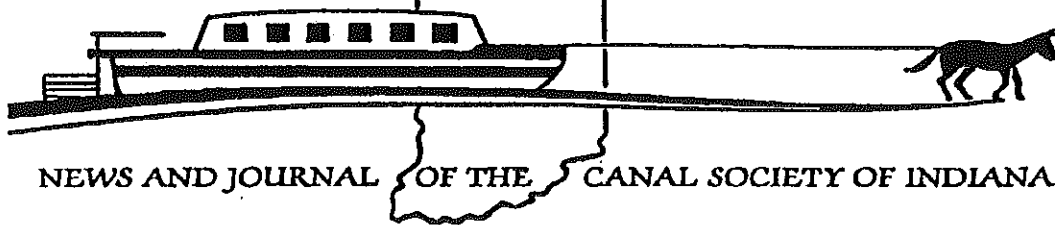


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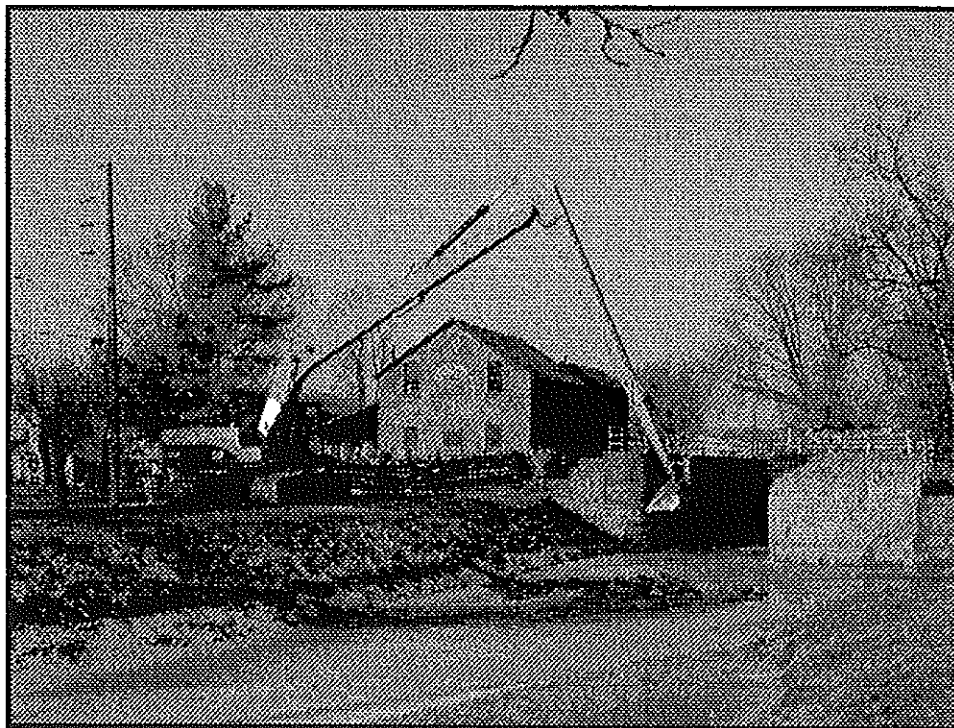


VOL. 8 NO. 4

P.O. BOX 40087 FORT WAYNE, IN 46804

APRIL 2009

## READY FOR SPRING



The Whitewater Canal is ready for the tourist season. The canal has been cleaned out at Lock 25 in Metamora, a gear shaft repaired so that canal water may be used to turn the grindstones in the mill, and a new director announced. Photos courtesy IDNR

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### **WHITEWATER CANAL NEW DIRECTOR & REPAIRS**

The Whitewater State Historic Site in Metamora, Indiana, is pleased to announce the recent employment of Joanne Williams as the new program director and cultural administrator for the WWCSHS. Williams replaced James Hamill, who retired after working at Whitewater for 19 years, on December 1, 2008. Joanne brings 20 years of teaching experience with her to create and maintain the programming for the site. Along with her teaching experience, Williams also has 10 years business and marketing experience working for

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private enterprise and not-for-profit agencies. She has a B.A. in communication and management from Purdue University and a B.S. in secondary education from Indiana University. Joanne and her husband, Ted, have a grown daughter and they reside in Richmond, Indiana.

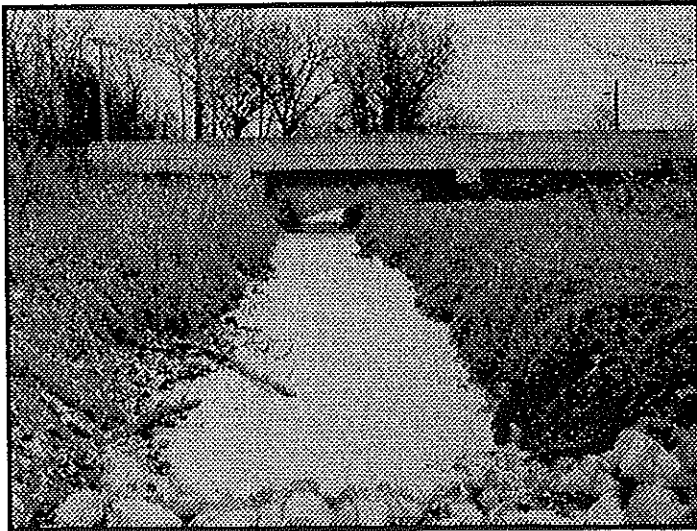
Jay Dishman, site manager, reports all repairs to the Laurel Feeder Dam will be completed by April 1, 2009. R. L. Vuckson Excavating, Inc. has been working on the dam all winter and work has been completed as the weather allows. R.L. Vuckson Excavating, Inc. has also completed all dredging of the canal so the target date of May 1, 2009 for the opening of the canal boat ride season should go forward as planned. Dishman also reports Vuckson will have the water wheel shaft for the Metamora Grist Mill completed by April 1. The shaft broke during the summer of 2008 and the mill has had

to rely on electricity instead of water power from the canal. The mill will be reopening on April 1 of this year. Bring your family to see the canal, ride the Ben Franklin III canal boat, and watch grain being ground into meal at the mill. The Whitewater Canal has beautiful locks, the only wooden aqueduct in the United States, and dabbling ducks that children love to feed. There are lots of quaint shops in Metamora, an old canal town nestled between the beautiful hills of the Whitewater Valley. See more pictures on page 28

Left: The Whitewater Canal had silted in and narrowed before it was dredged on January 26, 2009.

Right: The canal is much wider and deeper after dredging and water will be able to flow more freely.

Photos courtesy Indiana Department of Natural Resources



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## **Cottonopolis: The Industrial Revolution and Canals of Greater Manchester, England**

by Richard F. Brown, Jr., AICP

First established by the Roman Empire as a wooden fortress called Mamuciam, then later as a stone fort at Castlefield, the cosmopolitan metropolis of Greater Manchester, England gradually grew into a regional marketplace by the beginning of 18<sup>th</sup> Century ([manchester2002-uk.com](http://manchester2002-uk.com)). This measured growth changed dramatically during the latter half of that same century, as rapid expansion of cotton and textile industry helped Manchester flourish into one of the the first boomtowns of the industrial revolution. Manchester's industrial might was built on the fortunes of "King Cotton," with as many as 108 different cotton mills operating there in 1853 ([spinningtheweb.org](http://spinningtheweb.org)). Several factors came together to accelerate Manchester's enormous economic and population growth during this period, including:

- The city's damp climate was perfect for the production of cotton and textile goods ([www.cottontown.org](http://www.cottontown.org) and [www.ashton-under-lyne.com](http://www.ashton-under-lyne.com));
- The city was in close proximity to the local sheep stocks ([www.macalester.edu](http://www.macalester.edu));
- Its physical proximity to several rivers made the Greater Manchester an ideal place for the development of an extensive canal system, which brought coal, commerce, and waterpower capacity ([www.macalester.edu](http://www.macalester.edu) and [wikipedia](http://wikipedia)).
- The nearby coalfields ([www.cottontown.org](http://www.cottontown.org));
- The invention of advanced cotton production technologies such as the flying shuttle, the flyer and bobbin, the spinning Jenny, the water frame, and the spinning mule all took place between 1733 and 1779 ([www.macalester.edu](http://www.macalester.edu) and [wikipedia](http://wikipedia));
- There was an abundant and cheap labor force available ([www.macalester.edu](http://www.macalester.edu)); and
- Manchester became a major hub of the emerging railroad network in Britain ([www.macalester.edu](http://www.macalester.edu)).

The metropolitan region of Greater Manchester consists of the cities of Manchester and Salford, as well as eight metropolitan boroughs: Bolton; Bury; Oldham; Rochdale; Stockport; Tameside; Trafford; and Wigan ([wikipedia](http://wikipedia)). Over 2.6 million people call Greater Manchester home, with nearly seven million living within a 50-mile radius of downtown in the Northwest Region of England ([www.statistics.gov.uk](http://www.statistics.gov.uk)).

Greater Manchester is situated in an interesting and unique ecological and geographical location. The city rests in a basin where 12 river watersheds descend from the surrounding uplands located north, east, and south of the city to converge and shape the enormous River Mersey Estuary. The rivers Goyt and Tame unite in Stockport borough of Greater Manchester to form the River Mersey, which is joined by the rivers Irwell, Bollin, and Weaver downstream of central Manchester to create the three-mile-wide estuary ([merseybasin.org](http://merseybasin.org)). Additionally, the tributary rivers Dean, Etherow, Irk, Medlock, Roch, and Tib also feed into this natural circulation system at various points.

The center of Manchester is situated 93 feet above sea level and is located approximately 40 miles inland from the Irish Sea and 36 miles from the waters of the estuary. The River Irwell flows past the magnificent Manchester Cathedral in downtown and then flows into the River Mersey in the city of Salford. The streams become tidal from a point approximately 14.5 miles west of Manchester near Warrington (Leach, pg 4). How to best overcome the elevation change from downtown to Warrington and enhance Manchester's growing industrial economy was discussed for many years.

Initial suggestions of a waterborne link were first made as far back as 1660, but actual improvements to the rivers Mersey and Irwell were not completed until 1736 by the Mersey & Irwell Navigation

Company (wikipedia). Unfortunately, the river enhancements only provided a partial solution, because the new shipping channel could only accommodate smaller vessels and easterly winds had the effect of holding back the tide and limiting the shipping capacity of the channel (wikipedia).

Additional infrastructure improvements, such as the completion of the Bridgewater Canal in 1761 and the world's first passenger railway, the Manchester & Liverpool Railroad in 1830, linked the growing cotton and textile metropolis of Greater Manchester with the deepwater port of Liverpool and the River Mersey estuary to the west (wikipedia). These two projects along with a growing network of canals also provided the city with improved access to coalfields to power its rapidly expanding industrial base. The following chart lists the navigation canals and canalized rivers located in and around Greater Manchester:

**Canals of Greater Manchester (Listed by Year Completed)**

CANAL	YEAR COMPLETED	LENGTH	LOCKS
Mersey & Irwell Navigation	1736	20.0 miles	8
Sankey Navigation/St. Helen's	1757	15.0 miles	9
Bridgewater	1761	39.0 miles	0
Trent & Mersey	1777	93.0 miles	73
Ashton (Manchester, Ashton & Oldham)	1796	6.75 miles	26
Fairbottom Branch	1797	1.0 mile	0
Hollinwood Branch of the Ashton	1797	4.5 miles	8
Stockport Branch of the Ashton	1797	4.0 miles	0
Peak Forest	1800	15.0 miles	16
Whaley Bridge Branch of the Peak Forest	1800	3.5 miles	?
Rochdale	1804	33.0 miles	92
Manchester, Bolton & Bury	1809	15.0 miles	?
Huddersfield Narrow	1811	20.0 miles	74
Leeds & Liverpool	1816	127.25 miles	93
Macclesfield	1831	26.25 miles	12
Manchester & Salford Junction	1839	< 1.0 mile	4
Manchester Ship	1894	35.5 miles	4
Werneth (private)	Unknown	0.5 miles	0

Sources: Chart was created from numerous sources. Please see a complete listing of all sources at the end of the article.

It is interesting to note that canal side properties remained popular locations for building cotton mills in Greater Manchester even many decades after the arrival of the railway age (Williams, pg 22). According to Mike Williams in *Cotton Mills in Greater Manchester*,

"The siting of steam-powered cotton mills was conditioned by the availability of a water supply for boilers and engines. The banks of the major canal routes and a number of branch canals provided a high proportion of the mill-building sites in the early 19<sup>th</sup> century. The use of canal water for steam plant obviated the need to construct reservoirs, enabling large mills to be built in distinctive, closely packed groups. In addition to providing water, the canal system was heavily used for the transportation of coal, raw cotton, and finished textile products." (Williams, pg 53)

So great was cotton's impact on Greater Manchester, that the city became known by the nickname of "Cottonopolis." Manchester's labor force, just in the cotton trade alone, exploded from 17,000 people in 1760 to 180,000 in 1830 (www.manchester.ac.uk). The growth and development of the textile industry employed many residents of Greater Manchester and brought waves of immigrants to the city and surrounding communities during the first half of the 19<sup>th</sup> Century.

The textile industry also played a very important role for two branches of this author's family tree. One set of my great-great-grandparents were born and raised in the Stockport area of Greater

Manchester, later moving to Ashton-under-Lyne in the present borough of Tameside. Meanwhile, another set of my great-great-grandparents resided in the Holmfirth area of Yorkshire, just a short distance east of Greater Manchester. During the Cottonopolis era, family members from both lineages worked in the cotton and woolen mills as weavers, spinners, and carders.

Members of each family branch remained active in the textile industry upon emigrating to Fall River, Massachusetts and southeastern Pennsylvania respectively. Soon after arriving in Fall River, my great-great grandfather and three of his brothers fought for the Union during the Civil War. He returned to work in the cotton mills after the war concluded, though his health was adversely impacted by a war-related illness. Separately, my great-great grandfather in Pennsylvania opened a cotton and woolen mill in Mount Joy in 1883.

The great cotton boom that took place in Greater Manchester came to a screeching halt with the onset of the Civil War in the United States, when the principal source of raw material from the Confederate States was blockaded by the Union Navy. This single event resulted in the "cotton famine" of 1861-1865, where numerous mills in Manchester and surrounding Lancashire had to cut production, which left thousands of textile workers jobless (wikipedia).

Despite the increased hardships and growing poverty, cotton workers from around Lancashire, the county that included Manchester at the time, met at city's Free Trade Hall on December 31, 1862 and voted to support the Union in its fight against slavery (wikipedia). Excerpts from their letter sent to Abraham Lincoln read as follows:

"As citizens of Manchester, assembled at the Free-Trade Hall, we beg to express our fraternal sentiments toward you and your country. We rejoice in your greatness as an outgrowth of England, whose blood and language you share, whose orderly and legal freedom you have applied to new circumstances, over a region immeasurably greater than our own. We honor your Free States, as a singularly happy abode for the working millions where industry is honored." (www.abrahamlincolnsclassroom.org)

"Since we have discerned, however, that the victory of the free north, in the war which has so sorely distressed us as well as afflicted you, will strike off the fetters of the slave, you have attracted our warm and earnest sympathy. We joyfully honor you, as the President, and the Congress with you, for many decisive steps toward practically exemplifying your belief in the words of your great founders: 'All men are created free and equal.'" (www.abrahamlincolnsclassroom.org)

President Lincoln responded quickly to the cotton workers with the following kind and sympathetic words:

"I have the honor to acknowledge the receipt of the address and resolutions which you sent to me on the eve of the new year." (www.abrahamlincolnsclassroom.org)

"I know and deeply deplore the sufferings which the workingmen at Manchester and in all Europe are called to endure in this crisis. It has been often and studiously represented that the attempt to overthrow this government, which was built upon the foundation of human rights, and to substitute for it one which should rest exclusively on the basis of human slavery, was likely to obtain the favor of Europe. Through the actions of our disloyal citizens the workingmen of Europe have been subjected to a severe trial, for the purpose of forcing their sanction to that attempt. Under these circumstances, I cannot but regard your decisive utterance upon the question as an instance of sublime Christian heroism which has not been surpassed in any age or in any country. It is, indeed, an energetic and re-inspiring assurance of the inherent power of truth and of ultimate and universal triumph of justice, humanity, and freedom. I do

not doubt that the sentiments you have expressed will be sustained by your great nation, and, on the other hand, I have no hesitation in assuring you that they will excite admiration, esteem, and the most reciprocal feelings of friendship among the American people. I hail this interchange of sentiment, therefore, as an augury that, whatever else may happen, whatever misfortune may befall your country or my own, the peace and friendship which now exist between the two nations will be, as it shall be my desire to make the, perpetual." ([www.abrahamlincolnsclassroom.org](http://www.abrahamlincolnsclassroom.org))

Though cotton and textiles continued to play an important role in Manchester's economy well into the 20<sup>th</sup> Century, during the middle portions of the 19<sup>th</sup> Century, the city started to diversify its industrial base into metals, chemicals, and other goods ([www.macclester.edu](http://www.macclester.edu)). This transformation helped propel Greater Manchester into the position of being the world's foremost manufacturing center by the last quarter of the 19<sup>th</sup> Century ([www.macclester.edu](http://www.macclester.edu)).

However, city leaders felt the extent of Manchester's commercial growth was being hindered by excessive fees being charged for shipping goods through the Port of Liverpool and on the Manchester & Liverpool Railway ([wikipedia](http://wikipedia)). Rates and fees had increased so much, that it was actually cheaper to ship goods eastward across the width of the island to the Port of Kingston Upon Hull on the North Sea coastline than to ship cargo through the Liverpool harbor facilities just 35 miles away ([wikipedia](http://wikipedia)). At the time, the Bridgewater Canal was not a viable alternative to Liverpool since it was not designed to accommodate ocean-going vessels and because it was not being maintained sufficiently ([wikipedia](http://wikipedia)). Concerns over industrial decay were also cited as a reason for needing an improved canal link to the Irish Sea (Williams, pg. 21). If Manchester was to maintain and enhance its position as a major industrial and commercial trade center, something extraordinary had to be done.

Discussions about building a ship canal to Manchester were initiated by a local industrialist, Daniel Adamson in 1882 ([wikipedia](http://wikipedia)). He brought together other local industrialists, civic leaders, and dignitaries to form the Manchester Ship Canal Company ([wikipedia](http://wikipedia)).

Civil engineers proposed two designs for the future ship canal; one a tidal canal option and the other a canal designed with a series of locks to overcome the elevation change ([wikipedia](http://wikipedia)). The canal design proposed by Edward Leader Williams, with four locks and utilizing the source waters of the rivers Mersey and Irwell was the option chosen and submitted to Parliament for funding ([wikipedia](http://wikipedia)). After two failed attempts before Parliament, a funding bill was approved in 1885, which also required a proportion of the cost be covered by local sources ([phillrawlins](http://phillrawlins)). Construction of the massive project finally began in 1887 and after approximately seven years of work, the Manchester Ship Canal opened for shipping in 1894 ([wikipedia](http://wikipedia)).

At the time of its completion, the Manchester Ship Canal was the second longest ship canal in the world behind the Suez Canal in Egypt (see chart). Some of the impressive superlatives and interesting facts associated with the Manchester Ship Canal include:

- 54 million cubic yards of material were excavated to construct the ship canal, the docks, and related work, of which nearly a quarter was sandstone (Leech, pg 37);
- The average number of laborers for the project was 12,000, peaking at 17,000 workers ([wikipedia](http://wikipedia) and Leech, pg 37);
- Existing railway bridges along the corridor had to be raised and tracks re-constructed to allow ships to pass beneath along the completed canal ([wikipedia](http://wikipedia));
- Four sets of locks were built to lift ships a total of 60 feet, or an average of 15 feet over the canal's 35.5 mile long course (Leech, pgs 34 and 35);

- The magnificent Barton Swing Aqueduct was built to carry the Bridgewater Canal over the Manchester Ship Canal. The Barton Swing Aqueduct was the first swing aqueduct ever constructed and it replaced the first fixed canal aqueduct built in England (Leech, pg 36);
- The moveable portions of the Barton Swing Aqueduct have a total weight including water of 1,600 tons (Leech, pg 36);
- Chief Engineer and ship canal designer Edward Leader Williams was knighted by Queen Victoria at the canal's official opening on May 21, 1894 (wikipedia);
- Total cost of building the Manchester Ship Canal in 1894 pounds sterling was approximately **£15,248,437** (Leech, pg 37), which is equivalent to a whopping **£1,224,590,135** in 2007;
- After completion of the ship canal, the City of Manchester became the third busiest port in Britain, peaking in the late 1950's with 19,000,000 tons of cargo shipped annually (wikipedia);
- More than seven million tons of cargo are still transported each year on the canal (wikipedia); and
- Extensive adaptive reuse and redevelopment of the Salford Quays area of the canal has brought expensive housing developments, retailers, a cinema, and the Imperial War Museum of the North to the area.

**World's Longest Ship Canals\***

CANAL	COUNTRY	YEAR COMPLETED	LENGTH
White Sea-Baltic	Russia	1933	141 miles
Rhine-Main-Danube	Germany	1992	106 miles
Suez	Egypt	1869	100 miles
Volga-Don	Russia	1952	62 miles
Kiel	Germany	1895	60 miles
Houston	United States	1915	56 miles
Alphonse XIII (Seville)	Spain	1926	53 miles
Panama	Panama	1914	51 miles
Danube-Black Sea	Romania	1984	40 miles
<b>Manchester</b>	<b>England</b>	<b>1894</b>	<b>36 miles</b>
Welland	Canada	1931	28 miles

\* Includes canalized rivers. SOURCE: [http://en.wikipedia.org/wiki/Ship\\_canal](http://en.wikipedia.org/wiki/Ship_canal)

The Manchester Ship Canal serves as excellent examples of how a community can unite to overcome an obstacle; in this case a geographical one to shape its future destiny. The ship canal is one of three listed in the chart above that were built strictly to provide ocean-going vessels with direct access to an inland city instead of linking two larger water bodies. The other two are the Houston Ship Canal (Channel) and the Alphonse XIII Ship Canal serving Seville, Spain.

Today, many of the canals of Greater Manchester, as well as throughout England, are being restored, refurbished, and reopened for navigation purposes, primarily for tourism and recreation. It is inspiring to see such a cooperative effort towards preserving and enhancing a nation's canal heritage. The Manchester Ship Canal continues to be an important transportation connection to markets around the world.

Knowing one's own family heritage is so closely tied to work in the cotton and textile mills of Greater Manchester and later here in the United States, this author is particularly fascinated by the history of

Greater Manchester as "Cottonopolis." The fact that Manchester's development into a global industrial powerhouse was also closely tied to the construction and operation of an extensive canal system only increases my interest in learning more about and visiting the historic and modern sights of Greater Manchester, England.

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**BARAY CANAL, CAMBODIA**

**Canals, Cotton, and Commerce**

by Richard F. Brown, Jr.

Centre of trade and commerce  
Set under Pennine hills so green  
Vibrant manufacturing focus  
Of Britain's industrial scene

Bisected by rivers and streams  
Flowing west toward the Irish Sea  
Converging into one great channel  
At the outlet of River Mersey

Coalfields dot the landscape  
To fuel the mills and factories  
Mined from the English earth  
And conveyed on canal arteries

Manmade inland seaport city  
With the infrastructure to carry  
Commodities, freight, and cargo  
Through the grand estuary

An era of vast economic growth  
Came to a sudden, immediate halt  
By a righteous conflict overseas  
Causing local misery and default

Despite their suffering and pain  
The region's cotton labor force  
Expressed to President Lincoln  
Earmest support for his course

Composed of cities and boroughs  
The northwest's mercantile core  
Serving as a global gateway  
With the world knocking at its door

Greater Manchester, England  
Textile's fostered metropolis  
An energized and diverse place  
From the heart of Cottonopolis.

6/18/08

Even during the dry season Baray, Cambodia has roaring water pouring over its sluice gates in the Baray Canal. The canal was one of the Khmer Rouge canals that was built under brutal circumstances by millions of Cambodians. In the 1970s over 1.7 million people who Poi Pot had forced into labor eventually died from over-work, starvation and disease. The current government sees these hundreds of irrigation projects with their embankments and dams as a way to revive the country's ability to grow rice and take advantage of the world's increasing demand for it.

During the Khmer Rouge project of 1975-79 almost the entire population of the country was put to work digging irrigation canals, building dikes and planting rice. The hands of the laborers were tied behind their backs and dragged away from Cambodia's towns and cities to dig. They were not allowed to talk with one another, but had to listen to revolutionary songs and banging hubcaps. Dirt was carried away in baskets tied to bamboo poles. As they dug deeper they hit earth so hard that it had to be chopped at, almost like cutting down a tree. One man remembers that when he was not made to dig a canal he was made to collect sap from the palm trees. The workers were often killed after their project was completed.

Of Cambodia's 800 miles canal network, over 70 percent was built during the Khmer Rouge. Some of the canals were poorly designed.

An experimental project is now underway to irrigate fields of hybrid rice and hopefully increase the yield four times. Over the past few years Cambodia has been only harvesting about half of what Vietnam yields and one-third of what China yields, because only 20 percent of its fields was irrigated. The canals fell into disrepair in the 1980s and many went dry. The government didn't begin rebuilding them until 2005. Some of those working on rehabilitating the canals are those who originally dug them. One lady is paid \$55 today when all she got for her earlier canal work as a teenager was watery gruel and being told she was working for the national glory.

Baray is located near the center of the country. It is two hours north of Phnom, Penh, the capital. It hires a maintenance crew to keep the canal embankments in repair and the canal watered. Besides its use for irrigation, the canal is also a source of recreation. Children play in it. Fishermen catch minnows with nets. Some even wash their Chinese-made motorcycles in it. *The New York Times*, December 5, 2008  
Karl Kettelhut, CSI member, Carmel, IN

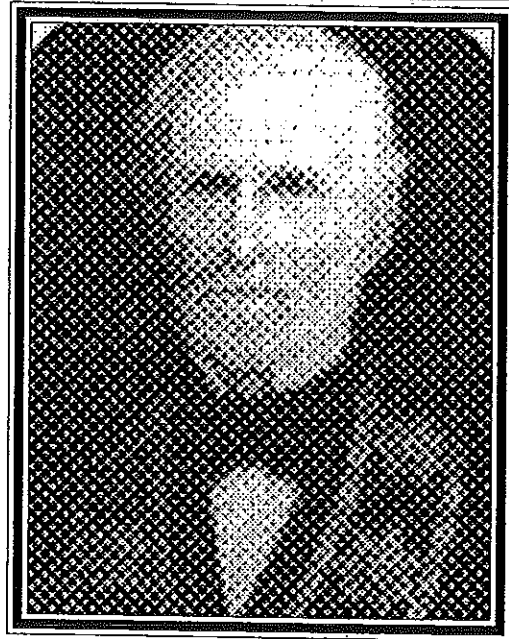
## CANAWLERS AT REST

### LUCIUS HUBBARD SCOTT

b. March 29, 1794

d. April 22, 1875

By Carolyn I. Schmidt



Lucius Hubbard Scott was born in Weathersfield, Vermont, on March 29, 1794 to Dr. Philip and Martha Scott. He and his family moved to upstate New York. There Lucius earned his livelihood as a lumberjack, merchant, school teacher and general laborer.

At age 23 Lucius and his friend John Wilson Osborn decided to seek their fortunes in the West and left New York on March 4, 1817. They arrived at Vincennes, Indiana on June 6 of that year and sought work. John got a job there (In 1823 John published Terre Haute's first newspaper), but when Lucius found nothing he began walking toward Terre Haute, Indiana. Years later Lucius wrote the following letter:

"June 6, 1817, in company with John W. Osborn, I arrived in Vincennes, after a journey of nearly two months, from St. Lawrence county, N.Y. Osborn being a printer, readily obtained work in Elihu Stout's printing office, in Vincennes, but after spending three weeks vainly looking for something to do, I determined to seek my fortune higher up the Wabash valley, and set out on foot for the newly laid out town of Terre Haute. In Vincennes I had met and formed acquaintance with John Britton, who had been to Terre Haute, and was then making his temporary home at the house of Daniel Barnes, a small log cabin situated on Sec. 16, at the edge of the prairie not far from the present cemetery. Having to walk the whole distance from Vincennes, and carrying my bundle, I made slow progress, and was nearly three days upon the journey. I found my new friend Britton as I expected, and was kindly received by him and his family; but as the cabin was small, and I found the family were not in a condition to receive an additional boarder, I determined to make my stay as brief as possible. I had introductory letters from Vincennes to Maj. Chunn and his officers at Fort Harrison, and to Maj. Markle at Otter creek, which I determined to lose no time in delivering. Accordingly, the second day after my arrival I visited the fort and found the officers at their quarters. Nothing could exceed the

kindness and hospitality with which they received me, the major insisting upon my making my home at the fort until I found some kind of employment. Situated as I was, I most gratefully accepted his hospitality, and removed my scanty baggage to the fort. In a day or two I set out in the early summer morning to cross the prairie to deliver my letters to Jan. Markle. I missed the track and went to Otter creek bridge. I was conscious of my error, but the beauty of the morning led me on until I found myself standing on an eminence in the midst of Otter creek prairie. On casting my eye over the broad expanse, not a tree or fence or other indication of home or civilization presented itself to view, but all was one boundless, magnificent bed of beautifully variegated flowers.

"I stood and gazed until my reason failed, and when about to retrace my steps my eye caught the glimpse of a thin column of smoke curling up among the trees in a distant corner of the prairie. I made my way to it and found a family in a small log cabin, which they had as yet occupied too short a time to have made any improvements around them. I obtained directions which enabled me, without further difficulty, to find my destination. The major was at home and received me with that frank and graceful hospitality for which he was so widely celebrated. I thought him the most magnificent specimen of manhood I had ever seen."

Lucius arrived in Terre Haute on Independence Day. He went to Henry Redford's new Eagle & Lion tavern and took part in the first Fourth of July ever celebrated in that town.

At Terre Haute John Dickson and Isaac Lambert, who were contractors at Fort Harrison and owned a mill on Honey Creek, begged Lucius to set up a school near their mill. Lucius took them up on the idea. Some of the settlers built a small log cabin to be used as the school. However, Lucius ran into trouble when he came down with "river fever" and had to give up his plans. His health required returning to Vincennes.

The year 1818 was a busy one for Lucius. As soon as he had regained his health, Mr. George A. Wasson approached him asking him to manage a branch of the Wasson & Sayer dry goods store in Terre Haute. They would rent and fit up a room and send a lot of goods by water from Vincennes for him to sell. Lucius rented a room from Dr. Modessit, opened the goods, and commenced selling them on January 1, 1818. The store was located at First and Water streets in Terre Haute. These were the first goods opened for sale in Terre Haute.

Truman Blackman, sheriff, gave a power of attorney to Lucius on April 3, 1818. He was appointed the agent [tax collector] of Vigo county on May 13, 1818. About a week later on May 21, 1818, the county commissioners (John Hamilton, Isaac Lambert, Ezra Jones) released and quitclaimed to him eight in-lots in the center of the town on which to erect a court house and other public buildings.

An June 1, 1818 receipt shows Lucius was required to give bonds for the sum of \$25,000. Lucius was to collect the taxes as rated for the year which follow:

First-rate land, every 100 acres	\$ .50
Second-rate land	.43%
Third-rate land	.31%
Every horse, mare, mule or ass over 3 yrs. age	.37½
Stallions, once the rate they stand by the year	
Every tavern	\$20.00
Every ferry	\$ 5.00
Town.lots (on every \$100)	.50

Later, after 4 years as agent, Lucius resigned in August, 1822. James Farrington was appointed to fill his vacancy and received a salary of \$60 a year.

Also in 1818 Lucius was the first man to be elected Vigo County Sheriff. The first acting sheriff, Truman Blackman, had been appointed and not elected. However, a controversy arose over Lucius' election because the election notices were not according to the law. At the August meeting of the Vigo county commissioners in the home of Otis Jones they heard testimony and decided the case in favor of Lucius. The commissioners met again that November and allowed Lucius \$150.00 per year for his service as Sheriff with \$25.00 additional for service in criminal cases.

Sometime between 1818-1819 Lewis B. Lawrence and Lucius H. Scott put up their offices on lot 224 on the corner of Ohio and First streets in Terre Haute. It was the first building in Terre Haute to have lath and plastering.

Lucius and thirteen other men petitioned to establish Terre Haute Lodge #19 of the Free and Accepted Masons on March 10, 1819. Lucius was chosen as its Grand Master three years later.

Early records show Lucius buying and selling property. On August 26, 1819, Curtis Gilbert sold the southeast quarter of Section 7, Township 11, Range 8 to Lucius. Then of November 22, 1819 Lucius, collector, transferred Lots 278, 274 and 298 to Curtis Gilbert. On November 23 of that year Lucius transferred the southwest quarter of Section 18, Township 12, Range 8 to Curtis Gilbert. On November 27, George Wright transferred the southeast quarter of sections 5 and 11, Township 14, Range 8 to Lucius.

Lucius entered politics on the state level on August 5, 1822 when he was elected to a two-year term as a representative from Vigo and Parke counties to the Indiana House of Representatives. Later Senator Oliver H. Smith said Lucius was one of the state's early legislators who knew what he was doing.

Chancy Rose asked Lucius to manage his mill at Roseville the same year. Lucius accepted, moved to Parke county and carried out that position for four years. Also in the fall of 1822 Josephus Collett and Lucius opened a store in Roseville where he lived until 1826. With the money he earned he invested in real estate in Terre Haute.

Captain Earle describes Lucius in *Greater Terre Haute and Vigo County* saying that he remembers little about Lucius H. Scott prior to 1823. He goes on to say, "He was a thin, erect man, quick in his movements and precise in his speech. He came to Terre Haute very poor, but prospered. The last time I saw him was in 1853. I happened to meet him on the [railroad] cars and traveled with him nearly 200 miles. Our talk was of the olden time."

In 1826 Lucius moved back to Terre Haute. In 1827 he built Terre Haute's first brick building in which he operated a general store and lived. It was located on the southwest corner of Third and Ohio streets and was known as "Scott's Corner" for about a century.

Lucius invested in the following Terre Haute real estate originally purchasing it at almost the cost of farm land and later sold it for a healthy profit:

- 1826 Purchased town-lot 120 for \$200
- 1827 Purchased adjoining town-lot 119 at Third and Ohio for \$175
- Sold 45 feet of this location to the bank in 1836 for \$1,500 and reserved 30 feet to the east valued at

\$1,000 for his garden

1831 Purchased out-lot 65, containing 49.70 acres and out-lot 68, containing 17.91 acres for \$536.

Out-lot 65 was valued at \$2,200 in 1846

Out-lot 68 was valued at \$5,000 in 1846

Sold 2 acres for \$150 in 1846

Sold .6 acres for \$450 in 1847

Sold 5.9 acres for \$590 in 1847

1833 Purchased out-lot 71, containing 29.4 acres for \$239.20.

1835 Purchased town-lot 6 on south Fifth street for \$100

Sold 3/4 of it to J. H. Hager for \$450

Sold 1/4 for \$300

1846 Southwest corner of Wabash and Third was valued at \$6,000

The Indiana General Assembly on January 30, 1834 elected Samuel Merrill of Indianapolis as president and Calvin Fletcher of Marion county, Robert Morrisson of Wayne county, Seton W. Norris of Marion county, and Lucius Scott of Vigo county as the four initial directors of the State Bank of Indiana. Their duty was to organize the bank. On February 13 they met and elected James M. Ray as cashier and located the ten branches at Indianapolis, Lawrenceburgh, Richmond, Madison, New Albany, Evansville, Vincennes, Bedford, Terre Haute, and Lafayette. An 11th branch was put in Fort Wayne in August 1835. Lucius served as a director for six years making trips to New York and Philadelphia as a bank representative. After he resigned as director of the State Bank of Indiana, Governor David Wallace appointed him a state fund commissioner.

Lucius sold the State Bank of Indiana a lot he owned at 217 Ohio Street on November 11, 1835. They built their Terre Haute branch on the site. The branch eventually evolved into the Terre Haute First National Bank.

Lucius became engaged to Miss Collett, the daughter of John Collet, who surveyed the road while coming west, settled in Terre Haute and became a merchant there. She was a teacher in one of the log school houses near the Durham settlement and was said to be a beautiful young woman. She and Lucius had set the date for the marriage and she had had her bridal gown made when she died. She was buried between two trees the corner of Seventh and Walnut, which was in a cemetery located to the east of Sixth street in Terre Haute.

Later Lucius married. His first wife was Jane C. Breading (Barnet). Jane died on August 18, 1835 at age of 36. Then he was married on June 18, 1837 to Eliza (Perkins) Linton, the widow of his former business partner at "Scott's Corner," William C. Linton, after whom Linton, Indiana, was named.

When Lucius and others learned through the Internal Improvement Bill (1835-36) that Evansville would be the terminus for the Central Canal they saw an opportunity to make money. In 1837 John and William H. Law, James B. McCall (misspelled Macall and Mascall by several early writers), also of Terre Haute, and Lucius Scott purchased 700 acres of land adjoining Evansville and platted the town of Lamasco in Vanderburgh county. The canal, when completed, would actually end at Pigeon creek on their land and never enter the Ohio river. Their original plan, as seen on a map at the Evansville Central Library, was to develop the entire area from First Avenue to St. Joseph Avenue and from the Ohio river to Maryland Street. They used the first part of their last names to name the new town La Ma Sco. In June of 1836 contracts for the construction of the canal were let and there was a large immigration to Lamasco and Evansville. Real estate prices rose to new heights. Industries grew up along its route. For example: In 1837 Jacob Rice purchased land and erected the first brewery in southern Indiana near the canal terminus in Lamasco. But with the state having money problems in the following years, Lamasco only developed as far west as Pigeon Creek. Business and industry didn't expand to the western side of the creek until after the Civil War.

In 1842 in anticipation of Ex-President Martin Van Buren coming to Terre Haute, a committee of arrangements was established to prepare an elaborate reception. Lucius was appointed its chairman. He invited the mayor and common council to be in a city parade with Van Buren. They said the ex-president should be extended every courtesy but they would not take part in the parade. It was on his way to this reception that Van Buren was tipped into a mud hole on the National road by a stagecoach driver.

Lucius was active in support of the Wabash & Erie Canal. On February 26, 1842, he was elected the chairman of a committee promoting the completion of it to the east. William J. Ball, who became resident engineer for the canal, estimated it would cost \$83,160.84 to complete the canal, exclusive of mechanical structures. He based the cost for all unfinished locks on timber rather than on stone. David S. Donaldson, publisher of a Terre Haute newspaper, was named the secretary.

Lamasco was finally officially incorporated in 1847 with its boundaries as follows: "the western boundary of said corporate limits shall be Pigeon creek,

the north boundary shall be Eighth street to the north and two women servants lived with them. "line of the same, the southern boundary shall be the Ohio river, including within its corporate limits all the land and ground embraced or contained between Pigeon creek and a line drawn due south from the east end of said Eighth street, to the Ohio river, and not included within the corporate limits of the city of Evansville." Evansville was also officially incorporated that year.

Lamasco was annexed into Evansville in 1857 after much discussion and haggling in prior years. Evansville at the time had a population of roughly 7,000 and Lamasco 3,000 and a great majority in both towns favored the merger. Some years later some citizens proposed changing the name from Evansville to Lamasco since it was unique and there were several Evansvilles in the United States. They said having a unique name would be a good way to get free advertisement for the town. The "old foggy" spirit kept its name from being changed.

Lucius liked to remember the old times. He recounted several intimate accounts of Terre Haute and Vigo County during pioneer times. In 1858 he wrote the following letter describing the first tavern built in Terre Haute in June 1817 by Henry Redford. It was built of hewn logs and stood at the corner of First and Main in Terre Haute. Lucius writes:

"The roof was on and the floors laid and great efforts were made to prepare it for the reception of the large company there to participate in the festivities on the ensuing Fourth of July. The Fourth arrived and so did the company, and a gay and merry assemblage it was. Major Chunn, with his officers, Lieutenants Sturgis and Floyd, Drs. Clark and McCullough, with several other gentlemen, and ladies too, residing at the fort, with the few scattered families of the neighborhoods — made up a party of fifty or sixty gentlemen and more than half that number of ladies. I remember that some young people came from the Shaker prairie. It was altogether a delightful affair. The military band from the fort was on hand, including Billy Hogan with his fiddle. The 'medicine chest' had yielded certain necessary stores — the Declaration was read — speeches made, toasts drunk, a good dinner eaten, and a ball at night, prolonged until the beautiful unbroken prairie began to glimmer in the bright beams of the morning sun. Thus passed the first Fourth of July ever celebrated in Terre Haute."

The 1860 Federal Census shows Lucius as a gentleman with real estate worth \$5,000 and a personal estate of \$2,300. The 1870 Federal Census shows his real estate at \$33,000 and his personal estate at \$15,000. His wife Eliza has a personal estate of \$10,000 and was born in Pennsylvania. A coachman

Lucius and Eliza moved to Bucks county, Pennsylvania in 1847 around the time the canal arrived in Terre Haute. There he founded Bristol Gas & Light Company and was involved in several other enterprises. He also joined the Grand Lodge of Pennsylvania and was chosen its Grand Master in the early part of 1865. He was honored when the Delaware county, Pennsylvania lodge was named for him. Today his portrait hangs in the Masonic Hall in Philadelphia.

Lucius Scott died on April 22, 1875. At the time of his death he owned substantial real estate in Bucks county and in Philadelphia.

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# ANNAPOLIS:

## AND ITS W & E CANAL CONNECTIONS

### Part II

By Charles Davis

This article is a sequel to my earlier articles in *The Hoosier Packet*: "Annapolis: Joe Cannon" November 2003  
 "Davis Plots Old Deeds of Annapolis" October 2008

Annapolis is rich in history although there is little written or compiled about it in county histories and biographies. The following new information will let us go further into what this town and people were like from its beginnings through the canal era.

When the pioneers came into Parke county, most of the Indians had been removed to the west, but some remained. Several Indian traces or trails that were used for generations became county roads. The one between Terre Haute and Lafayette was used by General William Henry Harrison. Miami Chief Stone Eaters' village was located along this route with a burial ground three quarters of a mile northwest of West Union. Another trace bearing from Bill Henry's Prairie went northeast of Rosedale past the site of Niggerleg Lake, where Chief Negro Legs had his village. This trace bore northeast of Catlin on the east side of Little Raccoon Creek in Raccoon township, then into Adams township, Greene township, and into Montgomery county. Another trace from Terre Haute went through Jackson township on the east side of Big Raccoon Creek in the northwest quarter of section 18. This was on the Thomas Day farm and was called the Cornstalk Trail. A salt lick that was used by buffalo was located just a few rods from the Indian trace on the northwest corner of the Day place on the knoll south of the barn. At one time the lick was 100 feet in diameter. The trace then went past Mansfield up to Portland Mills Caves, another Miami village site, before leaving the county. Pioneers referred to the trail that veered away from the Wabash River above Fort Harrison and followed the dividing ridge between the two Raccoon Creeks as the "old Indian trace from Vincennes to Fort Wayne."

In 1819, Joseph Ralston lived on section 20 in Raccoon township. He had acquired enough of the languages of these tribes for ordinary trade and recalled he had had no trouble with them saying, "Some were Delawares, Pottawattomies, Kickapoos and even a few Mingos. While here in Parke county, their trade was of some value; they dealt largely in dressed skins of all sorts, delighted in paint and feathers and manufactured buckskin jackets, beautifully adorned, and moccasins whipped in with porcupine quills and beads."

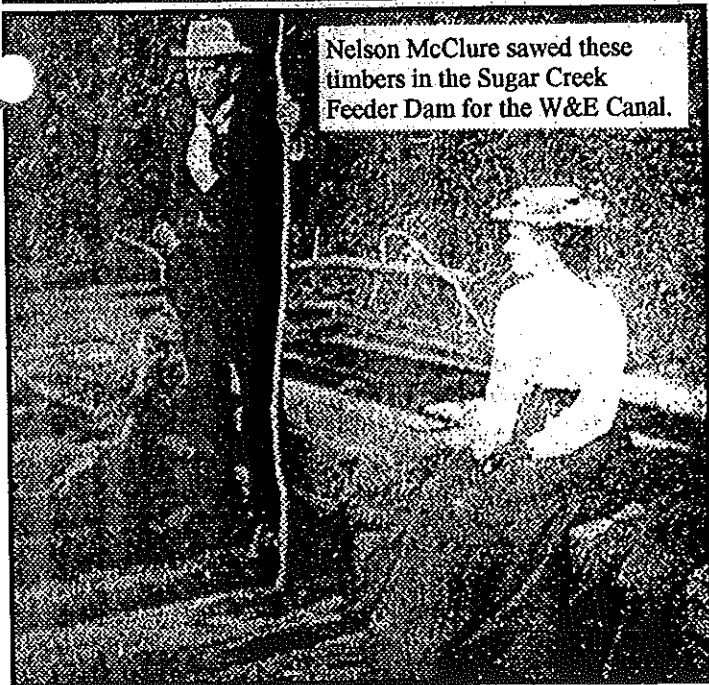
When the Miami made their last surrender north of the 10 o'clock line and east of the New Reserve in 1820-21, the first land sales took place at Terre Haute and then later in Crawfordsville. At this time pioneers were buying up Penn township, Parke county at \$1.25 an acre from the U. S. government. The Woodys, Ten-Brooks, Maris', Campbells, Moulders, Hunts, Bundys, McClures, and Evans' are examples of the many who came into this area of the county.

William Maris came from Orange county, Indiana, and bought the east half of the northwest quarter of section 12, 80 acres, Penn township on March 14, 1829. DRB (Dead Record Book) 116 p (page) 272. This would be the east side of the town of Annapolis.

John Moulder from Orange county, Indiana, bought the west half of the northwest quarter, section 12, 80 acres, Penn township on October 17, 1829. This would be the west side of the town of Annapolis. John Moulder and William Maris' father, Aaron, began clearing certain parts of the land. In the early 1830s they became partners and built a sawmill on Roaring Creek at the site of Union Bridge. They supplied lumber to the new settlers and flat-boaters. Later the mill was owned and operated by Mahlon Cox from 1757 to 1864, when he died. Cox cut the timbers at this mill from Joseph H.J. Daniels to build the Jackson Bridge over Sugar Creek near Devils Den or Rockport Mill.

Nelson McClure (b. 7-14-1813, d. 1-26-1908) arrived in Parke County on May 9, 1826 with his brother Mordicai. Nelson was born in Botetourt county, Virginia July 14, 1813, the youngest son of a Revolutionary War father. He moved with his brother Mordicai's family to Lawrence county, Kentucky in 1822. His mother died when he was 14 months old. Afterwards, with consent from his sister, he became part of the household of his brother. Upon arrival in Parke county, they settled on the Blue farm three miles west of Annapolis.

Nelson remembered himself at a young age and John Newlin Carter going on horse back on the Indian trails to the Isaiah Mote Mill nearly two miles northeast of Annapolis and about three quarters of a mile northwest of the extinct town of Cincinnati. It was located on Roaring Creek in the east half of the northwest quarter of section 6 in Washington township. DRB Book 4 p 59. This mill was used in conjunction with Cincinnati. In the early 1900s Inman Tucker lived near the mill site. He found its grindstone and put it in his front yard. The ruins of the Inman's home still remain, but the grindstone can no longer be found. The Indian trail went on east of Roaring Creek and then went north through the northwest quarter of section 5 where John Maris settled in 1826.



Nelson McClure sawed these timbers in the Sugar Creek Feeder Dam for the W&E Canal.

Nelson married Elizabeth Miller (b. 1821, d. 3-30-1859) on January 30, 1838. They had seven children. When the Sugar Creek Canal Feeder Dam was being built in 1844, Nelson cut all the timbers for the dam with a sawmill located at that site. After leaving work around Coke Oven Hollow, he made his residence in Annapolis in 1865 and made his living as a painter. Records in the Circuit Clerks office show that he served as Reserve township constable starting April 13, 1859. At his death he was over 94 years of age.

William Pickett II (b. 2-19-1775, D. 8-22-1837) and Catherine Maris (b. 1780, d. 9-27-1843) were both born at Cane Creek, Chatham Co., North Carolina and died at Bloomfield, Parke Co., Indiana. They were married on October 2, 1800. Both were buried in the Friends Cemetery located south of Bloomingdale. William purchased the east half of the southwest quarter of section 1, 80 acres in Penn township on January 17, 1827, from Enock Morrison. DRB 1 p 110 This land would later be platted into Pickett's addition, north of the original plat of Annapolis. On March 7, 1829 William II, Catherine, and their seven younger children were recorded at Bloomfield on certification from Cane Creek and endorsed by the White Lick Meeting. Quakers-Bloomingdale church

On January 23, 1832, William deeded the southwest quarter of section one, 160 acres to his son, John Pickett. DRB 1 p 111 John Pickett III (b. 7-20-1805, d. 5-18-1849) was born at Center Grove near Darlington, Montgomery county, Indiana. On September 8, 1830 William married Elizabeth Davies (b. 1807, d. 1-7-1892), who had been born in Chester county, Pennsylvania and came to Parke county in 1827. They were members of Blooming-

dale's monthly meeting of Friends. They had three sons and two twin daughters. Elizabeth outlived all their children except for their son, Lot, whom she lived with for ten years before her death.

John Pickett's land grant adjoined the north side of Annapolis and extended on both sides of the road north, and along the north side of the road west from Annapolis. Before Bloomingdale existed, Annapolis, being a mile and a half north of it, was the stagecoach stop. It had forty industries, which were more than Indianapolis had at that time.

John and Elizabeth started out in a log cabin. John and his brother Nathan went into the mercantile business when John platted the first Pickett's Addition on August 7, 1837. In 1839 John and Elizabeth built a large two-room house, a frame structure with hand hewn beams. They moved in before the house was finished. Carpenter horses were still in the kitchen when their son Lot was born August 2, 1839. The property is still in the "family" so to speak, owned by the Davies family, descendants of Elizabeth Pickett's brother, Samuel.

On November 19, 1841, John Pickett platted Pickett's Second Addition to Annapolis. This addition is just north and east of the first one. At the same time Newby Hunt platted Hunt's Addition, just east of the original plat of the town. No information can be found about Newby Hunt when he was briefly in Parke county, but the Indiana Census shows him in Boone county, Sugar Creek township in 1860. It gives his age as 62, born in North Carolina. In Beckwith's *History of Parke County* it shows his wife as Sara Hunt and a daughter named Rozilla Hunt.

On September 28, 1846, John Pickett deeded Lot 6, block 5 in Pickett's north addition to the school trustees, district number five. DRB 10 p 49 They purchased the lot for \$35.00.

In the spring of 1849 John was called to Darlington, Indiana to help care for a sister. There he got erysipelas, an acute infection of the skin and mucous membranes that was caused by streptococcus and led to a high fever. He died. He was buried before Elizabeth and his children knew he was sick. Extra deep mud on the roads in the Sugar Creek bottoms contributed to the delay of communication. At the time of his death John's brother Nathan was the surviving partner of the business they conducted in Annapolis. Probate Book 4 pp 382-383, June 20, 1849 term

John and Elizabeth's children were:  
William Pickett III (b. 12-14-1831, d. 3-7-1858) inventor of the apple peeler

Joseph Pickett (b. 12-26-1836, d. 9-8-1845) result of fall from apple tree  
 Mary Pickett (b. 5-10-1836, d. 7-1-1864, m. 11-16-1853) twin, wife of Wm. E. Branson  
 Ann Pickett (b. 5-10-1836, d. 7-1-1864, m. 11-16-1853) twin, wife of Exum Newlin  
 Lot Pickett (b. 8-2-1839, d. 5-31-1912, m. 8-20-1862), husband of Asenath A. Canaday, lived on the old Aaron Maris farm.

**Nathan Pickett** (b. 1809, d. 10-9-1909) was born at Chatham county, North Carolina and was one of the early settlers of Annapolis. He made his start there with John Pickett in the mercantile business. By 1874 he was president of the 1st National Bank in Rockville, Indiana. He left Parke county in 1877 and went to Kokomo, Indiana, where he was president of the Howard bank, but he still maintained an interest in Parke county. He married Catherine Overman on October 20, 1894. At his death his estate was valued at \$300,000. He was buried in the Kokomo cemetery.

**Conrad TenBrook** (b. 1775, d. 5-30-1839) was born in New Jersey not long before the Declaration of Independence was written, and his father, John TenBroeck (pronounced TenBroik) was a colonel of militia during the revolution. The surname was changed from the old Holland Dutch. John was one of the original Manhattan TenBroecks, or Knickerbocker Dutch, and from him are descended all the TenBrooks in Pennsylvania, Ohio, Indiana and Illinois. Conrad, a mere infant at the time, remembered well when the last of the Burgoyne Hessians were in New Jersey. His father's patriotism was his ruin. John threw all his influence against attempts to depreciate continental money, sold out and took his pay, and collected all his debts in that scrip, and thus came out of the war bankrupt. Like thousands of the patriots he was compelled to seek a new home in the wilderness and moved to Lycoming, Pennsylvania, at that time the far west. He later died there.

At sometime Conrad married Elizabeth Tate. (b. 1783, d. 6-15-1866) In 1816 Conrad moved to Butler county, Ohio. Six years later he made an extensive exploring tour of Wabash country. On November 13, 1822 he filed on the southeast quarter, section 10, 160 acres, in Penn township, Parke county. He paid \$1.25 per acre. On September 1, 1823, the family left Ohio and traveled until they reached the East Fork of White River. The party consisted on Conrad, his brother Jacob, John Jessup, their families, two employees, eight men, three women, fifteen children, six wagons, fifteen horses, and twenty-five loose cattle.

John Jessup located in the eastern part of Parke County and the rest of the party rested at Col. Bells settlement. The day after the next they cut out a road to

Perley Mitchell's and he went before and "blazed the way" to the TenBrook's new home site. They built a log house and its walls were so high a tall man could barely reach the ceiling. Jacob TenBrook (b. 6-10-1814, d. 1-8-1844) bought the east half of the northeast quarter of section 10 on March 6, 1829. When they had settled in, they were by common consent considered the aristocracy of Sugar Creek. This land is located less than two miles southwest of Annapolis.

Conrad and Elizabeth's children were:  
**Andrew TenBrook** (b. 8-8-1810, d. 6-18-1889), married Rachael Brown (b. 1816, d. 2-2-1854), was an Indiana legislator in 1840, remained on his father's homestead until death, buried with Rachael in Warner Cemetery.  
**John Linebarger TenBrook**  
**John R. TenBrook** (d. 1854) died in Missouri. More about him and William TenBrook in *History of Turkey Run* by Chas. Davis 2003, pp 12-13.  
**Robert TenBrook**  
**Adam TenBrook**, lived with brother Robert at Goose Lake Valley in the southeastern part of Oregon after 1850

The old TenBrooks were Presbyterians and for a while kept the Sabbath very strictly — fishing and hunting on that day being prohibited without severe penalty. However, "Uncle Jacob" soon got into the habit of strolling through the woods on Sunday with the boys and one fine spring day the party happened on a hole in Sugar Creek where the fish were so thick they seemed to choke the stream. One of the boys had concealed in his pocket a hook and line, which he cautiously produced, fastened to a pole with some misgivings, baited and flung it into the stream. In a second, a big bass was hooked. "Gimme the pole! Gimme the pole!" shouted Uncle Jacob and promptly landed the fish. "More bait, quick boys!" And in a few minutes he had landed ten of the finest fish as were ever drawn from Sugar Creek. He had totally forgotten it was Sunday. From that time Uncle Jacob was the worst in the lot, and the prohibition on Sunday was removed.

**John TenBrook Campbell** has been written about in depth in many of this author's previous stories. His mother, Rachael (b. 6-10-1814, d. 1-8-1844) was Conrad and Elizabeth Tate TenBrook's daughter. That is how John T. Campbell got his middle name.

The Campbell brothers, John, Josiah, Harvey and Joseph were colorful characters. As stated elsewhere, Josiah lived at the Canal Feeder Dam and his nephew, John T. Campbell, lived with him while working on the construction of the Wabash & Erie Canal.

**William TenBrook** (b. 1786, d. 4-29-1853), Conrad's



brother, was also born in Lycoming county, Pennsylvania to John and Jane Brown TenBroeck. William came to the Annapolis area in 1837 and located on the west half of the northwest quarter of section 11, 80 acres on April 18, 1837. This was 1 mile northeast of Conrad's farm and 1 1/4 miles west of the town. When Annapolis was platted, it was named in William's honor. It is speculated that the town was named for Annapolis, Maryland, with its historical background. His wife was Jane. (b. 5-4-1796, d. 11-2-1870) At the time of his death he owned 240 acres, which was taken over by his son, Charles TenBrook (b. 8-2-1827, d. 11-3-1868). Charles developed mental problems and hung himself in one of the farm's outhouses. All of the family were buried in the Coffin or Annapolis cemetery. Later, on November 20, 1884, their graves were moved to the Friends cemetery.

William TenBrook Jr. (b. 1-3-1826, d. 1-13-1911), son of William and Jane TenBrook, was born on the homestead, worked the family farm and also helped with his father's business in Annapolis. He attended the early one room district schools and later went to the Bloomingdale Academy. After leaving school he was in the nursery business for the rest of his life. For about five years he was a member of the firm of William TenBrook and Co. in the lumber business at the south end of Rockville. He married Martha Tate in Annapolis on May 18, 1854 and shortly thereafter entered the merchandizing business in the canal towns of Howard and Montezuma in partnership with Bascomb Evans. Not being very successful, he sold his interest to his younger brother Garret in 1862. He purchased a farm 1 1/4 miles west of Rockville. He and Martha did not have any children.

Thomas Woody (b. 1-17-1804, d. 11-6-1883) was interviewed by the *Rockville Tribune* of June 17, 1880 that carried the following:

Thomas Woody: Pioneer

"Thomas Woody, now a resident of Tuscola, Illinois was born February 17th, 1804 in Orange county, North Carolina; and in boyhood kept ferry on Han River. He left there with a party of sixty in 1826; over half the party stopped in Orange county, and the rest camped where Montezuma [Indiana] now stands on the evening of October 18, 1826. Next day they moved northeast, and soon settled in the Quaker neighborhood. The patriarch of the party was Nathaniel Newlin, and with him were his sons and daughters and their families, including Enock Morrison, father of Eli and William, and John and Jacob Newlin.

"As there was no town then where Montezuma is, but two or three houses near by, in one of which Joseph Nesmith, Indian Agent, kept government supplies

for the Indians of the Reserve. Southeast of Nesmith's the Miamis had a large settlement extending to the mouth of Leatherwood: their chief was Johnnie Green, a peaceable and rather enlightened Indian of much influence, with whom Mr. Woody has spent many days in hunting and fishing. Alex McDaniel lived near the Zachary Morris place and Lewis Noel and Coleman Puett in the valley near by. Johnnie Green was still living a few years ago, eighty-seven years old but in excellent health and quite wealthy in Kansas. Christmas Dazney (Dagenet) lived just above Armiesburg, and Thomas Cook just east of Dazney. On the prairie the Indians had considerable land in cultivation. October 20th, 1826 Mr. Woody located, and erected a tent on the ground where George F. Morris' barn now stands, About the same time Samuel Brown, father of O. P. Brown, bought land at the north end of the prairie. Mr. Harger lived father up on the west side of Leatherwood, and a Mr. Page lived near Greenberry Ward's present place. Court was held one or two terms at Montezuma until Vermillion was separated from Parke in 1826; and early in 1827 Abner Cox built the first house in the present Armiesburg. That year Mr. Woody made the irons for the mill there for Abner and Jonathan Cox; but the mill soon passed into the hands of Arthur Patterson. Charles Lewis then had a tanyard a mile or so south of the mill.

"The latter part of the winter of 1826-27 Mr. Woody spent in Rockville, and cleared off the land in company with Duncan Newlin, Abram Hadley and Mr. Wm. Bullington — all employed by Lewis Noel and Aaron Hand. As soon as they could chop the timber the settlers raised the log court house on the south side of the square — a building which stood till 1858. He boarded with Andrew Ray. Mr. Woody thinks Isaac G. Silliman was sheriff that summer and that he had charge of the old jail on the east side. Duncan Darroch and John Marshall then had stocks of goods, and soon after Patterson and McCall, then Andrew Foote opened a store, and then Tyler S. Baldwin. His opinion is that Annapolis was laid out in 1836; he had the first store there in 1837. Wm. Maris was the first settler and he and John Moulder laid out the town. Since the beginning in 1856, Mr. Woody has pioneered the town of Tuscola, and seen it grow from one cabin (he built it) to get as large as Rockville. But he now admits that pioneering days with him are over, as he has passed the allotted age of man. Fifty-four years, nearly, have passed since he first saw Parke county — then almost a continuous expanse of green timber; but it is scarcely possible for us to realize that half a century has done so much."

On May 17, 2005, I, Charles Davis, went to the town of Tuscola to find the grave to Thomas Woody. Upon arrival I stopped at the Tuscola Museum and found the necessary documentation for the completion of Mr. Woody's life's work and where he is buried.

"The first Sunday in May is regarded as anniversary day for the Methodist Church. It was May 2, 1858 that the church was organized in a meeting held in the home of Thomas H. Woody, the first house built in the city. The first Methodist church was on the south side of Sale Street and trustees were Dr. James L. Reat, Andrew G. Wallace, and Thomas Woody. Parmeneus Watson was added to the board in 1861. In 1863, the board purchased the present church site. The structure cost \$8,028 and was dedicated September 10, 1865. It was erected by Sam Goehring. The present church was built in 1895 at a cost of \$20,000." *Douglas Co., Ill. Gene. So. Box 248 61953, Vol. 1 No. 4, Dec. 19, 1978*

"Albert M. Woody, ex-Mayor and grocer, was born October 20, 1836, at Annapolis, Ind. His father, Thomas Woody, a native of North Carolina, moved to Indiana in 1824 settling first near Rockville, and working at his trade, blacksmithing. He did the iron work on the jail at Rockville, and various mills in the vicinity, and was also engaged as a merchant. In 1857, he came to Douglas, then Coles county, and settled on 160 acres, four miles northeast of Tuscola, afterward moving to Tuscola, where he built the first house in the town. Here he kept a boarding house and worked as blacksmith for two years; then entered mercantile business and continued till 1874 when he became book-keeper for his son, our subject. He was a member of the Methodist church, which was here established in his house, but which soon built a church edifice the present building. He organized the first Sunday school, also the first temperance society. Albert M. Woody remained at home till twenty years of age, having but limited educational advantages. He left school at thirteen and entered his father's store, remaining until he came to Illinois, when he entered the store of James Davis as salesman. In about a year he engaged in the grocery business for himself, and one year later formed a partnership with his brother-in-law William Russell, continuing until 1874, when he bought Mr. Russell's interest and has since conducted the business alone. He now carries the largest stock of groceries in the county. In 1878, he was elected Mayor for two years on the Republican ticket, and at the end of his term was nominated by the Republicans and endorsed by the Democrats, receiving an unanimous vote. He has been a member of the School Board for five years, and served as president two years. He leads the choir in the Methodist and Presbyterian Churches, and has always been as the head of a glee club. His first wife was Margaret A. Noel, by whom he had two children — Horatio A., now in store with his father, and Ned in school and manager of the Telephone Exchange. His second wife is Phoebe N. Noel, a sister of his first wife. Both were natives of Crawfordsville Ind., and both graduated from college. Mr. Woody is a popular man and has contributed largely to all public enterprises." *History of Douglas County 1884 Chicago, F. A. Battery & Co. Pub, 1884*

Ned and Sally Waddell Woodys' obituaries follow:

"Pioneer Citizen, Dies in Topeka, Kansas

"Miss Lida Jane Hunt received word Tuesday morning from Mrs. Bessie Hargis of Los Angles, telling of the death of Mr. Ned Woody in Topeka, Kansas, on March 12, 1956. Mr. Woody was the son of Mr. and Mrs. A. M. Woody, former residents of Tuscola. He was born in 1867. The Woody residence was located where the First National Bank now stands. The Woody family were all musicians. A. M. Woody, his brother M. P. Woody, and two sons, H. A. and Ned, comprised a quartet which traveled in 30 states for a period of 19 years. The appeared at Republican National Conventions and sang from the platforms from which Presidents Garfield, Harrison and Arthur were nominated. Mr. Ned Woody married Sarah Margaret Waddell of Tuscola. She survives, as does a son, Harold, of Topeka, Kansas." *Tuscola News March 22, 1956*

"Sally Waddell Woody Dies at Wichita, Kansas

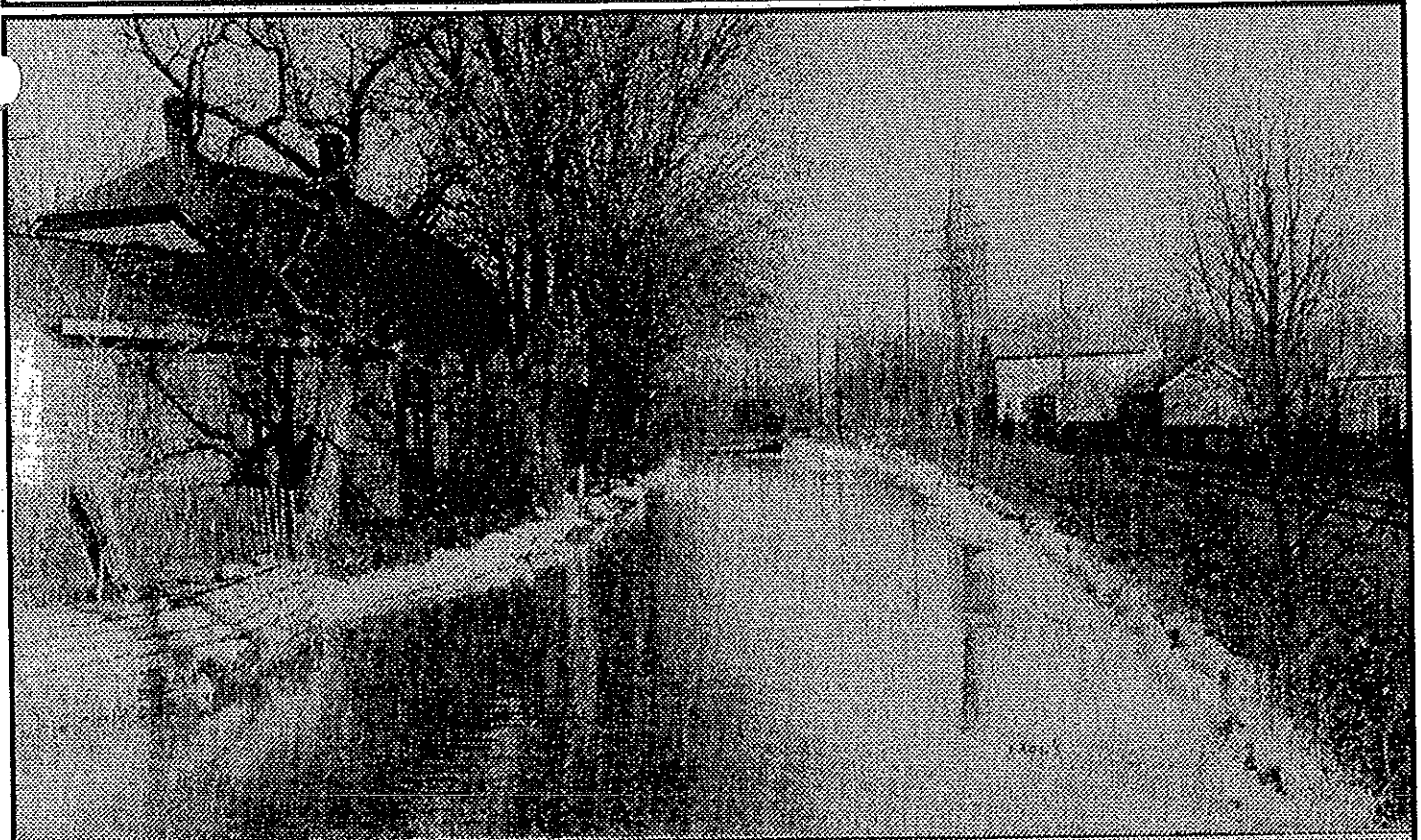
"Miss Lida J. Hunt has received word this week from Mrs. Bessie McKee Hargis, former Tuscola resident, who now makes her home in California, telling of the death of Mr. Sally Waddell Woody in Wichita, Kansas on January 25. [1959] Mrs. Woody and her husband, the late Ned Woody, were members of well known pioneer Douglas County families. Mrs. Woody was the daughter of Samuel and Elizabeth Ralstc Waddell, who came to Douglas county in 1866. Mr. Waddell was one of the founders of the Methodist church in Tuscola.

"Mr. Woody's father was A. M. Woody, son of Thomas Woody also a pioneer in the settling of Douglas County. A. M. Woody who was also one of the founders of the Presbyterian Church in Tuscola, was owner and manager of the Woody Hotel, which stood on the site of the present First National Bank. He and his sons formed a quartette, which was in great demand at events in the surrounding area.

"Mrs. Sally Woody was soloist for many years in the Presbyterian Church here before moving to Kansas. She was more than 90 years old at the time of her death." *Tuscola News January 12, 1959*

Thomas Woody bought lots 1, 2, 8, and 7 in block 2 in Annapolis from John Moulder March 2 and October 18, 1837. DRB 4 pp 129-130 Thomas entered an agreement with Henry Pickard July 7, 1841 to be partners in merchandizing under a firm called "Pickard and Woody" for a term of three years. Pickard advanced the sum of \$1,000 that constituted the capital stock of the firm. Woody was clerk, keeping books. DRB 7 p 55.

*The above early settlers were among other industrious pioneers who settled at Annapolis and whose stories will be told in future issues of The Hoosier Packet.*



Canal from 7th St. North, Connersville, Indiana

13063 G. A. WILLIAMS PHOTOGRAPHY, BLOOMINGTON, IN.

This picture showing ice on the Whitewater Canal and the documents on the following page were provided by Phyllis Mattheis, CSI member, from Cambridge City, Indiana.

## LOCAL COLLECTORS SHARE ITEMS

By Phyllis Mattheis

More than thirty persons gathered at the Huddleston House on US 40 in Wayne County for a first-time "Historic Gathering," which was an open house for folks of the area around Cambridge City to bring in items of historical interest. Most brought postcard collections or albums of clippings and photos to share. There was a stack of Civil War books that will be offered for public auction in Feb.

One unusual item was a metal fob with number 87 and Vinton House. It may have been a mail sack number, since it was found with a metal detector along the railroad here. The Vinton House Hotel had 36 rooms, so it's unlikely that it was a key fob. Al Hunter, a member of the Indiana National Road Association, brought his laptop and scanner to scan in many of the items.

One postcard of the ice-edged Whitewater Canal at Connersville, looks north from 7th Street, with the Catholic Church in the background. Two bills of lading for shipments on the Whitewater Canal to S. H. Hoshour, here in Cambridge City have dates of September

1858 and October 1862, during the Civil War. Hoshour owned a drugstore on Main Street. The ornate wooden interior of that store is now in the Hook's Drugstore building at the Indiana State Fairgrounds. The two canal boats listed are the Tom Newby and the Nick Longworth. Might these also have been the names of the two captains?

The bills of lading were commercially printed for steamboat shipments and carry drawings of steamboats. However, on the Longworth lading, 'steam' has been crossed out and 'canal' written in. That was neglected on the Newby lading. Steamboats operated on the Ohio River, bringing goods to canal ports at Cincinnati and Lawrenceburg, where goods were transferred to canal boats to be brought to Wayne County on the Whitewater Canal.

A three panel exhibit about the recently-designated Whitewater Canal Byway from Hagerstown to Lawrenceburg was on display. Also displayed were photos and information about local resident Buckskin Ben and his Wildwest Show, and a series of photos from the popular 'blackface' minstrels held at the high school in the 1940s and 50s.

An unusual wooden item was a small wooden scooter that had Graver's Department Store on the handle. Graver's was on the north side of Main Street in Cambridge City during the 1940s. A painting attributed to Conner and photo and info about a Dublin blacksmith shop were brought. Perhaps most unusual was an old gun, with an early date and Cambridge City stamped into the metal.

The event was sponsored by two local historic groups, Western Wayne Heritage, whose members served delicious finger foods, and the Indiana National Road Association, which is headquartered at the Huddleston House. This may be the first of similar events for local folks to share their collections of local history.

Shipped, in GOOD ORDER AND WELL CONDITIONED, BY

**SUIRE, ECKSTEIN & CO.**

On hand to your order *Small Scooter*

Shipped by *Express* to *Cambridge City, Ind.*

At *Cambridge City, Ind.* on *April 11, 1918*

QUANTITY	ARTICLE	VALUE
1	Box Salt Peter	17
1	Box Saltpetre	15
1	Box Soda	70
1	White Cruch	40
1	Box Sugar	25
1	Box Coffee	20
1	Box Tea	15
1	Box Butter	15
1	Box Ketchup	60
1	Box Catsup	75
3	Box Soap	300
1	Box Paper	10
1	Box Flour	10

SHIPPED, in Good Order and Condition, by

*Suire, Eckstein & Co.*

On account of the loss of a small schooner, on board the goods mentioned called *Small Scooter*, which is Master for the present voyage, now lying at *Cambridge City, Ind.* and bound for the following cargoes or articles, marked or numbered as below, which are to be delivered without delay, in like good order, at the Port of *Cambridge City, Ind.* (under the charge of the Receiver and Free Store) the contents also being said boat, Master, Owner or Charter, Free Store (Claim for Loss or Damage to said cargoes or articles being first paid) and the cargo, or from any other cause, seizure, confiscation or detention, and any other loss, or the consequences of any other hostile act of the Government or of any person or persons of any State of this Union, or of any State or State claiming to have separated from this Union, until *April 11, 1918* at *Cambridge City, Ind.* assign to be of their paying Storage for said goods at the rate of

In Witness Whereof, The Master in Care of said Schooner hath signed to this Bill of Lading, all of this date and date, and of which being acknowledged, the date is this day of *April* 1918.

Done at *CINCINNATI*, this *11* day of *April* 1918.

QUANTITY	ARTICLE	VALUE
1	Box Salt Peter	17
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1	Box Paper	10
1	Box Flour	10

THE GREAT LOOP

The "Great Loop" is a route for boaters around the states located between the Mississippi River on the west, the Gulf of Mexico on the south, the Atlantic Ocean on the east, and the Great Lakes and Canada on the north. It uses the Great Lakes, the Illinois River, the Mississippi River, the Ohio River, the Tennessee River, the Tenn-Tom Canal, the Gulf Coast Intracoastal Waterway, the Okeechobee Waterway, the Atlantic Intracoastal Waterway and then either passes through the Hudson River, the Erie Canal to Lake Erie and Lake Michigan; or the Hudson River to the Oswego Canal to the Trent-Severn Canal to Lake Huron and Lake Michigan; or the Hudson River to the Oswego Canal to the Welland Canal and Lake Erie, Lake Huron and Lake Michigan; or proceeds up the Atlantic Intracoastal Waterway to the Champlain Canal, and the Richelieu Canal to the Rideau Canal, Lake Ontario, Lake Erie, Lake Huron and Lake Michigan. There are over 300 members in the

American Great Loop Cruisers Association who E-mail each other giving tips on the best marinas and restaurants and telling what hazards may need to be avoided.

Many yacht and sailboat owners like to travel past St. Augustine, where the Spaniards established America's oldest city. They pretend to be Captain John Smith cruising through the Chesapeake. They are impressed when docking in New York harbor and seeing the Statue of Liberty. They don't want to miss the Hudson River to Erie Canal route where the Wedding-of-the-Waters was held. They enjoy passing through the locks on the many canals in the loop.

The boaters have their choice of shopping for groceries while in port and then cooking their meals on board or dining at many of the local restaurants. Most marinas have courtesy cars that transport them to the markets or restaurants. Karl Kettelhut, CSI member, Carmel, IN

NEWS FROM THE PAST

Ft. Wayne News-Sentinel May 30, 1850

Correspondence of the Toledo Republican  
Towns on the Wabash Canal — Plank Roads  
— MajStickney.

LOGANSPOBT, May 21st, 1850.

In my last, I gave you such information as possessed; in reference to the prospects for trade from the Wabash [ & Erie] Canal. I know of nothing else connected with this section, that would be of especial interest to your readers, except perhaps that, notwithstanding the dullness of trade, most of the towns on the Canal are improving rapidly. Fort Wayne, Wabash, Lafayette and Attica, take the lead, as I judge, in building. Many of them are engaged in constructing Plank Roads, but, in this respect, Fort Wayne takes the lead. There are, at this time three in process of construction from that city — one North, one South, and another in the direction of Piqua, in Ohio. Messrs. Edsall have the contract for constructing 25 miles of the Southern road, and are prosecuting their work with great vigor. This road, I am told, leads into one of the richest farming sections in the State. Heretofore, it has been almost impossible for the people there to get their produce to Fort Wayne, except in the winter when the ground has been frozen. The road in the direction of Lima will give Fort Wayne a shorter connection than it now has with Cincinnati. The Northern road will give it the trade of a large portion of Northeastern Indiana. Plank Roads are also being built from Huntington, La Gro, Wabash, Logansport, and Lafayette. The people of this valley have in the Canal a great outlet for their produce; and the most important and useful improvements to them now are plank roads.

I had the pleasure while at Lafayette of meeting with our fellow citizen, Maj. B. F. Stickney. He was appointed Indian Agent previous to the war of 1812 and was required, in the discharge of his duties, to visit almost every portion of the Wabash Valley. He thus became familiar with its location and character, and saw how easily the Maumee and Wabash could be connected by means of a canal. In 1817, the Western Emigrant Society, of Cincinnati, applied to him for information in regard to Northern Indiana; when in answering their inquires, he suggested the practicability of a communication between the Lakes and the Gulf of Mexico, by a canal connecting the waters of the Maumee and Wabash rivers. The Society sent a copy of Maj. Stickney's reply to Gov. De Wit Clinton, who cordially entered into his views. Gov. Clinton, a short time after this, said he had found the way into Lake Erie, but Maj. Stickney had shown him the way out of it. This is the first time the Major has traveled through the Wabash

Valley for thirty years. In that time, the country has been settled, towns and cities have been built, and the great work conceived by him is construct.

Ft. Wayne News-Sentinel May 30, 1850

GREAT PLANK ROAD.

The Lafayette Daily Journal expresses the opinion that the Michigan road north from Indianapolis, by way of Kirklin, Logansport, Rochester, Plymouth and South Bend, to Niles in Michigan, a distance of 146 miles, will be completed in a little over two years. We shall be glad to see the Journal's prediction verified, for it would be truly a great work, but we believe it will not be done in that time, unless funds are furnished by the Michigan Central Rail Road Company for this purpose, which, by the way, is not improbable.

WITH SYMPATHY

The Canal Society of Indiana extends its sympathy to Charles Davis, CSI member from Rockville, Indiana, who lost his wife of 36 years, Linda Kay Davis, to cancer on November 25, 2008. Some of our members may have met Linda during the "Canal Connections" tour in March 2004 at the Turkey Run Inn where she worked from 1998-2008. Surviving her are her husband, three brothers, a sister, and several nieces and nephews. She was buried in the Beacon Hill Cemetery in Rockville.

Charles Davis has researched and provided articles about Parke county residents and their Wabash & Erie Canal Connections for "The Hoosier Packet" for many years and led the "Canal Connections" tour. He was inducted into the Wabash Valley Musicians Hall of Fame on January 25, 2009 at the V. F. W. Post 972 in Terre Haute, Indiana. He is working on his 14th CD and plays in Berean Baptist Church's orchestra in Terre Haute. His music is helping him through this sorrowful time.

CSI DONOR RECOGNITION  
FOR 2009

(cont. from last month)

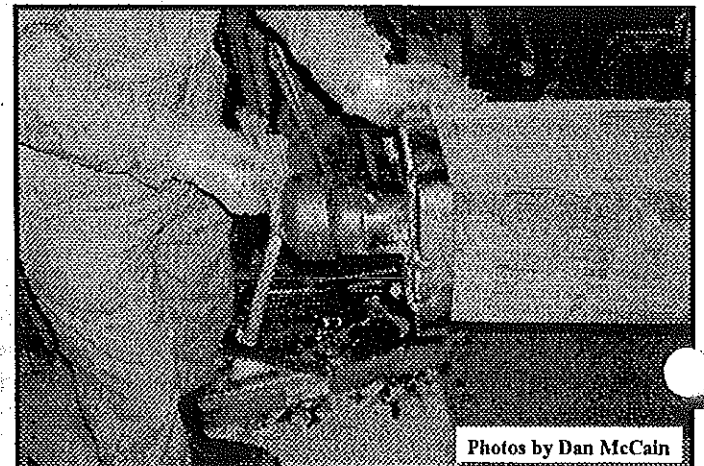
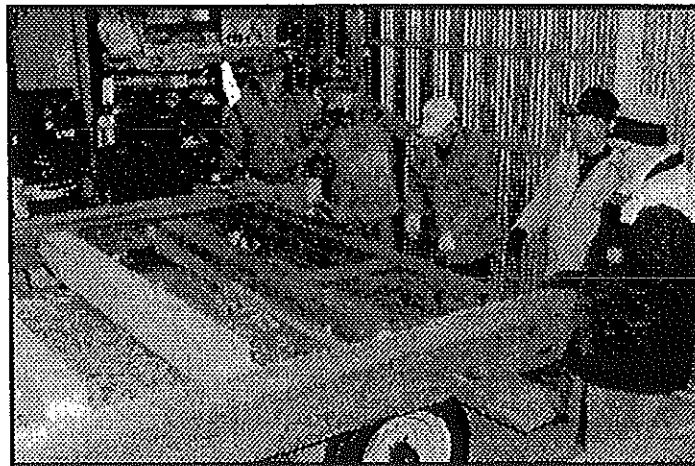
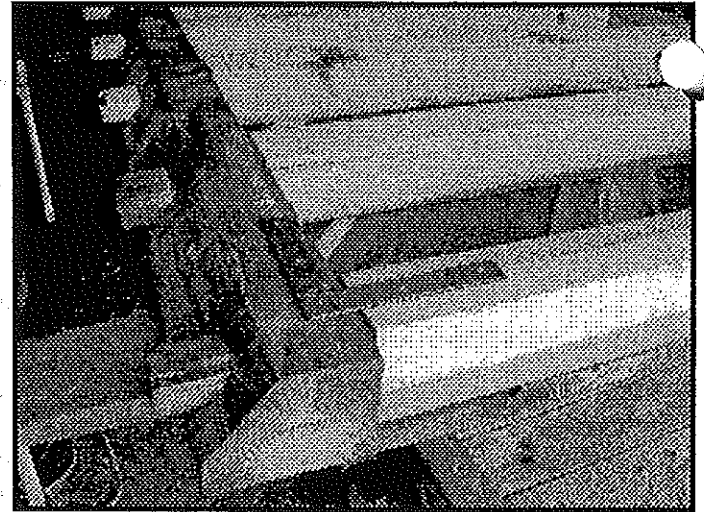
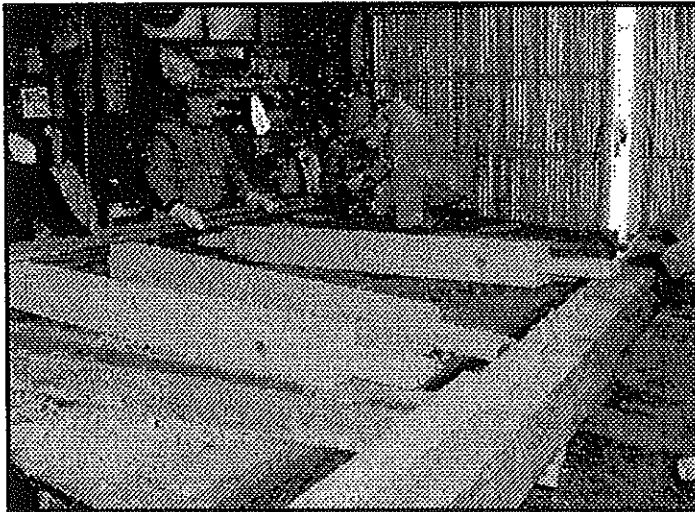
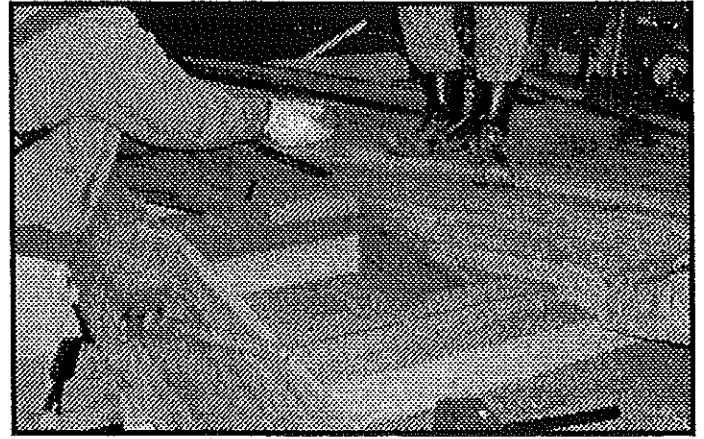
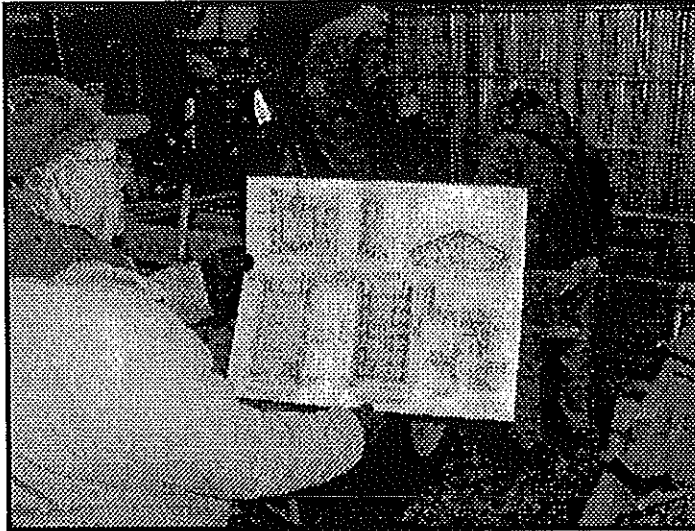
The following members have contributed over the basic \$25 membership level:

- Frog Prince \$100 + Paul Moffett
- Contributor \$50 + David & Norma Trainer
- Dan & Ceri White
- Other \$25 + Jeff & Mary Koehler

# NEWS FROM DELPHI

## COLD WINTER DIDN'T STOP THE WOODWORKING PROGRESS

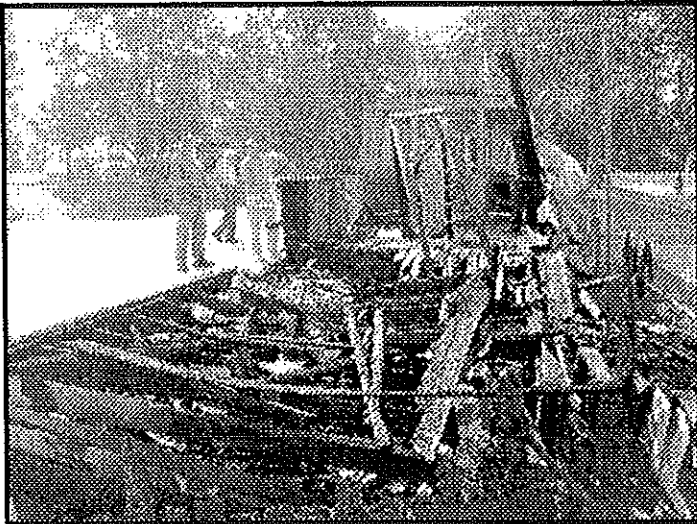
- L 1: Volunteer Dave Smith reviews plan for the guard lock gate being built in Ed Gruber's barn.
- L 2: Previously cut mortise and tenons on lock beams are ready for assembly by the volunteer crew.
- L 3: The guys winch the lock gate posts and horizontal timbers together for a snug fit.
- R 1: Decking the gate calls for leaving an 18 inch square opening for the metal wicket (water flow valve).
- R 2: After flipping the gate mortise joints need trimmed and angle brackets installed on that side.
- R 3: Roy creates the metal bearing called a "GUDGEON" that allows the lock post (laying on its side) to pivot.



Photos by Dan McCain

## ARSONIST SENTENCED

Justice came today, January 31, 2009 at 4 pm as Carroll County's Circuit Court Judge sentenced Larry Farner for the arson fire of the 72-foot-long Canal Boat playground last August in Delphi's Wabash & Erie Canal Park. Larry Farner was deemed a habitual offender. The Canal Association asked for restitution of over \$5,519 worth of materials for the loss. Volunteers did the rebuilding so there was not charge for labor.



Sixty-two year old Farner was sentenced to 20 years in prison. He must serve five years on probation and pay \$5,519 in restitution to the Carroll County Wabash & Erie Canal Association. Of this sentence 9 years was for the arson, 1 year for violating his probation from an unrelated case in 2003 where he led police on an eleven-mile chase, and 10 years for being a habitual offender.

Farner has mental health-related problems. Whenever he is off his medication, his criminal history shows that he has alcohol related arrests and recent convictions for battery and battery with a deadly weapon besides this case of arson.

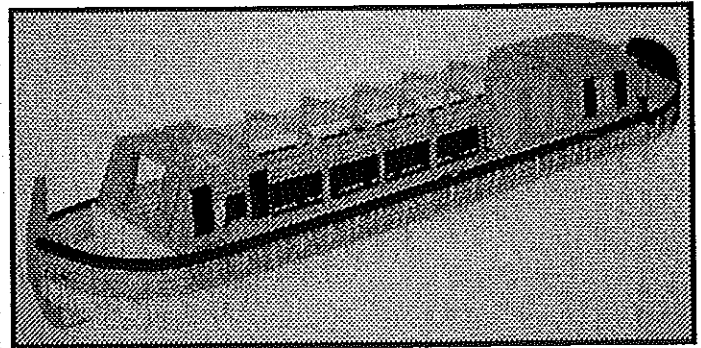
The Carroll County Prosecutor had argued for a 30-year sentence although the judge only sentenced him to the twenty-years. Farner plans to appeal the conviction and sentence.

Rebuilding the Canal Boat playground so quickly came as a blessing because there were many new volunteers. We doubled our M-W-F work crew since the fire. Exactly four weeks to the day after the Canal Volunteers swept away the ashes of the arson fire that destroyed half of the playground boat we have the popular outdoor gallery nearly completed again.

Besides the many new volunteers we also thank

the many donors that provided money, food, support and love as we are back where we were just before the arsonist hit. Completing the rebuilding will now free up time for the next wave of construction activities coming this fall. INDOT contracting for the floating version replica canal boat and its 1850s warehouse upstream is now underway, but those two products don't involve our volunteer's time.

The new replica boat will be built in Albany, New York on an aluminum hull with wooden upper features, electric power and fifty four feet of length. It will be possible to tow with animal power for special events and it will feature charter options for use by groups, meals, club meetings, etc.



On the volunteer's list of work activities are "BIG things" to complete in the next six months. Items like the plank dock for the replica boat, an interactive full size guard lock (set of gates) at the south end of Canal Park, two turn-around basins and a railing under the stone arch bridge to keep the new boat on track straight through the tight space.

## TOLEDO-DELPHI: PARENT-CHILD

By Mark Smith

Although the City of Delphi at present is an independent entity capable of governing its own economic welfare, there was a point at which the city of Toledo, Ohio and its merchants played a large part in the development and eventual maturity of that city. The umbilical cord, which connected both Toledo and Delphi, was the great Wabash and Erie Canal, which used Toledo as both a port city on Lake Erie and as a receiving point for goods shipped both to and from the East coast city of Buffalo, New York, on the other side of the lake.

One of the players in this drama was William Bolles, Sr., who was born in Litchfield, Connecticut on the 12th of April, 1808. Bolles came to Carroll County in 1834 and established a general merchandise store, which later became known as Bolles and Wason. He also allied himself with Cullom Colton from Lafayette in an outlet at Pittsburg, and with Eaton Pratt Stone at Burlington, Indiana -- a prominent establishment on

another thread of transportation---the Michigan Road. In 1856, he moved to Toledo, still blessed economically, and when he passed away, his obituary of July 19, 1889 states that he was worth \$500,000, much of which was possibly gained at Delphi, Indiana with all of his various business ties.

The Wason half of the partnership, Robert A. Wason, who passed away in 1897, came to Toledo in 1857, and a year later went into partnership with William Bolles. In 1865 he helped to found the firm of Cummings, Wason and Bolles and following that bit of enterprise was connected with C.L. Luce and Company. In 1881, he came to Delphi as a junior partner of Bolles and Wason. Many of these firms are mentioned in the History of Toledo and Lucas County, Ohio.

Later, on March 13, 1897, William Bolles (son) announced in the press that he would be retiring from the firm of Bolles and Wason. The "Old Reliable" firm was founded by William Bolles, Sr, and for over sixty years some one of the family was connected with the establishment.

On May 8, 1897, there was an announcement in the press that William B. Wason, eldest son of the late Robert Wason, arrived in the city last week, and will locate here permanently. He assumed the management of the "Old Reliable" Bolles and Wason establishment under the name William B. Wason and Company. In November of 1894 the structure housing the firm was considerably modernized with a raised ceiling, a new roof, an elevator, and plate glass window.

The firm of W.B. Wason and Company ceased operating in 1937 when it was announced that after 40 years of successful merchandising, W.B. Wason and Co. had decided to close out their stock and discontinue business. Mr. Wason remarked to the press that "Since I was 12 years old I have been working at one job or another and have been here 40 years. After 62 years on the job I really believe one is entitled to a rest. We have a stock of \$10,000 or more and have not bought any trash for our sale. All our merchandise is on sale at prices far below what it would cost to replace it. We expect to close out the entire stock in a short time as possible and at great savings to our customers." Mr. Wason was called by death in 1951 at the rather advanced age of 88, having been married to Cielia Newcomer of Tipton, Indiana. Death happened at Flora, Indiana at the home of his son George. He was a member of St. Mary's Episcopal Church and the Oracle Club.

Another prominent partner with Bolles was Henry Gros, who was born August 22, 1836, and who entered into partnership with William Bolles as a clerk at the young age of 14. Gros later became Vice-President

of the Citizen's Bank at Delphi---all this on a limited education, but with an unlimited quantity of pluck and perspicacity.

All this activity took place in the edifice housing the present-day Antique Mall on the east side of Delphi's courthouse square.

## DELPHI'S CANAWLER'S QUIZ

By Mark Smith

Q: What former Dutch Reformed pastor turned Indian agent came to Delphi, Indiana in 1840?

A: John Freeman Schermerhorn

Q: What well-known (infamous) treaty did he espouse?

A: The Treaty of New Echota

Q: Who did Mr. Schermerhorn's son Bernard marry?

A: Josephine Case

Q: What instrument did they bring with them on the Canal?

A: The first grand piano to Carroll County, Indiana

Q: What paper manufacturer was first married to Elizabeth Parker?

A: Enoch Rinehart

Q: Whose descendants included both a Mayor and an owner of a telephone company?

A: Charles A. Wood

Q: What paper manufacturer took a wild trip to the Gold Fields in California to bolster his floundering business?

A: George Robertson

Q: What Canal-Era Banker was also the prime founder of the early-day Christian Church in Delphi, Indiana?

A: Erastus Hubbard. The early-day Christian Church met in the third floor of his bank building on the corner of Main and Washington

Q: What Canal-Era banker also had ties to Covington and Attica?

A: James Spears

Q: Who was Spears' brother-in-law?

A: James Dugan

Q: What Canal-Era banker contributed a full one-third of the cost of the 1870 Methodist Episcopal Church edifice?

A: James Dugan - His wife, Miranda, was a member.

Q: Who vigorously objected to the steamboat lock installed in the dam at Pittsburg as being wasteful and un-



necessary?

A: Samuel Milroy

Q: Whose family moved to Orange County, Indiana at the same time as the Lincoln family's move to Spencer County, Indiana?

A: Reed Case -Reed's father was William Case, a contemporary of Thomas Lincoln. In Kentucky, the Lincolns lived in Hardin County, while the Cases lived in Nelson.

Q: Where was there a very rare PIVOT BRIDGE installed in the canal?

A: On the West end of Franklin, where the stone arch bridge was built by highway engineer John C. O'Connor in 1902

Q: Who managed a warehouse along the Michigan Road and was in partnership with William Bolles?

A: Eaton Pratt Stone, also a Connecticut native, as was Bolles.

Q: Who was a well-known shoe store merchant and brother of Canal Commissioner David Burr?

A: John Burr -His brother David spent the last few years of his life in John's home.

Q: From whom did Jacob, John, and Peter Speece and Daniel Neff purchase the land now known as Carrollton?

A: William Conner -We have in our files at Canal Park record of the land purchase, during which they were required to make the trip to Noblesville to purchase the land. William's wife, Elizabeth Chapman Conner was present during the transaction.

Q: What well-known Delphi attorney owned a large tract of land at what became known as Rattlesnake?

A: Hiram Allen -Allen was also a nephew of Louis Sims, having come from Fairfield, a community in Franklin County, Indiana. Allen was also a delegate of the Constitutional Convention of 1851.

Q: What well-known State Representative, Mayor, and Warden of Michigan City Prison had roots in Abingdon, Virginia?

A: Charles Harley -His Harley family came from Abingdon, Virginia, and his father was David Rogers Harley.

Q: At what little settlement do the boats leave the canal to travel on the Wabash?

A: Paragon

Q: What canal-era medical doctor lived in the home which is still standing at the top of the Pittsburg Hill?

A: Doctor Charles A. Angell

Q: Who was Dr. Angell's brother-in-law, and what grand edifice did he and Enoch Rinehart erect in 1858?

A: Vine Holt -Vine's sister, Juanita, was married to Dr.

Charles A. Angell. The edifice was known as the Holt and Rinehart Hall.

Q: What Canal-Era lime agent was a descendant of the Massacre of Glencoe in Scotland?

Daniel McCain -The McCains and McDonalds were brutally massacred by the Campbell Clan at Glencoe, Scotland. They later emigrated to Ireland, then to New Jersey, then to Warren County, Ohio. Their last move was to Carroll County, where they settled along the Deer Creek east of Delphi, Indiana.

## When The Cats Away: The Irish Canal War

While David Burr, canal commissioner and contractor for the construction of the Wabash & Erie Canal in the Lagro district, was in Ft. Wayne for the Canal Celebration of 1835 opening the canal between Ft. Wayne and Huntington, Indiana, the "Irish War" broke out in Lagro. Irishmen, who had recently immigrated to the United States, were the chief source of labor for the construction of the canal. However, they came from different religious factions and whenever they met, fighting episodes occurred. The canal contractors tried to keep them separated as far apart as possible. But with Burr away Corkonians and Fardowns decided to settle the old regional antagonisms from their homeland by means of a civil war. The feud climaxed six days later.

The following report was made by David Burr in December following the July incident and was printed as a document of the State of Indiana:

STATE OF INDIANA

HOUSE OF REPRESENTATIVES

December 31, 1835

Read and referred to the Committee on Claims

Executive Department

Indianapolis, Indiana

December 30, 1835

The Honorable C. B. Smith

Speaker of the House of Representatives

Sir:

I lay before the House of Representatives the particulars, in writing, of the late riots upon the line of the Wabash [and Erie] Canal, which details were furnished at my request by one of the canal commissioners. With this history, I also submit the claims of the commandants, Captains Murray and Tipton, who, at the heads of their companies, repaired to the scene of disorder in support of the civil authority and liberally ad-

vanced money and provisions for the service. It will be seen that the laborers along the line in the adjoining counties had assembled in preparation for battle, making Wabash County the theater of their riotous conduct; consequently, that county would seem to be chargeable with the expense of the arrests and the prosecutions which followed. But as the occurrence was one of an unusual kind, growing out of, and threatening the progress of, the work in which the state is engaged, it is believed the treasury of that county is not justly chargeable with the expense. It is recommended that the commissioners appointed to assess damages to private property or one of the fund commissioners be authorized to examine the different claims and to direct their payment, so far as would be right, out of the canal fund.

Respectfully,  
Noah Noble

Indianapolis, Indiana  
December 30, 1836

The Honorable Noah Noble  
Governor of Indiana

Dear Sir:

In conformity with your request in relation to the disturbance amongst the Irish laborers on the Canal, it is proper to state that many persons of the two parties into which they are unfortunately divided, "Corkonians and Fardowns," had been engaged in those bloody affrays at Williamsport in Maryland and at the "high rocks on the Potomac" within the last two years. They had come since September in 1834 to the Wabash and Erie Canal with, as it is said, many of their leaders. Of course, they had brought their animosities with them. And from that time up to the twelfth of July last, when the general riot took place, they manifested their ill will to each other by merciless beatings on such persons of each party as chanced to fall in the power of the other.

On a considerable portion of the line there was no justice of the peace in these newly organized counties. As these frays were confined to the Irish alone, and to the least worthy amongst them, not much effort was made, and perhaps could not have been made, by the civil authority to suppress them. This exasperating course of hostilities increased until it became unsafe for the Irish to travel from one part of the line to the other without great precautions for their safety. Events proceeded to such an extent that they were mutually afraid that each party would have its cabins burnt and the inmates slain in the night.

Because of mutual fears and for safety the laborers had so hired out to the contractors that they had about equally divided the line between the parties; Corkmen worked on the upper part, and the Fardowns on the lower part of the line. The beatings of such persons who were caught away from their friends increased to such a degree, and the parties became so exasperated, that about the first of July a determination became general that one or the other should leave the line. The worthless amongst them, by carrying threats of burnings and murders which were to be committed by falling on the defenseless in the night, so excited their fears that they left their houses and cabins and hid out in the woods without light or fire to betray their hiding places. The whole line, armed in military array, worked generally in the daytime until some idle report would get in circulation that one party was marching to fight the other. Then they would leave their work and hasten with great rapidity to the supposed point of danger.

From the fourth to the tenth of July, these alarms were constant and were aggravated by the threats and outrages of the worthless. The length of line occupied by these belligerent parties was nearly fifty miles. On the tenth of July the parties hastily collected; or rather, they left their work and commenced a march towards the center of the line for a general battle.

Two days before this, I reached that part of the line, heard there was to be a turnout, but supposed it only rumor without foundation. I saw several persons and tried to convince them that no such thing would take place. On the tenth, however, one of the engineers reported that all the workmen on the lower end of the line were armed and were marching to the reputed battlefield. I met them about half a mile from my residence. They were in very orderly array and well armed; not a noisy or a drunken man was amongst them. They were forced, so they considered, to fight in order to protect themselves and to avoid being slain and to keep their property from being burned at night. They stated that the civil authority did not, or could not, protect them; that their families could not stay in their shanties but had to sleep in the woods; and that they had no resource left but a battle. They further stated that the weaker party should leave the line; that they wished to work and remain peaceable but could not; and that they would rather fight fairly in open day than be subject to these depredations at night. With the assurance that order would be restored and that I would negotiate a suspension of hostilities with the other party, I prevailed on them to wait until I could see their belligerent friends.

I then went to the reputed battlefield with three or four persons whom I supposed had influence with them. I found them fully prepared, well disposed in a

strong military position, and exceedingly exasperated; and I had some difficulty in saving those who went with me from being killed. They expressed the same fears as the others but, after some persuasion, consented to appoint persons to agree on terms of peace with the Far-downs. They also agreed to suspend hostile operations until the result of the meetings between the persons deputed to negotiate the peace could be known.

In the meantime, the citizens at Huntington had become exceedingly alarmed at seeing this hostile array; three or four hundred armed men on each side had the avowed intention of meeting in battle; the civil authority was completely powerless. Fearing their persons and property would not be safe, they sent to Fort Wayne for aid of the militia. A company immediately was collected and in a few hours was sent to their relief. Meanwhile, the citizens of Huntington had collected and organized a company also.

By this time, the citizens of Lagro became alarmed; they sent to Huntington for the troops to come and protect them and aid the civil authority. As soon as I learned that the militia had turned out from sixty to one hundred in number, I thought the force altogether too small to do any good against seven or eight hundred armed men. Therefore, I sent to Logansport and requested assistance, which was promptly rendered. The militia at Lagro, at my request, marched to Miamisport and met the two volunteer companies from Logansport; and all marched back to Lagro.

Two magistrates, an associate judge, the sheriffs of Huntington and Wabash counties, and the militia arrested and committed eight of the ringleaders. There was no safe jail on the canal line. Therefore, in order to remove the cause of contention, these men were sent under a strong guard to Indianapolis for safekeeping. Here they were confined until they were liberated by a writ of habeas corpus because of some informality in the proceedings.

There were more than six hundred armed Irishmen, and I am satisfied that no course other than the one pursued would have been sufficient to restore order. The commissioning of justices of the peace and the organizing of militia companies at Wabash, Lagro, and Huntington have restored, and I trust will preserve, order.

The commissioners, Messrs. Johnson and Lewis, were at Fort Wayne at the time; and I had not the benefit of their advice. As soon as order was restored, the canal board took more decided steps in their regulations. They now require each contractor to dismiss any laborer who may engage in a broil and to give his name to the engineers so that he may not be employed on the line.

The militia turned out on the first moment's warning; many of the men just happened to be in town and marched off without any preparation whatever. They had of necessity to be supplied with money and provisions for their subsistence. These were furnished by many of the contractors and people on the line. Amongst those incurring the greatest expense was Captain Elias Murray, of Huntington; he took command of the temporary garrison at Lagro, assisted the civil authority in making the arrests, and, with his company, marched the prisoners to Indianapolis. He was engaged some three weeks in the service.

Colonel John Spencer, of Fort Wayne, who headed the militia from that city, and General John Tip-ton, who was active in forwarding the volunteer companies from Logansport, paid a large portion of the expenses. One of the prisoners who had been sent to Indianapolis was arrested on his return to the canal line, was convicted, and was sent to the penitentiary. On his way there he escaped from Mr. Johnson, the sheriff, who offered a reward of \$100.00 and paid for his apprehension. Wabash County was also at great expense in sending the prisoners to Indianapolis. Other persons on the line were also at much expense in money and provisions.

This expenditure was absolutely necessary for the preservation of order; it was the means of saving many human lives by preventing at least seven hundred armed and highly exasperated men from fighting a battle. It was also the means of preventing a total suspension of canal work which might have ensued for the greater part of the season since July. It would therefore, be very desirable indeed if some provision could be made by law to remunerate those persons who have been at so great expense.

Some of the bills for the money expended are in the possession of the Board of Canal Commissioners. But, as they have only a small part, the appointment of some person to hear and examine claims and to authorize payment is respectfully suggested. The selection of a member of the Board of Fund Commissioners, who had no part in these transactions and would therefore constitute an impartial tribunal, is also suggested. As the matter in question grew out of the operations on the Canal, and as the commissioners have the funds in their possession, such an appointment would seem to be suitable.

With great respect,  
David Burr

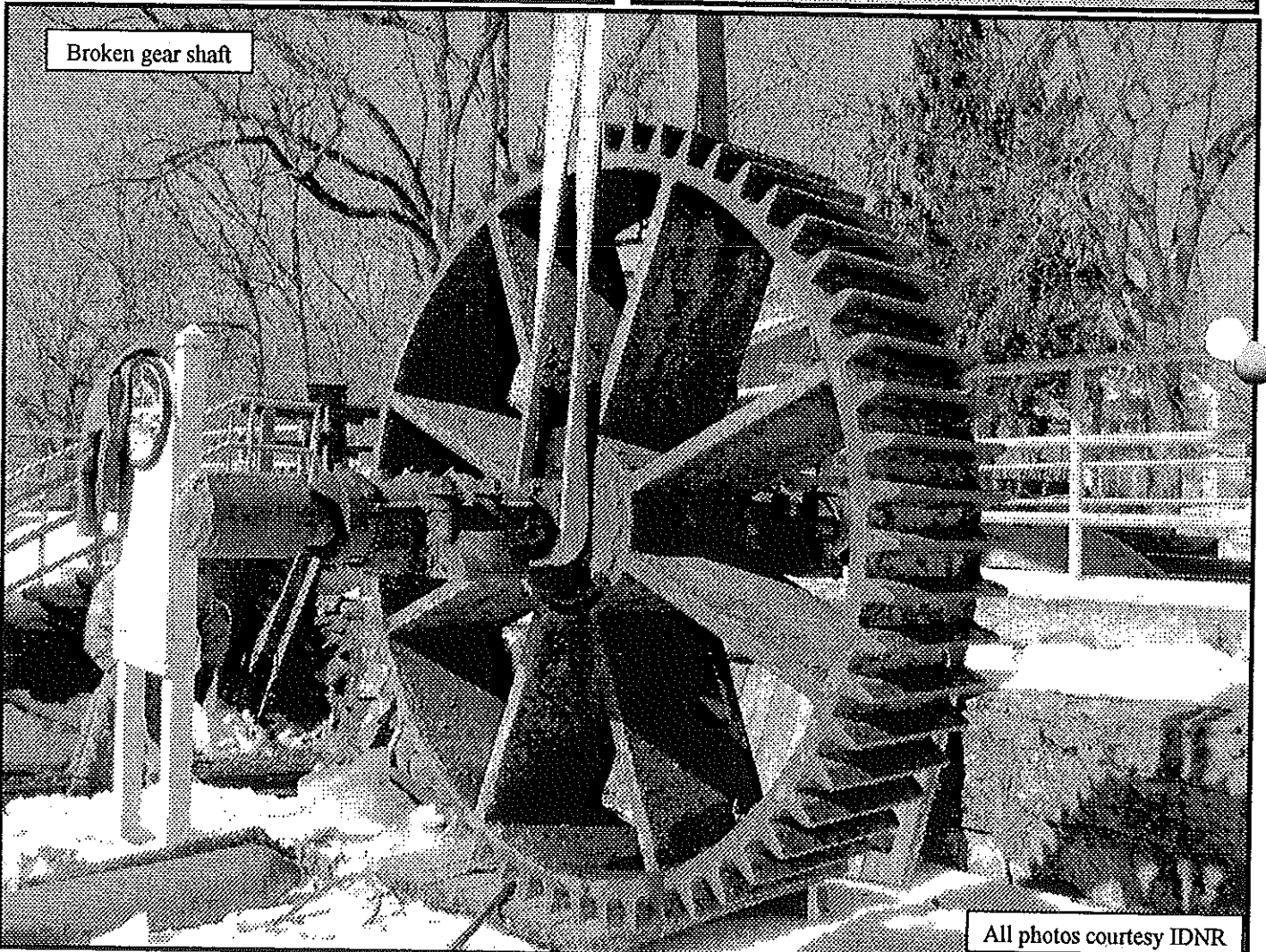
*The Canal Society of Indiana will visit the site of the "Canal War" during the "Wait Til You Get To Wabash" tour on April 17, 2009.*



Removing the gear that sits in Lock 25 in Metamora



Cleaning out behind the mill in Metamora



Broken gear shaft

All photos courtesy IDNR

A sign nearby Whitewater Canal Lock #25 states: "Water Wheel, This 12-foot breast water wheel is operational and provides the power used to operate the grist mill. From here an underground shaft enters the mill basement, where the gears and pulleys power the mill machinery on the first floor. In 1973, to better accommodate current milling operations, a cypress waterwheel was installed. It was replaced with a black walnut wheel 1991. Lock #25, Although the wheel now occupies Lock #25, during the time of canal operation, the mill was not powered by a wheel and the lock was a working part of the canal.