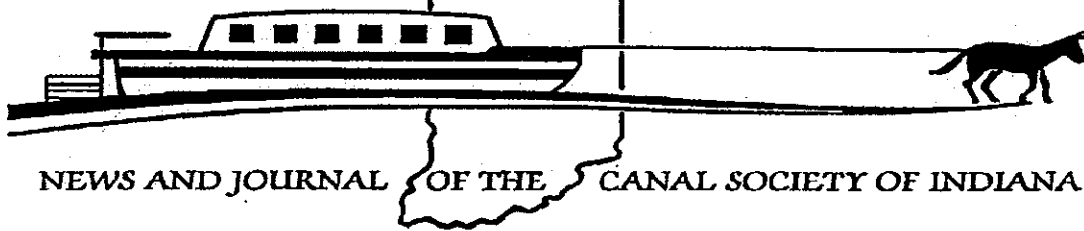


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AUTUMN EVENTS



Photo by Bob Schmidt

The wonderfully intact remains of Miami & Erie Canal Lock 8n and its tumble on the left was visited by the "Pilgrimage to M.E.C.C.A." tour.

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"PILGRIMAGE TO M.E.C.C.A."

By Carolyn Schmidt

The Canal Society of Indiana (CSI) toured the Miami and Erie Canal on its fall tour "Pilgrimage to M.E. C.C.A." (Miami Erie Canal Corridor Association) on October 16-18, 2009. Headquarters were at the Country Hearth Inn & Suites in St. Marys, Ohio. Special guests were eleven of the directors and spouses of the American Canal Society. Their annual meeting was held in the conference room at County Hearth prior to the start of the tour. Welcoming gift packets were given to each director by CSI and refreshments were provided for everyone attending the meeting.

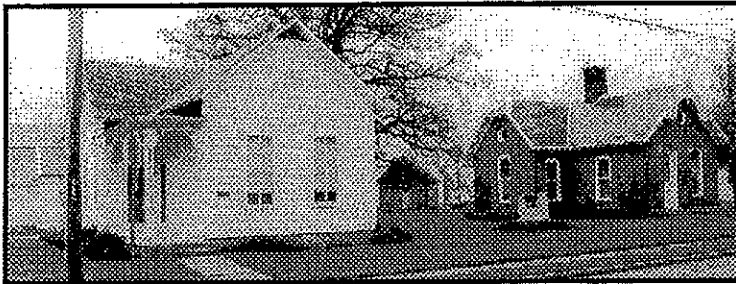
EDITOR: CAROLYN SCHMIDT

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Directors attending the American Canal Society board meeting were (l to r): Charles Derr, treasurer from Pennsylvania; Dave Johnson, secretary from Maryland; Dave Barber, president from Massachusetts; Mike Morthorst, vice-president from Ohio; Bill Gerber, vice-president from Massachusetts; Bob Barth from New Jersey; Dan McCain from Indiana; Bob Sears from Canada; Larry Turner from Ohio; Terry Woods from Ohio; and, not pictured, Bob Schmidt from Indiana plus seven guests. Photos by Bob Schmidt



New Knoxville Heritage Center (above) Photos by Bob Schmidt
Diane Fledderjohann explains exhibits to Melissa Reed. (right)

The CSI tour began on Friday afternoon at New Knoxville, Ohio. There a group of five historical buildings including a pioneer medical doctor's office, a log cabin, a barn, a home and an out building make up the New Knoxville Historical Society Heritage Center. Docents Diane and Tom Fledderjohann talked about the buildings.

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CANAL TOWN PREDECESSORS. Chapter 1: Native American Settlements and Villages in the Great Lakes Region

by Richard F. Brown, Jr., AICP

Many canal towns are located along or near natural streams and rivers, which enhanced exploration, trade, and commerce. Often these towns were not the first community situated there. Particularly at strategic and defensible locations along the shoreline of many liquid highways, Native American settlements and villages existed for many years until their residents moved elsewhere. The Native Americans were uprooted by a variety of causes such as seeking new hunting grounds, encroachment from pioneer settlement, war (internal and external), disease, treaties, and sadly, forced removal. In some instances, the later canal town bears the same name, or a variation of the original Native American community. In some instances like Fort Plain, New York, a number of different Native American settlements were located at one time or another in or near this Erie Canal town.

Some of these Native American villages, especially those in the Iroquois Confederation or built by the Susquehannocks were impressive communities with palisades and longhouses. Europeans observing these palisaded communities often referred to them as "castles." As a professional planner, one cannot help but be impressed by these fortified communities of the 16th through 18th centuries.

As a person who enjoys the uniqueness and descriptive beauty of Native American place names, I am often dismayed at the loss of these words from American maps as new the occupant's renamed locations on their westward journey. A similar expression was noted about revising the name of the Native American village located at the confluence of the Chemung and Susquehanna rivers from "Tioga," which means "at the forks" to "Athens," by Dr. George Donehoo in his extensive compendium entitled, *A History of the Indian Villages and Place Names in Pennsylvania*;

"Tioga: The name of a river, county, township, town, also the name of a former Indian village at Tioga Point, Bradford County, near Athens, the name of which should never have been changed from its historic Indian name to its meaningless present name of Athens" (Donehoo).

The canal towns listed in the following chart are listed in alphabetical order by their current name. Part of the difficulty in preparing the list is spelling variability in the Native American place names. The spelling of Native American place names often varied by who was describing it. For example, a French explorer may list it differently than a Dutch or English due to their languages.

Some of the places listed in the chart have only minor variations, while others may have a dozen or more different ways the place name has been spelled. The chart attempts to list the Native American place name by its most commonly found identification.

Please note some canal towns were preceded by more than one Native American community. For the purposes of compiling this report, the author has attempted to list only Native American places which were associated with the same location as the later canal town and exclude those places which were situated some distance away. The list is not intended to be a complete catalogue and any amendments, additions, suggestions, or corrections are appreciated.

The second chapter in this series on canal town predecessors in the Great Lakes Region will focus on the missionary settlements established along future canal routes, while the third will identify the forts constructed along future canal corridors. A related article will identify those canal places that were named from missionaries and explorers.

Canal Town Predecessors: Native American Settlements and Villages in the Great Lakes Region

CANAL TOWN	NATIVE AMERICAN PLACE NAME (a)	NATIVE AMERICAN PLACE NAME MEANING	NATIVE AMERICANS	CANAL	COUNTY	STATE
Akron	Cayahaga	Crooked river	Wyandot	Ohio & Erie	Summit	OH
Ambridge	Logstown*	n/a	Lenape/Multi	Ohio navigation	Beaver	PA
Anderson	Wapeminiskink	Chestnut tree place	Lenape	Whitewater Ext. (un-built)	Madison	IN
Athens	Tioga	At the forks	Multi-ethnic	PA: North Branch	Tioga	PA
Barton	Manckatawangum	Red bank of the river	Lenape	Chemung	Tioga	NY
Beaver	King Beaver's Town	n/a	Lenape	a. Ohio navigation b. PA: Beaver-Erie	Beaver	PA
Bolivar	Sauconk	At the mouth	Lenape	Ohio & Erie	Tuscarawas	OH
Brewerton	Tuscarawi	Open mouth of the river	Iroquois	Erie	Onondaga	NY
Chemung	Techiroguen	Of the Oneida's	Seneca	Chemung	Chemung	NY
Chicago	Chicago	A horn, antler or chief's headgear	Miami	Illinois & Michigan	Cook	IL
Chillicothe	Gomo's Town	Onion patch	Peoria	Illinois navigation	Peoria	IL
Chillicothe	Old Town	Chief's name	Shawnee	Ohio & Erie	Ross	OH
Chillicothe	"Chillicothe"	n/a				
Corning	Assinnissink	Place of stones	Munsee	Chemung	Steuben	NY
Coshocton	Cushogwenk a.k.a. Goshachunk*	Black bear town	Lenape	a. Ohio & Erie b. Walthonding	Coshocton	OH
Easton	Lechawekink	The town at this fork.	Lenape	a. Lehigh and b. Delaware	Northampton	PA
Elmira	Kanawohalla	Head on a pole	Seneca	Chemung	Chemung	NY
Fort Hunter	Ticonderoga	Between two waters or where the waters meet	Mohawk	Erie	Montgomery	NY
Fort Plain	Cawoge (1634)	Unknown				
Fort Plain	Osquage (1634)	Unknown				
Fort Plain	Tarajories (1700-76)	Hill of health				
Fort Wayne	Kekionga*	Blackberry patch	Mohawk	Erie	Montgomery	NY
Fort Wayne			Miami	Wabash & Erie	Allen	IN

CANAL TOWN	NATIVE AMERICAN PLACE NAME (a)	NATIVE AMERICAN PLACE NAME MEANING	NATIVE AMERICANS	CANAL	COUNTY	STATE
Franklin	Ganagarahare	Unknown	Iroquois	Franklin Line	Venango	PA
	Venango	A mink	Seneca	Franklin Line	Venango	PA
Frankstown	Assunepachla	Stone valley	Lenape	PA: Juniata	Blair	PA
Geneva	Ganechstage	Unknown	Seneca	Cayuga & Seneca	Ontario	NY
Grand Rapids	Noaquageshik	Unknown	Ottawa	Bypass	Kent	MI
Johnstown	Conemaugh	Otter	Lenape/Shawnee	PA: Western	Cambria	PA
Kaskaskia	Kaskaskia*	Katydid	Kaskaskia	Mississippi nav.	Randolph	IL
Kittanning	Kittanning	At the great stream	Lenape/Shawnee	Allegheny navigation	Armstrong	PA
Lancaster	Tarhe Town	Crane	Wyandot	Hocking	Fairfield	OH
Lawrenceville pt. of Pittsburgh	Shannopin's Town	Chief's name	Lenape	Allegheny navigation	Allegheny	PA
Lewistown	Ohesson upon Choniata	Unknown	Shawnee	PA: Juniata	Mifflin	PA
Lock Haven	Mecheck-Menatey	Great Island	Lenape	PA: West Branch	Clinton	PA
McKee's Rocks	Allaquippa	A hat	Seneca	Ohio navigation	Allegheny	PA
Meadville	Cussewago	Big belly	Munsee	French Creek	Crawford	PA
Montoursville	Otstonwakin	A rock	Lenape	PA: West Branch	Lycoming	PA
Montreal	Hochelaga	At the rapids or at the beaver dam	Mohawk	St. Lawrence	n/a	QC
Muncy	Canaserage	Among the milkweeds	Shawnee	PA: West Branch	Lycoming	PA
Nanticoke	Nanticoke	Tide water people	Nanticoke	PA: North Branch	Luzerne	PA
Nescopeck	Nescopeck	Deep and still water	Shawnee	PA: North Branch	Luzerne	PA
New Castle	Kuskuski(es)	A place of hogs	Lenape	PA: Erie Extension	Beaver	PA
Newcomerstown	Gekelemukpechunk*	Newcomer town	Lenape	Ohio & Erie	Tuscarawas	OH
New Kensington	Sewickley Old Town	Place of the red stones	Shawnee	Allegheny navigation	Westmoreland	PA
Newton Falls	Mahoning	At the lick (salt licks)		Mahoning	Trumbull	OH
Northampton	Hokendaugua	Searching for land	Unknown	Lehigh navigation	Lehigh	PA
North Towanda	Newfychanning	Unknown	Iroquois	PA: North Branch	Bradford	PA
	Oscalui	Fierce	Susquehannock			
Ottawa	Great liniwek Village	n/a	liniwek	Illinois & Michigan	LaSalle	IL
Owego	Owegea	Unknown	Unknown	Chenango (un-built portion)	Tioga	NY

CANAL TOWN	NATIVE AMERICAN PLACE NAME (a)	NATIVE AMERICAN PLACE NAME MEANING	NATIVE AMERICANS	CANAL	COUNTY	STATE
Peoria	Peoria	He comes carrying a pack on his back.	Peoria	Illinois navigation	Peoria	IL
Philadelphia	Shakamaxon*	Meeting place of great people	Lenape	Schuylkill nav.	Philadelphia	PA
Piqua	Pickawillany	Unknown	Miami	Miami & Erie	Miami	OH
Pittston	Adjouquay	Unknown	Lenape	PA: North Branch	Luzerne	PA
Portage	Kakā'nikone Tusi-niniwifig	Portage people	Menominee	Fox-Wisconsin (Portage)	Columbia	WI
Portsmouth	Lower Shawnee Town	n/a	Shawnee	Ohio & Erie	Scioto	OH
Port Jervis	Mahakensink	Place of the Mohawk	Seneca	Delaware & Hudson	Orange	NY
Pottstown	Manatawny	Where we drank	Lenape	Schuylkill nav.	Montgomery	PA
Prairie du Chien	Kipisa'kia Wini'wiwük	River mouth people	Menominee	Mississippi nav.	Crawford	WI
Reading	Manangy's Town	Chief's name meaning left handed	Lenape	a. Schuylkill nav. b. Union	Berks	PA
Rochester	Casconchiagon	River of many falls	Seneca	Genesee Valley	Monroe	NY
Sharpsburg	Guyasuta Town	Chief's name	Seneca	Allegheny navigation	Allegheny	PA
Sheshequin	Sheshequin	At the place of a gourd rattle	Lenape	PA: North Branch	Bradford	PA
Sunbury	Shamokin* (1727-56)	Place of chiefs & rulers	Lenape/Oneida	PA: Susquehanna	Northumberland	PA
Toledo	Tushquegan	Unknown	Ottawa	Miami & Erie	Lucas	OH
Vestal	Choconut	Unknown	Unknown	Chenango (un-built portion)	Broome	NY
Washington Boro	Conejohela	A kettle on a long upright object	Conoy/Shawnee	Susquehanna & Tidewater	Lancaster	PA
Waverly	Carantouan	It is a big tree	Susquehannock	Chemung	Tioga	NY
Wilkes-Barre	Wyoming	At the great flats	PA: North Branch	PA: North Branch	Wyoming	PA
Wyalusing	Wyalusing	The place where the aged man dwells	Munsee	PA: North Branch	Bradford	PA

* Known to have served as a capital. (a) Many of these place names have variable spellings and in some instances multiple possible meanings.

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Speakers Bureau

September 17, 2009 — Ottawa, IL

Gerald Hulslander, CSI member from LaSalle, Illinois, presented a program about canals, and more specifically about the Illinois & Michigan Canal, to residents at the Ottawa Woods Retirement Home in Ottawa, Illinois on September 17, 2009. He opened with a video that the LaSalle County Historical Society at Utica has in its archives. A portion of the video was recorded at their museum. It was originally shown on Channel 7 (ABC), Chicago and the society has permission to show it as long as it is not used for commercial purposes. He followed it with about a half hour talk and then a few minutes of questions. One of the residents was a descendant of a canal digger.

Canal Society of Indiana Fall Tour October 16-18, 2009

Country Hearth Inn & Suites, St. Marys, OH
Two Ladies and a Bus Company, LLC
Tour committee: Andy Hite, Mike Morthorst, Bob & Carolyn Schmidt
Docents: Andy Hite, Mike Morthorst, Tom Fledderjohann, Steve Dorsten, Neal Brady
Logo: Carolyn Schmidt
Slogan: "Pilgrimage to MECCA"
Book: Andy Hite & Mike Morthorst
Budget: Bob Schmidt, checks for services: Jim Ellis
Name Tags, Thank You Notes, Centerpieces, Door Prizes: Carolyn Schmidt
Goodie bags: Carolyn Schmidt, Neal Brady
Registration: Carolyn Schmidt

No. attended 56
From IN-27, OH-19, MA-2, MD-1, NC-2, NJ-1, NY-1, PA-2, Toronto, Canada-1

Attendees: Sally Bancroft, David Barber, Robert Barth, Maurice & Dorothy Bonecutter, Sue Burger, Tom Burkman, Allan & Linda Corwin, Charles & Elizabeth Derr, Tom & Diane Fledderjohann, Bill Gerber, Ed & Melverine Gruber, Jim & Barb Guest, Web Hall, George & Joyce Heilman, Andy Hite, Pauline Hurley, Dave Johnson, Clay & Franny Kauffman, Lynette Kross, Dick & Martha Kudner, Dan McCain, Susan McDonald, Bob & Dot McIntyre, Charlotte May, Paul Moffett, Mike Morthorst, Melissa Reed, P & Carolyn Schmidt, Dan Schuster, Bob Sears, Bruce & Sheldon, Ellsworth Smith, Brian Stirn, Michael Thrall, Frank & Mary Timmers, Larry Tumer, Margaret Van Vleet, Allen & Becky Vincent, Chuck & Anne Whiting, Terry & Rosanne Woods

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CANAWLERS AT REST

THOMAS GOOD BRADFIELD

b. October 27, 1815

d. March 22, 1893

By Carolyn I. Schmidt

Thomas Bradfield, the father of our subject, was born in the parish of Bradfield, England. His ancestors were devoted to the Church of England and many of them were prominent Protestant ministers. He emigrated to Ireland in 1809 and married Constance Good, our subject's mother. They were wealthy freeholders.

Thomas Good Bradfield was born on October 27, 1815, reared in County Cork, Ireland, liberally educated and became a farmer. On April 14, 1842 he married Mary Deane, the daughter of Thomas and Mary (Lanktree) Deane, also Ireland natives. They had six children: Thomas Deane, Constance, John W., Richard D., Benjamin D. and Mary E. All of them were born in Ireland except for their youngest, Mary E. Bradfield.

He emigrated to Logansport, Indiana, circa 1850 seeking work on the Wabash & Erie Canal as a civil engineer. According to Biddle's *Biographical & Genealogical History of Cass, Miami, Howard & Tipton Counties, Indiana 1898* he "was placed in charge of forty-two miles of the Wabash & Erie canal, Logansport being a midway station on that part of the water-way. He continued in that position for seven years..." Although Thomas Bradfield is not on the list of "Internal Improvement Contractors March 1, 1832-August 10, 1865" published by the Indiana State Archives, this does not mean that he was not a contractor as many of the contracts did not survive to the present.

After living for 5 years in Logansport, Thomas moved his family to Elmwood farm, 170 acres of excellent farmland south of Logansport. He was a farmer for the rest of his life. Politically he was a Democrat and took interest in the public affairs of his community. He belonged to the Episcopal Church.

Having had a good education himself, Thomas saw to it that his children were also well educated:

Thomas Deane Bradfield

Thomas' eldest son, Thomas Deane, attended two courses in the medical department of the University of Michigan in Ann Arbor. In June 1869 he was graduated from the first class of the Detroit Medical College and took a position as the surgeon of the Copper Falls Mine in Keweenaw County, Michigan. On October 11, 1870 he married Sarah Virginia Parks, the eldest daughter of Capt. Robert Smith Parks, in Grand Rapids. While serving in Keweenaw County for ten years he also filled the position of surgeon for all the other mines in the northern peninsula east of Copper Harbor.

In 1879 he began practicing medicine in Grand Rapids, Michigan, but the following year returned to Keweenaw County to work as surgeon for the Conglomerate Mining Company. He served as United States Pension examiner and county physician there. He was elected twice to the Michigan legislature from 1875-79. He represented Keweenaw, Baraga, Ontonagon and Isle Royal counties.

He returned to Grand Rapids in 1884 where he was a member of the Board of Pension Examiners, was president of the Grand Rapids Board of Health in 1887-88 and was a city health officer from 1891-96. Serving on the Grand Rapids Board of Education for 8 years, he was its president in 1897.

Thomas Deane was a charter member of the Michigan Masonic Home. He was on its executive and building committees until it was taken over by the Masonic Grand bodies.

Three of his children lived. They were Thomas Parks Bradfield, a Grand Rapids attorney; John Charles Bradfield, an Indianapolis physician; and Helen C. Bradfield, who lived with him.

Constance Bradfield

Constance married James W. Morrison (1846-1903), who is buried along with their infant Willie in Mt. Hope Cemetery in Logansport.

John W. Bradfield

John W. died of Typhoid fever in Taberville shortly after graduating with a law degree from the university at Ann Arbor.

Richard D. Bradfield

Richard D. married Cora Stafford. They lived on the old farm, which he farmed. They later moved to Minneapolis, Kansas.

The Logansport Daily Pharos March 23, 1893

Benjamin D. Bradfield

Benjamin D. attended a Presbyterian academy in Logansport and then went to Logansport high school graduating with the class of 1871. In 1877 he was graduated from the University of Michigan at Ann Arbor and began practice in Deer Creek, Carroll County, Indiana. In 1878 he married Mariette Carney of Cass County. From 1881-85 he was township trustee of Washington Township, Carroll County.

In 1891 Benjamin took a post-graduate course at Chicago Polyclinic and then went back to Logansport to continue his practice of medicine. He was the president of the Cass County Board of Pension Examiners. He was a member of the Cass County Medical and the State Medical Associations.

Benjamin belonged to the Independent Order of Odd Fellows and the Knights of Pythias. He had four living children in 1898 — two sons and two daughters.

Mary E. Bradfield

Mary E. was born in Cass County, Indiana. She was still living at home in 1886 at age 32. The 1880 census lists her as a dress maker.

The death of Thomas Good Bradfield, our subject, was announced in the local paper as follows:

The Logansport Daily Pharos No. 176 March 22, 1893

SUDDEN SUMMONS.

Thomas Bradfield of Washington, Found Dead in Bed.
Thomas Bradfield, of Washington twp, father of Dr. Bradfield, of this city, was found dead in bed this morning.

The deceased was 77 years of age and had been in poor health for some time past.

His death is thought to have been due to heart disease.

He was an old settler in that locality, and was universally respected and admired.

The time of the funeral has not been set.

William Bradfield, of Thomasville, Ills.; B. G. Good, of Bradford, Ills.; Dr. Bradfield, of Grand Rapids, Mich.; and Richard Bradfield, of Minneapolis, Kan., are expected to arrive here this evening to attend the funeral of the late Thomas Bradfield, of Washington township.

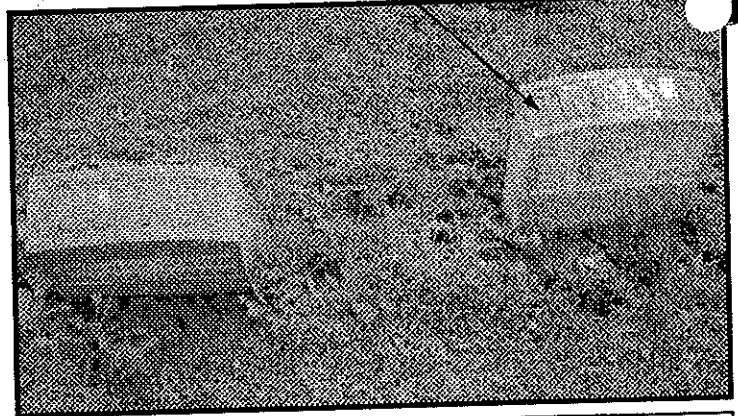
Funeral of Thos. Bradfield.

The funeral of Thos. Bradfield, of Washington township, mention of whose sudden death was made in last evening's Pharos, will be held at 2:30 p.m. tomorrow from Trinity Episcopal church, Rev. Hobbs officiating. The cortege will leave the house at 10 o'clock.

Thomas Bradfield had been a resident of Cass county for nearly 40 years, living all of that time at the old home place, where he died. He leaves a widow and five children: Dr. B. D. Bradfield, of this city; Miss Mary Bradfield and Constance Morrison, of Washington township; Richard Bradfield, of Minneapolis, Kan., and Dr. Thomas Bradfield, of Grand Rapids, Mich.

Thomas Good Bradfield was laid to rest in Section 13 Lot 0568 Space 1 of Mt. Hope Cemetery in Logansport, Indiana.

Photo by Bob Schmidt



Bradfields buried in Mt. Hope Cemetery or mentioned in 1860-1880 Census

	Born	Died	Age	Sec.	Lot.	Space	1860	1870	1880	Native
Bradfield Thomas Good	Oct 27 1815	Mar 22 1893	77	13	0568	01	41	51	61	Ireland
Bradfield Mary Dean	Jan 12 1812	Aug 23 1894	82	13	0568	02	43	53	63	Ireland
Bradfield Thomas Dean	Jan 12 1843	Grand Rapids ?					17			Ireland
Bradfield Constance	Feb 10 1844	Feb ? 1928	84	13	0568	09	16	25		Ireland
Bradfield John W	Sep 5 1845	Jul 17 1870	24	13	0568	03	14			Ireland
Bradfield Richard D.	Dec 22 1847	Jan 20 1917	69	13	0568	05	11	22	32	Ireland
Bradfield Benjamin D.	Jul 9 1850	Apr ? 1927	76	12	0232	01	10	20		Ireland
Bradfield Mary E.	Apr 10 1854	Mar 17 1941	86	12	0275	03	6	15	29	Indiana
Bradfield Cora R.*	Nov 18 1863	Aug 29 1925	61	13	0568	06				
Bradfield Constance **	May 12 1832	Mar 16 1905	72	13	0568	04				

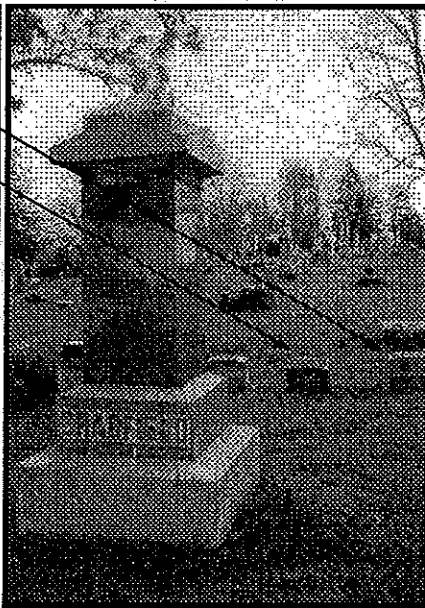
Some histories disagree slightly from the dates above, which were on their tombstones.

*Cora R. (Stafford) was the wife of Richard Bradfield and is buried in the Bradfield plot.

**The second Constance buried in the Bradfield plot is a relative of Thomas but not his daughter.

Thomas G. and Mary D. Bradfield's grave markers are at the right of a line of six smaller stones that are behind the Bradfield monument near the corner of Newman and Pleasant Hill drives in Mt. Hope Cemetery off of Grant Street in Logansport, Indiana.

Photos by Bob Schmidt



NEWS FROM THE PAST

Dawson's Daily Times
Ft. Wayne, March 17, 1859

IMPORTANCE OF THE N. Y. CANALS

The New York *Courier and Enquirer* admonishes the people of that State of the importance of a prompt and speedy enlargement of the canals in order to secure to it the business which it has heretofore enjoyed and which it is essential to its prosperity to retain. It refers to the new railroad constructed by our Canadian neighbors from Lake Erie to Lake Ontario, mainly for freight purposes, an account of which we have already published, and, continues — with the enterprise and energy of the Canadians thus manifested, it is to be trusted that the friends of the Canal Enlargement will expedite the work yet to be performed. No argument is needed to prove what this State would lose by having the trade of the Great West diverted from the channels thro' which it now passes. This trade increases so rapidly that its future value can scarcely be over-estimated. No better or cheaper means of transportation can be offered than that which our Canal will present when it shall be enlarged and the use of steam introduced. Then we need fear no competition; but seeing what has been done in Canada, it behooves us to stir ourselves, and at once finish the work we have commenced.

The New Yorkers do not entertain any such imbecilic plan as the sale of their Canals, it will be seen. — *Toldeo Times*

Dawson's Daily Times
Ft. Wayne, March 18, 1859

THE WABASH AND ERIE CANAL.

This great artery in the commercial neck of Indiana, has become a subject of jeer to many whose ideas of right and wrong are as limited as is their information on the great subject of business, and the means to accomplish it with. This work was looked on by many in the late Legislature, as one of *local* interest; and hence an argument was raised by them, that as it only benefited one portion of the State, it was not right to tax the whole State to help keep it up. It was this shortsighted policy that led the State into the very debt, to keep from repudiating which — the transfer of the canal was made to the creditors — for, all whose memories go that far back, recollect that the Internal Improvement System of Indiana in 1834 was based solely on the idea, that unless the whole people could be accommodated with a

Sources:

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The Logansport Daily Pharos No. 176 March 22, 1893

The Logansport Daily Pharos March 23, 1893

[Http://incass-inmiami.org/cass/cemeteries/mthopoe/MH132434.JPG](http://incass-inmiami.org/cass/cemeteries/mthopoe/MH132434.JPG)

CANAWLERS IN 1860 CENSUS HUNTINGTON COUNTY, INDIANA HUNTINGTON AND ROANOKE TOWNSHIPS

Huntington Twp.

Boat builders

Thorn, Charles

Boatmen

Cramer, Edward
Ebertig, Frederic
Hawkins, Henry
Keinkoff, Henry
Morgan, Samuel
Philips, Samuel
Ream, John M
Rink, George
Rink, William
Villes, Lewis

Locktenders

Sutton, Amos

Roanoke Twp.

Boatmen

Welch, Daniel
Welch, Deroy
Welch, Silas

Locktenders

Welch, Daniel

Boat captains

O'Brien, Patrick (state boat)
Wilhelm, James M

canal or Railroad at nearly every county seat, that the means to build a select few at the important points, should and would be withheld. The theory went upon the idea, in the first place, that there was means enough to build them; and secondly, business enough to sustain and make them profitable when built; both of which were false assumptions, and time showed them to be woefully ruinous. When too late, these works were classified — but they failed — and bankruptcy was upon the State. The Wabash and Erie Canal — a work built by the State out of lands donated and most shamefully squandered — was at length completed, and so long as her revenues were pouring into the State Treasury it (the work) was cherished by the whole people as a great State work, the benefits of which were felt throughout Indiana; but the moment that the revenues had become unequal to the running expenses, and that condition of things brought about by the construction of works by individual associations authorized by the State herself, and temporary aid was asked to keep it up — the work is despised — regarded as sectional and bade go to ruin if the parties to whom the State traded it, should not keep it up. The fact that it did not afford facilities to all Indiana, is a poor argument against the duty of temporarily keeping it up by a general appropriation looking to reimbursement. The argument, if followed down, may well keep the county authorities from building a bridge at Fort Wayne, unless others are built over all the streams at all important points in the county; would prevent the city authorities from grading one street until all could be graded — from building a city market house until the whole wants of the city are supplied having such in every part of town. — It is the argument of demagogues and ignorant men, neither of whom should be entrusted with public functions. It is entirely too democratic, and while it helps none, it keeps all down to the condition of the poor, for the sake of an imaginary act of impartiality. The State is an integer, and cannot be considered in any other light. Take a family, and for a season let parental attention be directed to the advancement of one member, and you destroy the unity and the harmony, and the family itself is at once robbed of its charms and peace. Let a Legislative body for a moment feel jealous of a particular locality, and let that feeling enter into legislation, and that moment is the dignity and impartiality of all legislation at an end, and local jealousies begin, never to end. It begets a spirit of *Yankeeism*, of trade and dicker, of strife and bargain at the expense of all that is honest and fair. Through this feeling Indiana has suffered, through this sectional jealousy the nation has been robbed of that nationality of sentiment in which the government was conceived, add her affairs administered for many years, and without which the experiment of self-government will fail. Not from an interest defect in the system, but from a defect in the integrity and honesty of those who administer it.

But coming back to the late legislation on the subject of the Canal. Why should Indiana have refused to lend aid to keep up this great work under a season's temporary embarrassment? It could have been lent to be reimbursed out of tolls to come in; just as businessmen are advancing their help, just as counties are doing, and that too without subjecting a large class who navigate the canal to be crippled in their business by advances of money to do just what, if the Trustees could not do, the State should do. Why was it refused? Only because the members of the legislature were unwilling to go before their constituents and urge the facts, as a right and a duty from which there was no honorable escape, and from which honorable and fair men would not wish to escape, but would have been anxious to do.

Again, while we have said this much in behalf of the W. & E. Canal, we are not for a moment relieving the managers of the work from the blame that should attach from the most criminal inefficiency on the part of some, and profligacy on the part of others. We think that the late effort for legislative aid was caused by a real present want, but with a design deep and mercenary. — The CANAL WILL NEVER GO DOWN, but this day the leaches are so shaping affairs as to depreciate the Stock, and then buy the work for a song; after which they will be the wealthiest men in the West. The Canal is a fortune to any one, and it only requires the lapse of years to develop the mine of wealth that is to be found in it. Once before we said, this is the darkest hour and light is soon to dawn. The Wabash and Erie Canal is of incalculable value to Indiana, and none the less to the Stockholders; and ages will attest the truth of this.

Dawson's Daily Times
Ft. Wayne, March 24, 1859

We learn from the *Evansville Journal* that a canal Convention is to convene in that city on Wednesday next, to take such measures as may be deemed necessary for putting the lower division of the Wabash & Erie Canal in navigable order for the season.

Dawson's Daily Times
Ft. Wayne, April 5, 1859

THE LOWER DIVISION OF THE WABASH CANAL.

The *Evansville Journal* gives the following synopsis of the arrangement made between citizens residing upon the southern division of the canal and the trustees in reference to the future maintenance and management of that portion of the canal:

There was a respectable and deeply interested crowd in attendance last evening to hear the report of the Committee of Managers, in relation to the contract

made with the Canal Trustees. The conditions of the contract were as follows: --For the purpose of preserving the canal in navigable condition, the Trustees transfer the management and assign all the net tolls and water rents collected on the canal between Newburg [Newberry] and Evansville to Z. H. Cook and M. A. Lawrence, of Vanderburg(h); G. Morgan of Pike; J. H. Miller, of Warrick; and M. G. Brett, of Daviess, a Board of Managers, for the term of four years, on condition that said managers and their associates shall put and keep said canal in good repair and navigable condition within the limits of the city of Evansville to the town of Newburg [Newberry]. The managers are also to fulfill all the obligations of the Canal Company in regard to bridges crossing the canal on county roads.

All the revenues as collected are to be deposited in the nearest branches of the State Bank, to the credit of the Trustees, who are to preserve them as a distinct fund belonging to the Evansville division. The ordinary expenses of managing the canal are to be paid by the resident Trustee on the certificates of the Division Superintendent. All repairs and work affecting the permanent structure of the canal, is to be done under the direction of the President, Engineer, and the Superintendents appointed by the managers; and the cost thereof to be paid on the certificates of the managers; and the cost thereof to be paid on the certificates of the managers' Superintendents, and on the request of the Engineer. The toll collectors are to be selected by the Board of managers and appointed by the Trustee. The Division Superintendents are to be nominated by the managers, subject to the approval of the Trustees.

The only contribution which the Evansville division shall be subject to, for the expenses of the general trust, is \$500 annually for compensation to a clerk, to keep the accounts and records of that division in the office of the Trustees. As the managers will have the control of the expenditures of the Southern part of the canal, they are required to produce duplicate vouchers of their payments and the costs incurred.

The Trustees transfer to the managers for the use of the canal, the repair boats, mules, horses, and tools now belonging to this division of the canal, with the stipulation that they return articles of like kind and value at the end of four years.

No associate or subscriber is to be held liable for anything beyond his subscription, and the managers are responsible only for the faithful application of the funds that may come into their hands.

The tolls shall be regulated from time to time, so as to bring the largest revenue to the canal.

The through tolls shall be regulated by the Trustees with a due regard to the interests of the Southern Division, but the regulation of the tolls on the local trade from Newberry to Evansville, is left to the managers.

If the Trustees desire to annul the contract before the expiration of four years, they can do so by repaying the amount of advances due the managers.

But the losses or profits of the Canal for the entire four years, if not resumed by the Trustees as above stipulated, shall belong to the managers and their associates. No objections shall be made by the Trustees to any change in the Board of Managers. The materials for repairs, now on hand, may be used by the managers.

The contract was approved by the meeting and the report accepted, and a subscription opened on the spot to raise the means to repair the Canal.

The Board of Managers were constituted a committee to draw up articles of association based upon their contract with the Trustees, and to take the necessary steps to obtain subscriptions to the amount needed.

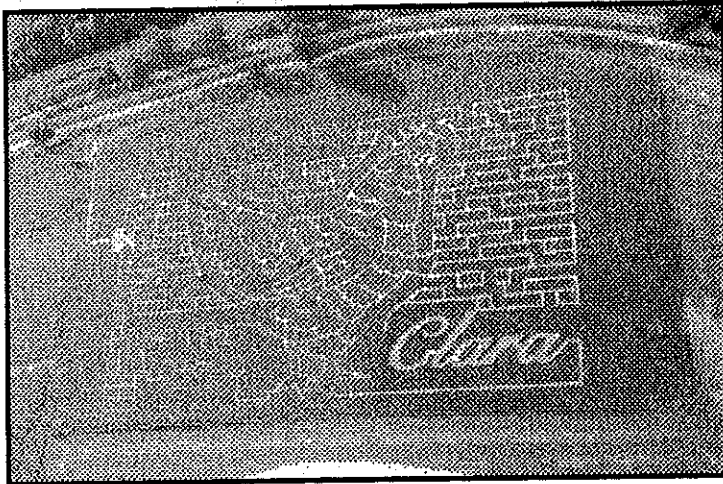
This *demier resort* is timely; and had an occasion transpired fifteen years ago, by which the old, weak backed, time serving and mercenary suckers had been choked from this great artery, there would have been a great many thousands of dollars in the hands of the owners of the Canal which would have this day served as a fund to rely on, instead of crying for help from private sources. Greediness, selfishness, and indifference to public interests, while good salaries have been paid, have well nigh ruined the W. & E. Canal; and let the public awake to a true knowledge of their condition even now. Had individual enterprise managed it, it would have been wealthy *this day*.

Dawson's Daily Times
Ft. Wayne, April 12, 1859

Stearns Fisher, that earnest, efficient and practical engineer, long having employment on the Wabash and Erie Canal, was in town [Ft. Wayne] on Saturday, and is desired by nearly every business man between here and Lafayette to take charge of the canal under the new association to keep it up. He should have it, and if he is prevented it will be by the same mercenary feeling that has been a source of great injury to the great work for so many years. Had Mr. Fisher had this work in charge of the last ten years even, his vigilance, his enterprise and his *good monoticensess* [?] would have left their silent yet convincing and beneficial influence on the interests thereof; and we think still that he can give great and invaluable aid should he yet be called. To re-

fuse him will be to jeopard[ise] the work. Give him half of what has been paid, and he will do infinitely more than has been done —do all that should be done.

WHITEWATER CANAL TRAIL



CORN MAZE BENEFITS WHITEWATER CANAL TRAIL

Every Saturday and Sunday in October from 1–5 pm. the 4th annual Metamora Corn Maze was open and residents from Ohio, Indiana, and Kentucky could get lost in the 10-acre maze shaped like a giant chicken for only a \$5 admission fee. Proceeds from the maze went for further construction of the Whitewater Canal Trail. For the past three years, thousands of fun-seekers have had a blast while getting lost in the Metamora Corn Maze, and this year was no exception.

The maze was designed in conjunction with "The Chicken Trail," a highly popular program that shows people where to find all of the great fried chicken restaurants in the area. It was in the shape of a giant chicken in honor of southeastern Indiana's culinary specialty, fried chicken. There were even chicken frying demonstrations and live chickens for the kids to visit at this year's maze.

The corn maze was located on property owned by CSI director, Mick Wilz of Brookville, along US 52 one mile east of Metamora or five miles west of Brookville depending upon the direction from which visitors came. Some maze enthusiasts added to their fun by riding the train from Metamora to the maze entrance.

CINCINNATI & WHITE- WATER CANAL NEWS

PRESIDENTIAL PATHWAYS

A ribbon cutting ceremony for the Presidential Pathways Scenic Byway was held at 9 a.m. on Saturday, September 26, 2009, at the corner of Harrison Road and State Street in Harrison, Ohio. Three years of planning by local organizers, historic societies, park representatives and businesses resulted in a byway that highlights Ohio's United States presidents in Butler and Hamilton counties.

Connecting Hueston Woods near Oxford to U.S. 50/Ohio River Scenic Byway at Cleves, Ohio, Presidential Pathways begins on Lawrenceburg Road near Shawnee Lookout Park, then turns on Dugan Gap Road, on Cliff Road, on Miami Avenue, travels through North Bend and Cleves, turns on State Road to U.S. 50, to Kilby Road in Harrison passing Shawnee Lookout Park, Congress Green Cemetery, the tomb of William Henry Harrison, Cleves Presbyterian Church and the Cincinnati & Whitewater Canal Tunnel between North Bend and Cleves.

Harrison family members served in political offices from 1790 to 1895 making them the longest continuous serving political family in America. William Henry Harrison's father was in the Revolutionary War and signed the Declaration of Independence.

William Henry Harrison was an Indian fighter in the mid-west gaining victory over "the Prophet" at the Battle of Tippecanoe in 1811. He owned a farm at North Bend that overlooked the Cincinnati & Whitewater Canal, which crossed his land. He had some issues with the canal contractor for the way he disposed of the extra soil and trees on his land. He was a prime investor in the canal along with businessmen from Cincinnati. He founded the Hamilton County Fair. He donated the land on which the Cleves Presbyterian Church was built. During his presidential campaign he used the slogan "Tippecanoe and Tyler Too!" He became the 9th U.S. president and died from pneumonia 32 days after his inauguration. He had failed to dress appropriately for the weather when delivering his inauguration address —the longest in history lasting one hour and forty-five minutes. His funeral took place in Wesley Chapel in Cincinnati. His tomb is located at North Bend.

William Henry Harrison's grandson, Benjamin Harrison, was reared on the farm at North Bend, was graduated from Miami University, served in the Union

Army during the Civil War and became the 23rd U.S. president. During his administration the first billion-dollar budget was signed.

Presidential Pathways Scenic Byway joins the Whitewater Canal Scenic Byway. The two groups worked together for the Whitewater Canal Walk held in September.

Gail Ginther, CSI director, Metamora, IN
Phyllis Mattheis, CSI member, Cambridge City, IN

WHITEWATER CANAL NEWS

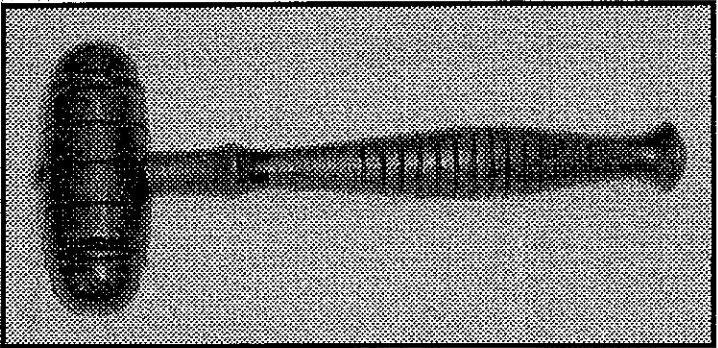
CAMBRIDGE CITY SIGNAGE UP

The 6 x 4 foot interpretive sign for which CSI provided funds was erected in August on iron posts behind the wrought iron rail on the west side of the Vinton House in Cambridge City, Indiana. It has early pictures of transportation through Cambridge City and a state outline with the National Road and the Whitewater Canal on it. It was produced by Fossil Industries. Visitors in town for Canal Days stopped by to read it. A dedication ceremony is planned in April 2010 during the CSI "Hoosiers On The Move" tour of Wayne county and the canal.

GAVEL FROM W & E LOCK

Barbara Stevens Robinson of Michigan sent this photograph of a gavel which tradition says was made from wood from one of the locks of the Wabash & Erie Canal when the lock was removed. Her grandmother, Blanche V. Rasmus, obtained it when she was Worthy Matron of the Ft. Wayne Chapter #432 of the Order of Eastern Star in 1930. She has used it each time she has been Worthy Matron, 1989-1990, 1990-1991, 2008-2009, and currently 2009-2010 at Scottville-Ludington Chapter #327 in Michigan. Barbara was born and raised in Ft. Wayne, as well as most of her family. She wondered if CSI could verify that it was made from a canal timber.

CSI Headquarters knows that in the past a timber from a lock was hung in Hall's Gas House, a Fort Wayne restaurant, and that a wall in a room of what is now the club house for Sycamore Hills Golf Course, was made of canal timbers. We have seen other gavels said to have been made from the timbers. We have no way of verifying that Barbara's gavel is from a canal timber, but it is likely that it is. Many lock timbers were



Eastern Star gavel probably made from W&E Canal timber.
Photo by Barbara Robinson

cut from walnut trees. Perhaps someone at a lumber yard can identify the type of wood used for the gavel.

OHIO RIVER LOCK DOOR FELL

One of the 250-ton doors, which make up the lock gate at one end of the 1,200-foot main lock chamber at Markland Locks on the Ohio River fell into the water on Sunday, September 27, 2009, closing it to river traffic from 8 a.m. to 7 p.m. on Sunday. The CO Princess was passing through the lock at the time and only received a few minor scratches to her hull. No passengers were injured. Six vessels were left waiting in line.

Markland Locks extend across the Ohio River from Switzerland county in Indiana to Gallatin county in Kentucky. The river was open for traffic after Army Corps of Engineers opened one 600-foot lock chamber; however, instead of taking about 30 minutes to pass through the lock, it took 90 minutes. The average passage a day is 12-15 vessels a day.

In February 2008 the locks received a "D" rating by the Waterways Council, Inc. because of a high risk of failure due to their age. They were built between 1959 and 1964. Recently, the Corps has been draining and inspecting them every year rather than every five years.

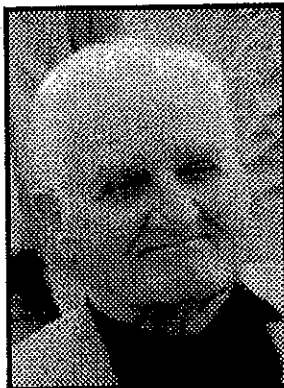
The gates were scheduled for replacement in 2011. This year \$10.6 million in federal funds were received by the Corps for the project.

Another sudden closure occurred in 2004 at McAlpine Locks and Dam at Louisville. That was for a two week period during scheduled maintenance.

The Corps used sonar equipment on Monday to locate the fallen door. They want to solve the mystery as to why the door fell. It is important to keep Markland Locks open. Of the 55 million tons of commodities that pass through, coal is the major one.

IN MEMORIAM

DR. EARL LEWIS CONN



Earl Conn
Photo by Bob Schmidt
on CSI Wabash Tour

Dr. Earl Lewis Conn, CSI member from Muncie, Indiana, passed away there on Sunday, September 20, 2009 at Ball Memorial Hospital following a heart valve replacement. He was 82 years old.

Earl was born on August 12, 1927 to Wayne and Mildred Conn in Marion, Indiana. In 1943 while attending Marion High School he began working as a sportswriter for *The Chronicle*.

He received his diploma from Marion High School in 1945.

He enlisted in the U.S. Navy where he was a military staff writer from 1945-46. He attended college and in 1950 was graduated from the University of Kentucky with a Bachelor of Arts degree. He then worked for the Louisville bureau of the United Press wire service from 1950-51 until he was called back to active duty by his Air Force Reserve unit. He served as a military staff writer from 1951-52.

After returning to Indiana Earl worked as a wire editor for the *Leader-Tribune* in Marion. In 1954 he became a teacher at Somerset High School and then taught at Richmond High School. In 1957 he was graduated from Ball State University with a Masters of Arts degree. He joined the Ball State faculty in 1958 teaching English and journalism and was the adviser for the *Orient* yearbook.

In 1960 he helped found the magazine *Quaker Life* and, after resigning from Ball State, became its full-time editor in 1962. He worked at Ball State in 1963 as the Assistant Director of Public Information Services. In 1965 he rejoined its faculty and served as adviser for the *Daily News*. In 1970 Earl was graduated from Indiana University with a Doctor of Education degree.

Earl was Ball State's Department of Journalism chair from 1984-1996. In 1996 the College of Communication, Information and Media was created and he was named its first Dean. In 1997 he was inducted into the Journalism Hall of Fame. He retired from Ball State in

1998, as Dean Emeritus.

Returning to his writing career, he wrote "Traveling Indiana," a column which appeared in five Indiana newspapers. He also wrote six books with the most recent ones being *My Indiana: 101 Places to See* and *My Indiana: 101 More Places to See*, co-authored another book, and wrote for several periodicals including the Saturday Evening Post. He helped found the Midwest Writers Workshop.

Earl attended several Canal Society of Indiana tours taking notes and photographs. What he learned on the tours appeared from time to time in his newspaper column or in his places-to-see books.

Visitation at Meeks Mortuary and Crematory was from 3-8 p.m. on Friday, September 25, 2009. A memorial service at Friends Memorial Church in Marion at 11 a.m. on Saturday, September 26 was followed with burial in Grant Memorial Park Cemetery in Marion at 3 p.m. Memorials may be sent to Earl L. Conn Journalism Secondary Education Scholarship, Ball State University, Muncie, IN 47306; Friends Memorial Church, 418 W. Adams St., Muncie, IN 47305; or Christina Conn Pre-School Scholarship, Friends Memorial Church, 418 W. Adams St., Muncie, IN 47305.

Earl was preceded in death by his wife of 5 years, Christina Conn, their daughter, Elizabeth Lee Conn, and his brother, Robert Conn. Surviving are his children, Linda (Bud) Shore, Kathy (Joe) Schmaltz, Phyllis (Mauricio Borrero) Conn, Steve (Kimberly) Conn, Rebecca (Mark) Watters and 8 grandchildren.

CARDER BOOK PUBLISHED

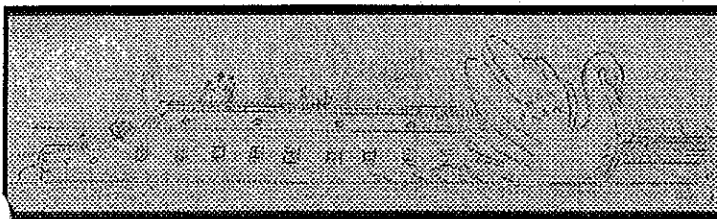
Alwyn A. Carder,* CSI member from Redkey, Indiana, died in 2002 leaving behind rough drafts of several canal novels he had written over the years. His cousin, Carolyn S. Partlow, CSI member from Henryville, Indiana, has taken one of his rough manuscripts, typed it, organized it and prepared it for publication by Bloomington, Indiana-based publisher Author House. She is now serving as Alwyn's stand-in, helping to promote the book that was important to him, but which he didn't live to see published.

The Odyssey of the Blue Swan is based on tales Alwyn heard from members of the Gast family, to whom he was related by marriage. It is a fictionalized account of 19th century life along the Miami and Erie Canal in western Ohio near the Indiana border.

Set primarily in and around New Bremen, Ohio, along the towpath and aboard the barges that plied the

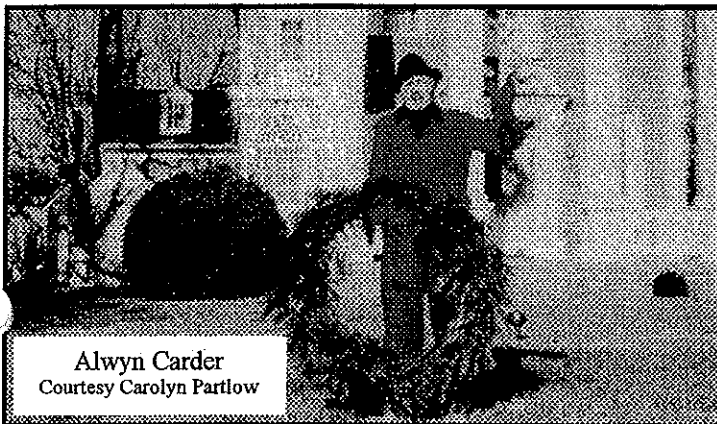
canal, *The Odyssey of the Blue Swan* is based on Alwyn's extensive research into the canal system that carried people and freight throughout the Great Lakes region. Using the real-life Blue Swan, a packet show barge that belonged to the Gast family, who had immigrated from the Alsace region of France, the book explores the impact the barge — with its centerpiece, a steam calliope — had on the lives of the other immigrants who populated the small settlements along the canals.

The Blue Swan wasn't the only show barge touring the canals. There were others that featured Spanish Gypsy dancers, plays and musicians. Like the later steam-powered showboats on the Ohio and Mississippi rivers, the show barges brought entertainment to people in remote locations. The arrival of the Blue Swan and her ilk was cause for celebration (and, for the more staid and stoic, consternation), which Alwyn's storytelling brings to life. Add to that the bounty of historical information woven throughout the text, and the result is an engaging read.



The Odyssey of the Blue Swan
E-mail: Carolyn@authorsdreams.com
Website: authorsdreams.com
Carolyn Partlow (812) 294-4016

*Alwyn A. Carder (1915-2002) was born and raised in Redkey, Indiana. After graduating from Redkey High School, Ball State Teachers College (B.S.) and Indiana University (M.S.), he served in the U.S. Navy during World War II, as well as in the Naval Reserves for many years afterwards. His lifelong interest in education was the foundation for a career spent teaching at University High School in Bloomington, Indiana; Shortridge High School in Indianapolis; and at high schools in Markle and Union City, Indiana. While teaching, he wrote plays for his students to perform. He encouraged them to continue their educations after high school.



Alwyn Carder
Courtesy Carolyn Partlow

CANAL FEVER REVIEW

By Terry K. Woods

The Kent State University Press has recently issued the book, *CANAL FEVER*. They have a long tradition of publishing great books that describe Ohio's Canal Era. This is one of them, but it is a bit different. The "Canal" in the title is that portion of the Ohio Canal that ran south from Cleveland through the Cuyahoga and Tuscarawas Valleys. "Fever" describes the enthusiasm generated among the local populous, first from the building of the canal, then the railroad, and finally, the 'sustained enthusiasm' required to convert the lands along and adjacent to the canal and railroad into recreational areas and bicycle trails.

Another 'difference' in this book is that it is an Anthology. *CANAL FEVER* contains 18 articles (plus seven sidebars) written by 17 different men and women. The book is divided into three parts plus an epilogue. - *The Historic Ohio & Erie Canal; The Long Twilight, and Cultural Preservation to Canal Renaissance.*

Most of the contributing authors have been intimately involved in some aspect of the recent conversion of transportation routes into recreation areas. A goodly number of them, including Dr. George Knepper, Sam Tamburro and Jack Gieck, will be recognized for their previous highly regarded historical works.

Few of the authors delve deeper than previously published works for their references, but the various articles are well researched and there are relatively few contradictions between articles. There is even a fine retelling of the story of a trip taken on the Ohio Canal in 1834 by Maxmillion, Prince of Wied. This latter tale is taken directly from a recent translation of the original German manuscript and contains a very detailed and interesting set of end notes.

Two of the contributing authors, Peg Bobel and Lynn Metzger, are also the editors of this book and have done a fine job in keeping the basic theme and high literary quality intact throughout the many articles.

The length of the book, (382 pages, including Index) and the cost may tend to discourage some readers from trying it. Anyone interested in the Ohio Canal, the subsequent railroads in the area, or the birth of Ohio's only National Park, is urged to at least pick up a copy at your local library and scan through it. You are bound to find something of interest; and you might also just catch a bit of the Canal Fever that Peg and Lynn have, and decide to add this book to your permanent, personal library.

WABASH MUSEUM A WINNER

By Tracy Stewart

The Wabash County Historical Museum is bursting with pride! The Indiana Historical Society Awards Committee has presented us with a 2009 Indiana History Outstanding Event Award for the Lincoln Series!!!!!! (The Lincoln Series includes the exhibit, the Speaker Series, and events like Family Fun Day, History Hunter lunch, and Boy Scout pilgrimage.)

We applied for the award in August and found out on October 1, 2009, that we won. The award will be presented at the IHS Founders Day Dinner on December 7, 2009, at Allison Mansion on the Marion University campus.

Wabash County Historical Museum Lincoln Series

In February of 2009, the 200th anniversary of Abraham Lincoln's birth, the Wabash County Historical Museum embarked on a mission to offer Lincoln-related programs to the community. With an eye toward involving as many individuals and groups as possible, the Lincoln Committee developed a three-pronged approach to its mission: a speaker series, outreach to children and schools, and interaction with local clubs and organizations.

A major emphasis was put into the Lincoln Speaker Series. The series started with Dan Weinberg, owner of the Abraham Lincoln Book Shop in Chicago, Illinois. Mr. Weinberg's program, "Tattlings of a Collecting Voyeur," introduced the audience to the world of Lincoln collectors. As he had a hand in growing the collection of Robert Lang, which was the basis of the Museum's exhibit, he was also able to share the details of how some of the artifacts came into his possession.

The newly-opened Lincoln Cottage in Washington, D.C. was the subject of George Rogers talk. Even some of the more Lincoln-savvy attendees were unaware of the importance of the Lincoln Cottage, where the Lincolns spent approximately 25 percent of his presidency and where he worked at length on the Emancipation Proclamation.

The Lincoln Press Conference, with nationally-known Lincoln presenter George Buss and Abraham Lincoln Association Board Member Bob Lenz acting as Press Secretary, was presented three times: once aimed at grade school level, once at high school level, and a third time aimed at a more general audience. Over 500 children attended the first two press conferences.

Two speakers made connections to Indiana. William Bartelt, author of There I Grew Up: Remembering

Abraham Lincoln's Indiana Youth, reminded the audience that the years Lincoln spent in Indiana had a major impact on the man he became. An Indiana connection between John Wilkes Booth and Indiana was discussed by Charles Huppert, who has found possible evidence that Booth escaped the Federal soldiers and lived for a period in the state.

Jeannie Regan-Dinius presented some of the research regarding the Underground Railroad in Indiana, and specifically in Wabash County, thus bringing the Civil War and its repercussions right into the homes of our community. The lives of African Americans during the Civil War was also the topic of Sharon Zonker, who described the way slaves used quilts to pass on their stories and traditions from generation to generation.

Ed Bearss, historian emeritus of the National Park Service, put into perspective the short period between the signing of the surrender at Appomattox and Lincoln's assassination. This speaker in particular drew in audience members from all over the state.

To reach out to the school children in the area, the committee invited teachers and school administrators in to view the exhibit as it was being installed. Teachers were encouraged to include the exhibit in their lesson plans as the school year started. The Museum also developed a special tour of the Portraits of Lincoln exhibit for grade school students, pointing out themes of interest to children and incorporating an "I spy" game with the paintings and sculptures. Children heard the story of Grace Bidell and Lincoln's beard and learned about Lincoln's own family.

A special Family Fun Day at the museum included a visit from Mr. and Mrs. Lincoln, children's tours of the exhibit, and Lincoln-related crafts. A stovepipe hat hunt throughout the museum kept families engaged with the exhibits and, when completed, earned children a stovepipe hat of their own!

The annual Boy Scout pilgrimage to the Wabash Lincoln statue by Charles Keck was a special event made even more unique this year by including a visit to the Portraits of Lincoln exhibit.

Many local clubs and groups, such as the Red Hat Society and the Republican Party, took advantage of the Portraits of Lincoln exhibit for meetings and outings. Several presentations about the exhibit and Lincoln were made to groups such as the Wabash County Genealogical Society, the Republican Women's Club, and the Wabash County Historical Society.

[CSI's "Wait Til You Get To Wabash" tour saw the exhibit and many members took part in the Speaker Series. CSI vice-president, Chuck Huppert was one of the speakers.]

NEWS FROM DELPHI

CANAL WATER LOWERED, MOTOR-HOME CAMPING AVAILABLE

By Dan McCain

The Canal Association and City of Delphi have a new project underway for this winter. A new more elaborate concrete dock will be constructed just outside of the Interpretive Center in Canal Park. This will better serve our new canal boat that operated this past summer.

The temporary dock that was used this past year is being moved north to Canal Park Annex for placement between the Warehouse and the Red Bridge. This site will also become an exciting massive outdoor interpretive exhibit featuring a restored Lime Kiln.

We apologize for the change in water level to any fishermen using the canal during this time. When we lowered the canal last year during construction of the warehouse, it didn't seem to hurt the fishing this year. There are several deep pools in the canal bottom where the fish stay during the winter. Also after the water was lowered last winter the algae was less of a problem for both the fishermen and our boat's operation.

Bear with us as we grow--watch our volunteer's efforts. We had over 2,000 passengers aboard our new replica canal boat from the Grand Opening on June 20th through closing of rides on Sept. 20, 2009. That means the canal has attracted 2-3 times as many people as in previous years. Our registration records also show that people came from many places in the United States and 20 foreign countries to visit Canal Park during that same three month period.

We will continue to be open all seven days of the week from 1-4 pm. We now have motor-home camping hookups available behind the Canal Center. Once the shower and restroom facilities are completed we will be adding tent camping behind the Interpretive Center alongside the towpath trail.

AN INDUSTRY LONG FORGOTTEN

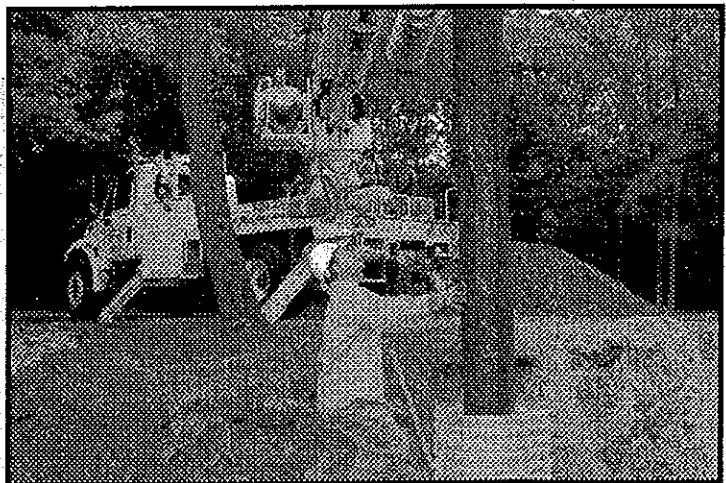
By Dan McCain

The lime kiln outdoor exhibit is under construction and will provide unique opportunities for interpreting 1850s industrial operations. Work has begun on this site

that includes the reconstructed lower 10 feet of a canal era lime kiln along with its operational "gin pole," which would have been used in stoking fuel and stone into the chamber and moving barrels to the adjacent dock for loading.

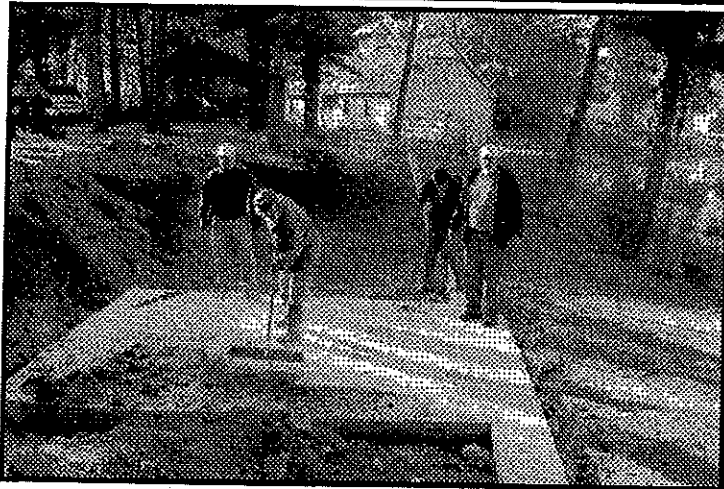


Volunteer construction crew members Roy Patrick and Al Auffart studied the gin pole angles with a simple layout of strips flat on the table. They wanted to determine the length of the crane's "stiff leg" cable and winch before installation at the kiln site.

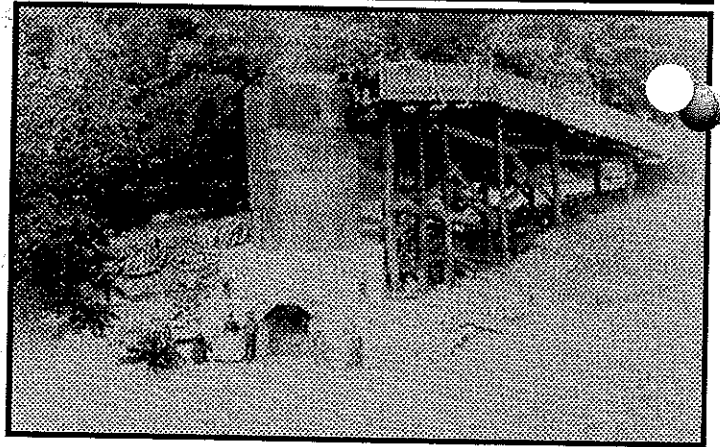


The local REMC crew members came to help set the gin pole beside the site where the replicated lime kiln will reside. Employees Corbin Beemer and Gary Kirk were very efficient and helpful with this big equipment. The pole was donated by the Delphi Stone Quarry.

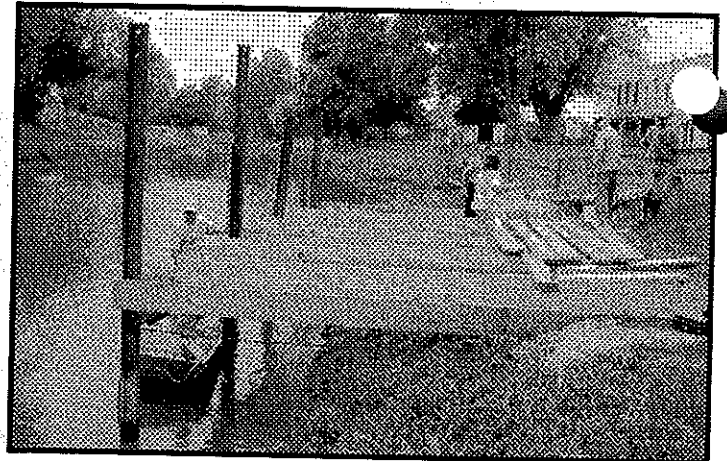
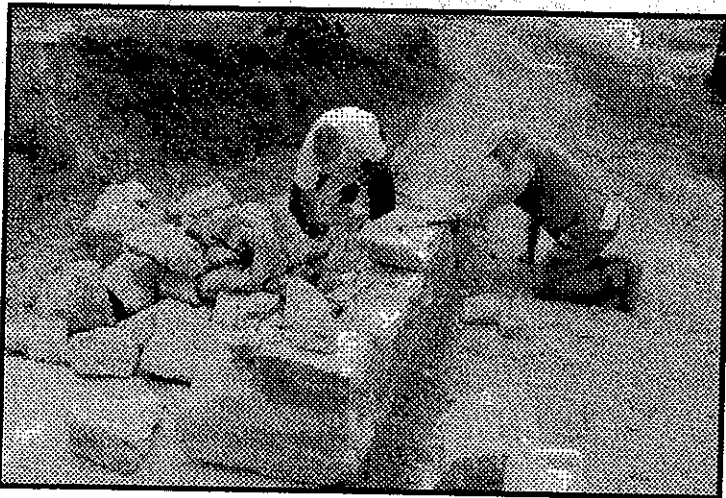
With the floor and foundation established the site became ready to lay the native stone for walls from the original kiln. Protruding wing-walls and a square pad illustrate ultimately where the arched kiln would be erected. The site was ready for the next step in constructing this massive structure.



Volunteers Dave Smith (below left) and Al Aufart began the slow process of laying stone that had been removed from the historic kiln's site a mile north on land belonging to the Stone Quarry. The company allowed for the removal from their land before it would have been obliterated. US Aggregates, the parent company, permitted the volunteers to removed the decaying structure last fall. Seven tri-axle truckloads of the flat stone, a pickup truckload of uniquely shaped fire brick and a six ft. diameter wrought iron funnel used in the processing of lime were brought to the new canal-side site. Primary products of this kiln had been plaster, mortar and whitewash.

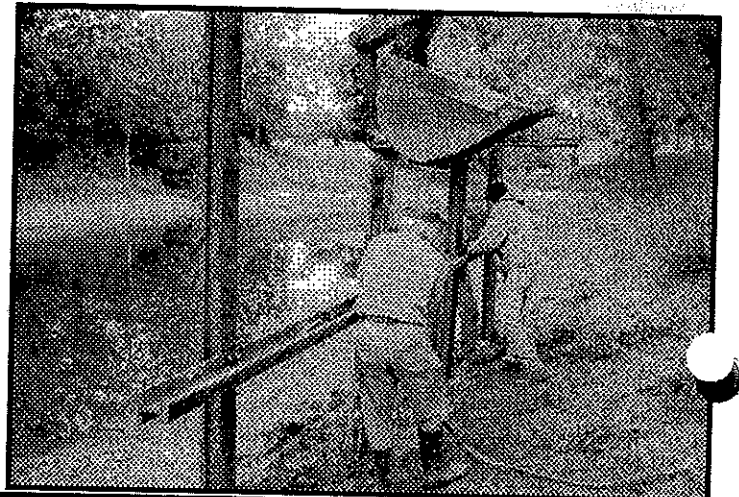


unter crew went back to Canal Park to begin removing the temporary dock in Canal Park. This was the dock used to load passengers for the canal boat rides this past summer and is being replaced by a larger more sturdy dock. In the scene below the water level has already been lowered to allow the new concrete dock to be built this winter. The dock extended out over the canal between the Interpretive Center building and the Case House. When finally completed next to the lime kiln the credit for dock sponsorship goes to the Carroll County Community Foundation.

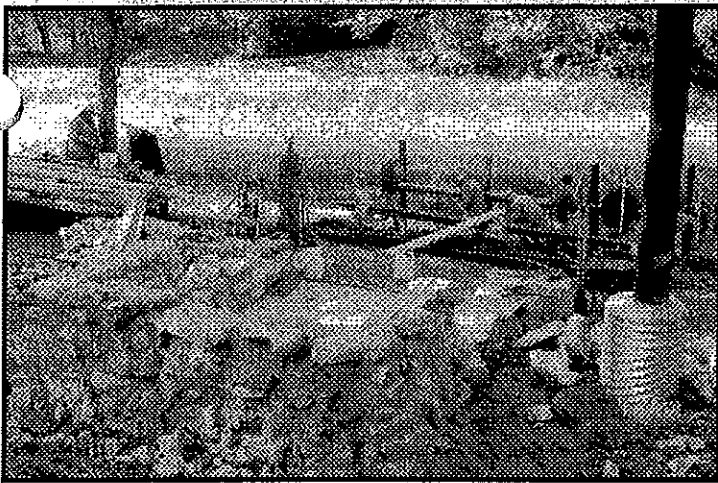


Back at the lime kiln site in Canal Park Annex the rails used on the temporary dock are being placed.

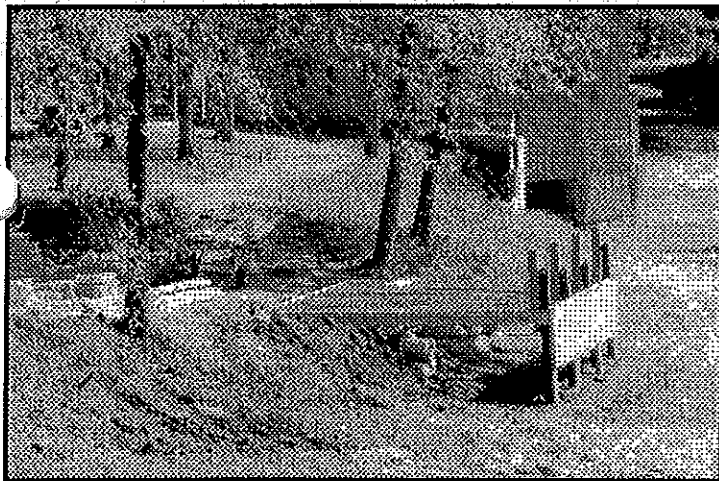
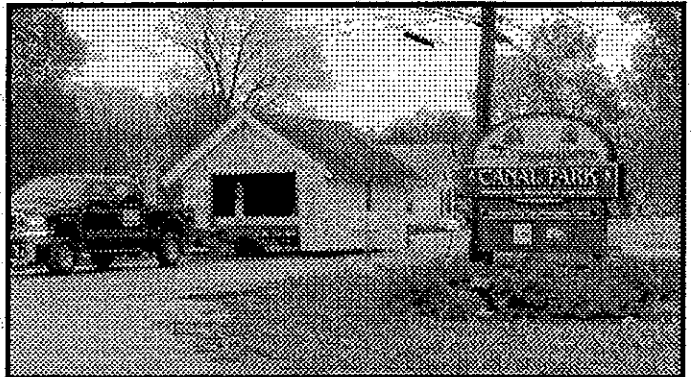
Visitors will be able to see the replicated kiln from the canal boat as it passes by or peer into the fire-box from the upper trail on the back side. The full height of the metal chimney will only be depicted in graphic interpretive panels because obtaining and installing this "silo like" stack would be most difficult. This historic scene gives a better way of understanding the lower section. Other features like the internal iron funnel just above the floor will be able to be viewed from the archway at the dock level.



In the midst of starting the kiln project the vol-



Volunteers work on the frame under the dock, which is seen between the canal and beginnings of the lime kiln in the foreground. Three paralleling horizontal rails form the frame of the dock. In the foreground to the right is the gin pole base. The pole is yet too have it's angling stiff leg (crane beam) installed.

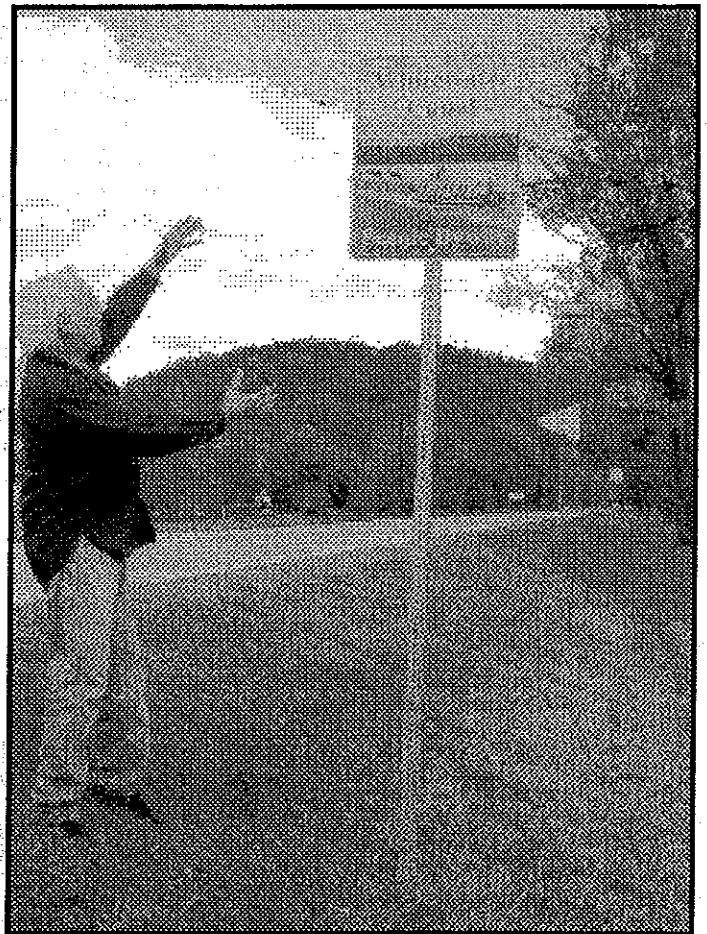


Here the smaller dock is now half erected and features treated 2 x 10 timbers ready for the decking. If you would like to get involved with this active volunteer group they work on M-W-F mornings year 'round. The Canal Association also needs a donor/sponsor for this lime kiln interpretive exhibit. It is one of the higher end outdoor displays with sponsoring rights. For a list of exhibits to sponsor contact: Annadell Lamb, Director of Development 765-447-3359 or Dan McCain, President of the Canal Association 765-412-4308.

SHED MOVED TO CANAL PARK

During inclement weather on October 14, volunteers moved a shed from Clinton County made possible by the Library Board to Delphi's Canal Park. The move took all day. There is lots to do to make ready for its potential use as a "bank barn" beside the canal.

Photos by Dan McCain



Paul Baudendistel of Metamora, Indiana, points to one of the first 20 Whitewater Canal Scenic Byway signs erected on October 10, 2009, by workers from the Seymour District of the Indiana Department of Transportation.

"PILGRIMAGE TO M.E.C.C.A." (continued from page 2)

Friday's banquet was held in New Bremen, Ohio, which incorporates a canal lock and boat on its sign. There canawlers met at Speedway



Lanes Events Center to renew friendships, enjoy a delicious meal catered by Jennifer Howell, see a slide presentation and purchase a variety of canal related material.

Mike Morthorst's, CSI director and CSO president, showed slides of sites to be seen the following day both as they appeared during the canal era and today. He pointed out that Lock 1n at New Bremen was the first lock north of the Loramie Summit and that the locks were numbered in consecutive order all the way to Toledo. At the opposite end of the summit level the locks are numbered consecutively to Cincinnati with a (s) behind the number.

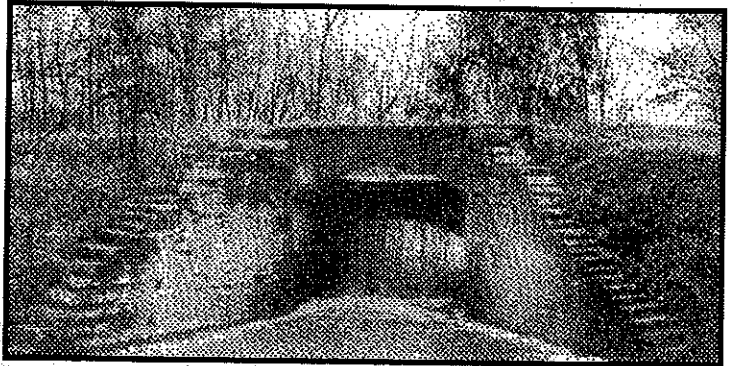
Carolyn Partlow, CSI member from Henryville, Indiana, had Alwyn Carder's novel *The Odyssey of the Blue Swan*, which she had edited and published, for sale. (see article on page 17) The book tells about many of the locks and sites on the Miami and Erie Canal that would be seen on the Saturday tour. The Fledderjohanns were especially interested in the notation about the Fledderjohann sawmill at Lock 6n that was powered by canal water.

Saturday morning eager canawlers dressed in layered clothing ready to brave the blustery cold wind boarded a Two Ladies and a Bus motor coach at the inn. During the short drive from St. Marys to Six Mile Culvert docents Andy Hite, site manager of Piqua Historical Area, and Mike Morthorst talked about the canal's history and its use today.

We drove past bloody bridge where Jack Billings

was caught with Minnie Warren by her other suitor Bill Jones. Jones swung an ax severing Billings' head causing Minnie to fall from the bridge into the canal and drown. Later a skeleton thought to be Jones was found but it could not be determined if he had committed suicide.

Arriving at Six Mile Culvert we were greeted by Steve Dorsten, supervisor of the ODNR St. Mary's office of the Miami & Erie Canal for water resources. He explained how the newly enforced concrete liner of the culvert carried canal water to towns for their water supply and how changes had been made to the culvert and the canal over the years to make them more efficient.



Six Mile Culvert is unique in that the upper level carried mules on the towpath while the lower level carried the canal and allowed excess canal water to spill over into the creek. Today ODNR can control how much water crosses this culvert.

We drove to Spencerville where the town originally grew up between wooden locks 15n and 16n. There local citizens were having a work day cleaning up the canal resulting in our bus having to circle several blocks.

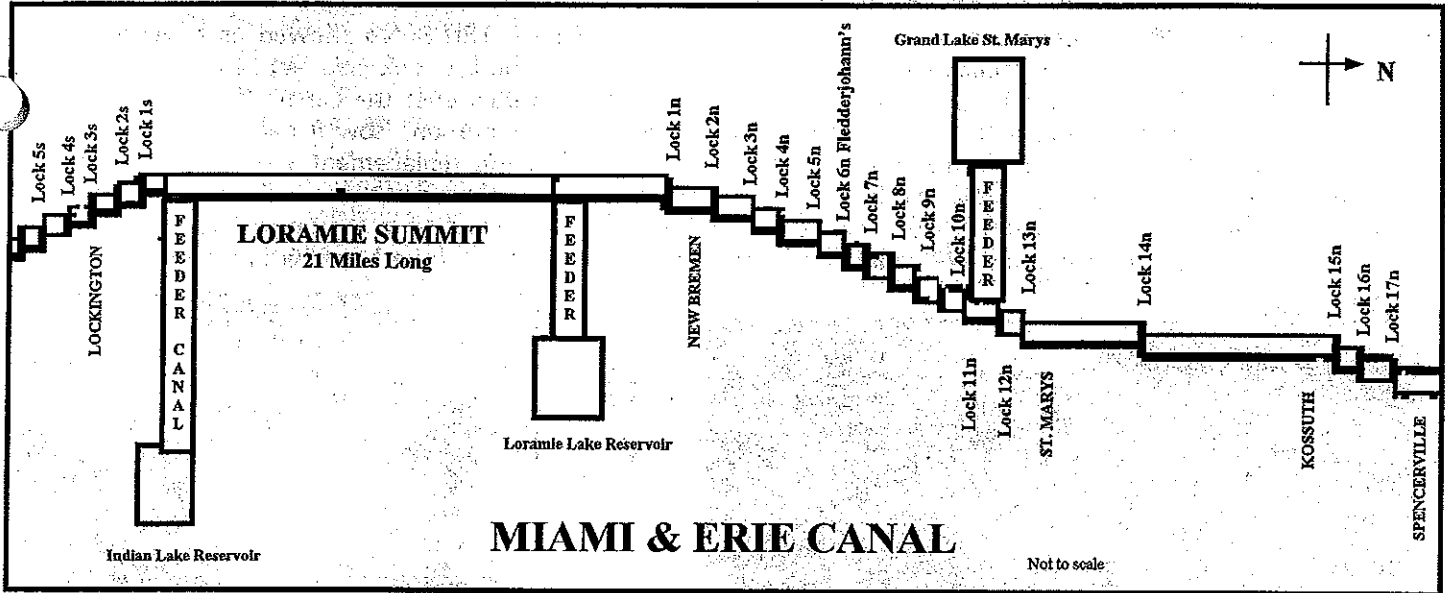
We proceeded past the deep cut made for the canal through a glacial moraine just south of Spencerville. It was 6,600 feet long and in places 52 feet deep. Irish Protestants had started digging it at one end while Irish Catholics dug at the other. After meeting in the center a three-day "holy-war" resulted in several deaths.

Our second stop was at Lock 14n, which was restored in 2003 by the Ohio Department of Natural Resources. Built originally of white oak, it was removed and built of concrete in 1905. A sawmill, lumberyards locktender's house, and small village was once located there, but many of the commercial buildings were later destroyed by fire. Steve Dorsten talked about the lock rebuild and controlling the canal water. A bridge at the one end of the lock let canawlers cross to the other side while being protected by an iron railing.

We drove by 40 Acre Pond, which was the largest of 3 ponds created when the St. Marys River was

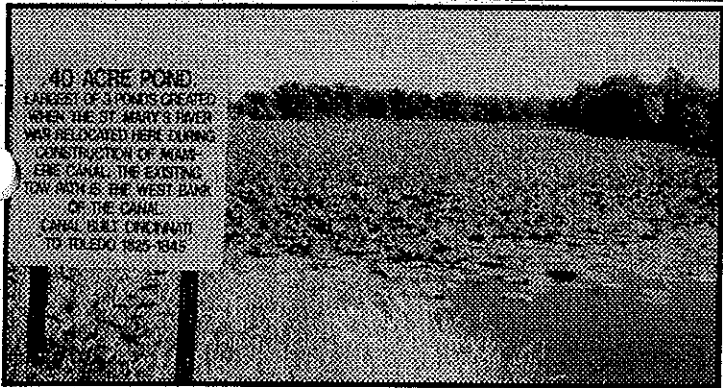
Bloody Bridge over the Miami & Erie Canal Photo by Bob Schmidt





relocated during construction of the Miami-Erie Canal. The existing towpath is the west bank of the canal.

Canal boats once moored on this widewater. Photo by Bob Schmidt.



40 ACRE POND
 LARGEST OF 3 POND'S CREATED
 WHEN THE ST. MARY'S DAM
 WAS RELOCATED HERE DURING
 CONSTRUCTION OF MIAAMI-
 ERIE CANAL. THE EXISTING
 TOW PATH IS THE WEST BANK
 OF THE CANAL.
 CANAL BUILT 1825-1845
 TO TELESCOPE 1829-1845

Our third stop was in St. Marys in a huge parking lot behind buildings facing Spring Street on Chestnut Street. Canawlers were given huge Shizuka apples and Darlington Farms cookies for their mid-morning snack while Steve explained how Lock 12n was covered in 1969 and dismantled in 1980. He thinks it may be rebuilt in the future. He said that on the upstream side of this lock some of the water from the Miami-Erie Canal was diverted into a hydraulic canal, which extended about half a mile behind mills furnishing them with water power. The main canal was lowered by Lock 12n and crossed under Spring Street. It then passed through Lock 13n and was lowered some more. He said that Lock 13n, which had been covered by old mill buildings, had recently been restored. He said that about half a mile downstream the water used by the mills tumbled down from the much higher hydraulic canal into the lower mainline canal to continue its journey downstream.

We were eager to see Lock 13n and the tum-

Miami-Erie Canal Facts

(Courtesy M.E.C.C.A.)

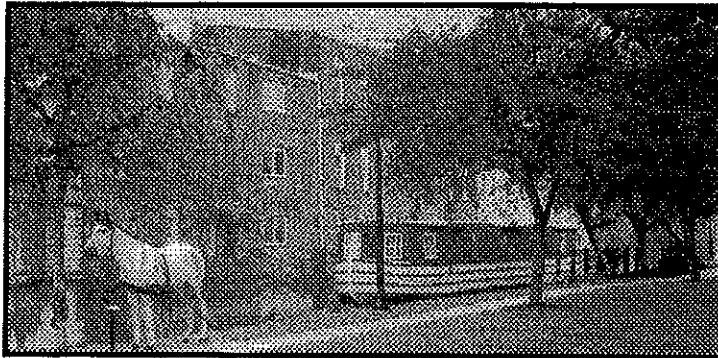
- In 1824, the Ohio Legislature approved funding to construct an Ohio Canal system.
- The primary work force consisted of Irish, German and French immigrants who labored on the canal for 30 cents a day, food, whiskey and shelter.
- Increased competition from railroad companies doomed the Ohio canals, and the last section of the Miami-Erie Canal abandoned in 1929.
- It took 20 years, from 1825 to 1845, to complete the Miami-Erie Canal.

Engineering Facts

- The Miami-Erie Canal utilized 105 locks to raise and lower the canal boats along the 250-mile man-made waterway.
- Loramie Summit, 21 miles in length, was the high point of the canal — 521 feet above the Ohio River and 395 feet above Lake Erie.
- The average canal boat was 78 feet long, 14 feet 10 inches wide and cost approximately \$2,100.00.
- The Ohio canals were dug by hand with picks and shovels.
- Occasionally teams of horses and oxen were used to power slip scoops or pull wagons.
- The Deep Cut, a 6,600 foot length of the canal, was the deepest excavation made along the Miami-Erie Canal. It ranged from 5-52 feet deep.
- Three man-made lakes: Grand Lake St. Marys, Lake Loramie and Indian Lake served as the primary sources of water for the canal along with the Miami, Mad, St. Marys and Auglaize Rivers.

bles. A beautiful park has been created along the lower mainline canal and a stationary replica canal boat known as the Belle of St. Marys placed in it. We walked to the Belle of St. Marys and learned that it is the second replica. The first Belle launched in 1990 rotted out. The second Belle sits on a mooring cradle and looks like it is floating. However, when we were there they were just admitting water into the canal and we could clearly see the cradle.

At Lock 13n Steve showed us a picture of how the original wooden lock had appeared, told us about the mill being built over the canal after it was no longer used for transportation, how it had been removed, and how the concrete replacement was being finished. We then walked a little farther to see the tumbles where the excess water spilled from the upper hydraulic canal into the lower mainline of the Miami & Erie Canal.



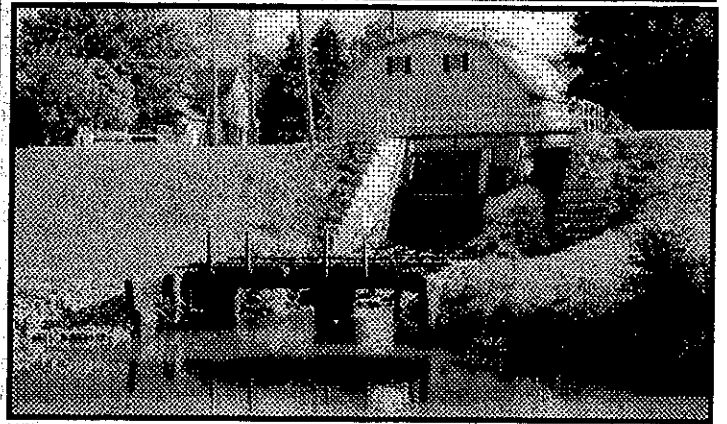
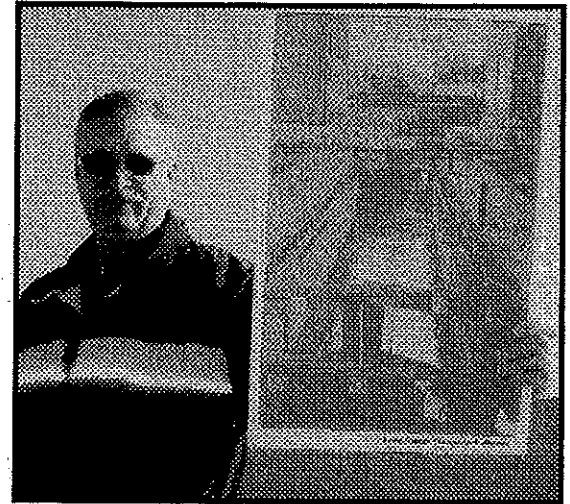
Top: The Belle of St. Marys is a new replica of a freight boat. The back cabin is used as a meeting room and has some canal exhibits on its walls.

Center: Dot MacIntyre pets the horse, which is also seen in the picture below. The cradle can be seen beneath the boat.

Bottom: A beautiful walkway with plantings passes beneath Spring Street from the park to Lock 13n. Photos by Bob Schmidt

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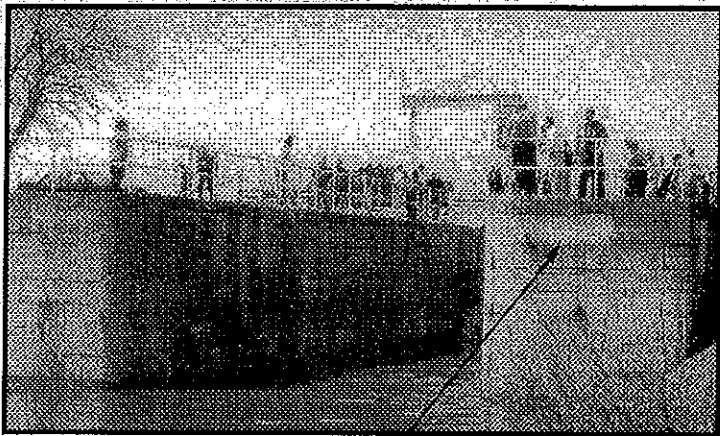
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Above: Steve Dorsten shows a picture of old Lock 13n. New concrete Lock 13n is pictured below with Spring Street in the background.

Below: The upper hydraulic canal tumbles into the lower mainline canal in the foreground. Photos by Bob Schmidt

We left St. Marys and went to the Bulkhead Lock at Lake St. Marys where water from the reservoir flows into the 3.5 mile long navigable feeder canal to begin its journey to the Miami & Erie entering the mainline below Lock 11n. At one time this Mercer County Reservoir had a variation of names until it was established through a legislative law as Lake St. Marys. It covers between 12,000-17,500 acres at various seasons. It was the largest man-made body of water in the world until Hoover Dam was built. Besides supplying water to nearby towns via the canal, the reservoir is a haven for birds, fishermen, boaters, and homeowners who live along its banks.



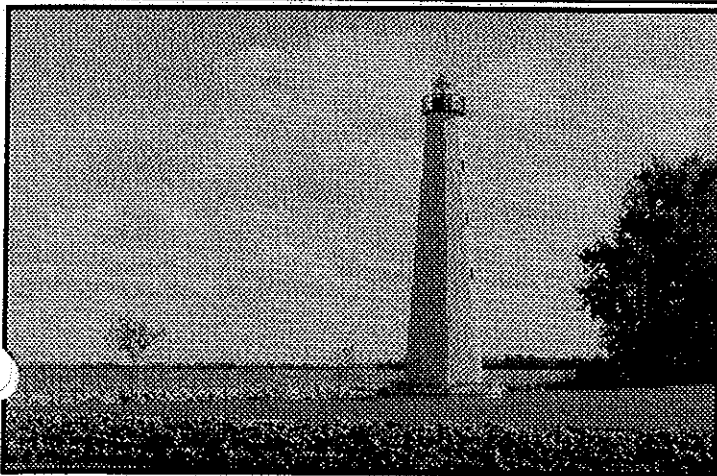
The Bulkhead Lock is located on the eastern end of Lake St. Marys and has an engraved plaque on it. Photo by Bob Schmidt 2005

The Bulkhead Lock is a control structure for the lake and was built 20 X 120 feet, which is larger than a standard lock's 15 X 90 feet. An engraved stone plaque on its downstream end reads:

Col. A. P. Miller, Comm. Board of Public Works
 John W. Erwin Resident Engineer,
 A. Michael Haveland, Ass't
 Samuel Doyle and R. B. Dickey, Cont's
 Jon't Spilman, Mason — 1852

This 1852 structure replaced the original wooden structure.

Behm's Lighthouse on Lake St. Marys Photo by Bob Schmidt



We then drove along the old abandoned dry feeder canal along Ohio 19 to Behm's Lighthouse. Lake St. Marys has three lighthouses though none of them are used for navigational purposes. The Behm Lighthouse attracts boaters to a restaurant. From a small park near the restaurant canawlers could see the lighthouse and note the huge size of the reservoir. A strong wind made the lake very choppy.



Docent Andy Hite points out Behm Lighthouse and tells canawlers about Lake St. Marys. Photo by Bob Schmidt

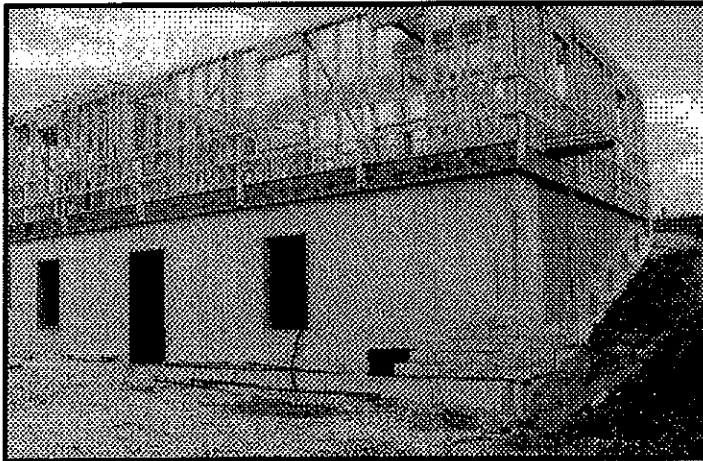
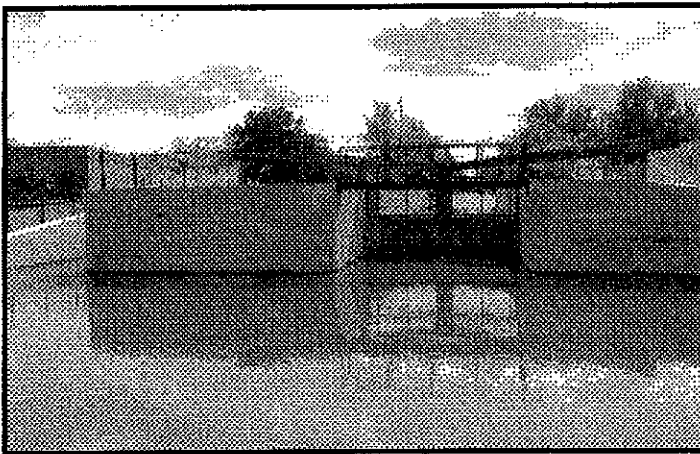
Canawlers were thoroughly chilled by the wind at Lake St. Marys and were really ready for the hot soup and chicken wraps they had for lunch at Speedway Events Center. After warming up a bit and eating their hearty lunch they were ready for a short drive to Lake Loramie, another reservoir built to feed the canal. The smallest of the three reservoirs, it fed the summit level. Water from this reservoir entered the canal and flowed from the point of entrance both to the north and south. During dry months is often could not produce enough water. Today it's a park operated by ODNR.



Lake Loramie was the reservoir that supplied the summit level of the Miami & Erie Canal. Photo by Bob Schmidt

We then back-tracked to New Bremen to see

Lock 1n and M.E.C.C.A. headquarters. After posing for a group picture in front of Lock 1n, Tom Fledderjohann, president of M.E.C.C.A. explained how New Bremen had built the newly constructed concrete lock and made its bypass much smaller than it had originally been.



Top: Lock 1n in New Bremen was a totally rebuilt lock.
Bottom: The Locktender's house is under construction beside Lock 1n and should be completed by the end of 2009.

Photos by Bob Schmidt

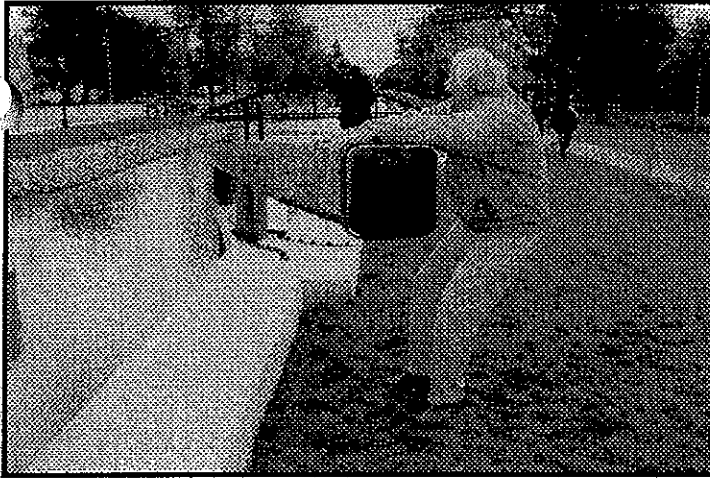
Tom talked about the locktender's house that was under construction beside the lock. Once completed it will house a Welcome Center for the village and the canal. It will display canal-related artifacts and have information from the Miami & Erie Canal Corridor Association and the New Bremen Historic Association. It will also house the Southwestern Auglaize County Chamber of Commerce and M.E.C.C.A.

Canawlers read the signage about "Locking Through," "Lock One History," "Construction of the Canal," "Lockkeeper's House," and "Impact of the Canal" that were at this site. Some of them pushed on the huge balance beam and operated the gate. They were told that this lock was a complete lock rebuild as was Lock 14n. Lock 13n was just refaced with concrete.



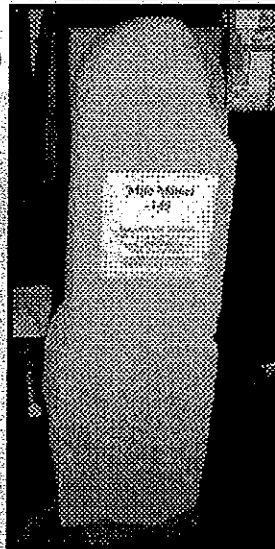
Thirty-one of the fifty-six canawlers from Indiana, Maryland, Massachusetts, New Jersey, New York, North Carolina, Ohio, Pennsylvania and Toronto, Canada posed in front of Lock 1n of the Miami & Erie Canal in New Bremen, Ohio, during the Canal Society of Indiana's "Pilgrimage to M.E.C.C.A." tour. Others roamed around the new lock and locktender's home, which is under construction at the top right or remained on the warm bus.

Combined photos by Bob Schmidt



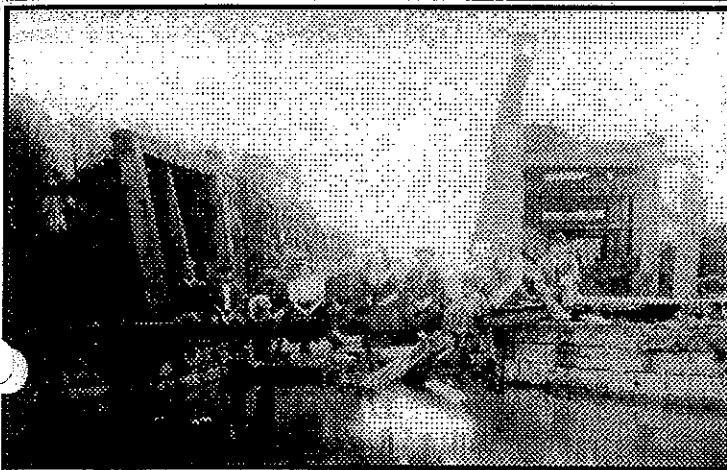
Top: Frank Timmers tries to close the huge lock gate at Lock 1n.
Bottom: Canal Mile Marker inside MECCA headquarters. P-BS

Mile Marker 49 was seen inside the current Miami Erie Canal Corridor Association (M.E.C.C.A.) building in New Bremen. Canawlers were welcomed by its director, Neal Brady, and enjoyed sipping hot coffee, tea, and chocolate while looking at the exhibits. Neal had also prepared bags of information about the association, the canal, the locktenders house, etc. that were given to participants on Friday night. Neal is looking forward to moving many of these exhibits into the new locktender's house when completed.



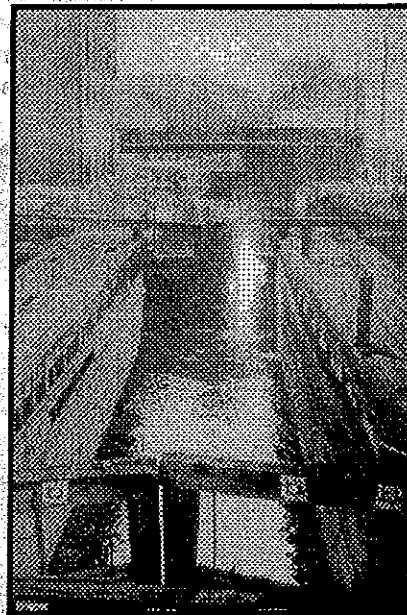
We then went to the home of Tom and Diane Fledderjohann to see the site of wooden Lock 6n. As we approached their farm we could see a drop in the land at the tree line where the lock was located. After filling our

Lock 6n was a timber lock that was never replaced by concrete.
Photo of a photo by Bob Schmidt



pockets with cookies and apples we headed to the lock where Tom had a warming bonfire going.

Tom told us about the old sawmill his grandfather operated using canal water to cut the logs. He had just recently had pictures of the old saw mill given to him and had them on display. This made it easier to understand where the mill was located and how it operated. He also had a picture of the wooden lock to see while we stood between embankments of earth where the lock was located. He said that if we dug down we would still find remains of the timbers beneath the soil. Several iron rods and bolts were seen that held the timbers and planking in place.



Top: Tom Fledderjohann shows pictures of the saw mill.

Left: Lock 6n would have looked much like this lock at St. Marys.

Right: Bolts and iron rods are seen in Lock 6n. Photos by Bob Schmidt

Our last stop of the day was at Lock 8n. So far we had seen the site of a wooden lock, old concrete locks that were resurfaced and brand new concrete locks. Lock 8n was a beautiful cut stone lock in prime condition. It had a very large spillway. Large bolts were visible in the lock chamber. There were no wing walls at its upper end. It

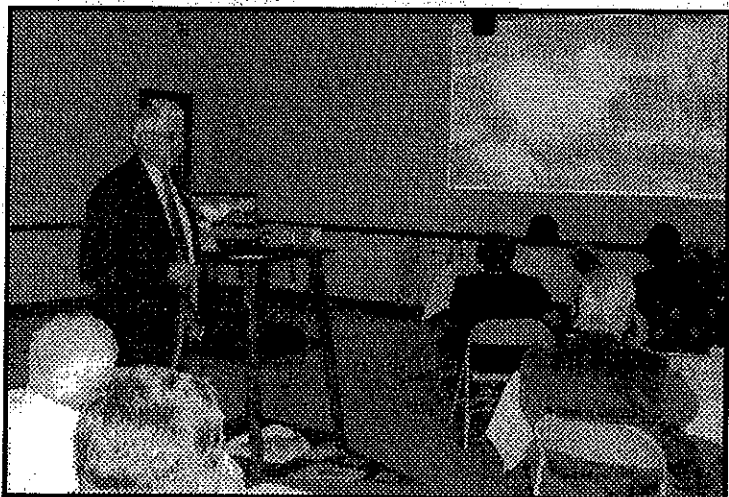
did not have any gates left. This beautiful lock is pictured on the first page of this publication.



Lock 8n's walls are very straight. Its capstones are in tact. The farmer keeps the land around it nicely mowed. The gate recess is visible. The tumble is located to the right and is not seen.

Photo by Bob Schmidt

Our bus returned us to Country Hearth Inn and Suites in time for us to dress for dinner at the New Bremen Senior Center. Following a delicious meal, Neal Brady, director of M.E.C.C.A., talked about how important it is to form partnerships with corporations and communities in order to establish a canal corridor and improve the quality of life for residents. The corridor ties towns together. Town pride leads to cleaning up the canal and restoring locks and buildings. His PowerPoint presentation had examples of improvements made along the corridor and listed future plans.



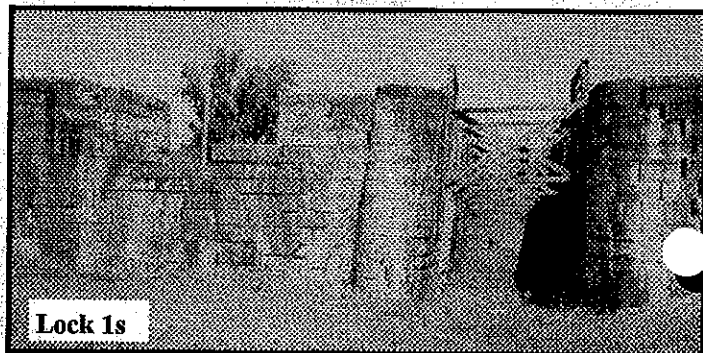
Neal Brady tells about M.E.C.C.A.

Photo by Bob Schmidt

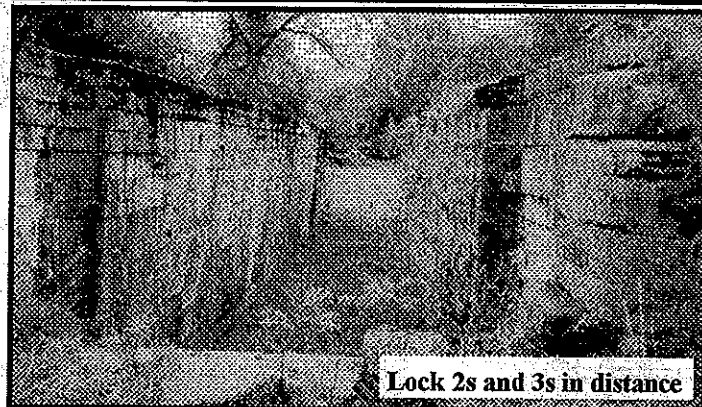
Dick Kudner, president of Maumee Valley Heritage Corridor, displayed the plaque he had received that afternoon from Ohio's governor honoring the Maumee Valley Scenic Byway. He told how as early as the 1930s there were people interested in having a byway along U.S. 24 and the Maumee River.

Saturday day we had seen not only wonderful remains of canal locks/fixtures and canal reservoirs, but also those that had been restored and have educational interpretive signage. We learned how the canal/reservoir water is managed today by ODNR, how trails are being developed on the old towpath, and how partnering can attain a common goal. We also noted that religion and strong ethnic backgrounds played a large part in the development of the string of towns along the canal.

Sunday 17 canawlers went to Lockington to see the staircase of locks that descend from the Loramie summit to the south. Docents Andy Hite and Mike Morthorst told us about Lock 1s also known as "Big" or "Deep" Lock since its lift was greater than the other 5 locks. About 25 years ago it was braced to keep it from falling in on itself. Plans are underway to somehow restore this lock in the near future. Tow ropes had dug deep grooves into the stones on the lower end of the lock. To its side was the locktender's home.



Lock 1s



Lock 2s and 3s in distance

Locks 2s, 3s, 4s, and 5s, which has also had wooden supports added, form the rest of the staircase before reaching Loramie Creek where an aqueduct carried the canal across the creek to Lock 6s, the last lock in the Lockington complex. A dry dock facility was located by the large turning basin between Locks 1s and 2s. The Red Garter, a tavern and brothel, was located to the west of Lock 2s. A mill was located at Lock 3s directly on the canal channel. Lock 4s' foundation timbers have been damaged by the wet and dry cycles. These wonderful structures were a fitting end to an exciting "Pilgrimage to M.E.C.C.A." tour.