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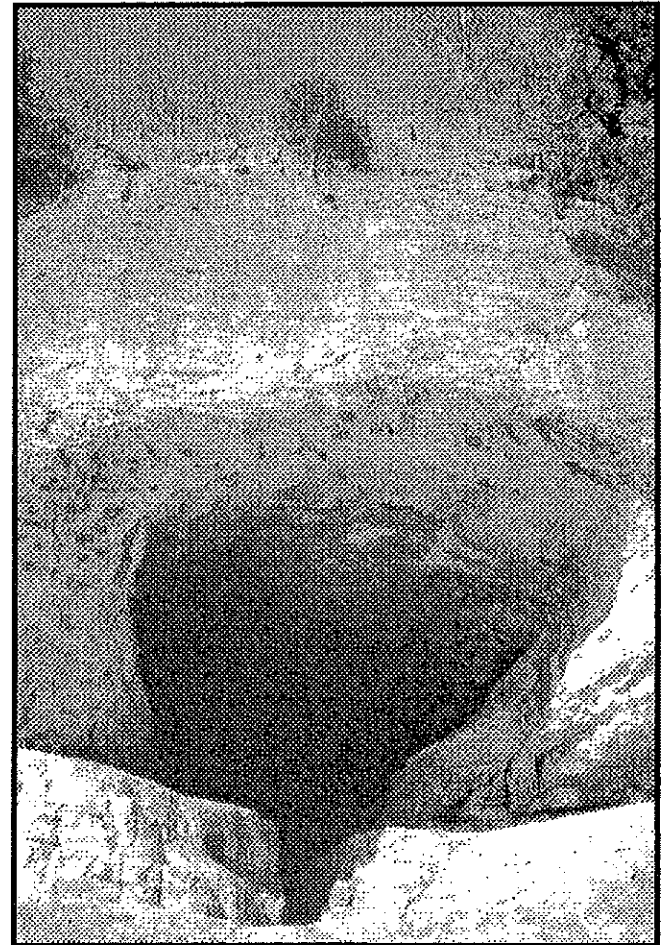
“RAPPITES, RIVERBOATS, PIRATES”



ADVENTURE

*along the Ohio River and W&E Canal
In Illinois, Indiana and Kentucky*

Once a hideout for riverboat pirates, canawlers had to picture them in their minds when visiting Cave-In-Rock on the Ohio River in Illinois for the Canal Society of Indiana's fall tour. Photo by Bob Schmidt



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CSI FALL ADVENTURE

By Carolyn I. Schmidt

Yo, ho, ho and a bottle of water? Canawlers from Arizona, California, Illinois, Indiana, New Jersey and Ohio were glad to have water to drink after walking around the many venues visited on October 22-24, 2010. The adventure started at LST 325 on Friday afternoon.

USS LST 325, docked in Evansville, is listed on the National Register of Historic Places. LST stands for Landing Ship Tank. These huge 330-foot-long ships with flat bottomed hulls were designed to carry 19

EDITOR: CAROLYN SCHMIDT

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THE HOOSIER PACKET - DECEMBER 2010

Sherman tanks with their crews and hundreds of the Ohio River. The Gulf of Mexico could be reached via soldiers as well as 4 smaller LCVPS (landing craft) and the Ohio and Mississippi Rivers from Evansville. It also cargo during World War II. The LST could actually be had the access to railroads and highways that were beached by the crew through the use of winches and anchors. Its bow had hinges at its sides that allowed it to be opened and a ramp lowered that tanks could roll directly into combat from the ship. After it was unloaded it could pull back into deeper waters often carrying wounded soldiers or prisoners of war. It earned the nickname of "Workhorse of the Navy."

Evansville, Indiana, was chosen as a Naval Shipyard during the war due to its strategic location on

At its peak of production, the Evansville Shipyard, which covered 45-acres, completed 2 LSTs per week and employed a workforce of over 19,000. According to its original contract (continued on page 27)

Canal Society of Indiana Fall Tour - October 22-24, 2010

Fairfield Inn Evansville, Indiana
 New Image Travel Evansville, Indiana
 Tour committee: Bob & Carolyn Schmidt, Stan Schmitt
 Docents: Bob & Carolyn Schmidt, Stan Schmitt
 Logo: Carolyn Schmidt
 Theme: "Rappites, Riverboats, Pirates"
 Book: "Rappites, Riverboats, Pirates" Tour along the Ohio River and The Wabash & Erie Canal in Illinois, Indiana and Kentucky by Carolyn Schmidt
 Tour: Bus tour to New Harmony, Cave-in-Rock, Ohio River locks, Paducah murals, National Quilt Museum, River Discovery Center
 Car caravan of the Wabash & Erie Canal in Vander

burgh & Warrick Counties, Indiana - Stan Schmitt
 Tour of LST 325
 Banquet: Whaler's Catch Paducah
 Lunch: Kaylor's Restaurant at Cave-In Rock State Park
 Game night: Frank Timmers
 Budget: Bob Schmidt
 Checks for services: Jim Ellis
 Name Tags, Car Ribbons, Thank you notes: Carolyn Schmidt,
 Goodie bags: Evansville Convention & Visitors Bureau, Carolyn Schmidt
 Registration: Carolyn Schmidt
 Cookies: Donated by Jim & Ruth Ellis
 Apples & water: Bob Schmidt

46 attended from AZ 1, CA 2, IL 2, IN 35, NJ 1, OH 5, Sally Bancroft, Bob Barth, Carl & Barbara Bauer, Leon & Sandy Billing, Tom & Linda Castaldi, Jim & Ruth Ellis, John & Irma Davis, Leland & Bonnie Lou Gamson, Lowell & Jerry Goar, Tom & Mary Grimes, Don & Betty Haack, Gerry & Jean Hulslander, Lawrence Keim, Linn Loomis, Dan & David McCain, Pat McCammon, Jerry & Phyllis Mattheis, Charlotte May, Mike Morthorst, Melissa Reed, Bob & Carolyn Schmidt, Dan Schuster, Kay Sheldon, Steve & Sue Simerman, Ellsworth Smith, Michael Thrall, Frank & Mary Timmers, Larry Turner, Margaret Van Vleet, Chuck & Anne Whiting

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BEN SALEM LOCK WAYSIDE

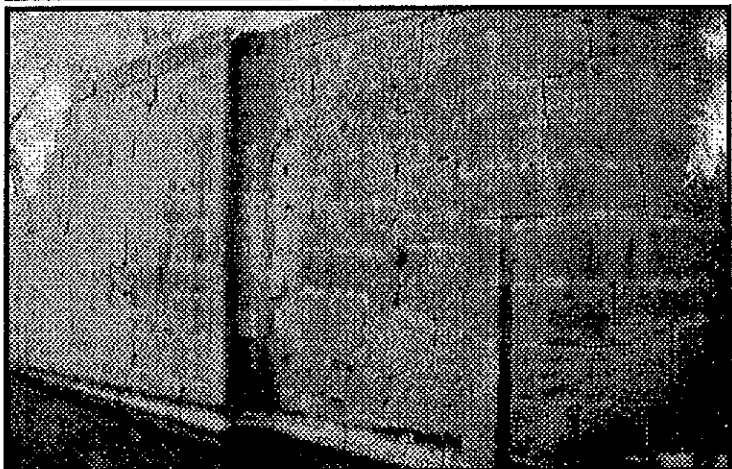
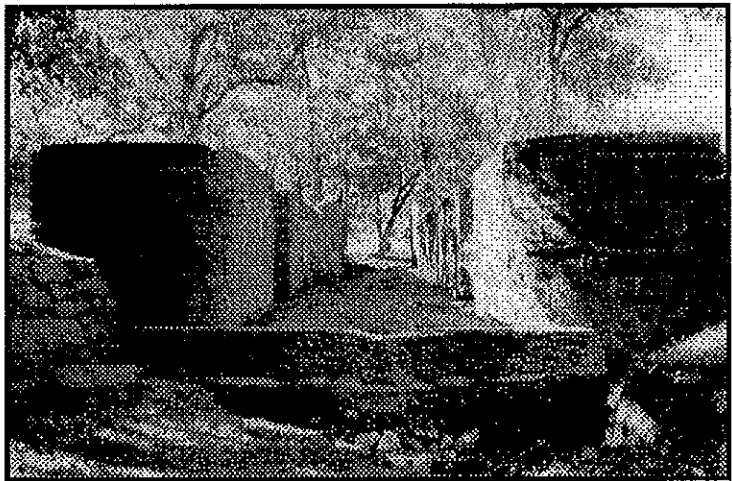
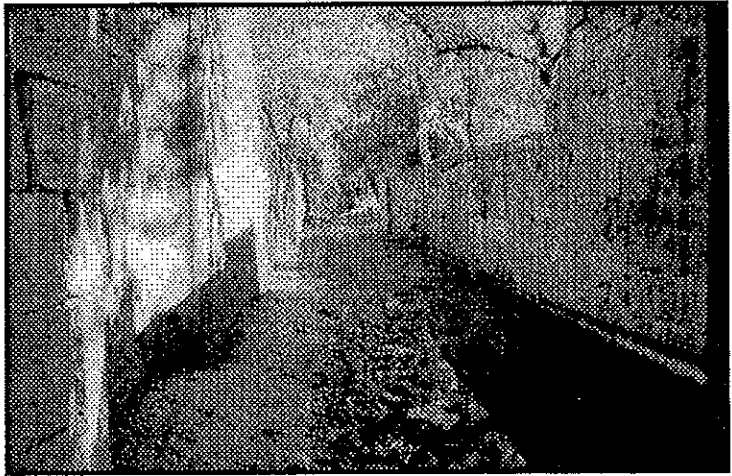
By Carolyn I. Schmidt

After spending the early afternoon of September 18, 2010, at Appomattox Courthouse in Virginia, Bob, my husband, and I decided to take a different route through the mountains back to Indiana. We decided to follow U.S. 60 between Buena Vista and Lexington not realizing we were actually following a canal route. As we were coming around a curve and down a hill I spotted a beautiful old canal lock beneath some trees in a wayside park. It was extremely well preserved with straight walls and beautifully defined gate recesses. Although there was no signage as to the canal or description of the lock, the Virginia Department of Highways and Transportation had posted a sign noting the park as the Ben Salem Lock Wayside. There were picnic tables, outhouses, and a trail through the park along the river.

Stopping two hikers we asked about the lock and canal, but they knew less than we did. Having visited the Great-Ship Lock Park at the foot of Pear (27th) Street off Dock Street, which is at the end of the James River and Kanawha Canal in Richmond, just a few days before, Bob said he thought that the lock was part of that canal. We enquired further at the motel and learned that the river was the Maury River not the James River and that the dams on the river had been taken out. It wasn't until I checked out the internet that I found information about the lock, the river and the canal.

Called "a branch of the North River" for all but the past few decades, the Maury River is a 20-mile-portion of the all-water route from Lexington, Virginia, to the fork of the James River and Kanawha Canal and on to the port at Richmond, Virginia. According to Earl Swift in his *Journey on the James: Three Weeks Through the Heart of Virginia* this portion is not "exactly a canal" as we know it but "a chain of dams that harnessed the swift flowing stream into flat water lakes, with locks to stair step boats up and down the height differences between the ponds." There was no canal prism as such. These locks and dams allowed merchant and passenger bateau to travel down the shallow, rocky river to the James River and Kanawha Canal at Glasgow, Virginia.

By 1810 the North River had been cleared out but money was needed to keep the channel open. According to Oren F. Morton's *A History of Rockbridge County, Virginia* "Sluice navigation from Richmond to Balcony Falls was open in 1816, and to Buchanan in 1827, but the James River and Kanawha Canal, incorporated in 1831, did not reach Balcony Falls until about 1850, nor Buchanan until 1851." For about one third of a century the batteau, a narrow boat about ninety feet long that was propelled by poles and had its center cov-



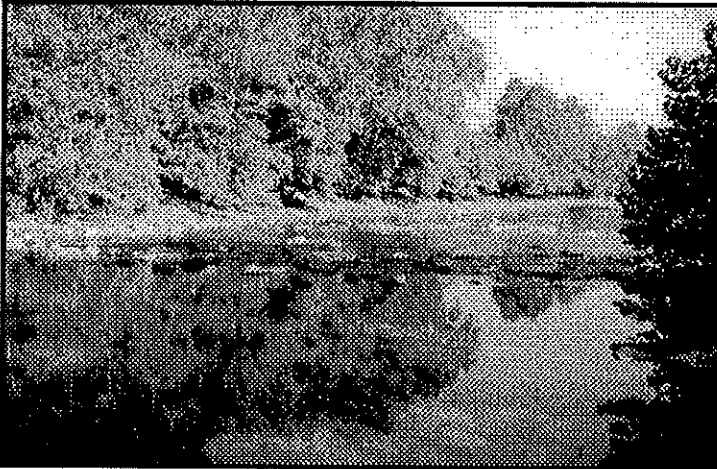
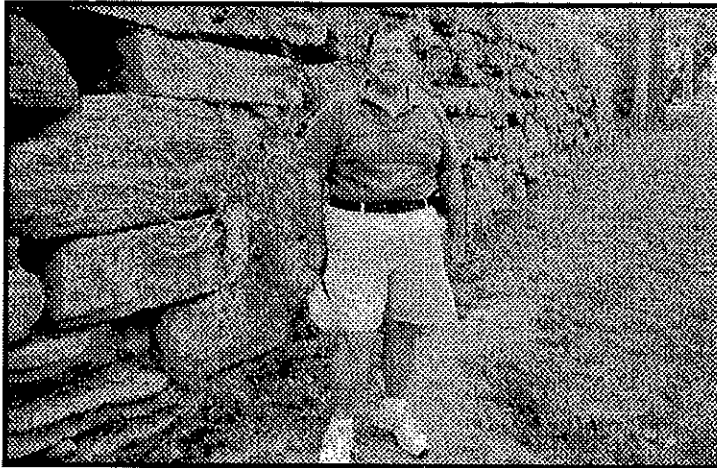
Top: Ben Salem Lock looking downstream from Lexington to Buena Vista. Note smooth cut granite and straight walls.
Center: Ben Salem Lock looking upstream from Buena Vista to Lexington with US 60 on the left and Maury River to the right
Bottom: Interior of Ben Salem Lock gate recess with hollow quoin and groove for planks when repairing lock Photos B. Schmidt

ered by a canvas awning eight to ten feet long to protect its crew of three blacks, was the chief mode of transportation on the river. It could carry 75 barrels or flour, seven to ten hogshead of tobacco, or five to eight tons of pig iron.

On April 4, 1838, an act incorporating the North River Navigation Company was passed by the General Assembly of Virginia. It made it lawful to open books in the town of Lexington, under the direction of Samuel M'Dowell Reid, Hugh Barclay, John Ruff, John F. Caruthers and Samuel M'Dowell Moore for receiving and entering subscriptions to the amount of one hundred thousand dollars, in shares of fifty dollars each, for the purpose of improving the navigation of the North river in Jordan's mills, either by canal or locks and dams, or both, as the company hereby incorporated may desire. Books were also opened at the store of Thomas Paxton, at Brownsburg, and at Cedar Grove mills for the same purpose.

Also within the act there were rules and other regulations and restrictions in the acquisition of land "not exceeding eighty feet in width for a canal, or one acre at any one place for the abutment of a dam or erection of a toll-house or other fixture....The works of the company shall be so constructed as to afford at all seasons at least two feet depth of water; and no dam erected by them shall be of greater height than is necessary to afford said depth of water. They may use either wood or stone in the construction of locks; and so soon as a section of six miles shall be completed, and as often as sections of that length are finished, they may demand and receive such tolls as may from time to time be fixed by the board of public works or by the general assembly." The act stated that the project must be begun within two years of its passage and completed within ten years or the interest and tolls would be forfeited and the project ceased.

In June 1850 Rockbridge County, Virginia, subscribed \$15,000 to the North River Navigation Company and another \$29,950 in August 1851. According to Morton "From Glasgow to Lexington the canal was built in sections, arriving at East Lexington in 1852. As each section was opened to travel, a warehouse was built, The first one above Balcony Falls was at Miller's, half way to Buena Vista. Another was at Thompson's, several miles farther on, and a third was at the mouth of South River. Until a warehouse ceased to be a terminal it was a very important place. Goods were wagoned on to Lexington and more remote points in the county. The canal boat would stop anywhere to take on or put off freight. The crew would even help a farmer to thresh, so as to secure the moving of his wheat. Freight was paid to the owner of the boat, and a toll to the canal company. In 1855 more than 7,000 tons went down the canal. This included 18,870 barrels of flour, 7,500 bushels of wheat, and 2,226 tons of pig and bar iron. In 1860 the freight to Richmond on a barrel of flour was sixty cents. In 1853 there went down 150,000 bushels of corn and 60,000 gallons of whiskey.



Top: Maury (North) River side of Ben Salem Lock of rough cut granite Photo by Bob Schmidt

Center: Bob Schmidt stands alongside Ben Salem Lock's rough granite exterior adjacent Maury River Photo by Carolyn Schmidt

Bottom: Remains of the dam across the Maury River that once pooled water for the locks of the North River Navigation Company Photo by Bob Schmidt

"In all, there were six canal dams on the two rivers. There were five locks on the James, within the limits of this county (Rockbridge), and fifteen on North River (Maury River).

"The first packet boat to reach Lexington arrived November 15, 1860. These passenger conveyances made three trips a week. The packet was drawn by three horses, a shift being made every twelve miles. The speed of four miles an hour was much more rapid than that of the freight boat."

A HAER report was found on a lock and dam located on the South bank of Maury River 0.3 miles North of South River, .9 miles East of Interstate 81, and 3.3 miles East of Lexington that might be the same lock as that at the Ben Salem Lock Wayside. If not it would be very similar, but if it is the portion of the dam related below no longer exists.

"Located on the western bank of the Maury River (formerly the North River) approximately one-quarter mile upstream from its junction with the South River, in its present condition, the dam is approximately 200 feet long and 6 feet in height and is constructed out of rough and smooth cut granite laid up in running bond. The lock is of similar construction and is approximately 15 feet wide and 100 feet long. Only the western section of the dam still exists, as the river has been allowed to return to its natural level. However, the lock remains in its original condition except for the absence of the wood gates. According to Dr. William Trout, III, the South River Dam and Lock were part of a canal system designed to link Lexington, Virginia, with the James river. Construction of this system began following the organization of the North River Navigation Company in 1841. Work continued until 1858 when the still unfinished works were bought by the James River and Kanawha Company. Following this transaction, work on the canal was instituted and, by 1862, the route was navigable and complete. Dr. Trout states the South River and Dam and Lock were built circa 1859."

Through Morton's description and the HAER report we can assume that the Ben Salem Lock was built circa 1859. Wilma Dunaway in *Slavery; in the American Mountain South* says that it may have been built by slaves. "A Rockbridge County contractor used slaves to build the extension between Lexington and the main canal. After construction, slaves were used to repair locks and to do regular maintenance. When the canal began to experience labor shortages in the 1850s, the superintendent urged the board the propriety of purchasing a sufficient number of young men and boys to keep the canal in repair. The company found it cheaper to purchase slaves than to endure the difficulty, trouble and expense of hiring laborers at exorbitant rates. Moreover, the canal considered slaves an economical measure because of great savings over the cost of hiring white laborers."

The canal was repaired by convict labor in 1878. It was put out of business by the railroads in the 1880s.

Lexington, Virginia was an important port from 1860 to 1880 with its goods arriving and leaving through the Ben Salem Lock. The waterfront at East Lexington and Jordan's Point was a thriving commercial center.

The Richmond and Allegheny Railroad followed by the Shenandoah Valley Railroad (N&W) both built rail lines along the river. A branch line from the Chesapeake and Ohio mainline was extended from Glasgow through Buena Vista. After Hurricane Camille destroyed much of the rail line in 1969, the Chesapeake and Ohio and the Norfolk and Western agreed to rebuilt only the N&W line with the C&O granted rights to use the railway that paralleled the river between Buena Vista and Glasgow. When the C&O tracks were abandoned near the U.S. 60 crossing of the Maury River, the right-of-way was donated to the Virginia Military Institute Foundation for a public walking trail. Today the Chessie Nature Trail is a rail trail linking Buena Vista, Virginia, with Lexington, Virginia along the Maury River. This is the trail that passes through the Ben Salem Lock Wayside. Along the way the remains of Moomaw's Lock and Dam below the U.S. 60 bridge in Buena Vista and the Lexington Mills Dam at Jordan's Point in Lexington still impound water. Remains of other locks and dams are visible from the trail.

After Thomas "Stonewall" Jackson was accidentally shot by his own troops at Chancellorsville, he died a few days later on May 10, 1863, and his funeral was in Richmond, Virginia. Before his death he requested that he be buried in Lexington, Virginia. On May 13, 1863 his body was taken by rail from Richmond to Lynchburg. There it was put aboard the canal boat "Marshall" and proceeded west on the James River and Kanawha Canal being pulled by mules, then up the North Fork (Maury River) through the lock at Ben Salem Wayside to Lexington where cadets from the Virginia Military Institute carried it to the lecture room in which he had taught for ten years. The keel of this canal boat can be seen in Lynchburg Park according to Clint Johnson, in *In the Footsteps of Stonewall Jackson*.

WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership rate of \$25 unless otherwise noted:

Leland & Bonnie Lou Gamson - Marion, IN
Eugene & Sara Moster - Brookville, IN
Andy & Melinda Rebman - Greenwood, IN

Welcome Aboard!

CANAWLERS AT REST

DAVID SANGER III

b. September 17, 1782

d. 1851

& SONS:

LORENZO PALMER SANGER
WILLIAM ALONZO SANGER
JAMES YOUNG SANGER
LUCIEN PALMER SANGER

By Robert F. & Carolyn I. Schmidt

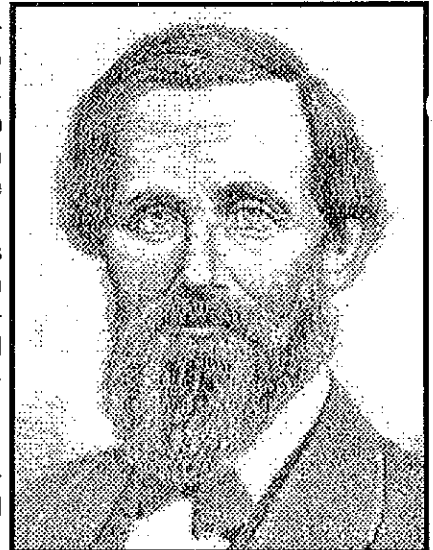
In telling the history of canal building during the mid-19th century in the United States, we often mention that canal workers moved east to west from one canal project to another as work progressed. Few canawlers are as well documented as the David Sanger family of Littleton, New Hampshire. David Sanger III was born in 1782 in a small town near the White Mountains. There he apparently learned the stone trade, because he went on to be a canal lock builder and his sons followed in the stone quarry business. It is interesting to note that the word "sanger," a British term, means a small temporary fortified position with a breastwork made of stone. We know very little of David's early life.

At age 24 David married Mary "Polly" Palmer in July of 1806. It is through Mary's line that the family is tied to a Mayflower immigrant, Richard Warren. Other descendants of the Richard Warren line include Ulysses S. Grant and Franklin Delano Roosevelt.

David and Polly had 8 children during the years 1807-1821 while living in the states of New Hampshire and New York. Their family's genealogical details are included in this article.

We are particularly interested in the four boys, Lorenzo, William, James and Lucien, for they, like their father became canal and railroad builders. Sometime

around 1816 the family moved into Livingston County, New York. This is in the finger lakes region about 50 miles due south of Rochester. Here the older boys attended school for a while. During the summer Lorenzo worked on the farm or at a local saw-mill.



LORENZO PALMER SANGER
1809-1875

The construction of the Erie Canal required workers and contractors from all around to complete this grand undertaking by the State of New

York. David Sanger at age 42 contracted to build a portion of the canal and around 1824 moved his family nearer to Rochester. Later he contracted for portions of the locks at Lockport, New York. The Erie Canal begun in 1817 was completed in the fall of 1825.

Seeing the Erie Canal as a threat to commerce, the Pennsylvania legislature authorized the building of the Pennsylvania Main Line Canal in February 1826. The Sanger family, apparently prospering from working on the Erie Canal, moved to Pittsburgh in 1826 for David and Lorenzo to work on the Western Division of the Pennsylvania Mainline Canal.

By 1829, at the age of 20, Lorenzo was called "the boy contractor" and had a lock contract near Livermore, Pennsylvania on the Conemaugh River between Blairsville & Saltsburg in Westmoreland County. This lock is now covered by a 20th century reservoir.

After Lorenzo completed his canal contract he went into the mercantile business in nearby Blairsville. Rachel Mary Denniston, who lived in Denniston's Town (called New Alexandria in 1834), became his wife on February 3, 1830. Both of them were still only 20 years of age. In 1831, Lorenzo moved his store to Denniston's Town.

Also in 1831, while working on his canal contracts, Lorenzo joined J. Noble Nesbitt in a joint-venture at Freeport, Pennsylvania. Nesbitt was a lawyer and at one time a canal toll collector on the Pennsylvania Main Line Canal at Freeport. There the "Main Line" crossed the Allegheny River on an aqueduct about 10 miles northeast of Pittsburgh and proceeded to that city.

The two venture capitalists planned to drill a salt well. At that time most of the region's salt was imported from Canandaigua, New York, near Rochester, at \$10-20 per barrel. There were indications that a rock salt ledge extended as far south as Pittsburgh so drilling a well made sense. Salt brine could be boiled down to produce salt for preservation and table use. A good brine source could be quite profitable as was seen from other sources producing in the region. But after several hundred feet of drilling they ended up hitting oil and water. The venture was abandoned since oil had little value at that time.

From Freeport, Lorenzo went on to build Rock Point Lock #8 and Dam #3 on the Beaver Canal twelve miles above Beaver, Pennsylvania, at the mouth of Connoquenessing Creek. (See map on p. 10) Nearby was Metheny's Tavern built in 1836. For canawlers, this lock is near the site where 17-year-old, future U.S. President, James Garfield fell from the *Evening Star* into the canal in November 1848. His fall became the crucial turning point for him to seek other employment.

With the completion of the canal contracts on the Beaver Division, Lorenzo and family moved to Indiana near Miamisport (Peru) in 1834. There he, and his father, David from Pennsylvania, and E. Durgin and Thomas Beale of Ohio held the contract to build Dam #3 across the Wabash River and the Guard Lock #1 on the feeder canal to be begun by Sept. 1, 1835 and completed by Oct. 10, 1836. (Map p. 9) Little else is known of their time spent there except that Lorenzo's brother, James Y. Sanger, established Sanger &



JAMES YOUNG SANGER
1814-1867

James Garfield and the Beaver & Erie Canal

John Clark Ridpath LL.D. in *The Life and Work of James A. Garfield* published in 1881 describes Garfield's fall as follows:

"The position of bowman on the *Evening Star* was rather an unsafe one. The place where James stood was narrow and often slippery, and, in a brief period of time, he had fallen into the water fourteen times: One night as the boat approached a lock (Lock 8) the bowman was hastily awakened, and tumbled out half asleep to attend to his duty. Uncoiling a rope which was to assist in steadying the boat through, he lost his balance, and in a second found himself in a now familiar place at the bottom of the canal. The night was dark, and no help near. Struggling about, his hand accidentally clutched a section of the rope which had gone over with him. Now, James, pull for your life, hand over hand; fight for yourself, fight for another visit to home and mother. Strength began to fail. The rope slid off; swim he could not. Jerk, jerk; the rope has caught. Pulling away with a will, he climbed back to his place, and found that he had been saved by a splinter in a plank in which the rope had caught by a knot... When the boat neared home again, James bade good-bye to the *Evening Star*.... Four hard months of life on and in the canal had told heavily on the young man's constitution."

The 31-mile-long Beaver Division of the Beaver & Erie Canal was begun in 1831 and completed in May 1834 extending northwest from Beaver, Pennsylvania on the Ohio River to Pulaski, Pennsylvania. At mile marker 21 it joined the 83-mile-long Pennsylvania & Ohio "Cross-Cut Canal." This privately funded Ohio canal was completed in April 1840 and went from Youngstown, Ohio through Warren, Ohio and joined the Ohio & Erie Canal at Akron, Ohio. This is the route that the *Evening Star* was following to Cleveland, the home port for James Garfield, when he fell in.

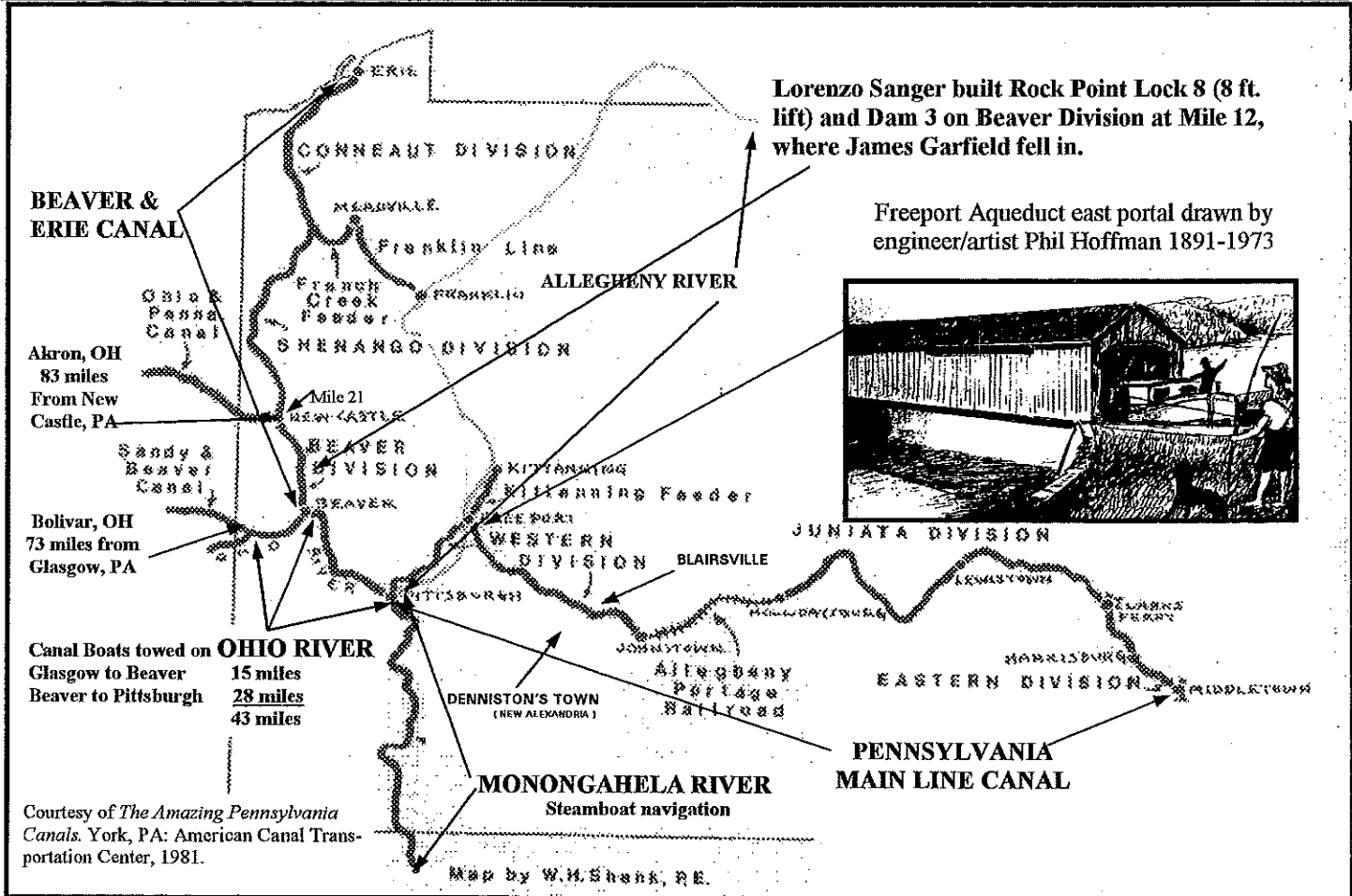
When completed in 1844, the Beaver & Erie Canal was 137 miles long and extended from Beaver on the Ohio River to Erie, Pennsylvania on Lake Erie. Boats entered the Ohio River at Beaver and were towed up stream via steamboats the 28 miles to Pittsburgh.

Canal route of James Garfield on the *Evening Star*

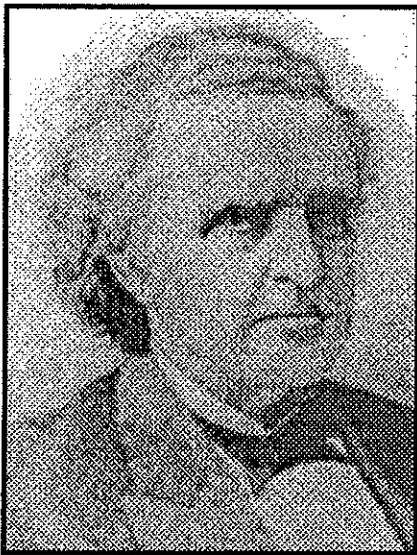
Start	End	Canal/River	Mileage	Opened	Locks
Pittsburgh	Beaver	*Ohio River	28		
Beaver	New Castle Junction	Beaver Div	21	May 1834	14
New Castle, Pa	Akron	P&O Canal	** 83	Apr 1840	54
Akron	Cleveland	Ohio & Erie	38	1827	42
			----		----
			169 miles		110

* Canal boats were towed up & down the Ohio River by steamboats

** 73 miles in Ohio + 10 miles in Pennsylvania = P&O Canal



Pennsylvania's Western Main Line Canal & Beaver Division of the Beaver & Erie



COL. HART L. STEWART
1803-1882

steamboat business with Col. Hart L. Stewart. Hart was one of the early settlers and a large landholder in St Joseph County near Mottville. In 1829 he married Hannah Blair McKibben, whose sister Mary later became the wife of James Y. Sanger, Lorenzo's brother. Hart earned his title of Colonel with the Michigan Militia during ac-

Company, a merchandising firm, in Peru on March 3, 1835.

By Dec 1835 and early 1836 the family had moved on to St Joseph County in Michigan. Both Lorenzo and his brother, William A., purchased land in Cass County, Michigan at that time.

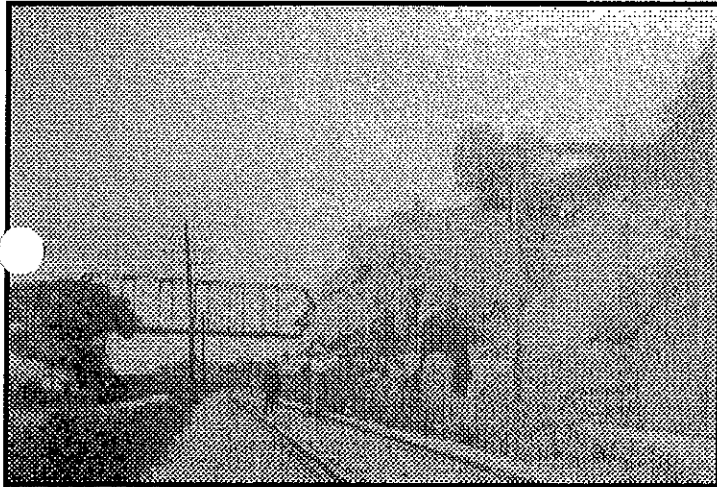
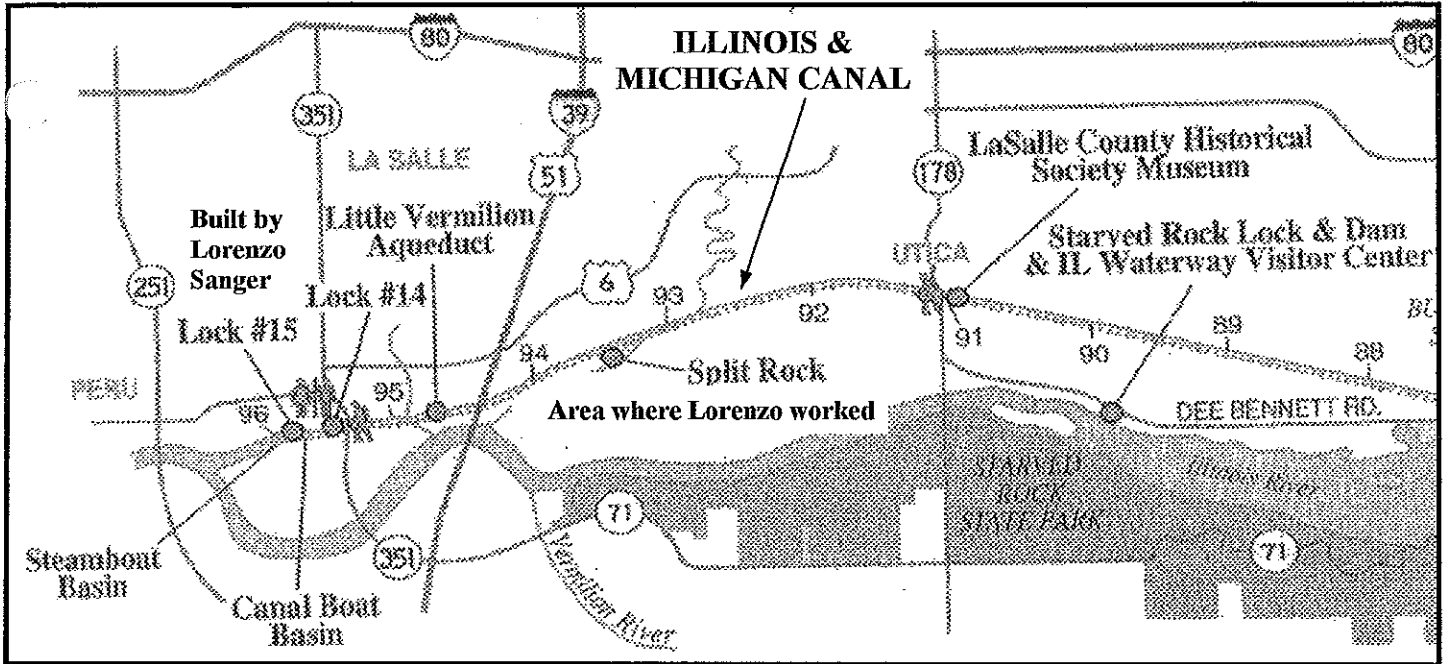
Lorenzo joined into a merchandising, warehousing and

tion in the Black Hawk "war" of June 1832. He was appointed by the Michigan governor to the Board of Internal Improvement and was a commissioner for the roads being built in the county. He was also a member of Michigan's constitutional convention.

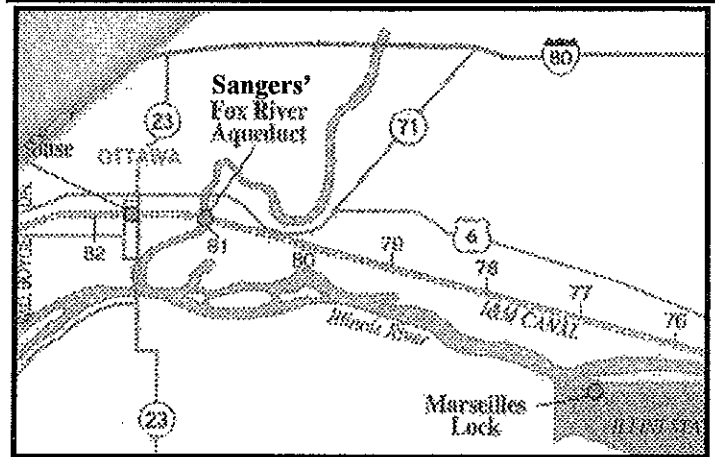
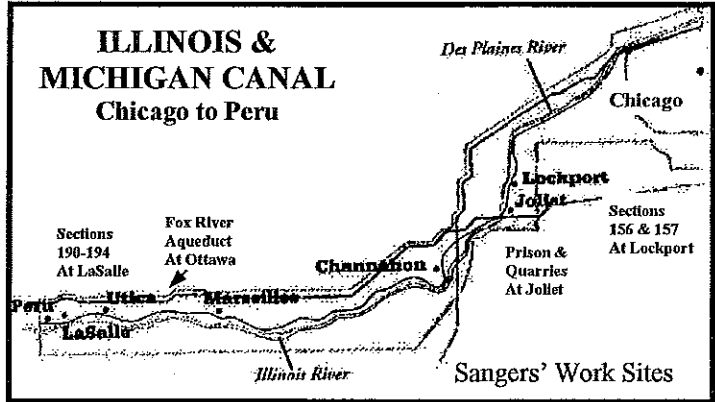
Lorenzo P. Sanger and Hart Stewart contracted for a road from Centerville, in St Joseph County, Michigan through Cassopolis and Berrien, to the entrance of the Galien River into Lake Michigan. Hart moved to Chicago in 1839. He was appointed Chicago's Postmaster in 1844 by President Polk and served until 1848. He became a Chicago industrialist and future railroad builder and developed a long term relationship with the Sanger brothers.

David Sanger and family also moved to St Joseph, Michigan around 1834/35. There James Y. Sanger met Mary Catherine McKibben. Her father had died in Pennsylvania and the family moved to Michigan when she was a child. James (age 27) and Mary were married in LaSalle, Illinois in the summer of 1841.

In June of 1836, Lorenzo, his family, and Hart



Illinois & Michigan Canal between Split Rock near LaSalle and Utica, Illinois. The Rock Island Railroad is also seen. The Sangers built this aqueduct across the Fox River near Ottawa, Illinois for the Illinois & Michigan Canal.
Historic Postcards



Stewart went to Chicago for the contract letting of the Illinois & Michigan Canal. The Sanger's formed a consortium for Sec 156 & 157 near Lockport on the I&M. They also held contracts on Sec 190-194 near LaSalle, which included the gap through a rock ledge now called "Split-Rock" that was earlier called "Camp Rock." These sites ended about 1500 east of the Little Vermilion River. Lorenzo contracted for the final Lock 15 at LaSalle, where the I&M reaches into the Illinois River.

David Sanger & Sons constructed the Fox River aqueduct at Ottawa from 1840-42. This was the longest aqueduct on the canal. It was 464 feet in length, had eight spans and had seven piers built of Joliet limestone. The I&M was finally completed in 1848 so that basically ended canal building for the Sangers.

Due to the financial collapse nationwide many of the canal contractors remained unpaid for their work for several years. As late as February 1855, the state of Illinois was still processing the final partial payments to the contractors, which included the Sanger brothers. Since they were only partially reimbursed, they were left with a loss on this venture.

Around 1842-43 Lorenzo formed a company and took a contract to improve the rapids of Rock River at Sterling, Illinois. Then in March 1843, he joined Smith Galbraith in a line of stages from Chicago to Galena, via Dixon. While at Galena, he was elected Illinois State Senator 1846-48. In 1847 he formed the Northwestern Stage Co. that served the mid-western states.

David Sanger III died in Illinois in 1851 and his wife Mary died a few years later in 1854. The boys, Lorenzo, James and William moved to St Louis in 1851 to contract for the Ohio & Mississippi Railroad. Then, with their friend Hart Stewart and William Truesdale, they contracted for the North Missouri Railroad on May 18, 1854 that stretched 156 miles from St Louis to Macon, Missouri. A few months later they contracted for the Bellville & Alton Railroad Company to construct a 35-mile-long stretch of rail between Bellville, through East St. Louis to Alton, Illinois.

A new enterprise presented itself in 1857 — prison building. The State of Illinois had its first state prison built at Alton, Illinois in 1833. Due to overcrowding this prison needed to be replaced. The warden at Alton was Samuel K. Casey. Lorenzo Sanger, forming a partnership with Casey, was successful in obtaining the contract for a new prison at Joliet. They began work on the 72-acre-site in August of 1857. There was such

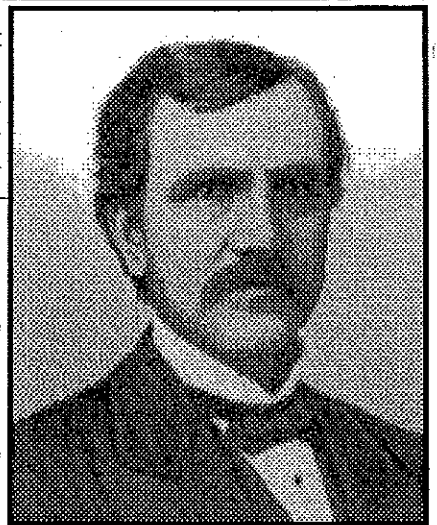
good stone at Joliet that the stone for the prison came right out of the prison grounds. The prison was built on a solid stone foundation and had solid stone cells. In June 1858 Sager & Casey leased prison labor from Alton to assist in finishing the new prison at Joliet. The new prison was partially opened in 1858 and completed by April 1860. (See *The Hoosier Packet* June 2010 for the 1860 visit Indiana officials paid to the Joliet prison when selecting Michigan City for Indiana's prison.)

Earlier in 1855, William A. Steel, a young man of 19, came to Missouri to work on the North Missouri Railroad. There he became associated with Lorenzo P. Sanger. In 1857 he transferred to Joliet to work as a cashier for Sanger & Casey's prison construction firm. In 1858, when they received the prison labor contract, William became the Deputy Warden at Alton, while Samuel Casey remained its Chief Warden but was busy at Joliet most of the time. In July 1860 the Alton prison was closed and all the prisoners transferred to Joliet.

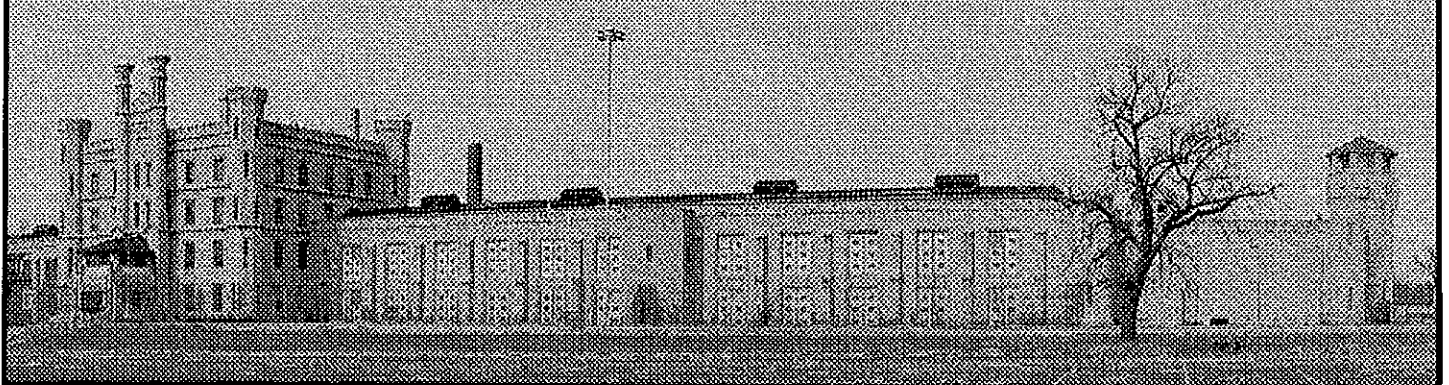
William then went to St Louis to obtain his law degree, which he did in April 1861 and entered the law office of Judge Newton D. Strong. He married Frances Louise Sanger, daughter of his business associate Lorenzo Sanger, in Joliet on January 16, 1862. At the outbreak of the Civil War, he contracted with the government to build 4 iron-clad monitors — Tuscumbia, Indianaola, Chillicothe, Etleh.

Joining the Union forces, William established the National Iron Works Battalion of 450 men. He was commissioned a

WILLIAM ALEXANDER STEEL
1836-1879



The Joliet Prison was built by Lorenzo Sanger and Samuel Casey 1857-1860.



Major and placed in command of the baton that protected St. Louis for the remainder of the war.

Lorenzo Sanger must have been well known by President Abraham Lincoln from his Illinois days with railroads and canals. At the outbreak of hostilities Lincoln requested Illinois Governor Yates to give Sanger a commission as Colonel and requested that he be sent to join the army in Tennessee and Kentucky for staff duty. Sanger immediately laid aside business ventures and joined the war.

Colonel Lorenzo Sanger



be the best limestone found in America. Building the Illinois and Michigan Canal had greatly boosted the industry and by the mid-1850s there were nine quarries in the Joliet area. The canal provided cheap transportation for the stone. They soon developed a large business employing 300-400 men. Stone from various dolomite limestone quarries in Joliet were used for the United States Rock Island Arsenal, Marine Hospital in Chicago, several custom houses, the Water Tower (1869) in Chicago and of course the Indiana State Prison at Michigan City, Indiana.

In 1865 Sanger & Steel also worked at deepening the rock sections of the I&M canal at Chicago and Jack's lock near Lockport. This was to eliminate some of the locking required.

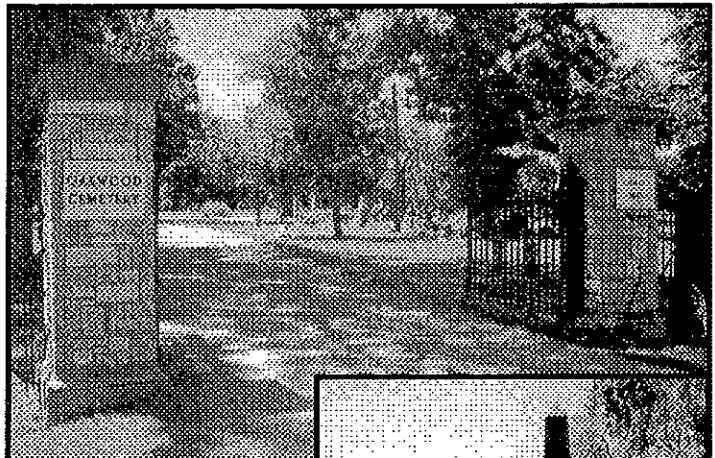
Lorenzo's wife, Rachel died in 1870 in Joliet, Illinois. After her death Lorenzo moved to Oakland, California. His son William D. Sanger, the civil war veteran, died in 1873 in Illinois.

Lorenzo was in poor health for some time and died in California on March 23, 1875. His remains were returned to Joliet for burial in the Sanger-Steel plot in Oakwood Cemetery where most of his family are at rest.

Lorenzo's son William D. Sanger, who had been at West Point from 1848-50, then became an officer in Illinois 55th Infantry. Declining a field lieutenant-colonel position for the 55th Infantry, he served as a lieutenant-colonel and aide-de-camp on the staff of General William T. Sherman. Sanger is pictured with General Sherman and his staff in the summer of 1862 at Memphis in *The Photographic History of the Civil War*.

WILLIAM D. SANGER
1835-1872

Major William Sanger, Lorenzo Sanger's son, second from the right, is pictured with General William T. Sherman on the far left. He was Sherman's aide-de-camp. Memphis 1862



Above: Entrance to Oakwood Cemetery in Joliet, Illinois.

Right: Sanger family plot marker with Lorenzo and Rachel Sanger's information on the side facing you and their two smaller individual stones. The opposite side of the marker has their daughter, Frances Louise Sanger Steel, and her husband, W. A. Steel's, information.



Just after the war in 1865, Lorenzo Sanger and his son-in-law, William A. Steel, began a new venture that was somewhat related to what they learned building the Joliet prison. They opened stone quarries north and adjacent to Joliet. Limestone in this area proved to

William Steel went on to serve three times as the Mayor of Joliet in 1869, 1872 and 1875. He died at age 61 in a freak accident on March 28, 1879 when he was thrown from a sleigh onto a picket fence. Lorenzo's daughter Frances Louise "Sanger" Steel died the following year on July 30, 1880. Lorenzo's remaining son Henry A. Sanger lived until 1917.

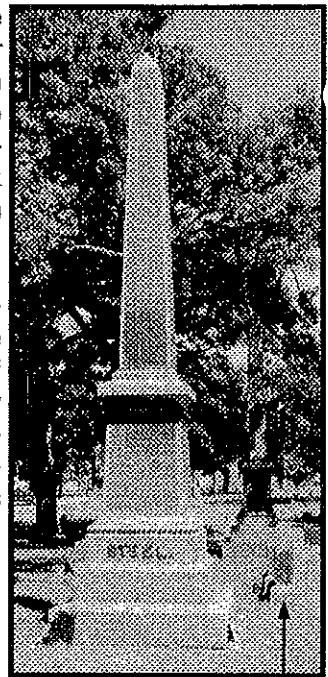
There are several other interesting connections with the David Sanger family:

Mary Louisa Sanger, David's daughter and Lorenzo's sister, was a convert to the Church of Latter-Day Saints. She was reportedly sealed in a plural marriage to Hyrum Smith, older brother of Joseph, the church founder.

James Young Sanger, David's son and Lorenzo's brother, had a daughter, Hattie Amelia Sanger, who married George M. Pullman. George was the man who created the Pullman Palace luxury rail coach.

the Sangers continued. He worked with Lorenzo Sanger on the Joliet prison contract in the late 50s. He returned to South Bend and became President of the First National Bank of South Bend. He died on February 19, 1876.

The David Sanger family played a key role in the transportation development of the nation. They also had many interesting contacts with important people from the beginning of the country through its development in war and peace. They certainly were entrepreneurial and creative, leaving no stone untouched.



W. A. and Frances Louise Sanger Steel side of the Sanger plot marker with Lorenzo and Rachel's stones on the right.

Harriet Aurelia Sanger, David's daughter and Lorenzo's sister, married Dr. John A. Hendricks of South Bend, Indiana, who apparently met the Sangers while they were in St Joseph Michigan. John was born in Kentucky in August 1811. His first wife was Julia Comparet on December 2, 1833. Julia was a half-sister of Frances C. Comparet, the wife of Alex Coquillard, who was a founder of South Bend, trader, and business partner with Francis Comparet, the fur trader in Fort Wayne., John entered the dry goods and warehouse business with the Sangers, probably continuing the business when they left for Illinois. Harriet died slightly before 1854. Then John then married Julia Appleby. His relationship with

EXHIBITS

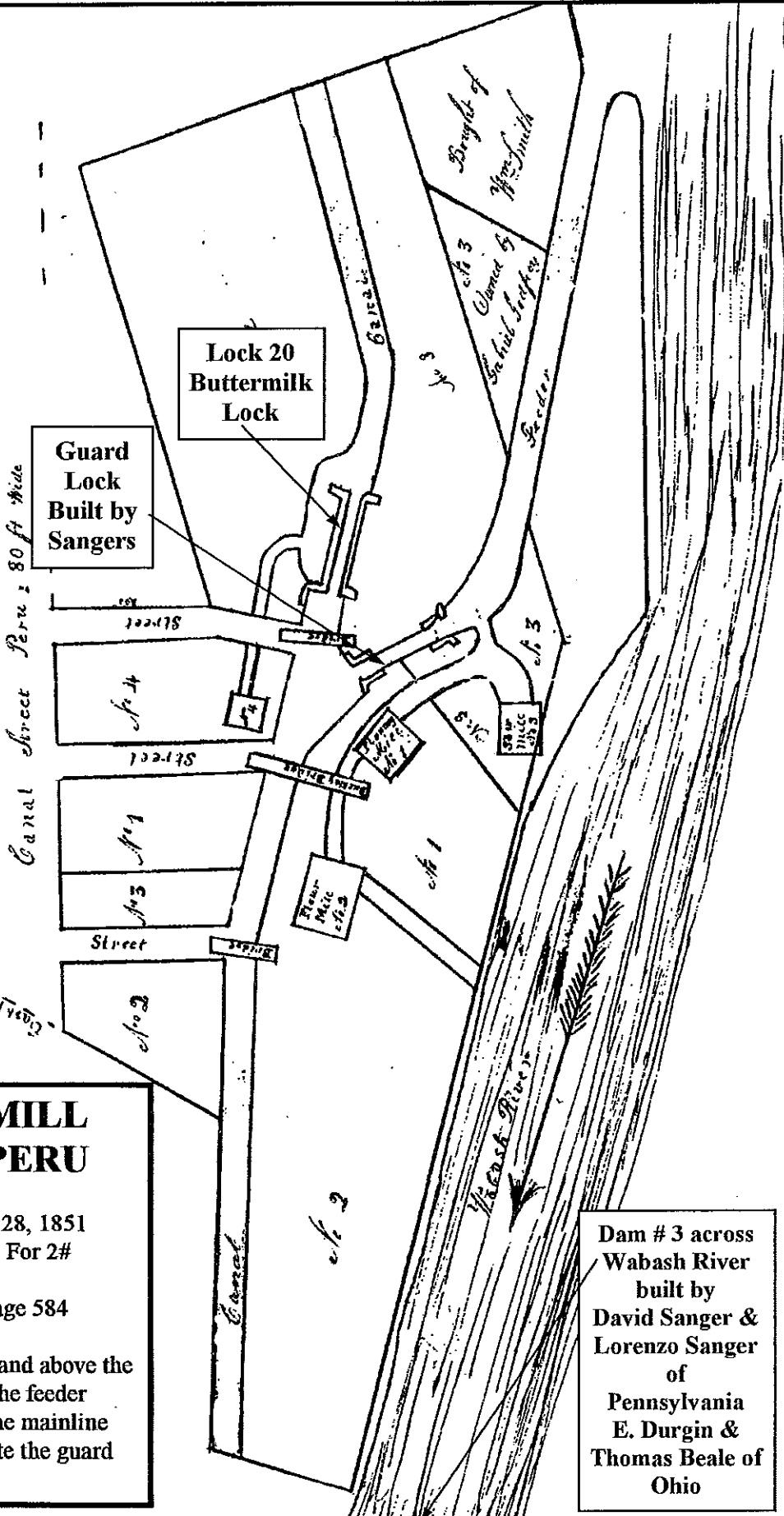
The Beaver & Erie Canal (Erie Extension Canal)
From Lake Erie to Ohio River

Miles	Branch	Dates	From	To
45	Conneaut Division	1838-1844	Conneaut Lake	Erie
61	Shenango Division	1836-1844	Pulaski	Conneaut Lake
31	Beaver Division	1831-1834	Beaver	Pulaski

137	Beaver on Ohio River - Erie, P A			
== =				
28	Beaver - Pittsburgh boats towed on Ohio River			
	<u>Side Canals / Feeders off Beaver & Erie Canal</u>			
25	French Cut Feeder	1827-1834	Meadville	Conneaut Lake
22	Franklin Line to feeder	1827-1834	Franklin - 7 miles below Meadville	
----			Franklin is on Allegheny River	
47	French & Franklin feeder			
== =				
83	Pennsylvania & Ohio Route to Cleveland, OH	1835-1840	New Castle, PA	Akron, OH
			Begins at mile 21 on Beaver Div.	
	<u>A Competing Route to Pittsburgh</u>			
73	Sandy & Beaver	1835-1840	Glasgow, PA	Bolivar, OH
			Glasgow is on the Ohio River	
15	Glasgow to Beaver on Ohio River			
28	Beaver via Ohio River to Pittsburgh			

43	Towed on River Glasgow - Pittsburgh			
== = =				

Plat of Mill Lots at Peru



PLAT OF MILL LOTS AT PERU

Recorded February 28, 1851
at 2 o'Clock P.M. For 2#

Refer to Vol D Page 584

This was the plat of the land above the north side of Dam #3. The feeder canal fed water to both the mainline canal and to 4 mills. Note the guard lock and lock #20.

Dam # 3 across Wabash River built by David Sanger & Lorenzo Sanger of Pennsylvania E. Durgin & Thomas Beale of Ohio

Just below lock No. 20, a feeder is introduced from the Wabash River. The feeder is 15 chains in length, and at its mouth, is a guard lock with cut stone abutments, built for the purpose of passing rafts and other floats from the river into the canal, and also to regulate the flow of water. The feeder is partially filled with drift wood, which must be removed. The lower gates of the guard lock must be renewed next winter.

Wabash Dam No. 3, at the town of Peru, erected for the purpose of the feeder just described, is 400 feet long and 11 feet high. A part of this structure is on rock bottom, and part on a coarse gravel. The foundation up to low water is formed of brush and trees, covered with an apron of hewn timber, on which is erected a timber crib filled with stone. The dam may be called a safe and permanent structure, with the exception of the abutments, which are of timber and much decayed. One abutment must be renewed during the present summer, and the other during the next season. A portion of the covering timber, on the lower

DESCENDANTS OF DAVID AND MARY SANGER

	<u>Born</u>	<u>Location</u>	<u>Married</u>	<u>Location</u>	<u>Died</u>	<u>Location</u>	<u>Occupation</u>
David	17 Sep 1782	Hopkinton, MA	8 Jul 1806	NH	1851	Joliet, IL	Construction
Mary	1783	Concord, NH	" " "	NH	1854	" " "	Mayflower Ancestor Related to Grant & Roosevelt
<u>Family of David Sanger & Mary Palmer</u>							
Laura	2 Sep 1807	Littleton, NH					Died Young ?
Lorenzo	2 Mar 1809	Littleton, NH	3 Feb 1830	PA	23 Mar 1875	Oakland, CA *	Construction
Rachel	25 Oct 1809	Denniston, PA	" " "		9 Feb 1870	Joliet, IL *	
Dr. William	9 Aug 1810	Littleton, NH	17 Apr 1833	OH	11 Dec 1887	Florence, KA	Physician
Mary	Apr 1812	Newburgh, OH	" " "		Unknown	IL	
Mary	26 Mar 1813	Littleton, NH	Plural Marriage - Mormon		3 Aug 1877	Joliet, IL *	
Hyrum	9 Feb 1800	VT	Brother of Joseph Smith		27 Jun 1844	Carthage, IL - killed	Mormon Leader
James	14 Mar 1814	Littleton, NH	5 Apr 1841	Lockport, IL	3 Jul 1867		Construction
Mary	1815	PA	" " "		After 1891		
Lucien	14 May 1816	NY	17 Sep 1851	LaSalle, IL	1881	Ottawa, IL	Construction
Elizabeth	9 Nov 1828	Ottawa, IL	" " "		11 Nov 1920	Oakland, CA	2nd marriage
Harriett	16 May 1819	NY	1840's? 2nd wife		Before 1854	South Bend, IN	2nd wife
Dr. John	10 Aug 1811	KY	" " "		19 Feb 1876	South Bend, IN	South Bend banker
Emmaline	13 Apr 1821	NY					Died Young ?
<u>Family of Lorenzo P. Sanger & Rachel M. Denniston</u>							
William	D.	Sanger	1835	IL	Nov 1873	St Louis, MO	Aide General Sherman
Mary	A	?	1835	MO	after 1897	1875 remarried Paul Viel 1841-1883	Shreveport, La merchant
Francis	William	Sanger	9 Nov 1842	IL	30 Jul 1880	Joliet, IL *	
	Alexander	Steel	11 Oct 1836	Blairsville, PA	28 Mar 1879	Joliet, IL *	Stone Business
Henry	A	Sanger	27 Feb 1845	IL	8 Feb 1913	Florence, AL *	Bookkeeper for father-in-law
Mary	Alice	Tonner	25 Sep 1844	PA	19 Dec 1897	Florence, AL *	
							Joliet, IL* - Oakwood Cemetery 1200 E Cass St Lot 4 Block 8 near Indian Mound - center

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	<u>Born</u>	<u>Location</u>	<u>Married</u>	<u>Location</u>	<u>Died</u>	<u>Location</u>	<u>Occupation</u>
Family of James Young Sanger & Mary Catherine McKibben - A							
Hattie George	16 May 1843 3 Mar 1831	IL Brocton, NY	13 Jun 1866 " " "	Chicago, IL	28 Mar 1922 19 Oct 1897	Passadena, CA Chicago, IL	Graceland - Chicago Pullman Palace car
James Alice	16 Mar 1844 16 Dec 1851	IL MA	28 Jun 1871 " " "	Chicago, IL	19 Sep 1877 1923	1886 remarried Walter Scott Cheesman Denver CO rail & water developer	
Walter	1846	IL			Infant death		
Frederick Minerva	1848 5 Sep 1862	IL Cincinnati, OH			Unknown 30 Jul 1940	St Louis, MO	St Peters Cemetery
Mary Catherine McKibben's sister - A							
Hannah Hart	1810 29 Aug 1803	PA NY	5 Feb 1829 " " "	MI 2nd wife	1851 1882	Chicago, IL Chicago, IL	Rose Hill Cem - Chicago Contractor / Postmaster Associated with Sangers

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OHIO COUNTIES ON SPRING TOUR

The CSI and CSO spring tour, "Taming the Swamp," will cover the canals in Paulding and Van Wert counties in Ohio. Last month statistics for Paulding county were given in *The Hoosier Packet*. This month we include a map of Paulding county along with a map and statistics for Van Wert county plus more about the boys for whom the counties were named.

Van Wert County, Ohio

Isaac Van Wert, 1762-1828, was a New York militia man during the Revolution. He and two others captured British Major Andre in 1780 on his trip back from a meeting with Benedict Arnold with papers showing details of West Point. The other two men were David Williams and John Paulding, who are also found in Ohio county names. Several other states have honored Van Wert (Van Wart) with county or city names.

See Wikipedia : Isaac Van Wert/Van Wert county

Geography : Located on the Indiana/Ohio state line directly across from Decatur, IN. Van Wert county is extremely flat as it lies in the bed of the old Black Swamp. There are two major rivers, the St Marys and the Little Auglaize that flow through the county. There are also many small creeks.

Incorporated : Apr 1 1820

County Seats :

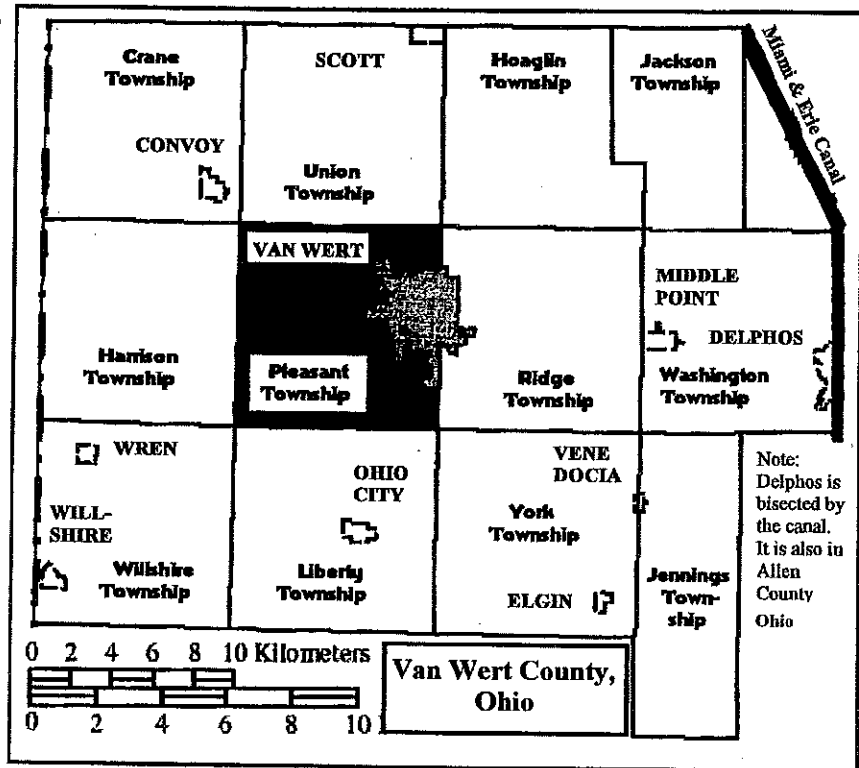
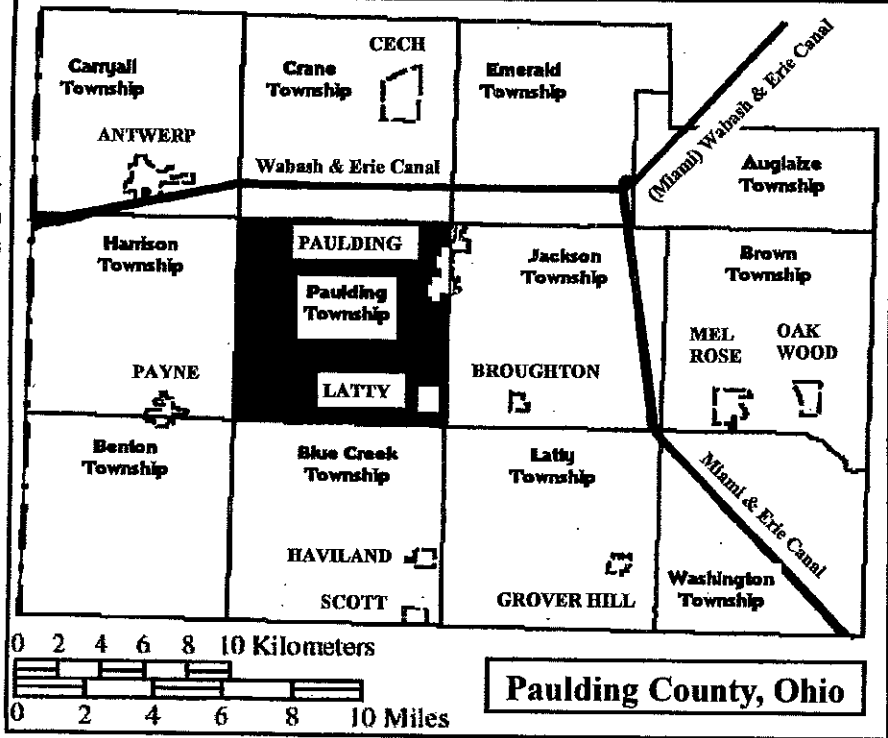
- 1820-34 Attached to Mercer county, - Celina
- 1835-36 Willshire
- 1837-present Van Wert

Major Towns : Van Wert, Delphos (M&E Canal splits town - portion in Allen Co.)

Other Towns : Middle Point, Convoy, Ohio City, Venedocia, Willshire, Wren, Elgin

- Townships: (12)** M = Miami & Erie Canal
- Harrison - William H Harrison - General/9th US Pres.
 - Hoaglin - Early settlers, Enoch M./Aaron H. Hoaglin
 - Jackson - Andrew Jackson - General/7th US Pres.
 - Jennings - 1812 stockade built by Col. William Jennings (KY), Ottawa River
 - Liberty - Expression of the quest for freedom
 - Pleasant - A very nice location - town of Van Wert

- Ridge - Higher ridge of land through the Black Swamp
- Tully - Mrs. John G. Morse, early settler, for home town of Tully, New York
- Union - Joins two townships - split off from Tully & Hoaglin townships
- Washington - George Washington, General/1st US Pres.
- Willshire - William Willshire, ransom for surveyor James Riley on Africa coast
- York - Pennsylvania town - Article of Confederation drafted, temporary US capital



Paulding, Van Wart,* & Williams

On the morning of September 21, 1780, three young men sat along a stretch of road near Tarrytown, New York, playing cards. These boys were all Dutch farm youths. Their names were John Paulding, Isacc Van Wart and David Williams. They were part of the New York militia and were watching for approaching horsemen.

Suddenly there appeared a lone rider on a brown horse coming in a gallop toward them. They cocked their muskets and stepped out of the bushes to halt the approaching rider. He was dressed in civilian clothes and as he halted said, "Gentlemen, I hope you are of our party."

Paulding responded "What Party?"

The gentlemen responded "The lower party..."

"We are," said Paulding.

The rider, making a fatal mistake, responded again, "I am a British officer. I have been up the country on particular business and do not wish to be detained a single moment."

The three boys then correctly identified themselves as Americans and the rider quickly tried to change his story and say he was really a Continental officer. He showed them a pass he had received from General Benedict Arnold with the assumed name of John Anderson. The Dutch farm boys, confused, did not buy the story. They had the gentleman dismount and searched him. They found nothing on his clothing but also asked that he remove his boots. In his boots they found papers concerning the fortifications of West Point.

Paulding, the only boy who could read, quickly grasped that the papers were treasonous. The gentleman who was still unknown to the boys offered the three boys a huge sum of 10,000 guineas (\$50,000) that he could arrange for them. These patriots would have none of it and delivered him to the nearest military station, New Castle, about 12 miles away. There he was soon identified as Major John Andre, who was on the staff of General Henry Clinton, headquartered in New York.

Andre was sent to Washington's headquarters in Tappan, New York. Quickly a military tribunal was assembled with General Nathaniel Greene, the presiding officer. General Clinton declined an American offer to exchange Andre for Benedict Arnold, who had offered the British the plans to hand over West Point.

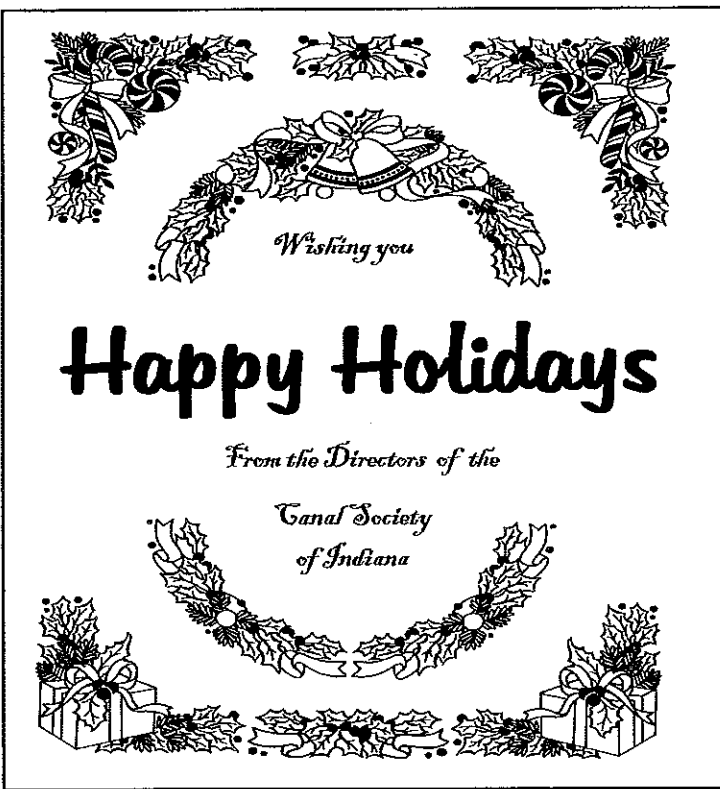
Earlier in the Revolution, Nathan Hale, an American spy, was hung when he was captured in September 1776. General William Howe, the British commander in New York, showed no mercy at that time. The verdict was that Andre was a spy and captured in civilian clothes. He was sentenced to death by hanging rather than by a military firing squad, the more honorable death requested by Major Andre.

On October 2, 10 days after he was first captured, Major Andre in full military dress was escorted to the gallows at Tappan. His capturers, John Paulding and Isacc Van Wart were there to witness the event. Major Andre was buried at the foot of the gallows. His body was removed to England in 1821.

Benedict Arnold went on to serve the British army against the Americans in Connecticut and Virginia. He died in London in 1801.

The United States Congress gave John Paulding, Isacc Van Wart, & David Williams an annual pension of \$200 and a silver medal known as the Fidelity Medallion. All were honored in the names Ohio counties and in 1853 a monument was erected to their memory on the place where the capture occurred in Tarrytown, New York. The outcome of America's revolution could have had an entirely different outcome without the quick action of these three American heroes.

*Van Wart was changed to Van Wert when naming the Ohio county.



NEWS FROM THE PAST

Brookville American
September 9, 1836

PUBLIC MEETING. DUNLAPSVILLE, Aug. 29

At a public meeting of the citizens of Dunlapsville and vicinity, held in pursuance of public notice, on Monday 29th, day of August, 1836, at the house of J. C. Swan, for the purpose of adopting measures and appointing delegates for the construction of a Canal along the East Fork of the White Water from Richmond to Brookville, to intersect the White Water Canal at the latter place.

The meeting was called to order, and on motion of L.D. Lyons, Capt. J.W. Scott, was called to the Chair, who briefly stated the object of the meeting, and on motion of the Chair, L. D. Lyons was appointed Secretary, and on motion, moved and seconded, the following resolutions were adopted:

Resolved: That a committee of three be appointed by the Chair, on behalf of this meeting, to report five delegates to meet in Convention in Dunlapsville on the 12th of September next.

When on motion the Chair, appointed Paul Barnard, John Templeton, Esq. and then reported the following persons: Geo. Newland, Esq. John Templeton, Esq. J. W. Scott, Esq. Matthew Hughs and Hugh McCollough, Esq. And on motion of the Chair, Israel Kirk and Bennett Osborn were added to the said delegation.

Resolved, That a committee of five be appointed to attend the Internal Improvement Celebration to be held at Brookville on the 13th of September next and to present the views of this meeting, and to request their co-operation in support of the measures proposed. Whereupon, Mark Test, John Templeton Esq., J. C. Swan, Wm. H Mosby and Bennett Osborn were appointed said Committee. By request, Col Abel Abernathy was added to said committee.

Resolved, That a committee of five be appointed as a Corresponding Committee by the Chair, who appointed J. John Templeton, Esq. L. D. Lyons, George Newland, Esq. Wm. H. Mosby and Israel Kirk

Resolved, That the Chairman and Secretary furnished the different delegates and committee with certificates of their appointment, signed by them.

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretary, and that the Editors of the Liberty Star and Banner, Richmond Palladium and Brookville Americana be requested to publish the same in their respective papers.

JAMES SCOTT, Ch'mn.

L. D. LYONS, Secretary

Brookville American
September 9, 1836

ABINGTON, Aug. 29, 1836

At large and respectable meeting of the citizens of Abington and its vicinity, held at the School house in said village, on Saturday the 20th inst., on motion of Dr. W. J. Matchett, the meeting was called to order by appointed Col. Smith Hunt chairman, and Thos. J. Larsh Secretary.

The object of the meeting having first been briefly stated from the chair, on motion Dr. W. J. Matchett, Capt. Frederick Black and T. J. Larsh were appointed a committee to report resolutions for the action of the meeting.

After a few minutes absence, the committee reported the following:

Resolved, That this meeting entertains no doubt of the expediency and practicability of the construction of a canal on the line of the east fork of Whitewater, from Brookville to Richmond.

Resolved, That a committee of eight be appointed to prepare petitions, praying the Legislature of Indiana to direct the board of public works to survey the route and estimate the cost, of a canal from Brookville, in Franklin county, to Richmond, in Wayne county; and that said committee adopt measures to have said politicians extensively circulated.

Resolved, That a committee of five be appointed, to correspond with similar committees on the line of the contemplated canal, on the subject of the construction thereof.

Resolved, That a committee of five be appointed, to select eight delegates to attend the convention to be held on the 12th of September prox. At Dunlapsville, and also the Brookville Internal Improvement celebration.

Resolved, That the committees appointed by this meeting have power to fill all vacancies which may occur in their bodies. All of which were unanimously adopted.

The chair then announced the following as the committee on petitions, in conformity with the 2d resolution, viz. Frederick Black, Edmund B. Donland,* Nicholas Smith, Nathan Railsback, James Bridges, Thomas Bradbury,* John Robbins, and Thomas J. Larsh.

The following corresponding committee was then appointed pursuant to the resolution, viz: Daniel Weaver, John Whiting; James Campbell, J. W. Williamson, and Dr. W. J. Matchett.

Jonathan Runck, Thomas Bradberry,* Jacob Fender, E. F. Doulan,* and Elisha Fulton were appointed a committee to select delegates to the convention and celebration, who reported the following, viz: Col. Smith Hunt, Thomas J. Larsh, Wm. Matchett, Harlin Robbins, Esq. Jacob Fender, John Whiting, Capt. F. Black, and Jacob Plessinger.

On motion, Resolved, That the proceedings of this meeting be signed by the chairman and secretary, and that the Richmond Palladium, Peoples Advocates, Liberty Star, Brookville American and People's Friend, be

requested to publish the same.

On motion the meeting then adjourned.

SMITH HUNT, Chr'n.

THOMAS J. LARSH, Sec.

*Thomas Bradbury- Thomas Bradberry, Edmund B. Donland - E. F. Doulan, Dr. W. J. Matchett - Wm. Matchett are probably the same people only spelled differently by the reporter.

Dawson's Fort Wayne News and People's Press

June 7, 1845

Important to Boatmen. - We clip the following note from the last *Peru Observer*:

SIR - Please state in your paper that the progress of some new structures that are being built on the canal at Fort Wayne, will be retarded by a suspension of navigation at this time, and consequently the water will not be drawn from the canal until about the 10th of July. Your, &c.

Peru, May 31st, 1845

S. HOLMAN

Ast. Supt.

Dawson's Fort Wayne News and People's Press

June 14, 1845

THE MIAMI CANAL. -The *Dayton Journal* of the 3d inst. Says: 'We understand from Mr. Forrer (Samuel Forrer), that it is expected that the new division, from the 'Deep Cut' to the Junction, will be ready for navigation about the 10th of June. There has been a great deal of work to do in removing obstructions in the Canal between Dayton and Cincinnati, as the deposits have accumulated for the last three years, during which the Canal has not been cleaned. It is expected that the water will be again let on for the mills and factories here on Saturday night. Navigation between Dayton and Cincinnati will not probably be resumed for ten days or two weeks. The whole line will not be ready for boats before the 20th of June. It has been found necessary to take down and rebuild about half of one of the northern locks which will occupy a good deal of time. Before the first of July, however, boats may pass from Cincinnati to Maumee Bay.

Dawson's Fort Wayne News and People's Press

June 14, 1845

THE CANAL. Is now completed to the junction. As soon as the repairs are made between this and Cincinnati, and the water again let in, it will be navigable from the Ohio River to the Lake.

There seems to be a probability of considerable competition between different transportation lines: An agent of one from the North was in town the other day, and offers, we understand, to deliver goods here from New York at \$1.15 per hundred. From New York to Cincinnati the price will be \$1.50. Our boatmen here (we mean on the Miami Canal) will not be out-done. They are making arrangements, we learn, to connect with a line on the Erie Canal, and will contend manfully for the business of this part of the State, and of Cincinnati.

There can now be no doubt but that this Canal will take a large amount of the business heretofore done of the Ohio Canal. All the business the Canal has had from Cincinnati will be cut off. This will be a shorter, and consequently cheaper and quicker route. We congratulate the people of Western and Southern Ohio upon its completion. It will benefit them largely. *Piqua Reg.*

Dawson's Fort Wayne News and People's Press

June 21, 1845

Canal Break. - The Logansport Pharos of Wednesday last, says, that there is a break of considerable extent about three miles below this place, caused by the giving way of a culvert. It is near the scene of the terrible disaster of last year. We learn from Mr. BARNETT, the Superintendent of this division that, if the weather continues good, and no further accidents happen, the break will be repaired so as to allow the passage of boats next Monday night. This is the first break on this portion of the Canal this season, and it affords incontrovertible evidence of the frail manner in which the work was originally constructed.

Dawson's Fort Wayne News and People's Press

July 12, 1845

The Canal. We understand that the water is to be taken from the Canal in a day or two for the purpose of making some repairs - indeed notice to that effect has been given for some time past. This strikes us, as it does most of our citizens, as a most injudicious movement. It is difficult to see the extreme necessity that exists for endangering the health of the town, and the whole country along the line of the canal, as a withdrawal of the water at this hot season of the year inevitably would do. It is said the object is to repair or rebuild a small aqueduct near the feeder dam. Now, with due deference, we would suggest whether this could not as well be done late in the fall when the weather is cool and navigation closed. Besides the destruction of health, would it not be a serious inconvenience to have the navigation closed from some weeks at this season of the Year? - True, there are not as many immigrants coming in, nor as great an amount of property being transported just now as there are earlier and later in the season; yet the convenience of those who are afloat, or who have property in transit should not be disregarded. We hope it is not too late for this matter to be reconsidered, and the order for taking off the water countermanded. We have been requested to suggest that a meeting of the citizens be held at the Court House this morning to take the subject in consideration, and see if some measures cannot be adopted for that purpose. We hope to see a full meeting that there may be an emphatic expression of opinion. It is a matter in which all are interested, for the health of the town is at stake, let all, therefore, turn out.

WHITEWATER CANAL NEWS

DR. RONALD V. MORRIS OF BALL STATE WINS 2010 AASLH AWARD OF MERIT

The American Association for State and Local History announced that Dr. Ronald V. Morris is the recipient of an Award of Merit from the AASLH Leadership in History Awards for his lifetime of service to the public history field in Indiana. He has spent 35 years working in public history and has shown exceptional commitment to elementary school social studies education. Dr. Morris has provided in-service training and materials to elementary school teachers, community support to non-profit cultural institutions who work with elementary teachers and students, and media products to directly support elementary classroom teachers. He works diligently to bring educators, historical institutions and resources together with a goal of producing outstanding citizens of tomorrow.

Dr. Morris is responsible for some of the photo exhibits on the third floor of the Vinton House in Cambridge City. He also opened his home for the CSI "Hoosiers On The Move" tour of Wayne county, Indiana this past April.

VINTON HOUSE THIRD FLOOR MUSEUM OPENED FOR CANAL DAYS

By Phyllis Mattheis

Canal Days visitors saw what a sleeping room looked like when the Vinton House Hotel opened in the mid 1800s. Two rooms had beds, one room had a trunk and rocker, and another room had a desk for an office. The Vinton House was a busy place for travelers on both the National Road and the Whitewater Canal in its heyday.

The newest free-standing exhibit in the east room is of *Indiana's Favorite Sons*, the thirteen candidates for national offices during the years 1840-1940. Three of them were elected President of the United States: William Henry Harrison, Abraham Lincoln and Benjamin Harrison. The Indiana Humanities Council prepared this professional exhibit, which now belongs to Western Wayne Heritage, Inc.

The third floor also has a *Traces and Trails of Wayne County* exhibit of free standing photos and infor-

mation about the Whitewater Canal, the formation of the Republican Party, the Underground Railroad and Quakers in Wayne County.

Additionally, the Wayne County Foundation funded a hanging exhibit called *The Forgotten Canals of Wayne County*. Photos of structures and buildings and text about the Whitewater and Hagerstown canals informs visitors.

The Vinton House has been owned by Western Wayne Heritage, Inc., the local historic preservation group, since 1998. Restoration is still needed on the third floor, east side, the attic and the basement.

WHITEWATER CANAL TRAIL

METAMORA CROP CIRCLES

Crop Circles were spotted in Metamora this fall. This year the pattern for the Metamora Corn Maze consisted of 36 interlocking circles and the maze was filled with trivia activities for all ages. The maze was open every weekend in October from 1-5 p.m. Visitors could wind their way through the maze for only \$5.00. All proceeds went to the Whitewater Canal Trail.

On September 24-25, during the Franklin County Antique Machinery Show days at the Franklin County park and fairgrounds, the Whitewater Canal Trail hosted a yard sale at the Drive-Thru Visitors Center (formerly Hoosier Pete). They collected and accepted everything except clothing. All proceeds went to the Whitewater Canal Trail for their trail projects.

WHITEWATER CANAL SCENIC BYWAY

On August 25, 2010, the Whitewater Canal Scenic Byway Association purchased a thirty-three acre complex in Metamora, Indiana to house their headquarters. A celebration soon followed with cutting down signs and raising a flag.

At the center of the byway is the newly named Gateway Park, the complex along Route 52 in Metamora consisting of the old Brookville Depot, an adjacent museum building and campground. Here tourists will be welcomed and be able to get information on attractions along the Byway route. Displays, including one about the Whitewater Valley Railroad, will be in the museum building. One of the first money raisers, the Haunted Depot, was held in the park on Friday and Saturdays during October 2010.

WHITEWATER ADVENTURE 2010

Along the Whitewater Canal Scenic Byway and back roads, Whitewater Adventure 2010 brought together eight counties and two states. Participants saw the things that tie residents of the Whitewater Valley together and saw a cross sampling of all this valley has to offer. During September each county highlighted what is special about their county.

Starting in Wayne County on Saturday and Sunday, September 11 and 12, bicyclists had the chance to ride through the valley by starting in the beautiful Whitewater Gorge in Richmond, traveling country roads to Metamora and having a campfire supper and spending the night in the new Whitewater Valley Gateway Park. After a hearty breakfast on Sunday morning, they looped through the scenic hills of Franklin and Ripley counties ending back at Gateway Park. They chose between a 27 or 48-mile route. They were supplied snacks and drinks along the way as well as transportation back to their vehicle.

On Sunday, September 19, Wayne County once again hosted walkers and bicyclists for the 5th Annual Whitewater Walk, which concluded on Sunday September 26. Beginning at 7:30 A.M. at the Starr Gennett Building in the Whitewater Gorge, walkers had a chance to be a part of a sunrise service and at 8:00 A.M. enjoyed a leisurely walk through the Whitewater Gorge to Test Road. Then they traveled by car to Hagerstown on the west side of Wayne County where a family bicycle day began at 10:00 A.M.

Starting at the elementary school in Hagerstown, families headed south to Cambridge City where their ride ended at the Cambridge City Town Park. They visited Scout Lake, passed an ostrich farm, and rode over rolling hills past neat Amish farms and golden corn fields. They ate a picnic lunch under the shade of trees in the Cambridge City Town Park before being transported back to their vehicles in Hagerstown.

This year's "walk" included a casual bike ride, boating, a "Run the River" excursion, camping, train ride, and walking. Each day provided participants with a different way to discover the treasures that led to the creation of the state-designated Whitewater Canal Scenic Byway and its loops in the Valley. The Walk began with the casual bicycle ride from Hagerstown, at the historic Canal's northern terminus, to Cambridge City where the Whitewater Canal Scenic Byway intersects with the historic National Road, an All-American Highway and one the nation's first scenic byways. Over the following several days, the "walk" led hikers through the Whitewater Valley before concluding in Lawrenceburg

on the Ohio River. Along with the main Walk, participants could also join a twilight walk in several historic communities that dot the hills and valleys of this beautiful region.

The "Run the River" segment on Friday, September 24, and Saturday, September 25, encouraged people to canoe or kayak the Whitewater River and discover the state's fastest flowing river and steepest river valley. It began in Brookville and included an overnight camp on the river before concluding near Elizabethtown, Ohio.

PET CLINIC

Western Wayne Heritage held their fall pet clinic at Greenfield's fair grounds on Saturday September 25, 2010 from 2-5 p.m. All proceeds from the clinic go to restore the Vinton House, an old Whitewater Canal and National Road Inn. The clinic provides a service to communities in the area. As usual about 200 animals were seen by Dr. Mark.

Contributions to CSI Archives

We thank Linn Loomis, CSI member from Newcomerstown, Ohio for the following additions to our archives:

Chapter Four: The Ohio and Erie Canal From Licking Summit to the Ohio River (his unpublished work from 1990)
Scrapbook Four: Ohio and Erie Canal From the Licking Summit to the Ohio River (his photo album)

We thank John & Lynn Bower, CSI members from Bloomington, Indiana for John's latest book:

The Common Good: An Indiana Heritage Built With Taxes, Tithes, and Tuition

WABASH HISTORY HUNTERS EVENT ABOUT W&E CANAL

Peabody Retirement Community in Wabash, Indiana sponsors a monthly History Hunters Event at the Wabash County Historical Museum. On Thursday, September 23 at noon, Susie Jones talked about life on the Wabash and Erie Canal. She presented the information she learned while researching and writing the musical play, Wait Til You Get To Wabash. She portrayed a canal boat captain's wife while telling the history of the canal, what the country looked like at the time, why people came to Wabash, and what events happened at that time. Some of the participants ate their sack lunch during her performance.

NEWS FROM DELPHI

COOPER RECEIVES AWARD OF MERIT

By Dan McCain

On Friday, September 24 Dr. James (Jim) Cooper, a retired history professor from DePauw University in Greencastle, Indiana, received the coveted Award of Merit for Indiana from the 2010 American Association of State and Local History (AASLH) Annual Meeting and National Convention held in Oklahoma City September 22-25. He has been instrumental in saving historic bridges in Indiana over the past 15 years. A remarkable passion for historic bridges

Dr. Cooper is a remarkable historian. His formal training in eighteenth century history brought him a career in teaching. He made his place in academia as a Professor at DePauw University in Greencastle, Indiana. But that was only the start of his impacts on society. In his retirement years "Jim" became well known in Indiana as the "bridge historian" and he left indelible traces as he worked. He became the "go to guy" for uncovering the unique history of each bridge. He brought academia to the community action level by knowing how to research, write and bring this information to the public.

Many times inexperienced local governments or organizations have brought calamity when facing bridge replacement or restoration in place of these iron and concrete spans. Numerous historic bridges spanning the streams and rivers of Indiana are being recognized as community gems thanks to Jim Cooper. He made our Canal Association aware of a rusting Bowstring Pony Arch hidden away right in our midst. We had need for a canal trail connector in the late 1990s. With Jim's help and with our volunteers we made the rusted hunk into a beautiful trail crossing.

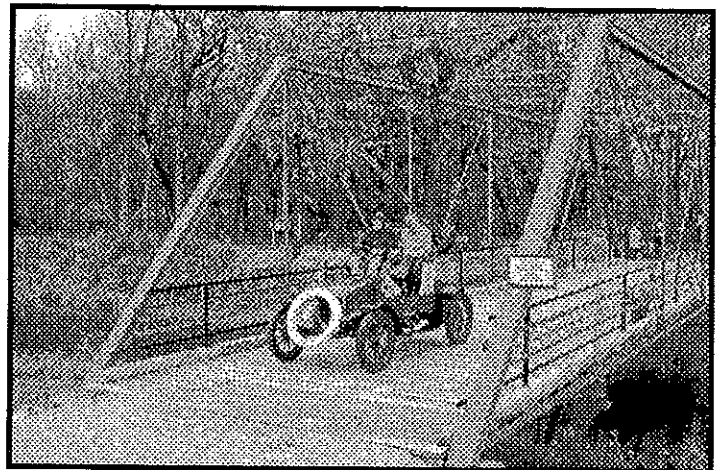


This 1873 Bowstring Arch bridge spans the restored Wabash & Erie Canal in north Delphi.

Sites all around Indiana where today's throw-away society overlooks the utility and beauty of iron and concrete bridges can now thank Jim Cooper for calling attention to the ways and means of restoration. He has been recognized by organizations, engineering firms, communities and various levels of government for his ability to put to practice what preservation represents. Jim is a champion in his court because he diligently works with historic records to bear truth to the lost art of iron and concrete craftsmanship. Modern designs might be efficient to build but not necessarily more artistic.

A serious breach of local landowner confidence occurred when Wilson Bridge here in Carroll County was being considered for replacement in the mid-1990s. Local landowners wanted to save the bridge that spanned Deer Creek. The site was a very pristine and historic valley section in the Deer Creek Rural Historic District. The County Commissioners wanted to replace the 1898 span with a million dollar new bridge. The people turned to Jim for advice. They organized and worked (as it turned out for years) to get the bridge placed on the National Register. Finally with full restoration it now shines with glory just east of Delphi.

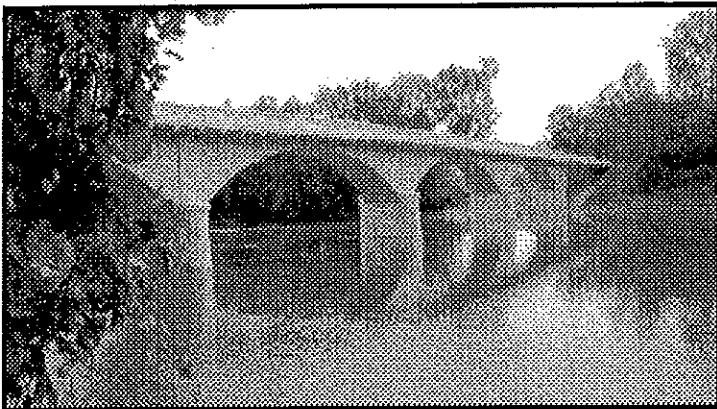
The Stearns Truss in Pulaski County was sitting idle for 40 years beside an abandoned road near Medaryville, Indiana. It turns out this span was the last known structure with a special "light weight" design by Wm. Stearns. It was even manufactured within this county by the Winamac Bridge Company. In the whole United States no others of this patented design were known to exist. Several local organizations tried but couldn't muster the resources or spirit to restore it. Then with Jim Cooper's enthusiasm and background with historic iron bridge restoration it was retrieved by our Canal Association volunteers and brought to Delphi. Restoration was completed and it was dedicated in late 2007.



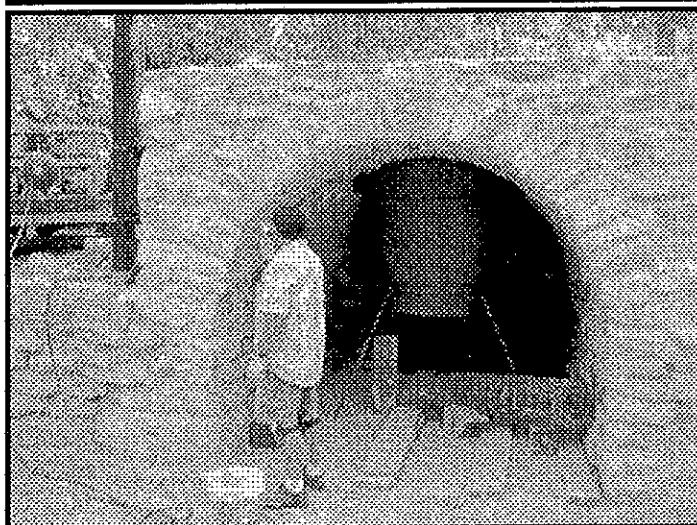
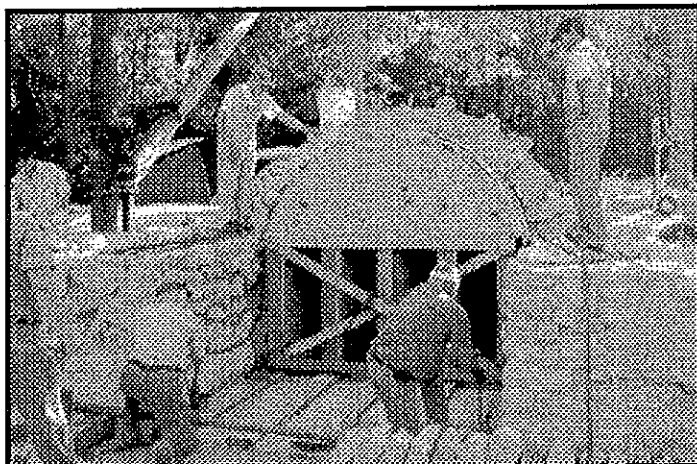
This rare 1905 Stearns Truss serves as a trail bridge over the Wabash & Erie Canal in west Delphi

Jim's influence plays out on in many ways. First and foremost he is an academic professional. However what becomes more impressive is his extension of knowledge and methods to bring people together —that's what is astounding. Reading his published books on Indiana's historic bridges is like exploring a roadmap. He features concrete and iron spans all over Indiana. Rural roads contain some of the most notable spans. His work with preservation is born out with proof when one sees the artistry and beauty of spans like our Bowstring Arch and the Stearns Truss right here in Delphi. We appreciate his inspiration and resourcefulness to bring these iron monuments to the public's attention.

volunteer's ingenuity and lots of sweat. Notice the best flat stones along the front of this picture. They will be used later in the face of the arch when that section is finished.

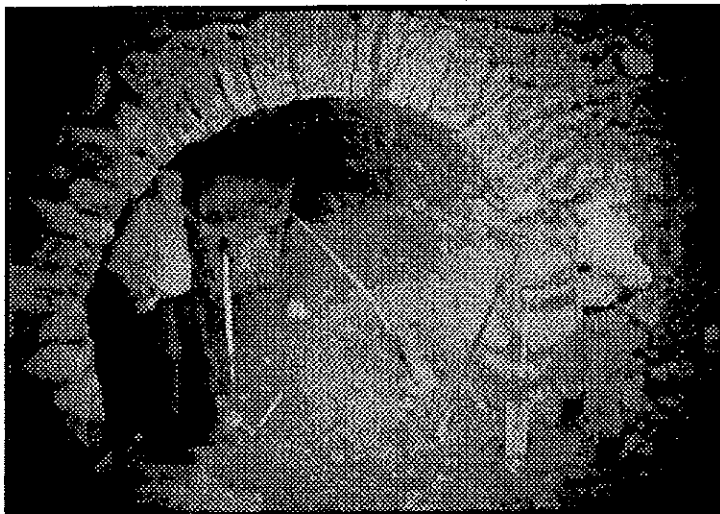


The Carrollton Bridge over the Wabash River was restored by Carroll County with encouragement from Jim Cooper.



WHAT A DIFFERENCE A YEAR MAKES!

By Dan McCain



Above is the old 1880s lime kiln we disassembled and moved in seven truckloads to Canal Park Annex. The site here is about a mile north of where it will be reassembled in Canal Park Annex. The Delphi Limestone Company allowed us to remove this structure because they created another quarry and obliterated the site.

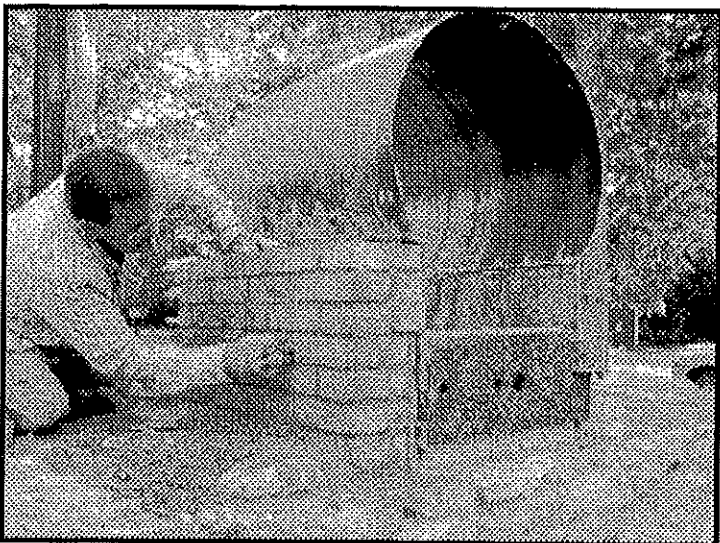
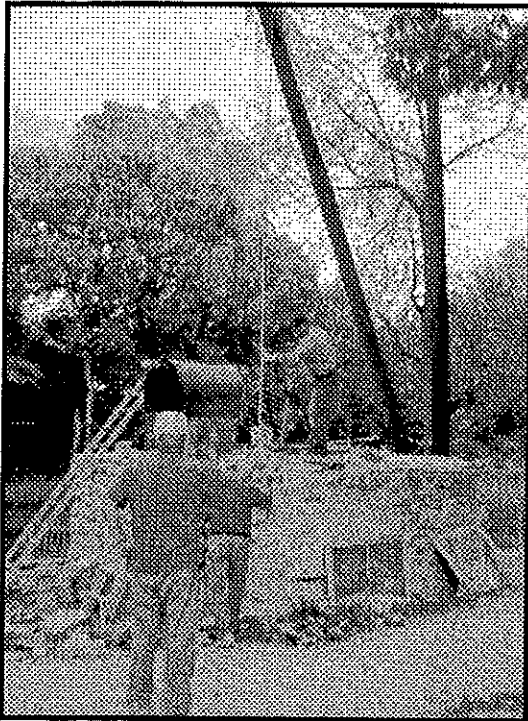
The restructuring of the massive archway took

Now the beauty of stone work shows. There is a remarkable resemblance of this reconstructed kiln and arch to the original kiln, including the wrought iron funnel kiln used in drawing off the burned lime powder. This project has been a labor of love for the M-W-F Volunteers as all this stone was placed "one piece at a time" with mortar and skill. To the right is the gin pole. It helped with placement of the iron funnel and becomes part of the permanent kiln display.



More recently, the volunteer crew began laying the fire brick chamber above the processing funnel. The kiln is being constructed right beside the canal, and many boat tours have enjoyed seeing the work progress this summer.

Next came the placement of the firebox frame. It will be layered with firebrick and form an opening shaped much like a big "keyhole" like the original kiln had. At that original site, the firebox fed heat into the six foot diameter vertical chamber. It was as high as the top of our gin pole. For this exhibit the chamber won't be fully extended so to allow the public to see the inside. Viewing will be possible from a deck yet to be placed about where the ladder leans onto the side.

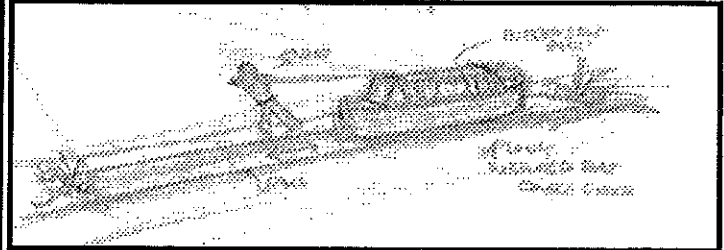


Volunteer Clay Sledd begins laying the firebrick outer liner for the firebox. Brick will encircle the top of the metal frame and connect with the inner chamber when completed. Note the ash pit door to the right.

INTERACTIVE TRAIL EXHIBIT GETS A BIG BOOST

By Dan McCain

The Wabash & Erie Canal will be recipient of \$10,000 for sponsorship of a trailside interactive exhibit, part of the Total Canal Experience. The generous donation comes from the estate of John and Ruth Rhine through their three daughters.



The selected exhibit is the "pull me" towing canal boat model in a concealed track on land. It involves building an 8 foot boat that looks similar to our DELPHI. It would move back and forth, parallel to the canal across from our new boathouse on the towpath trail and could be seen from the stone arch bridge, trails on either side and by people enjoying the boat cruises. The interactive feature is that participants could pull the rope and move the model boat 40 feet with some resistance so they get a feel for the task of pulling.

We are very excited to receive this monetary gift. We now have another great wintertime project to build in Ed's barn!

McCAIN SPEAKER AT WORLD CANALS CONFERENCE

Dan McCain, president of Carroll County Wabash & Erie Canal, Inc. traveled to Rochester, New York, for the 23rd World Canals Conference, September 19-24, 2010. Thanks to the Historic Preservation Education Grant awarded last year to the Canal Association in Delphi, he used the newly developed Showcase of Historic Preservation programming on a self contained *Touch Screen* system. This exhibit augmented his formal presentation: *Volunteers Make the Difference*.

The Showcase is a stand-alone educational device that allows browsing through menus of historic topics of interest at the Wabash and Erie Canal Park in Delphi, Indiana. Included are topics such as the building of a massive cut stone/timber Guard Lock; restoration of two historic iron bridges by volunteers; the three canal side National Register sites; and a tribute to the many volunteers serving the Canal Association. The Historic Preservation Education Grant also enabled the spin off development of 20 minute audio-visual programs that

can be viewed on a television monitor during peak visitor periods.

The World Canals Conference hosted on the historic Erie Canal in Rochester, NY featured the following seminars:

- A. *Economic Development and Community Revitalization*
- B. *Engineering, Management, and Transport: Opportunities on Inland Waterways*
- C. *Marketing and Tourism*
- D. *Education and Interpretation*

Conference sessions were supplemented by study tours to Commercial Slip and Buffalo Harbor, canal towns across Monroe County, New York, and much more. Hundreds of delegates from more than 20 nations convened to discuss economic development and tourism of canals and waterways. Delegates came from Panama, Germany, Belgium, France, Sweden, Norway, England, Scotland, Czech Republic, Serbia, Poland, China, Korea and Canada. Theme: **Canals in the Community Setting, New York State / Worldwide: Challenges and Opportunities.**

The New York State Canal Corporation, the lead sponsor of the conference, along with other sponsors, has provided the means by which the Conference Planning Committee offered the following events: a Sunday public kick-off event with a boat parade led by the historic, fully restored, 1921 motor ship the DAY PECKINPAUGH with various working tugs and vessels of the New York State Canal Corporation, private marine business tug boats, and pleasure boats that cruised north on the Erie Canal's Genesee River Arm to Cornhill Landing where the vessels were open to the public.

SAVE THE DATE



VAN WERT, OHIO

**HISTORICAL MARKER
DATA BASE**

**"BITE-SIZE BITS OF LOCAL, NATIONAL
AND GLOBAL HISTORY"**

A series of markers for the Wabash & Erie Canal are now on the Historical Marker Database at:

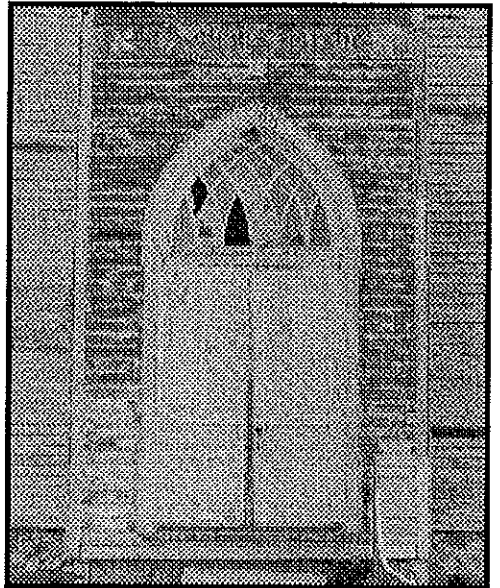
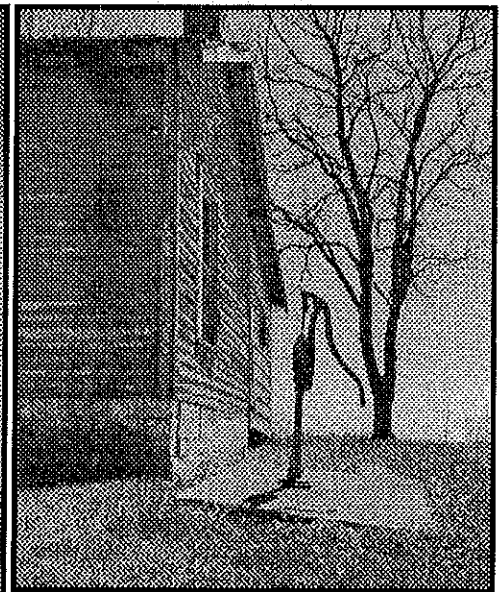
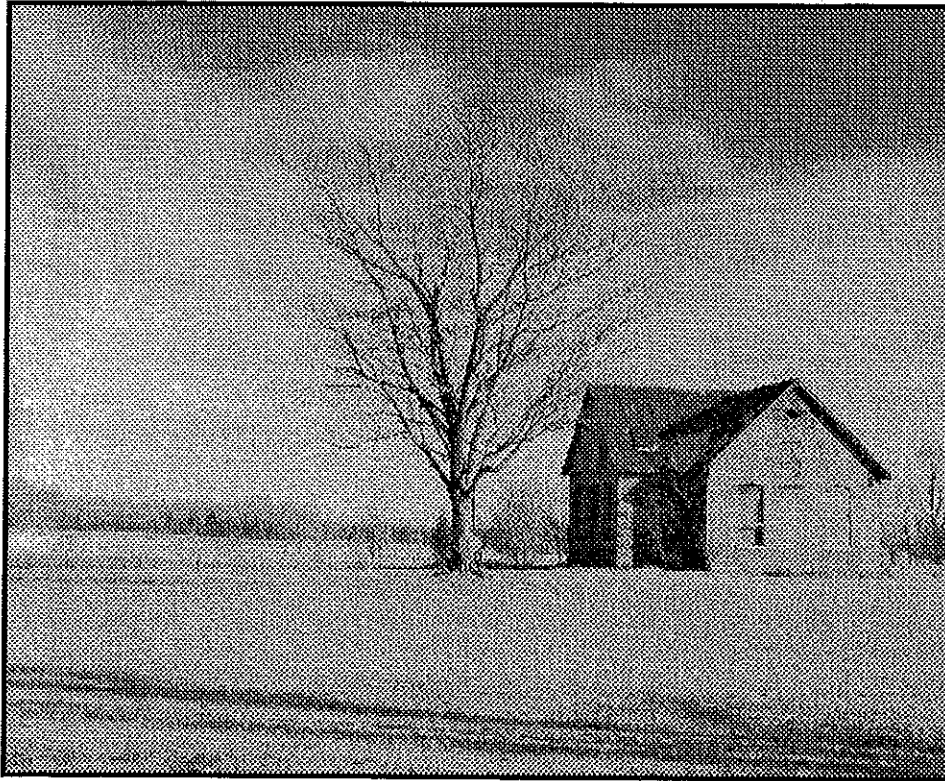
<http://www.hmdb.org/results.asp?SeriesID=35>

According to the home page of the site, "National and global events all happened somewhere, and historical markers mark the place where many occurred. But the richness of history is in its local details, details that can be insignificant on the global stage; the home of an individual who made a difference; a natural feature, building, byway; or something interesting that happened nearby. History is not just about the high and mighty.

"Markers tell stories and point out facts....There are countless thousands of great stories marked by markers — and some boring ones too. Some markers simply recite facts while others are insightful, obscure, cryptic, patriotic, fascinating, sad, funny, or just downright bizarre. Most of those markers are on these pages, others are waiting for you to discover and add them to this database."

From the home page you may search for a marker or series of markers. The Wabash & Erie Canal is in a series of its own. It contains not only Indiana State Format Markers about the canal, but markers erected locally such as those in Headwaters Park in Fort Wayne or in Canal Park in Delphi. There are 19 markers listed in the series along with their text and location. By clicking on one of the markers you get even more details with pictures of it and its placement. Better yet is a map showing all of the locations of these canal markers along the canal route. It can be accessed by clicking on [Click to map all markers shown on this page.](#)

The Historical Marker Database is free. Spend some time and learn the history of the W&E Canal from Toledo to Evansville by studying these markers. When you finish you may want to add the markers for the Whitewater or Central Canals. They have yet to be done.



BOWERS PUBLISH 7TH BOOK

By Carolyn Schmidt

The play of light and shadow over the windswept playground of an abandoned schoolhouse pointing out the detail of its brickwork, vines insinuating themselves into the mortar and through a wooden window frame wreaking havoc to the structure, desk chairs piled high in a schoolroom corner where children's chattering voices were once heard, the old well pump where many hands were washed before eating lunch from a lunch pail, boarded up windows with doors standing wide open, stairs up to collapsed floors, corridors to bedrooms in a county home, wrecked church and school buses sitting atilt piles of rubble, stained glass church windows falling from their frames, jail cell doors from which prisoners once shouted at their wardens, fire and police stations, gymnasiums, hospitals, churches and synagogues, post office boxes, and even "old sparky" at the Indiana State Prison in Michigan City have been captured in John Bower's latest book of photographs *The Common Good: An Indiana Heritage Built With Taxes, Tithes, and Tuition*.

Although little description is needed for these poignant pictures of the past, the book includes a foreword by Lee H. Hamilton, Indiana's former 9th District Congressman, and text by John and his wife Lynn about a gothic ruin, a munitions factory, the Central State Hospital, a water treatment plant, "old sparky," the Orange County Home, a synagogue, Gary's main post office, the National Home, a Central Avenue icon, and an Indiana arsenal. Each photograph is labeled and tells the county in which the structure is located with most counties being represented.

Whether the book is picked up for a quick perusal or the photographs carefully studied, one can't help but think back to days past. Even the sounds of the voices filling the classrooms, the squeak of the shoes on the gymnasium floors, the music from the church organs and choirs, or the

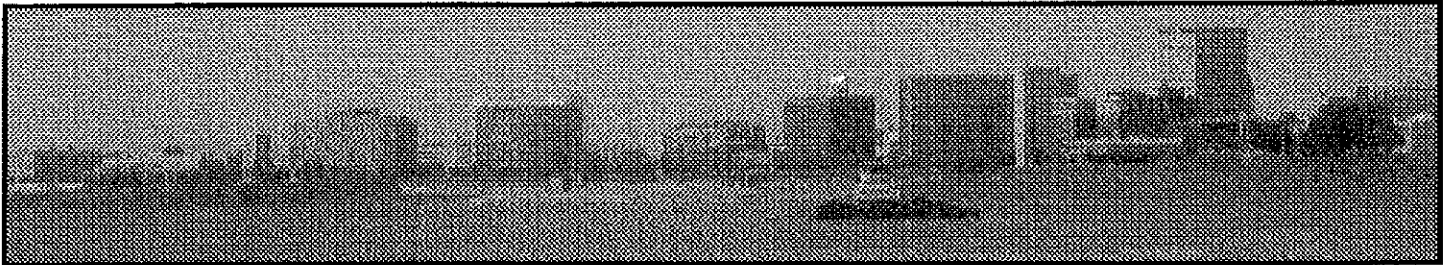
Left: Cook School c. 1890 Johnson Co.
 Right: Pleasant Run School 1886
 Lawrence Co.
 Center: Operations Building, Ohio River
 Lock and Dam No. 44 c. 1925
 Leavenworth, Crawford Co.
 Bottom Salems Kirche c. 1888 Posey Co.
 Photos by John Bower

whine of the machinery in the workplace are brought to mind through the 189 photographs in this book.

Canawlers will want to see the pneumatic control equipment from Ohio River Lock and Dam No. 48 in Vanderburgh county and the operations building of Ohio River Lock and Dam No. 44 in Crawford county. Those interested in trails will find the derelict iron bridges spanning the Tippecanoe River as future possibilities for their projects.

In 2008 John Bower was named an Indiana Artisan. He and Lynn, CSI members from Bloomington, Indiana, have published six other black and white photography books: *Journey's End*, *Lingering Spirit*, *Guardians of the Soul*, *2nd Stories*, *Silent Workplace*, and *After the Harvest*. They have driven over 90,000 miles and visited all 2,099 cities and towns on the Indiana State Highway Map to research and photograph these images.

For purchase information visit www.studioindiana.com or john@studioindiana.com.

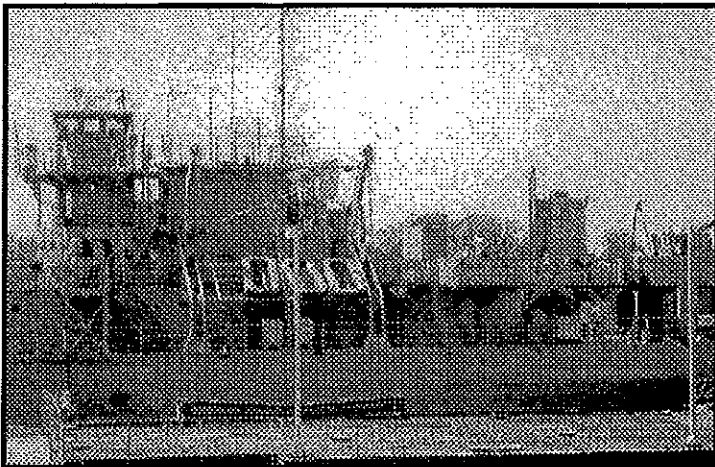


CSI FALL ADVENTURE

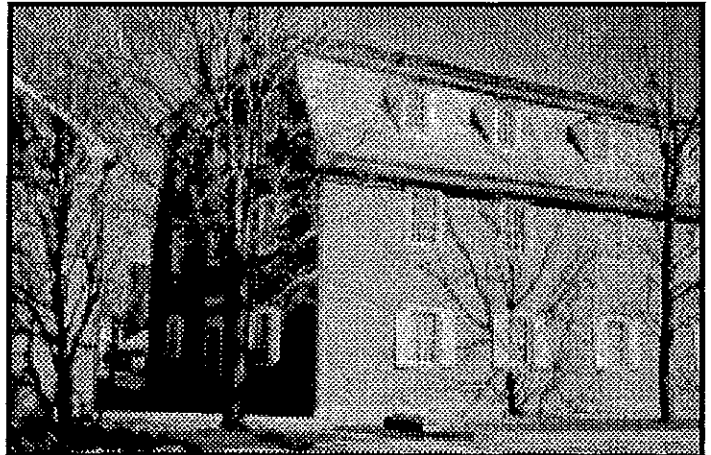
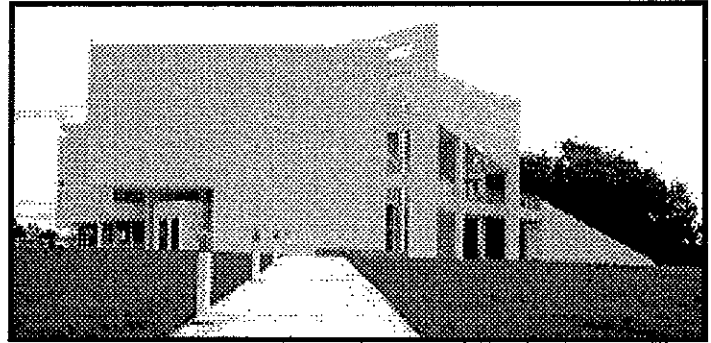
(continued from page 2)

Above: Evansville, Indiana on the Ohio River P—Bob Schmidt
Center: The Atheneum houses New Harmony's Visitor Center
Below: Community House #2 P-courtesy Historic New Harmony

it was to produce 24 ships, 167 LSTs and 35 other vessels. On December 12, 1945 the last LST was launched down the Ohio River. Although the LST we saw was actually built at the Naval Shipyards in Philadelphia, Pennsylvania, she was identical to those there were built in Evansville.



LST 325 docked in Evansville P-Bob Schmidt



After eating dinner on their own at various Evansville restaurants, canawlers gathered in the Eagles room at the Fairfield Inn for an evening of cards, popcorn, and socialization. They were asked to review their tour books to be familiar with Saturday's venues.

Eager for a day of adventure, the canawlers boarded the coach ahead of schedule and headed for New Harmony, Indiana to see the remains of the Harmonists' buildings and learn about their utopian society.

A movie about the Rappites, also known as the Harmonists, was seen in the Atheneum, the visitor center, before a docent led walking tour was taken around the old buildings. George Rapp and about 400 of his followers came to America in 1803/4, organized the Harmony Society and acquired 3000 acres of land in Harmonie, Butler County, Pennsylvania. They led a celi-

bate life to stay pure for the second coming of Christ. This experiment was successful, but they outgrew their land and had difficulty with their grapes. They decided to move to more fertile ground. They purchased 3,500 acres in Indiana Territory in 1814 and also named it Harmony. Within the next 10 years they acquired about 20,000 acres, cleared the fields, fired bricks and built permanent buildings.

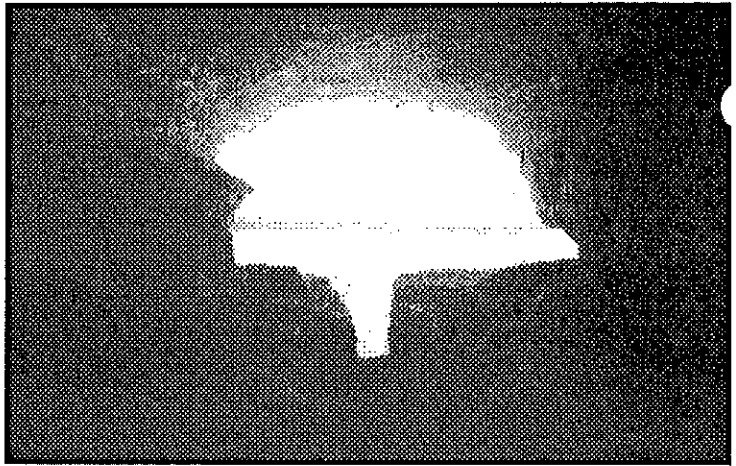
Even though this new community was highly successful, the Rappites found it to be too far from Eastern markets. After losing 120 members from malaria, a problem common along the Wabash River bottom lands, they put advertisements in leading newspapers around the country offering 20,000 acres of land complete with the buildings and machinery in place for \$150,000.00. In 1824 they packed their belongings, moved to Pennsylvania, and established their third community, Economy.

In 1825 their property in Indiana was sold to Robert Owen, a social reformer. He renamed the settlement "New" Harmony and moved his followers into the Rappites' buildings. The town for a time became the center of educational and scientific significance. However, after constant quarreling, Owen's social experiment failed in 1829 due to lack of private ownership and discipline.

The Rappites (Harmonists) who moved to Economy continued to be an economic success. They were not only known for their piety, but also for their production of wool, cotton, and silk. They invested heavily in oil and railroads. They, along with the Zoarites in Ohio and Shakers elsewhere, were some of the most successful of the communal societies.

During the long bus ride between New Harmony, Indiana and Cave-In-Rock, Illinois, canawlers learned the part that Cave-In-Rock played in the tri-state history along the Ohio River. Its opening is 55 feet wide, 75 feet high and extends 160 feet into the limestone cliff. In the rear of the cavern is a sinkhole from the bluff's surface that acts like a chimney and is wide enough for a person to slip through. It was a hiding place for wild animals in prehistoric times. It might have been used for Indian ceremonial purposes. Following the Revolutionary War is served as a lair for outlaws and river pirates, who preyed on travelers robbing and often murdering them. It was used by counterfeiters and was a tavern and gambling parlor before being acquired by Illinois in 1929 for a state park.

Canawlers were served a hot lunch at Kaylor's Restaurant at Cave-In-Rick lodge overlooking the beautiful Ohio River with its barges and tugboats. They then climbed down the steep steps to view the cave from



Above: Cave-In-Rock as seen looking out toward the Ohio River
Right: Steps down bluff to the cave
Photos by Bob Schmidt



both inside and out. What a view!

Scrambling back onto the coach, they headed for the new Smithfield Dam on the Ohio River. After a quick view from the bus they headed on to Paducah, Kentucky. There one of Paducah's "Wall to Wall" flood-wall murals depicted the old 1928 Lock and Dam 52, which was replaced by the Smithfield Dam.



This mural depicts old Lock and Dam 52, which was a moveable wicket dam. In 1929 there were 51 similar structures on the Ohio River. It was 2,998 feet long, with upper pool of 302 ft. and lower pool of 290 feet. The lock was 110 feet by 1200 feet and the auxiliary lock was 110 feet by 600 feet. Photo -Bob Schmidt

In Paducah canawlers viewed the murals and you can too at www.youtube.com/watch?v=jELcU5Vn4po They then chose to tour either the River Discovery Center or the National Quilt Museum before selecting their dinner in the French Quarter of Whaler's Catch. They returned to the hotel tired from the day's adventure.