Ed & Cynthia Powers passed out CSI brochures. Photo Bob Schmidt

Children were very interested in the birds and birds of prey exhibits. Inside the barn different kinds of tools including tooth picks, pliers, a nut cracker, straw, a spring type of clothespin, a staple remover, etc. had been set up. These were to represent the different kinds of birds' beaks. The children used these tools to try of catch things underground, break open a seed, suck up nectar, etc. Following this hands on experience they could go outdoors where a naturalist had set up four stands with live raptors on them including a screech owl, barn owl, and red tailed hawk.



SCREECH OWL



BARN OWL



RED-TAILED HAWK

Photos by Bob Schmidt

WHITEWATER CANAL SCENIC BYWAY

Hip Hip Hooray! The Whitewater Canal Scenic Byway has been officially designated as an Indiana state byway.

The group of citizens, including CSI members, in Dearborn, Fayette, Franklin, Ripley, Union and Wayne counties in Indiana have worked hard the past few years determining the route for this byway and completing the extensive requirements to submit the application for designation. They are to be congratulated on work well done.

The Whitewater Canal Scenic Byway will use portion of SR 38, SR 1, SR 121, US 52, Old US 52 and US 50 in Indiana from Hagerstown in Wayne County to Lawrenceburg in Dearborn County as the primary route. Three loop routes have also been identified as follows:

1. "East Fork Loop" located in Wayne, Union and Franklin counties
2. "Oldenburg-Batesville Loop" located in Franklin and Ripley counties
3. "Dearborn Loop" located in Dearborn and Ripley counties

After being reviewed by Brian Blackford with the Office of Tourism Development; Malia Savariono with the Division of Historic Preservation and Archaeology in the Department of Natural Resources; Joyce Newland from the Indiana Division of the Federal Highway Administration; Andrew Berger, Deputy Legislative Director with the Association of Indiana Counties, Inc.; and Randall Walter, Byway Coordinator with the Indiana Department of Transportation, they concurred that the route/s be designated as a byway based on its scenic, historic, natural, cultural, archaeological and recreational qualities. It was then sent to Karl B. Browning, Commissioner with the Indiana Department of Transportation for his signature and then to Lieutenant Governor Becky Skillman for the final signature to complete the designation.

Appropriate signage will be erected by the Indiana Department of Transportation along the following route beginning in Wayne County on SR 38 at the stone monument in Hagerstown and proceeding east on SR 38 to SR 1 before continuing south on SR 1 to Delaware Street in Cambridge City. Then traveling west Delaware Street to Green Street before turning south on Green

Street to meet US 40. Traveling east on Us 40 to Cambridge City to the intersection with Boyd Road before proceeding south on Boyd Road to meet SR 1 between Cambridge City and Milton.

Still in Wayne County the byway runs from the intersection with Boyd Road and SR 1 south on SR 1 through Milton and Connersville in Fayette County to Western Avenue and then proceeds south on Western Avenue to meet SR 121 at the south edge of Connersville. Traveling south on SR 121 it passes through Nulltown and Alpine before entering Franklin County and proceeding south through Laurel and continuing south to the intersection of SR 121 and US 52 west of Metamora.

Still in Franklin County it runs east on US 52 from the intersection with SR 121 and proceeds southeast through Brookville passing SR 252 and Proceeding southeast on US 52 through Cedar Grove and New Trenton to meet I-74 before proceeding onto Old US 52 to the Indiana-Ohio State Line.

The byway route within the State of Ohio is the responsibility of Ohio units of government to obtain the designation as a byway.

From the Indiana-Ohio State Line on US 50 entering Dearborn County and traveling on US 50 and a small section of SR 1 through Greendale and on US 50 to Lawrenceburg it ends at Walnut Street in Lawrenceburg.

The Whitewater Canal Scenic Byway basically follows the 76 mile canal route linking the National Road to the Ohio River. Construction of the Whitewater Canal began in 1836. Canal boats carried freight on the canal until 1861. It was then used for its hydraulic power by mills and factories. Later it became a railroad corridor. It was the key to settlement in southeastern Indiana. Communities grew up along its route. It helped develop commerce and society.

The Whitewater Canal Scenic Byway offers visitors an opportunity to see canal era buildings and locks as well as intact old streetscapes and other historic locations. Recreational and educational activities include the Whitewater Canal Trail for hiking, beautiful scenery in the Whitewater River valley, museums and the working grist mill in Metamora, and antique and craft shopping.

Thanks to the following CSI members for their work on the project: Paul Baudendistel, Gail Ginther, Jim Hammil, John Hillman, Jerry & Phyllis Mattheis, Ror Morris, Cathy Vandiver, Chuck Whiting, and Mick Wilz.

WHITEWATER CANAL NEWS

VINTON HOUSE

Volunteers from Western Wayne Heritage have completed painting the floor on the west side of the third floor of the Vinton House in Cambridge City that is being used as a canal museum. Dr. Ron Morris from Ball State University has set up the exhibit "Traces and Trails of Wayne County" that his students completed several years ago and displayed in the museum in Richmond, Indiana. The large photos of canal structures have been grouped together.

The Vinton House is an old Whitewater Canal and National Road Inn that is being restored by WWH. CSI has contributed funds to help with the project. The lower two floors are being used as an antique mall.


MARK YOUR CALENDARS September 6 & 7, 2008 Cambridge City Canal Days

WELCOME NEW MEMBERS

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

Kevin & Mary Tonne Ft. Wayne, IN \$50

REGISTER NOW!



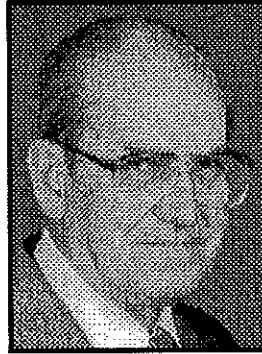
Canal Society of Indiana
"ACROSS THE CROSS-CUT"
Tour of the W & E Cross-Cut Canal
From Terre Haute to Worthington
(Wabash River to White River)

OCTOBER 10-12, 2008

The Park Inn (812) 847-8631 Linton, Indiana
 (mention Bob Schmidt and CSI when booking room)

IN MEMORIAM

ROBERT A. DeVINNEY



Robert A. DeVinney died Friday evening, May 30, 2008, at Parkview Hospital in Fort Wayne, Indiana. He was 93 years old.

The son of James Dee and Margaret (Holly) DeVinney, he was born in Lima, Ohio, on December 28, 1914. Although most of his life was spent in Fort Wayne, the family moved frequently and Robert lived briefly in Decatur, Indiana; Covington, Kentucky and Chicago, Illinois.

Sarah Jane, his sister, arranged a date for Robert with her classmate, Mary M. Roche, while they were living in Chicago. He and Mary were married on June 29, 1940, and settled in Fort Wayne, where they have always lived except for the time he spent serving as a member of the Army Corps of Engineers in France and Germany during World War II.

In civilian life, Robert painted houses and was a member of the International Brotherhood of Painters and Allied Trades, Local 469. While painting some of the older homes and buildings in Fort Wayne he became curious as to their history. He and his wife began researching these buildings and provided a lot of the early research for ARCH, the local preservation organization. He regularly wrote a column for the Northside Neighborhood Newsletter about houses in that area. His interest in history extended to canals as well and he joined the Canal Society of Indiana.

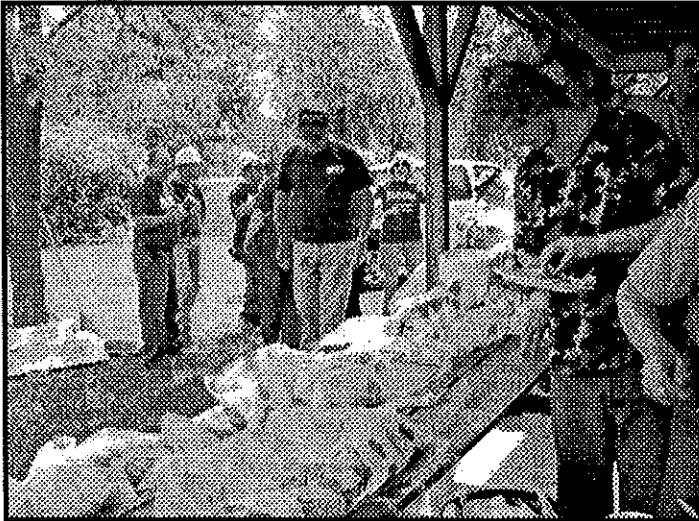
Robert and Mary DeVinney were less than a month away from celebrating their 68th wedding anniversary when he passed away. He is also survived by a son James A. of Fort Wayne; four grandchildren, Michele R. of Fort Wayne, Mimi Bommelle of Rochester, New York, Tara M. Torrance of Scottsville, New York, and Robert G. DeVinney of Long Beach, New York; and nine great-grandchildren. He was preceded in death by his sister Sarah Jane (John) Gill of San Antonio, Texas.

Mass was held the following Wednesday at St. Jude's Catholic Church with entombment in Catholic Cemetery. Memorials were to donor's choice.

NEWS FROM DELPHI

A PRODUCTIVE WORKDAY WITH DUKE ENERGY VOLUNTEERS By Dan McCain

Combining 30 Duke Energy personnel with superior aerial equipment and a dozen Canal Volunteers plus a list of big jobs brought remarkable accomplishments to Canal Park on May 30. In the true meaning of volunteerism all these individuals combined years of experience and varied talents to make barn raising, tree clearance, park maintenance and painting look easy. And to make things more enjoyable the Duke Foundation even provided a much appreciated lunch highlighted with home-made pies.

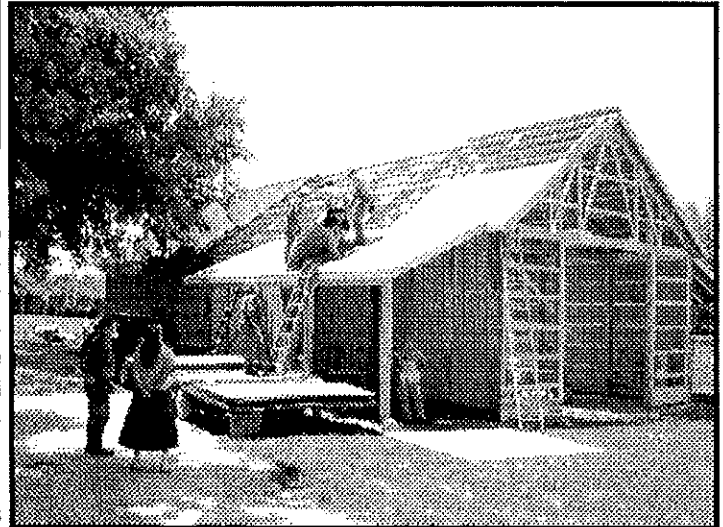
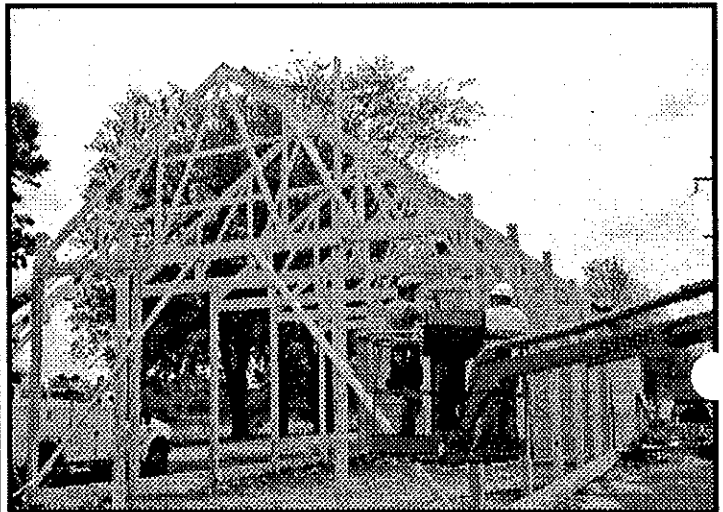
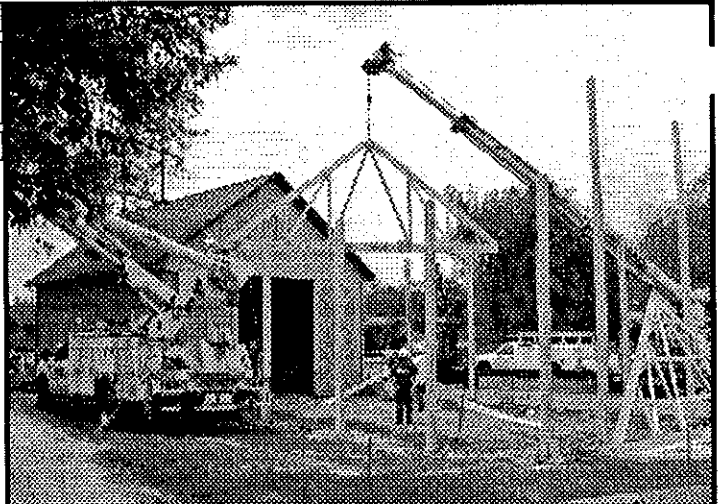


A yummy picnic lunch

All photos by Dan McCain

"Barn raising" that day was a double reward to the Canal Association as Duke Energy had already donated money for the creation of this 1850s illusionary trailside MULE BARN exhibit. The primary feature of this interpretive site is to illustrate how mules or horses were stabled and fresh animals kept available to passing canal barges to exchange for their towing labor on the next 6-10 miles.

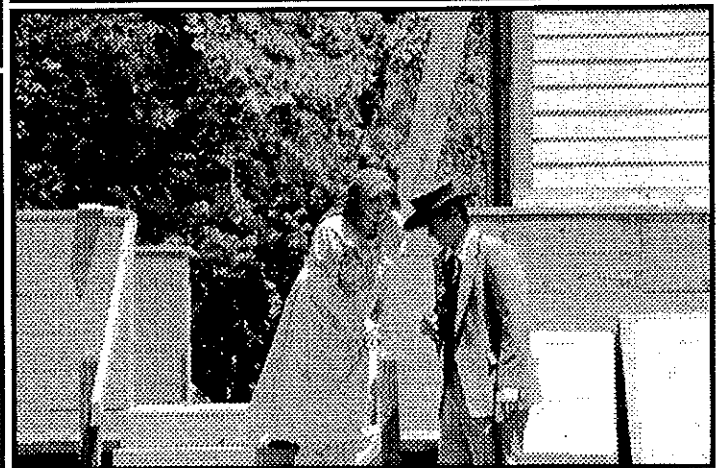
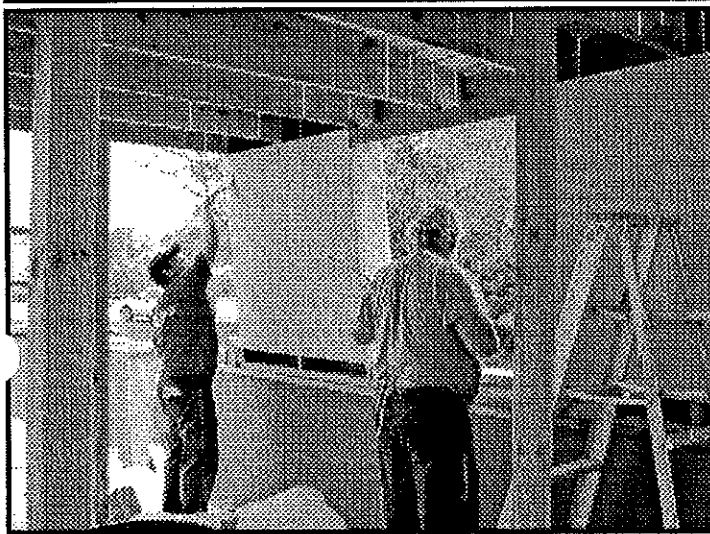
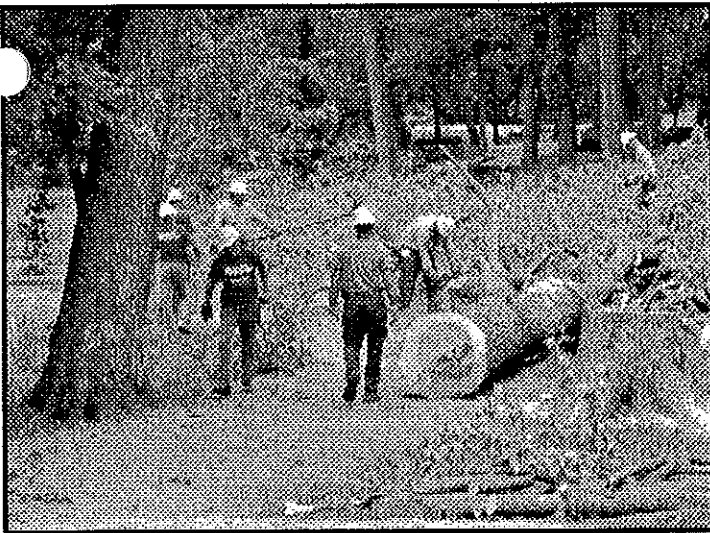
The combined talents of these volunteers comes from a program that Duke Energy has instituted whereby they offer a non-profit organization an opportunity to undertake what might be impossible with local resources. For the Canal Association this came in the form of large aerial equipment needed for the tree removal in Annex Park and the Barn's poles and truss setting at its favored site behind the Canal Interpretive Center.



The mule barn is raised and a few days later the roof is put on.

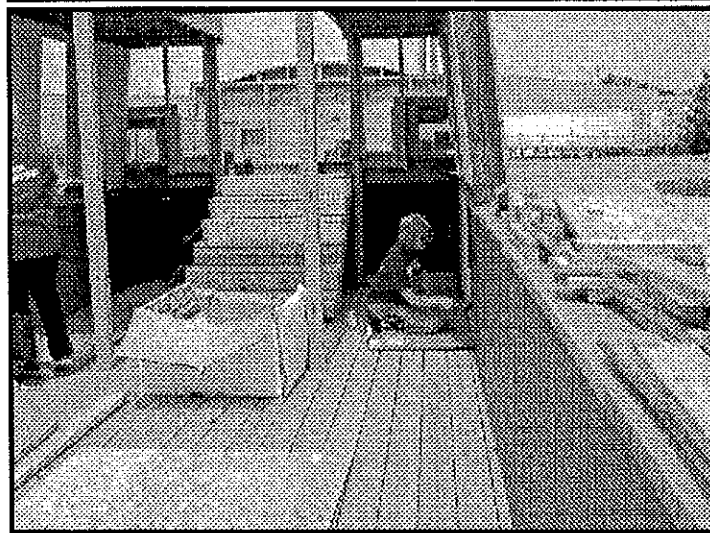
Photos by Dan McCain

Volunteers also worked with removal of debris and cleanup of the park grounds while several worked with the Canal's "M-W-F regulars" on the exciting Playground Canal Boat. They hurried to get this exciting life size boat finished for the scheduled dedication on Satur-



LIFE ON THE CANAL

1. A play will be presented Sunday afternoons this summer on the playground canal boat in Canal Park.
 2. Brittni Ballard plays the wife of a canal worker while prosperous Reed Case (played by Chris Mayfield) listens to her scorn.
- Photos by Dan McCain



1. Tree were cleared and the tree trunk prepared to later be cut into planks
 2. Playground canal boat takes shape as vounteers enclose the cabin.
 3. Sealing the new wood on the playground boat
- Photos by Dan McCain

day, June 14th. Painting and trim work completed this exciting venture.

A 20 minute skit was performed by two students portraying "Life on the Canal" with the playground boat as a backdrop and the "grassy basin" in front of the Canal Center as an outdoor auditorium. The play was inaugurated at the recent Heritage Transportation Festival.

In one year the biggest change will be unveiled with the arrival of the operational Canal Boat, and warehouse to store it in. Clearing the site for the water-level warehouse left a mess with tree tops and logs but the high up work was done. Anyone wanting firewood could come and get it. However, they were asked to leave the two big maple logs as they will be made into planks for the heavy duty interior of the stables.

More and more projects are being contemplated

as the outdoor vision comprising the TOTAL CANAL EXPERIENCE campaign unfolds. If you would like to be a part of this milestone venture that the Canal Association has undertaken consider a donation of time (volunteering) or money.

CANAL DAYS FESTIVAL -- JULY 5-6th

The Carroll County Wabash & Erie Canal, Inc. and the city of Delphi celebrated the 1800s when Delphi was an important port along the Wabash & Erie Canal. The weekend was packed with activities for all ages with children's games throughout each day.

Saturday's events started with the Delphi Lions Club's Independence Day Parade at 10 a.m. winding its way through downtown and ending at Canal Park, where Canal Days activities took place.

Many pioneer crafts were demonstrated and some crafters had items for sale. Hand-made items could also be purchased at the Bowen log cabin gift shop.

On Saturday afternoon a craftsman demonstrated how to apply rope to an antique rope bed in canal contractor, Reed Case's house. This historic 1844 house, the log school house and the Canal Interpretive Museum were open for tours both days.

Visitors took rides on the current canal pontoon boat and in the pony cart or horse-drawn carriage. They watched the "Life on the Canal" skit on Sunday afternoon. They purchased snacks or lunch at one of the food booths. A special treat was the homemade pie!

Some individuals hiked or biked along the canal. Others took part in the narrated towpath walks.

DEDICATION AT CARROLLTON BRIDGE



Photo by Dan McCain

During the Heritage Transportation Festival, June 14-15, 2008, which was held in Delphi, two specific tracts of land five miles north at "Carrollton on the Wabash" were dedicated. Once located at these sites were the Mentzer Tavern now known as Grantham's Landing and Lock #32 of the Wabash & Erie Canal now called Mary K's Overlook. Historic sites like these are being interpreted for the local lore and feature structures operating in the canal era. At Carrollton that day two special signs (nearby) were funded by the Canal Society of Indiana. There are many more signs needing sponsorship at important interpretive sites.

SUNDAYS AT THE CANAL

Something special has been added to summer Sundays this year. The Wabash & Erie Canal Association has launched "Sundays at the Canal" through August 31. Step back in time when gas prices weren't a problem and stay close to home by spending Sundays at Canal Park in Delphi.

Two young actors will present an original 20-minute skit, "Life on the Canal" at 1:30 p.m. each Sunday. The performance will be on the new playground canal boat in front of the Interpretive Center. Those attending are encouraged to bring lawn chairs or blankets for seating.

In addition to the skit, there will be many family activities at the park. Moore Carriage Rides will offer rides in a beautiful white carriage pulled by handsome black horses for \$5 a person, weather permitting. Rides are available from 1 p.m. to 4 p.m. A boat trip on the Wabash & Erie Canal with narrative about local canal history will begin at 2 p.m.

The Canal Interpretive Center museum, open from 1 p.m. to 4 p.m., is located at 1030 N. Washington St., and offers visitors a chance to learn about the construction and operation of the canal and includes many hands-on activities for all ages. There is no charge for touring the center, the boat ride or the skit but donations are appreciated.

"The current boat is to be replaced with a replica period canal boat in 2009," according to Steve Gray, Lafayette, who heads the team of "captains" of the boat. "Donations will help fund the new boat which will be a moving classroom that will aid visitors in learning about the Wabash & Erie Canal era."

Ten miles of trails, including two restored historic bridges, border the canal providing an opportunity for hiking, biking, or just a stroll to enjoy the scenery and nature. Call 765-564-6572 or 564-2870.

FINDLAY PARKS REPS VISIT DELPHI

By Dan McCain

Four officials from Findlay, Ohio, came to Delphi's canal facilities to see just how the bridge restoration work was accomplished and how all this fit with Delphi Historic Trails. Their focus was on how Canal volunteers were able to manage these big projects.

The trip was arranged by Tim Brugeman, Director of Hancock County (Ohio) Park District. He brought Al Holtzscher, President of the Hancock Parks Foundation; Kim Wickman, Area Manager of Riverbend Park where a rehabilitated bridge will be placed; and, Dan Boyd, Park Operations Manager.

The visitors met with local volunteers Ed Gruber, Bill Draper, Al Auffart, Vern Cripe, Roy Patrick, Martin Seese, Dan McCain and Ron Dust (now living in Chicago) to see and talk about how Delphi's two historic bridges were obtained, disassembled, restored and re-erected over the Canal for use as trail crossings. They have an opportunity to acquire a larger, longer historic iron bridge in Findlay for their trails use.

Delphi's ten miles of volunteer built trails impressed these parks people as they hiked the towpath trail to see the Blue Stearns Truss behind Pizza Hut. Then they hiked northeast a mile and a half to the 1873 Paint Creek Bridge located near Founders Point. Their questions and comments were complementary to our volunteer craftsmen and their projects.



Above: Al Hozscher, Dan Boyd, Kim Wickman, Tim Brugeman and Dan McCain, Delphi's Trail chairman, stand before the railroad underpass that was installed by Carroll County Wabash & Erie Canal, Inc. volunteers in Delphi's Canal Park.

Below: Tim Brugeman, Kim Wickman, and Dan Boyd are shown information on the bridges while are Ron Dust, Al Auffart, Martin Seese and Vern Cripe look on.

Photos courtesy Dan McCain



The historic Paint Creek bridge was restored by Canal Park volunteers and re-erected over the Wabash & Erie Canal near Founders Point.
Photo by Dan McCain

TV CLIP ABOUT CANAL PARK

Channel 18 WFLI featured Delphi's Canal Park on its newscast recently. It showed the park's pontoon canal boat gliding along the banks of the old Wabash & Erie Canal with interpreter Mark Alan Smith in canal era dress speaking about the canal to tourists. It announced that the boat will be operating throughout the summer on Sundays. It also talked about the hands-on activities available for children in the Canal Interpretive Center and told about the plays being presented on the playground canal boat on Sundays.

This type of publicity is what draws people to the park. Once the Carroll County Wabash & Erie Canal, Inc. gets its replica canal boat in the water there will undoubtedly be more of this type of news coverage and even more attendance at the park. During the 4th of July festival alone they had visitors from 36 cities in Indiana, from 10 other states, and from the countries of Canada, England and Venezuela.

WHY DELPHI CELEBRATES THE CANAL

By Mark Smith

Delphi and the Carroll County area celebrate the Wabash & Erie Canal for the important part it played in settling the community and state. Below is a timeline of canal events in the area:

In 1838, New York banker James Spears, who would soon appear on the banking scene in Lafayette and would also extend his financial tentacles to Attica and Covington as well as Delphi, Indiana, and Kentucky-born Reed Case, who came to the Delphi canal scene from Plainfield, Indiana, where he had supervised the construction of culverts under the Cumberland Road (U.S. 40), co-constructed a dam across the Wabash River at Pittsburg, Indiana. The dam served a two-fold purpose. On the east side, there was a pool of water which was also known as a slackwater on which canal boats could travel on their journey up to Carrollton, a shipping port mentioned previously in an earlier article. On the west side of this pool of water, there was sufficient water to provide water power to the many industries in the developing town of Pittsburg, Indiana, a town which could also boast of a boat yard headed up by Lazarus Rothrock, whose entire family was known for their boat building expertise as far as Attica, Indiana.

In 1842, Reed Case accomplished yet another feat, which blessed the developing city of Delphi, Indiana, and that was a side-slip (or side-cut) up to the foot of Main Street. You see--the canal was a considerable distance from the city of Delphi as it was. On one side of this side-slip, there was a packing house which would eventually become known for Delphi "canvas hams" and beef packing as well, processing literally thousands of heads of both hogs and cattle. The packing house was forced to move out to the east side of Delphi by 1863 for environmental reasons, and upon the death of Case, Spears, and Dugan in 1871, 1883, and 1890 respectively, the foundation blocks were recycled for the construction of the Dodge Strawboard Mill, another paper mill in Delphi, albeit straw, instead of rag, paper. On the other side of the side-slip, there was placed a somewhat primitive grain elevator of sorts, which was quite simple as it was erected and depended on a labor force to hand-shell the stored grain during the winter months. By 1858, this venture had installed a steam powered "corn cracker" for mechanical processing of grain. The agricultural community really loved both of these ventures as they previously were somewhat landlocked. The Kerlin family later purchased this firm as their own grain elevator. An interpretation of these two events and firms is visible on a kiosk located near both CVS and McDonalds in Delphi.

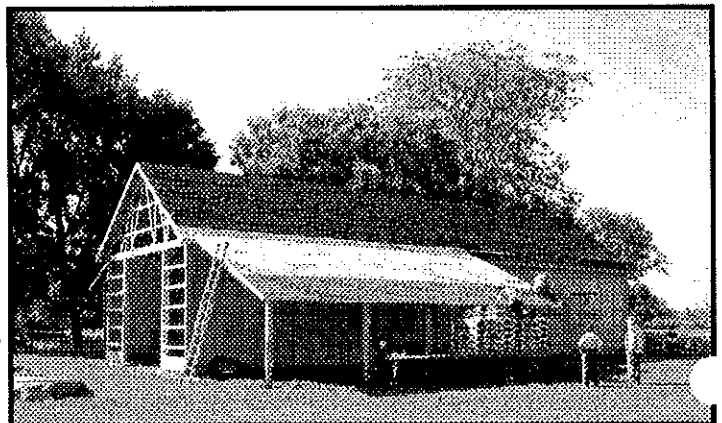
In 1838, canal shipper and future banker Ab-

ner Hunt Bowen and his brother Nathaniel constructed a store on the corner of Main and Union, which would burn, only to be reconstructed in 1845. Both brothers were involved in both banking and canal shipping, and upon the death of Nathaniel, brother Abner would devote his energies to banking. Another bank would soon be erected on the corner of Main and Washington on the ruins of the McDannel and Ruffing tannery, which the was totally engulfed in flames, only to be destroyed and leave a black mark on the scenery in Delphi. James Dugan, who had had a somewhat primitive bank as it was, joined forces with brother-in-law James Spears and Reed Case to replace the "burnt block" with an edifice of which Delphi could be justly proud to the pleasure of the citizens of the developing canal city.

In 1851, a structure, which is still there, was erected on the east side of the public square. It was known as the Bolles Building and was just one of the structures erected by Mr. Bolles during that time period. Bolles, who possessed an innate sixth sense of forming partnerships, also was in tandem with Eaton Pratt Stone along the Michigan Road in Burlington, Cullom Colton in Pittsburg, and both Wason and Gasaway in Delphi. Bolles was a sort of Aristotle Onassis type, quite adept at both shipping and warehousing (simultaneously). He also owned a warehouse where the Stone Barn Senior Citizen Center is situated across from Canal Park.

By 1857, another industry had developed for the purpose of burning lime in the city of Delphi, and that was the firm of Hubbard, Harley and McCain. This firm shipped burned lime literally to the four points of the compass on the canal and later on used the rails both for shipping the finished product and for receiving fuel for the kilns from a small village known as "Harley" south of the city.

I sincerely hope that this has been a sufficient explanation of the reason for instituting a Festival for celebrating the "Big Ditch." What I have written is just a vestige of what the Canal did for Delphi, Indiana.



Stables will be behind the ladder in the mule barn. Photo McCain

ST. PATRICK'S SUBJECT OF PROGRAM

By Tom Castaldi

Paul Bever was the featured speaker at the July 24th Wabash County Historical Museum "History Hunter" lunch-time series. Bever an 86 year old local historian eagerly offers charming accounts of his lengthy residency in Lagro and his equally long membership in the historic St. Patrick Catholic Church parish. The original church building, no longer standing, faced the Wabash Erie Canal to the south and was at the rear of the present church structure. On land, donated by canal contractor Thomas Fitzgibbon, it was built in 1838 by the Catholic Irish many of whom came to work on the Wabash Erie Canal that had been completed to Lagro the previous year. St. Patrick's was among the first of the churches to be erected in the Wabash River Valley, but as the parish grew the original 30 x 40 building was doubled in size in 1858.

Additional growth demanded a new building and the present structure was dedicated on March 17, 1873. Interior bricks were fired in Lagro, but the exterior bricks were shipped in from Huntington by canal boat. Much of the interior woodwork was done by hand and the communion rail across the front of the sanctuary is of carefully crafted iron work inspired by the passage, "Come to Me who labor and I will give you rest" a most appropriate memorial to that group of hearty people who helped build the Wabash Erie Canal. At the time, the cost of the building came in at \$20,000, which Paul said translated in today's dollars to be over \$100,000. (The speaker was correct, according to the Internet that \$20,000 in 1873 dollars is equal to \$340,000 in 2007.)

A brief review of some of the priests who served the parish, the colorful parishioners' stories and fate of many of the first church building's artifacts was also mentioned. For example, one of the 14 Stations of the Cross was rescued by Paul Bever. Subsequently, the rare lithograph was restored and now is exhibited in St. Patrick Church.

Today, St. Patrick's has been designated as an Oratory or a place of prayer where weddings and funerals are conducted along with Mass that is celebrated on the first Sunday of each month.

An audience of over 20 persons listened attentively offering questions and comments at the end of the session that lasted about one hour.

Participants were asked to bring a sack lunch. It was free to members. Following the program attendees saw the wonderful canal exhibit, which features a timber from the Gronauer Lock.

The Wabash County Historical Museum is open Tuesday through Saturday, from 10 am to 4 pm. The admission fees are as follows:

Adults: \$5
Seniors (age 60 +): \$3
Children (ages 6-12): \$3

**WABASH & ERIE CANAL
TOWPATH TRAIL**

The Wabash & Erie Canal Trail chapter of Banks of the Wabash met July 17, 2008 at 1:30 P.M. at the History Center in Fort Wayne, Indiana. After opening remarks by Tom Castaldi, moderator, members were reminded to renew their dues in Banks of the Wabash.

CSI member Mike Beauchamp from Wabash County sent a message asking for the status of the Directional Towpath Trail "Canal Boat" silhouette sign, that measures 18 " x 6". Wabash County is ready to mount directional signs. During the meeting, members adopted the new oval Towpath Logo that was designed by the City of Fort Wayne Public Works for use on the Towpath Trail in Allen County. It is hoped that all counties on the Towpath Trail will adopt this logo. Carroll County has already marked its Towpath Trail but could place decals of the oval logo over their current "canal boat" design. Having Fort Wayne's Public Works supply a quantity of these ovals is being investigated.

Corridor Commissioner Hacker of Huntington County gave a review of the new Wabash River Heritage Corridor River Road markers being distributed by Ron James to Corridor counties. These measure 18" x 24" and introduce the Wabash River Heritage Corridor route. They are ideal for placing as near the Wabash River as possible. A space is provided to accommodate our directional Towpath logo signs.

Rory Robinson from the National Park Service emphasized the importance of producing a Workbook as a first step to connect/mark a trail along the Wabash Erie Canal Towpath and Wabash River. It will provide and inventory of the corridor and what is to be done:

- 1) preparing a map of the route with urban areas no larger than 3 or 4 blocks while in rural areas increments of 3 to 4 miles should mark both the Driving Trail and/or a Walking Trail
- 2) providing information about land ownership
- 3) making certain that the marked trail connects properly with obstacles and with adjoining map routes
- 4) determining ownership issues
- 5) investigating trail identity concerns

- 6) marking accesses
- 7) listing user facilities
- 8) listing current partners as well as other pertinent action points.

Such a manual is vital for grant writing and in aiding community officials and the public to better understand the mission.

The second step is to draft a questionnaire and send it to key persons along the corridor. A committee was appointed to work up the questionnaire. A sub-committee is to compile a list of names to contact to answer the questionnaire.

The next meeting will be in the Fall in Lafayette, Indiana. A date is being targeted for November.

CSI members in attendance were: Tom Castaldi, Dan McCain, Bob & Carolyn Schmidt, and Dan White.

OHIO TO ERECT CANAL MARKER

The John Paulding Historical Society along with the Ohio Historical Society will erect a Miami-Erie and Wabash-Erie Canal marker near the intersection of the two canals on October 18, 2008 at 1 p.m. in Junction, Ohio. The marker will have the same information on both sides:

MIAMI-ERIE AND WABASH-ERIE CANALS JUNCTION, OHIO

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

THOMAS A. HERON AND HIS W & E CANAL CONNECTIONS

By Charles Davis

Rockville Republican Wednesday March 8, 1899

Thomas A. Heron died Monday afternoon about 3 o'clock and was buried Wednesday afternoon at the

Catholic graveyard near Armiesburg. Mr. Heron was 72 years old and the last of the canal builders in Montezuma. He came to this place in the last of the forties with the constructing of the canal and remained to the time of his demise. He leaves a family of three sons, William, Thomas and John.

From his obituary we can determine that he was born in 1827. He died on March 6, 1899. The Parke County Census lists him as: Thomas A. Herrin, age 36, born in Ireland. It gives his wife as Rebecca Herrin, age 27, born in Ohio. Their children were John Herrin, age 4, born in Indiana; Mary Herrin, age 2 months. Thomas Herrin, age 2 years. It appears his brother William Herrin, age 24, born in Ohio, was living with him at the time of the census.

No deed can be found for Thomas A. Heron. His grave is not marked in the Armiesburg cemetery, nor is it in the county index for cemetery burials.

JOHN MULLIGAN AND HIS W & E CANAL CONNECTIONS

By Charles Davis

Rockville Republican January 31, 1900, p. 5.

"Uncle John" Mulligan, the oldest inmate of the Park county poor asylum died early Friday morning and was buried the same evening in the cemetery on the premises. He had been in poor health for a year, but was taken worse Thursday evening. "Uncle Johnny," as he was familiarly known, was sent to the asylum from Montezuma 24 years ago, and has been a favorite with every keeper of the institution during that time. He was formerly a Contractor and Foreman on the Wabash and Erie Canal and had many acquaintances along the line from Montezuma to Attica. At one time he owned a farm in Pennsylvania. He was an intelligent conversationalist and in early days traveled considerable, making a trip to the place of his birth in Ireland and also one to Havana. He had relatives in California from whom he received small aid several years ago, but of late has not heard from them. Altho not a church member he was a very devout man. Supt. TenBrook speaks feelingly of him and in his death feels a real loss. He read a great deal and was popular with all visitors at the poor farm.

This poor farm is located on the B'Dale road and the cemetery has been destroyed years ago, thus his grave is gone and was county owned. In the 1880 Census he is listed as: J N. Mulligan, age 68. From the census and his obituary we find he was born in 181 and died on January 26, 1900. No deeds were found for him in this area.