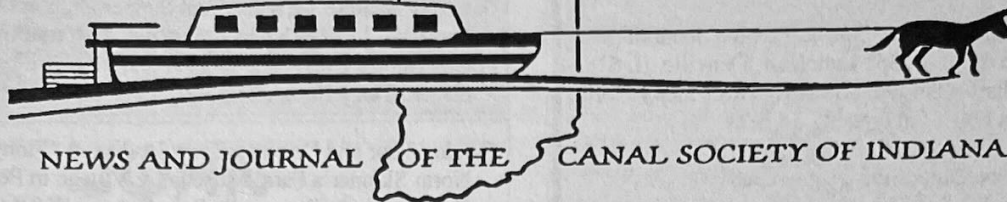


THE  
**HOOSIER-PACKET**

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P.O. BOX 10808 FORT WAYNE, IN 46854

JUNE 2013

## “THE OTHER SIDE OF THE FENCE”



When the route for the Wabash & Erie Canal was selected to run on the east side of the Wabash River, communities on its west side found themselves on “the other side of the fence”—the Wabash River. They wanted access to the mainline canal to ship their products to market. The canawlers above saw where the side-cut canals were built for Williamsport and Perrysville. P - Sue Richter

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### “THE OTHER SIDE OF THE FENCE”

By Carolyn I. Schmidt

Canawlers from the Canal Society of Indiana (CSI) and other societies had a wonderful weekend visiting remnants of the Wabash & Erie Canal and its Williamsport and Perrysville Side-cuts on April 5-7, 2013. They learned the history of Warren, Fountain, Parke, and Vermillion counties in Indiana and Vermillion county in Illinois. The weather was great and the local citizens put out their welcome mats for us.

On Friday and Saturday we enjoyed (cont. on p. 21)

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

**THE OTHER SIDE OF THE FENCE**

**April 5-7, 2013**

Tour planners: Terry Bodine, Bob & Carolyn Schmidt  
 Motel: Sleep Inn & Suites 361 Lynch Dr. Danville, IL 61834  
 Bus: Imperial Charter Service, 2150 Sagamore Pkwy North,  
 PO Box 6009, Lafayette, IN 47903  
 Tour Logo: Carolyn Schmidt, Brian Migliore  
 Tour Slogan: "The Other Side of the Fence"  
 Tour Book: Carolyn Schmidt  
 Maps: Terry Bodine, Bob & Carolyn Schmidt  
 Budget: Bob Schmidt  
 Name Tags, Goodie Bags, Car Ribbons, Thank You Notes:  
 Carolyn Schmidt, Carol Freese, Danville Visitors Bureau  
 Refreshments: Bananas, water Schmidts, Fudge Betty Easton

Friday Tour: Covington Court House Murals & Wallace Clerk's  
 Building, Covington, IN docents Carol Hunter, Carol Freese,  
 & Nancy Wagner (Nancy made mule cookies for us)  
 Canal exhibit in Clerk's office: Carol Freese, Nancy Wagner  
 Vermilion County War Museum, Danville, IL docents Jim  
 Kouzmanoff & Ron Bolser

Saturday Tour Route & Docents: Bob & Carolyn Schmidt  
 W&E canal and Side-Cuts (Danville, Williamsport, Attica,  
 Fountain, Covington, Eugene, Montezuma, Lodi, Perrysville )  
 Williamsport Falls and Side-Cut Canal  
 Attica/Covington Canal War Site, Wolf's Candies in Attica  
 Fountain W&E wharf, steps and canawlers names carved in  
 stone with help from Gordon Fleener, Richard Waldron,  
 Emmett Rosh, Carol Freese, Nancy & Paul Wagner  
 Coal Creek Dam site at Lodi  
 Perrysville Side-Cut  
 Eugene Covered Bridge

Vermilion County Museum & Fithian House, Walldog murals,  
 docent Sue Richter  
 Saturday Lunch: Covered Bridge Restaurant in Eugene, IN  
 Saturday Banquet: Possum Trot Supper Club in Oakwood, IL  
 Speaker: Jerry Lehman "Pawpaw" & "Trip down Amazon"  
 CSI Annual Meeting: Relected current CSI directors and  
 elected Terry Bodine and Jerry Lehman to board

Sunday Tour and Docents: Terry Bodine & "Finny" Filchak  
 Norm Skinner's Farm Museum & Village in Perrysville  
 Car caravan to Perrysville Side-Cut and W&E Canal  
 Vicksburg to Covington  
 Lunch: Old Dimestore Cafe  
 Portland Arch Natural Preserve led by Ellsworth Smith

Tour Attendees:

Saturday: **47** CA **2**, IN **30**, IL **5**, MA **1**, OH **6**, PA **2**, Canada **1**  
 Ken Baker; Sally Bancroft; David Barber; Leon & Sandy Billing;  
 Karl & Demi Black; Terry, Don & Clayton Bodine; Janette &  
 Sue Burger; Tom & Linda Castaldi; Allan & Linda Corwin; Guy  
 Filchak; Tom & Diane Fledderjohann; Lowell & Jerry Goar;  
 Roger & Alice Hall; Gerry & Anne Hulslander; Jeffrey Koehler;  
 Jerry & Barbara Lehman; Linn Loomis; Jerry & Phyllis Mattheis;  
 Dan McCain; Mike Morthorst; Bob & Carolyn Schmidt; Dan  
 Schuster; Bob Sears; Ellsworth Smith; Neil & Diana Sowards;  
 Michael Thrall; Frank & Mary Timmers; Larry Turner; Jamie  
 Walter; Daniel Warkentien; and J.R. Winchell

Sunday: **24**  
 Ken Baker; Sally Bancroft; Leon & Sandy Billing; Terry, Don,  
 Clayton, Anne Bodine & guests; Tom & Linda Castaldi; Guy Fil-  
 chak; Carol Freese; Jerry & Phyllis Mattheis; Dan McCain; Bob  
 & Carolyn Schmidt; Ellsworth Smith; Neil & Diana Sowards;  
 Frank & Mary Timmers; and Jamie Walter

**CANAL SOCIETY OF INDIANA**

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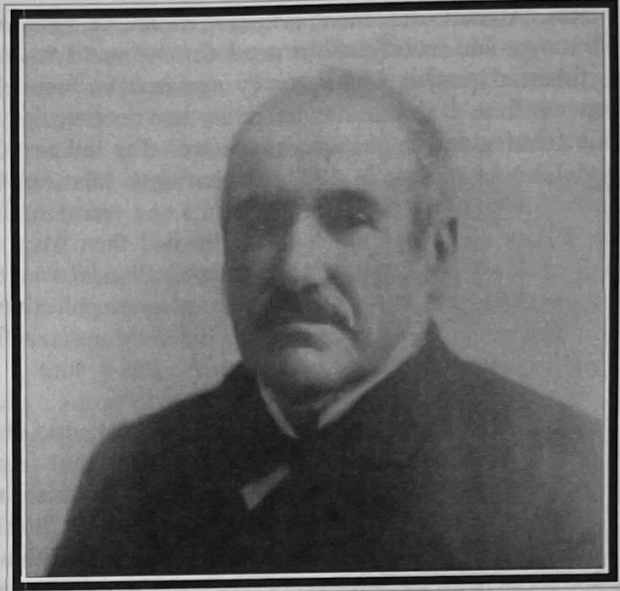
# CANAWLERS AT REST

## JOHN ROCHE

b. October 3, 1817  
d. October 15, 1894

Find-A-Grave #71867245

By Robert F. & Carolyn I. Schmidt



The construction of the Wabash & Erie Canal was begun in June of 1832 north of Fort Wayne with the building of a feeder dam across the St. Joseph River and a 6½ mile canal feeder to the mainline near today's Rumsey and Wheeler streets. Work proceeded west toward Roanoke and Huntington from 1833-1835.

Martin Roche, the father of our subject, John Roche, had emigrated with his family of eight children from Wexford Co. Ireland in 1830. Upon arrival in New York city he booked passage for them on another ship and arrived in Baltimore, Maryland on December 3, 1830. He and his family farmed in Baltimore for about 2 years. In the Spring of 1833 they moved west by wagon along the National Road to Zanesville, Ohio. This was a three week journey. They remained in Zanesville during 1833 and learned of the need for workers on the Wabash & Erie Canal in Indiana. Engineers and supervisors who worked on Ohio's canals were being recruited by Indiana. The most famous of these was Jesse Lynch Williams, who was the chief engineer at that time in Indiana.

In May 1834, just as other Irish workers were arriving for work on Indiana's canal, the Roche family moved to Huntington, Indiana. John, who had been born in 1817, was only 17 at the time. He and his father Martin, age 50, quickly found employment in farming and on the canal. Tragedy soon hit. Martin died in October of that year either from an accident or illness. This left John, who was the oldest son, to be the principal supporter of this family.

John was in the Huntington area when the first canal boat arrived from Fort Wayne on July 4, 1835. It was the packet "Indiana," which was captained by Asa Fairfield. There was a lively celebration in town that day

when the dignitaries from Fort Wayne came to inaugurate the waterway's first achievement.

The Irish Catholics, "Corkonians," working west of Huntington near Lagro were not celebrating but planning to drive the Irish Protestants, "Fardowners," from their work near Wabash. This uprising of Irish workers was to culminate on July 12, 1835, the celebrated anniversary of the "Battle of the Boyne," (July 1690) between Catholic and Protestant forces in Ireland. Militia was sent out from Fort Wayne and Logansport to quell the potential riot. Several of the ring leaders were captured and sent to Indianapolis. John Roche was Catholic so we can assume he was sympathetic to the members of the more popular "Corkonians," but he wasn't directly involved. That same month of July, John was promoted to the Engineer Corps on the canal and continued in that position until 1841.

He continued working on the canal as it proceeded west toward Lafayette. Along the way, due to hard work, dedication and an eagerness to learn, he advanced to rod-man or assistant surveyor. When canal construction was completed he became a Superintendent of Repairs in the area west of Huntington. He ended his canal work about 1843.

In March 1843 John was appointed to an open position in the county Treasurer's office in Huntington. He demonstrated his ability in this office. Either earlier or during this period he became acquainted with Francis La Fontaine, chief of the Miami Indians. He attended the same Catholic church as the chief.

Chief Richardville ran a trading post at the Forks of the Wabash just 3 miles west of Huntington until his death

in 1841. At that time his son-in-law, Chief La Fontaine, took it over and soon found he needed someone to assist in the financial portion of his newly acquired business. He knew of John's abilities and that he had participated in some treaties and annual payments with the Indians. He hired John as a clerk in 1844. At that time John left the county treasurer's office after less than a one year term. His new job as clerk was much more detailed than what we think of for a clerk today who just sells things over the counter. John was a bookkeeper, secretary, legal advisor and interpreter. His experience in the treasurer's office helped in this venture.

The relationship between John and the chief worked so well for both parties that they entered into a business partnership in 1845. They moved the store into Huntington from the Forks. John not only assisted Chief La Fontaine in his financial affairs, he also helped him in negotiations with the government and with the chief's land acquisitions.

In October 1846 most of the Miami Indians, who were not land owners, were transferred by canal boat from the area. At that time Chief La Fountaine and his family members were allowed to stay due to their property ownership. However, the chief did travel out to Kansas to help in the affairs of the Indians that were moved there. On his return trip back to Indiana in 1847, La Fontaine became seriously ill and died in Lafayette, Indiana.

John Roche then assumed the management of Chief La Fontaine's sizeable estate and assisted Father Julian Benoit and the chief's widow, Catherine, in the final affairs and settlements. In effect he took over as the acting Miami chief. He was the guardian of six of the La Fontaine children and the administrator of the estates for the Richardville heirs. He had to certify annual payments to around two hundred Miamis in Indiana and had to settle numerous individual Indian debts. He continued operation of the chief's trading post. In 1852 the firm of Roche and La Fontaine had assets of \$39,373.23, which included notes or loans of \$8,817.98. John operated the store until 1859. After that year he turned his attention to farming and the purchase, improvement, and sale of real estate.

In 1848 the town of Huntington, Indiana was incorporated. Its first mayor was Dr. Able M Lewis, its first recorder was A. F. Stewart and its first trustees were John Roche, F. W. Sawyer, Albert A. Hubble and D. S. Meyers. In 1849 Huntington established its first board of health. On it were doctors Thayer, Lewis, Sawyer and Messrs. Roche & Crum. Asiatic cholera soon took the lives of Thayer and Crum.

The Federal Census of 1850 shows John with his last name incorrectly spelled as Roach as the head of the household. His mother Mary Roach (Roche) age 60 is living with him along with his siblings Mary Roach age 27, James Roach age 24, Thomas Roach age 20, and Bridgett Roach age 18.

John Roche had come a long way from a common Irish laborer on the canal. He became quite a wheeler-dealer in real estate both for himself and others in the Huntington area. He knew how to buy good property, improve it and sell it at the right time. He even platted the Roche Addition to the town of Huntington.

John came to the attention of Hugh McCulloch of Fort Wayne. Both men had dealt with Miami Indian financial transactions. They became joint partners in a 460-acre land purchase near Lagro in 1856. They then acquired additional property in Wabash County speculating on the planned railroad routes in the county. In 1863 when McCulloch went to Washington to become U.S. Comptroller of the Currency and was later appointed U. S. Secretary of the Treasury by Abraham Lincoln in 1865, John Roche was given power-of-attorney by McCulloch to transact joint business for them. At one time John's real estate and that which he held jointly with McCulloch was worth about \$110,000.

He was part of an eight person committee that met on June 23, 1852 to layout the route of the Lake Erie, Wabash & St. Louis Railroad between Huntington and Logansport. John was in favor of the route along the Little River and Wabash River, which was finally selected over the route along the Eel River. John was asked by the eastern capitalists if the subscribers could be relied upon for the \$22,000 for which they had subscribed in order to get the railroad to pass through their town. All it took was his word that they were good for it and the capitalists agreed. Later he became a director with this railroad. He was also selected to be a director in the Erie Railroad, which was begun in 1873 and completed through the county in 1890.

John became involved in banking and helped form the Huntington County Bank. It had a capital of \$50,000. In 1854 he became its President. Unfortunately the bank only lasted until 1857 due to the financial crash. However, the bank redeemed its outstanding circulation in full, dollar for dollar. Later in 1863 he helped incorporate and was on the board of another bank, the First National Bank of Huntington. It also had capital stock of \$50,000.

An act that made specific appropriations for 1855 was approved by the Indiana General Assembly on January



4. In it Joseph Wiley, Joseph Cheesborough, Samuel Mahon, S. J. Johnson, W. Norton, John Roche, Wm. C. Smith and Samuel Milligan were each allowed \$33 for their mileage when serving as witnesses for the Huntington county contested election case.

Several of John's land deals brought about legal problems. One of these situations was a case before the Indiana Supreme Court. It concerned the inheritance of land, which involved the legality of Miami Indian marriages not formalized by the State of Indiana. The conclusion was that a contract of marriage between residents of the State of Indiana had to conform to the laws of Indiana in order to be recognized by the state. Marriages by tribal custom alone would not be recognized. One of the lawyers in this case was Lambdin P. Milligan.

Other law suits in which John was involved dealt with foreclosure and various property disputes. Milligan, who was a prominent Huntington lawyer, was frequently employed by John to handle his legal problems.

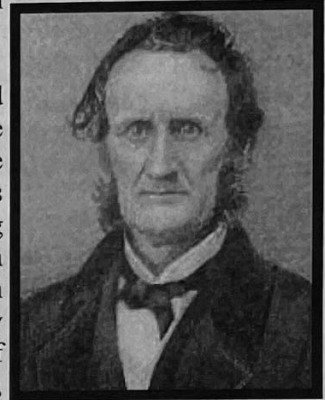
The Federal Census of 1860 shows John Roche as a land dealer and living with him are his mother Mary Roche age 74 and his siblings James Roche, age 35; Bridget Roche, age 28, and Thomas Roche, age 30. James is a farmer and Thomas a clerk. Also in his household are Catarina Gunnip and Catharine Smith.

In 1863 the Knights of the Golden Circle, a pro-southern group in Indiana, was planning to steal Union weapons, invade Union prisoner-of-war camps, liberate the Confederate soldiers, and use them to help fight against the Government of Indiana and free other camps of Confederate soldiers. They also planned to take over the state governments of Indiana, Ohio, and Michigan. Lambdin P Milligan and four others of the organization were rounded up in October 5, 1864 by General Alvin P. Hovey. They were sent to Indianapolis, tried by a military tribunal and sentenced to be hung on December 10, 1864. However, their execution was not set until May 1865, so they were able to argue the case after the Civil War ended.

John Roche and others went to Indianapolis as character witnesses at their trial. The U.S. Supreme Court set aside the conviction in one of the most important decisions on civil rights when it ruled in *Ex Parte Milligan* that the defendants' rights to a civil trial had been violated. Milligan was released and set off for Huntington. On April 12, 1866, John Roche, Charles H. Lewis, Samuel F. Day, John Ziegler and the Rev. R. A. Curran along with John R. Coffroth and George R. Curlew, who were originally sent

to bring Milligan's remains back to Huntington, met his train at Peru, and accompanied him home. Upon arrival at the depot in Huntington on April 13, they were met by the Huntington mayor, the common council, a brass band, cannon fire and a crowd of people. Milligan returned as a hero to his legal practice in Huntington.

John Roche testified that Milligan was a "Peace Democrat" working for peace at a time when some citizens believed that anyone not voting Republican was disloyal. John also said that Milligan personally had supported needy soldier's families and, as one of the county's largest taxpayers, had supported appropriations for the war effort.



Lambdin P. Milligan  
1812 - 1899

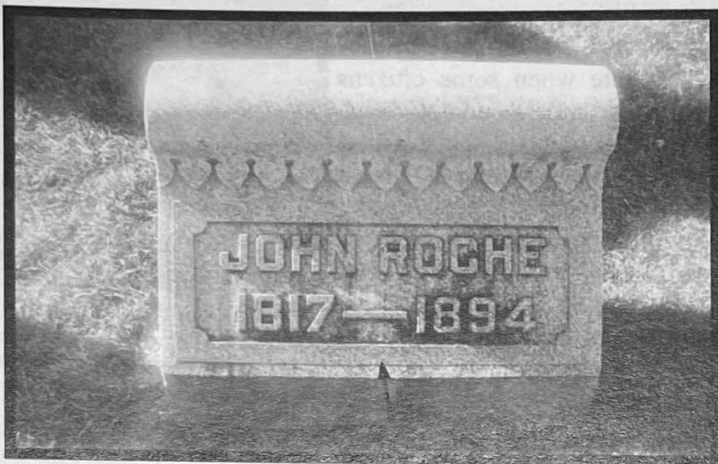
John became a large owner of farm land and took an active interest in improving farm methods and agricultural studies. He raised thoroughbred trotting horses and kept careful records on their breeding. He had Blue-grass on some of his land. When asked about it by Luther Cummings, who said that it had a favorable effect on the soil leaving it loose and mellow, John reported that some winters before he turned his brood mares into a field of Blue-grass, "let them graze their living, having a shed in the field for shelter, and in the spring they appeared in good order and were as sleek as it they had had the best grooming." John was treasurer of the third Huntington County Agricultural Society organized in 1868.

In 1875 Indiana's state geologist, E. T. Cox, reported the seventh annual geological survey of Indiana. In it he tells how John Roche helped him with his survey and how John pointed out the exact spot where Mr. Backus found specimens he thought to be gold. It turned out to be iron pyrite that had partly decomposed on the surface and filled isolated cavities in the cherty, magnesian limestone. He credited John Roche as the primary person who ditched and drained the immense swamp that was along the southeastern border of Huntington county. This is one of many improvements he made to land that he owned.

In 1877 the Huntington County Commissioners appointed a committee to prepare an Historical Sketch of Huntington County. On that committee were John Roche, James R. Slack, L. P. Milligan, H. B. Saylor and Jas. Baldwin.

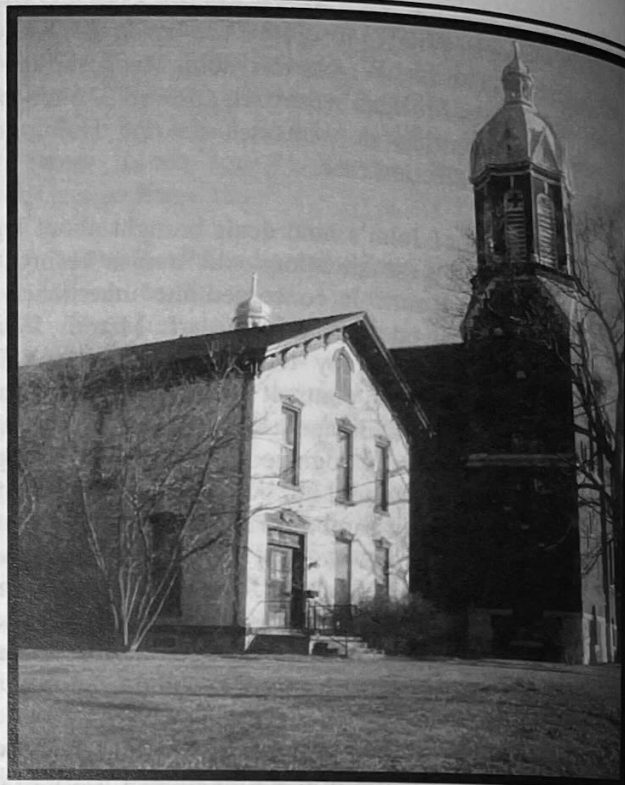
John never married. He was a close friend of the

Catholic Church and often expressed the desire to build a second Catholic Church in Huntington that would have English services instead of just German ones. As plans for this church were underway John died on October 15, 1894. He was laid to rest in Section D Lot 43W of Mt. Calvary Cemetery in Huntington, Indiana. His parent's Martin Roche (b.11-12-1783, d.10-20-1834) and Mary Druhan Roche (b.2-16-1787,d.5-7-1871) are also buried in Mt. Calvary Cemetery.



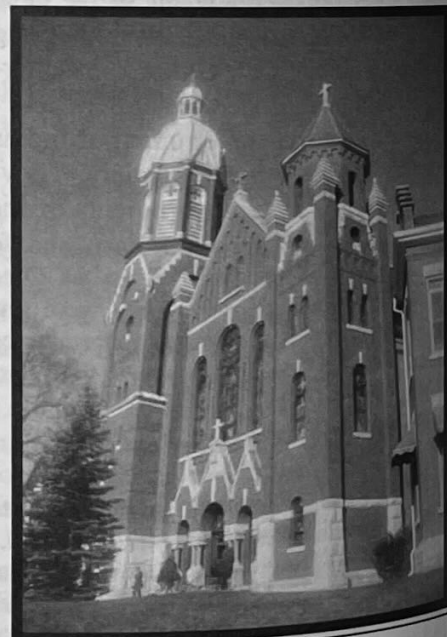
Mt. Calvary Cemetery, Huntington, Indiana  
 Top: John Roche 1817—1894  
 Bottom: Roche plot marker with cross on top says:  
 Martin Roche, Born Nov. 12, 1783 Wexford, Ireland, Died Oct. 20, 1834 RIP  
 Mary Druhan, wife of Martin Roche Born Feb. 16, 1787, Died May 7, 1871 RIP  
 Small matching stones for their family say:  
 Front row: John A. Dalton 1886-1929 Mary Frayne 1844-1933  
 Back row: Thomas Roche 1782-1836 James Roche 1824-1897  
 Martin Roche 1784-1834 John Roche 1817-1894  
 Mary Roche 1786-1872 (1871?) Bridget Roche 1832-1908  
 Anne Roche 1828-1838  
 Katherine Roche Smith 1814-1846

Photos by Bob Schmidt



Bridget Roche, John's unmarried sister, inherited his huge estate estimated to be about \$500,000. She continued John's dream by giving financial support to the project. A site was selected next door to John's old home for the new church.

St. Mary's Catholic Church was completed and dedicated on Oct 11, 1896. The building is sixty-eight and one-half feet in width and 147 feet in length. The main tower is 130 feet high. The smaller tower is nearly ninety-four feet high above the foundation. The ceiling in the center of the nave is fifty-seven feet from the floor. Upon Bridget's death substantial



Top: John Roche's home is next to the church his money helped to build.  
 Bottom: St. Mary's Catholic Church's services were conducted in English  
 Photos by Bob Schmidt



bequests were made to the Fort Wayne Catholic Diocese and church schools in Indianapolis and Terre Haute.

Patrick Gorman received \$2,000 from John's estate. John had taken Patrick as his foster son. When Patrick was old enough he became John's business assistant. He was the administrator of John's estate. At the time of Bridget's death in 1909, Patrick Gorman became her principal beneficiary.

From Irish immigrant and canal worker to one of the wealthiest persons in Huntington, John Roche was an example of the American dream. He had become the owner of ten thousand acres of land and a stockholder in a newspaper and other enterprises. He was described by those that knew him as "a short, stocky man, who could be seen nearly every day riding horseback to supervise the workers on his farms and who carefully fortified himself for the trip by one 'after breakfast nip' of whiskey." He truly was a founding father and principal benefactor of Huntington.

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Special thanks to Joan Keefer, Indiana Room, Huntington Public City-Township Library, Huntington, Indiana for permission to photograph the picture of John Roche.

CONTRIBUTIONS TO CSI ARCHIVES

Don Haack, CSI member from Fort Wayne, has contributed the following items to the CSI archives:

Old maps of:

- Fort Wayne, Indiana
- Fort Wayne vicinity and Allen County
- Suburban and Rural Additions Fort Wayne, IN 1966
- Salamonie Lake, Indiana
- The Upper Mississippi River... nine-foot channel, 1962
- Where to Go in Indiana: Official Lake Guide 1938

Panama Canal Centennial Weekend 2014

We thank Don for these additions to the archives. Don also sent in a postcard of the U AL in the West-

minster [Westminster] Canal in Westminster, UK for publication. The Regent's Canal connects Paddington to Limehouse Basin in London's Docklands via Camden, Islington, Hackney and Mile End. The Westminster section runs around the north side of Regent's Park, opposite the zoo.



**ALEXANDER McCUNE  
AND HIS WABASH & ERIE CANAL CONNECTIONS**

Article and photographs by Charles Davis

Alexander McCune was born in Cumberland county, Pennsylvania, January 16, 1806. His ancestors were Scotch-Irish Presbyterians, who settled in Pennsylvania in colonial times. His mother's maiden name was Prudence Laughlin. His father, Robert, died when he was young.

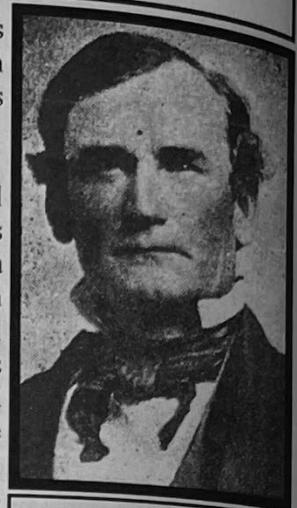
Early in 1821 Mrs. McCune started for the Far West with her family of six children. The oldest was at this time about twenty years of age. They came across the mountains to Pittsburgh where they bought a boat in which the family was transported to Madison and from there they were conveyed in a hired wagon to Terre Haute, Indiana, arriving there at the beginning of July. Their Thompson relatives had preceded them in the spring and settled in Eugene, Vermillion county, Indiana. These friends joined them and they moved to a place once known as Walkertown, later called Numa, in the southwest corner of Parke county. At this time the country where they settled was an unbroken wilderness. Settlers began to gather around them and before long young Alexander was able to find work as a laborer.

For many years it was the custom to flat-boat most of the produce to New Orleans down the Wabash, Ohio and Mississippi rivers. The building of the boats provided employment for many and, at this time, Alexander was engaged for a considerable time. His lessons, taken at a tender age in a hardy school, resulted in his having thrifty habits and industry, which covered his whole life with domestic worth and usefulness. As a boatman he made thirty-five trips to the Crescent City, returning in various ways, requiring great endurance.

Alexander and Samuel Lowry became partners. They bought the east half of the southwest quarter of section 20 in Wabash township from the United States Land Patent Office on June 9, 1831. D. R. 110/193 This land is situated on the east bank of Big Raccoon Creek. There they built a water-powered saw mill in 1831. The following year they built a factory for carding wool and the next year a fulling mill was put into successful operation by these enterprising men. They improved and enlarged each as their increasing capital would allow, until in the last they realized a first class woolen cloth factory. "For nearly a quarter of a century these mills attracted from all over this part of the Wabash Valley the periodical pilgrimages of the pioneers and so the place became a veritable 'Mecca'." Thus from this statement by Mr. McCune, the name Mecca for this spot was born. For twenty-eight years Alexander McCune's name was associated with these enterprises.

Afterwards some of his sons continued to be connected with the place. "McCunes Mills" was synonymous for Mecca.

At this time, General Arthur Patterson, Isaac Jarvis Silliman and Company started a store in Armiesburg with Patterson owning the Grist Mill there. Alexander McCune was the "and company" and furnished the money for the store on lots five and six. On land they purchased adjacent to the store, they set up a slaughter yard and pork packing house where pork could be sold for \$1.50 per hundred, salt could be bought for \$7.00 per barrel, and calico sold for 35 to 40 cents per yard in the store. D. R. 2/85 Jan. 1, 1834. D. R. 2-217 May 22, 1835.

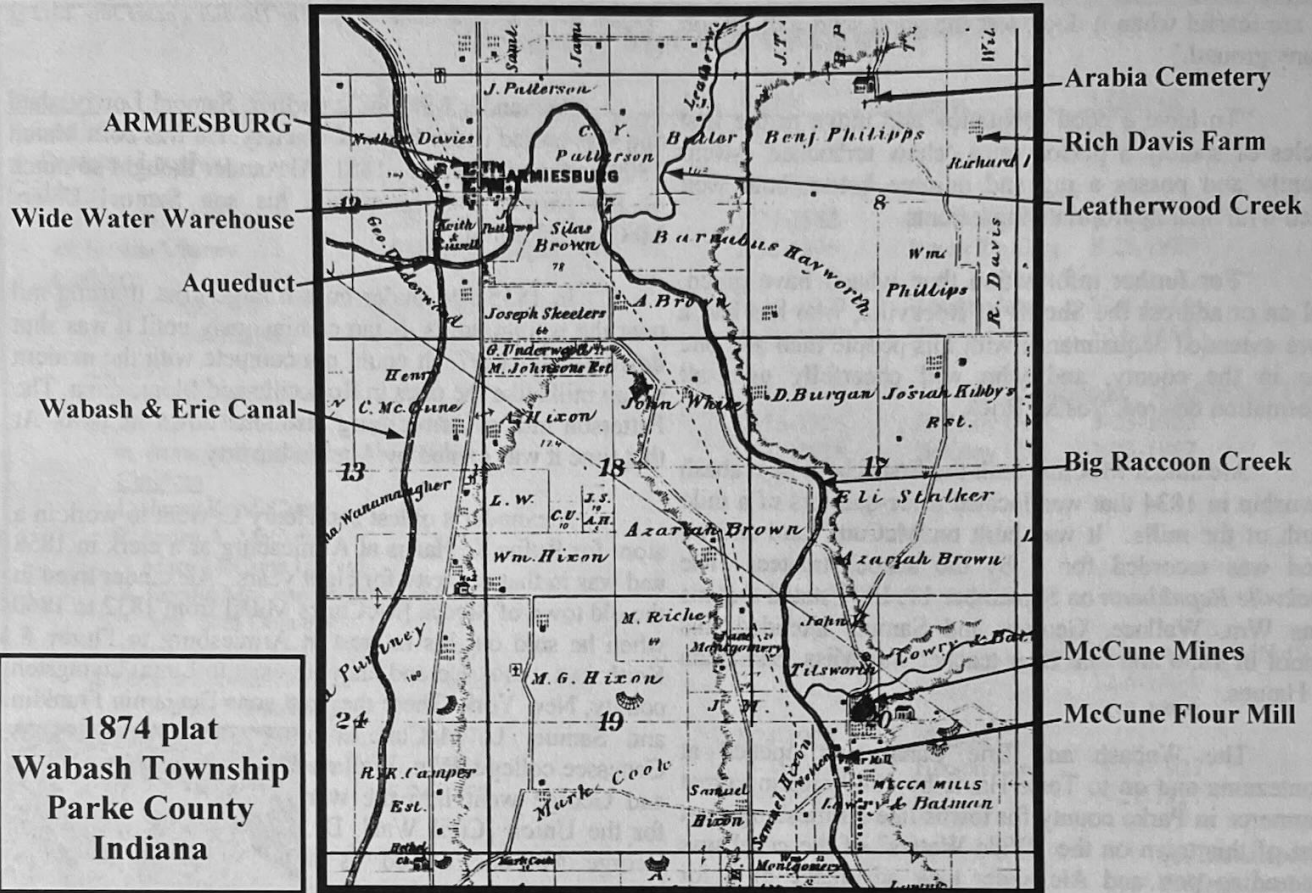


**ALEXANDER McCUNE  
1806-1882**

Today so-called history buffs and locals have corrupted how Mecca and Arabia got their names. Such as saying there was a band of Syrians, who once lived here and were buried in the Arabia cemetery. (Leatherwood burial ground) I have explained in A. McCune's words how Mecca got its name, now we will discover the root of how Arabia was named. Michael G. Hixon, a pioneer son of William Hixon, was born and lived near Armiesburg all his life. He knew the person who started the name of Arabia and penned the story for the Parke County Historical Society in 1892.

"Arabia like New Discovery has no distinct boundaries, it lies east of Big Raccoon creek and Leatherwood creek and embraces the north east part of Wabash township and perhaps a narrow strip of the north west part of Adams township." Hixon listed pioneer farmers that settled there first, stills, churches, saw mills, etc. "The neighborhood took the name of Arabia about 1840. At that time Issac J. Silliman was conducting the business of merchandising, milling and pork packing at Armiesburg and also had a drove of hogs which were at large in the woods. They strayed off and finally got across the Leatherwood creek and in the fall grew fat on the mast. [beechnuts, acorns, chestnuts] He had a man employed in the mill who lived east of Leatherwood by the name of Wheelock who was a kind of general purpose man and did whatever he found to do. Wheelock concluded he would have some fresh pork, so he butchered one of Mr. Silliman's fat hogs. When he went to his work on Monday morning, he reported to Silliman what he had done. Mr. Silliman called out to Wheelock, "here Wheelock you will





have to go and bring those hogs home or those Arabs over there will eat them all up and from that the neighborhood took its name. The name was given in a Jocular way and accepted in the same spirit by the people."

Here described were long lines of wagons or "Arabs" going to the veritable "Mecca" at certain times of the year to the mills. Over the years friendly barbs were given between the two. Here is one of them by an individual under the pen name of Josiah Brick in 1877.

"Arabia in Parke County"

"Mr. Editor: Having read and heard much of the Arabs, and wishing to know more of these wandering sons of Ishmael, I have located in the heart of their country for the purpose of studying closely their habits, customs, religions, &c.

"In location, Arabia occupies the western portion of Wabash township, bordering on the river. The country is mountainous though fertile; the principal productions being children, blackberries, wheat, corn, ague and bad whiskey. On account of the recent railroad strike, large quantities of wheat cannot be shipped and the profanity that is heard up and down the river is enough to drive all the malaria out of the bottoms.

"In point of government they are a tributary to Rockville, paying to that city an annual tax. However, between church and state there is a wide gulf. The people are hospitable, though it isn't healthy to dispute their word.

"We have not been gratified with the sight of a 'caravan.' We learn that one is daily expected across the desert.

"The principal religion is Mohammedan, though there are a few Jews, Pagans and Christians. The devout Musselmen [Muslims] always repeat prayers with their faces toward "Mecca," the Holy city. Whether they make "pilgrimages" thither on foot to pay their devotions at the shrine of Mohammed, we cannot say.

"The Protestants have established a mission here and are doing a good work. They have already a Sabbath School employing four native teachers.

"Contact with the Europeans have produced the custom of setting apart one day in seven for rest. It is devoted to reading, expounding the Koran, fishing, blackberrying, squirrel hunting &c.

"The Murphy movement hasn't yet struck here and

we are fearful when it does, lest the good seed will fall on 'stony ground.'

"To have a good reputation and move in the first circles of society a person must 'chaw terbacker,' swear fluently and posses a jug and quinine bottle; both well filled with their appropriate ingredients.

"For further information than what I have given, call on or address the Sheriff of Rockville, who has had a more extended acquaintance with this people than any one else in the county, and who will cheerfully give all information desired. Josiah Brick"

Alexander McCune built the first school in Wabash township in 1834 that was located three-quarters of a mile south of the mills. It was built on McCune land and no deed was recorded for it by the school trustees. The *Rockville Republican* on September 11, 1907 stated that his sons Wm. Wallace, George, and Samuel attended this school in 1850 and that their teacher was Miss. Samantha A. Haines.

The Wabash and Erie Canal was opened at Montezuma and on to Terre Haute by 1849 creating great commerce in Parke county for towns like Armiesburg. Just west of this town on the "Wide Waters" of the canal was the trading port and Alexander took advantage of it for shipping pork and merchandise. Rufus K. Harris built a canal warehouse at Wide Waters and did considerable business. McCunes Mills could also take advantage of it. Raccoon creek flowed north from there to Armiesburg intersecting the canal and then on to its mouth on the Wabash river for river traffic. By road it was about three miles from McCunes Mills to Armiesburg's Wide Waters. Law suits between canawlers were evident then too. Alexander sued the canal boat "Harvey Clark, in 1856 for failure of payment on merchandise. (See Morris Hughes and His



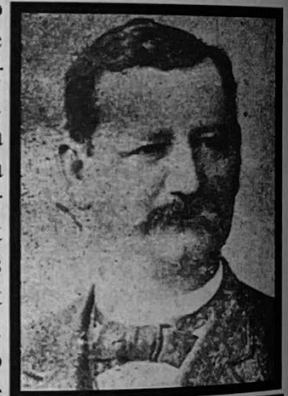
Alexander McCune's Rockville home on Lot 76.

Wabash and Erie Canal Connections, *The Hoosier Packet* July 2012 p. 9)

Alexander McCune's partner, Samuel Lowry, died and was buried in the Hixon Cemetery. He was born March 1800 and died March 3, 1851. Alexander thought so much of his partner that he named his son Samuel Lowry McCune after him.

In 1855 Alexander built a large grist flouring mill near the woolen mills. It ran continuously until it was shut down around 1897. It could not compete with the modern steam mills like the ones in Rockville and Montezuma. The Patterson mill at Armiesburg also shut down in 1896. At that time it was owned by Aquilla Laverty.

Alexander's oldest son Henry C. went to work in a store for Rufus K. Harris at Armiesburg as a clerk in 1858 and was in that capacity for eight years. Alexander lived in the old town of Mecca [McCunes Mills] from 1832 to 1860 when he sold out his interest at Armiesburg to Flurey F. Keith. D.R. 19/105 He and his wife went to Lima, Livingston county, New York. There they put sons Benjamin Franklin and Samuel L. McCune into Genessee college. Wm. Wallace and George went into the war for the Union [Civil War]. Dr. George McCune served as a surgeon with the 14th Indiana Infantry from 1861-64. After leaving college Benjamin went into military service and was killed on September 8, 1867 at Fort Bridger, Utah Territory. Benjamin died while trying to save another man's life. He stepped between the man and the assailant. The assailant drew a revolver and shot Benjamin.



SAMUEL LOWRY McCUNE

Benjamin, though wounded, drew his revolver and shot his assailant dead. Benjamin died of his wound eight days later and was buried there. The full story of this is in the *Rockville Republican* of October 9, 1867 and November 6, 1867.

During the years of Alexander's business ventures, he became very wealthy. The Parke County Bank was organized and commenced business on September 1, 1855 with a capital of \$100,000. Alexander was its largest stockholder and one of its first directors. George K. Steele was its first president. Steele held that position until 1871. Due to Steele's health issues Alexander was called back to Rockville. From June 1871 until the early spring of 1873 he served as president of the bank under the new name of



Alexander McCune's Family

Name	Birth	Place	Death	Place	Marriage
Robert McCune		Cumberland, PA			
m. Prudence Laughlin					
<u>Children</u>					
A. Alexander McCune	1-16-1806		5-29-1882	Rockville Cem.,	8-28-1829
m. Rosilla Chaney	9-01-1808	Naples, NY	2-16-1895	Rockville Cem.	8-28-1829
<u>Children</u>					
1. Henry C. McCune	6-20-1830		10-19-1909	Hixson Cem.	12-6-1854
m. Mary Ann Melvin	1-26-1833		10-19-1909	Hixson Cem.	12-6-1854
<u>Children</u>					
a. Horace Mann McCune					(lived Okanogan, Washington 1926)
b. Charles R. McCune	4-29-1857		2-13-1926	Bethany Cem.	3-23-1882
m. Anna Law Patterson	5-22-1861		12-21-1918	Bethany Cem.	3-23-1882
<u>Children</u>					
1. Henry K. McCune					
2. James A. McCune					
3. Mary McCune Elenich					
4. Rosilla McCune Weatherford					
5. Mrs. Sam Demaree					
c. Alexander McCune	1859				(lived Minneapolis, MN 1926)
d. Minnie Sophia McCune	1869				12-5-1894
m. Judson Frankeburger					12-5-1894
e. Samuel Aquilla McCune	11-5-1876		7-24-1924	Hixson Cem.	
f. John Wallace McCune	1865		5-?-1944	Hixson Cem.	5-27-1927
m. Rose Ella Bascham	5-24-1872		3-?-1962		5-27-1927
<u>Children</u>					
1. Marguerite McCune Swaim					(of Indianapolis)
2. Dick McCune					(of Indianapolis)
3. Max McCune					(of Terre Haute)
4. Mrs. Joe Ralston					(of Clinton)
B. Dr. George W. McCune	2-12-1835		2-20-1891	Oaklawn Cem. Montezuma	11-25-1869
m. Sarah Frink	1840		4-20-1914		11-25-1869
<u>Children</u>					
1. Mrs. C. H. Matson (adopted)					
C. William Wallace McCune	3-17-1839		8-29-1907	Dayton, OH	6-9-1863
m. Sophronia J. Steele	2-5-1844		7-7-1880	Rockville Cem	6-9-1863
<u>Children</u>					
1. Mary Rosilla McCune					
2. Sallie E. McCune					
3. Katie McCune					
4. Ross McCune					
5. George McCune					
6. Charlie McCune					
7. Isabel McCune					
D. Daughter (Unknown)					
E. Benjamin F. McCune	9-?-1844		9-8-1867	Ft. Bridger Utah Terr.	
F. Samuel Lowry McCune	11-11-1847		3-22-1904	Rockville Cem.	9-1-1870
m. Evelyn Kirkpatric	12-6-1848		6-11-1901	Rockville Cem.	9-1-1870
<u>Children</u>					
1. "Frank" Francis McCune	1872		8-28-1945	Rockville Cem.	6-22-1899
m. Allan T. Brockway	1872/73		8-8-1949	Rockville Cem.	6-22-1899

First National Bank of Rockville.

On October 16, 1866 Alexander sold McCunes Mills with several hundred acres to John Lowry, the son of Samuel Lowry, and William N., Batman. D. R. 25/362 Lowry and Batman ran the woolen factory until about 1874 when they shut it down for they could no longer compete with the bigger advanced mills. They sold the mill property along with the store and flouring mill to Henry C. McCune on October 30, 1874. D. R. 31/177

Alexander returned to Rockville and bought a home on lot 76 from his son Wm. Wallace for \$4000. on March 28, 1878. D. R. 37/309 After Alexander's death the home became the home of his son Samuel L. McCune.

Around 1884 Captain Wm. Wallace McCune discovered a vast amount of coal on McCune lands just north of the mill sinking a shaft 8 x 16 and 190 feet deep termed McCune mines with Samuel and William as owners and operators. Fire clay was also found in exhaustless beds. The clay later led to sewer tile factories.

By 1890 Samuel Lowry McCune had acquired 1,606 acres. He was instrumental in having a railroad switch from the main line at the Raccoon railroad bridge extend to McCunes Mills and on south to the Shirkey Mine Shaft, a distance of three miles. He platted the town of Mecca (McCunes Mills) and East Mecca (Rabbit Town) on July 23, 1890. Recorded 8-7-1890

Alexander McCune died May 29, 1882 and was

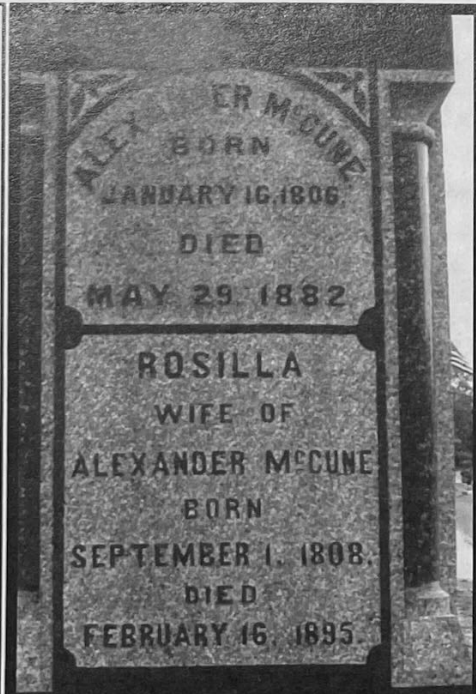
buried in the McCune family plot, Section C. Lot 29, Rockville Cemetery. From a poor boy, he had become one of the wealthiest citizens of Parke county by using the Wabash & Erie Canal as one of his many sources.

One of Alexander's employees was Rich Davis, who was born September 10, 1820 and died March 14, 1917. Rich's early manhood was spent working for McCune and Lawry in the woolen mills at Mecca, which ran full blast at that time. At this place he learned the card rollers trade. He also worked some for them in the saw mill near the woolen mill. At this time he was acquainted with Miami Wea Civil Chief Christmas "Noel" Dagenet, who lived a mile north of Armiesburg. Rich ran a saw mill on Rocky Run Creek near Glendale school house (Midway on U.S. 36). While at the saw mill he sawed lumber for the Wabash and Erie Canal aqueduct at Armiesburg, for the plank road in 1850 between Rockville and Montezuma and for many flat boats that went to New Orleans. During the winter seasons he rendered lard at Armiesburg and Montezuma when the packing houses were in operation and shipping on the canal.



This log barn from Rich Davis' farm in section 8 Parke county, Indiana was moved to Skinner's Farm Museum and Village on U.S. 32, 3 miles west of U.S. 63. Charles Davis remembers playing and hunting rabbits around this barn in the early 1960s.

ALEXANDER  
McCUNE  
BORN  
JANUARY 16  
1806  
DIED  
MAY 29  
1882



ALEXANDER McCUNE  
BORN  
JANUARY 16, 1806  
DIED  
MAY 29, 1882

ROSILLA  
WIFE OF  
ALEXANDER McCUNE  
BORN  
SEPTEMBER 1, 1808  
DIED  
FEBRUARY 16, 1895

ROSILLA  
WIFE OF  
ALEXANDER  
McCUNE  
BORN  
SEPTEMBER 1  
1808  
DIED  
FEBRUARY 16  
1895

Sources:

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- Deed Records Rockville Courthouse
- Hixon, Michael G. 1892 letter "Arabia" to Parke County Historical Society now in Indiana Historical Society
- Isaac Strouse Memorial Plat Atlas 1874-1908-1916
- Rockville Republican*:
  - 2-25-1891 Obituary of D.r Geo. W. McCune
  - 2-20-1895 Obituary of Rosilla Chaney McCune
  - 3-3-1904 Obituary of Sam. L. McCune
  - 9-20-1905 Obituary of Henry C. McCune
  - 9-4-1907 Obituary of Wm. Wallace McCune
- Rockville Tribune*:
  - 8-7-1890 interview of Samuel L. McCune. "Mecca Mines and Railroads"
  - 3-3-1917 Wabash Township by Irene Jacks.
  - 3-21-1917 Obituary of Rich Davis
- Tax List 1851 for Wabash Township, Parke County, IN



FROM TIMES PAST

*Fort Wayne Times and Peoples Press*  
June 21, 1845

Plank Roads. — We invite attention to a communication in today's paper on the subject of plank roads. The writer has just returned from a visit to Canada, where he had an opportunity of witnessing their successful operation. The government is constructing them in that province from many of the more important towns, and they are found to be durable, and of immense benefit to the farming community. To the mercantile or commercial interest, rail-roads or canals would, undoubtedly, be more beneficial; but to the farmer, a good plank road, constructed in the manner described by our intelligent correspondent, would be much more advantageous. Every one can see, at a glance, the practicability of these roads. There is no doubt or uncertainty about them. They need no experiments to test their utility. When once constructed, all know they will work well. — Not so with the charcoal roads about which so much is said just now. Indeed it is a certainty in our humble estimation, that they would be of no use whatever, especially in low, wet land, where something is most needed. We need not give our reasons for believing they would be useless — they will occur to every one who has any experience in road making, or who has even seen a wagon track cross an old coal bed, and noticed its effects. From the first, we regarded coal roads as one of the humbugs of the day, and have not yet changed our opinion.

*Fort Wayne Times and Peoples Press*  
June 21, 1845

Aboite June 15th, 1845

Ed. Times & Press. — Sir — Having recently spent some days in Canada, I had the pleasure of traveling on some of the fine plank roads that are now being constructed in that country. The one to which I more particularly allude runs from Brantford to London, in Upper Canada, (Canada West.) I had frequently heard and read of those roads, but must confess, that I had formed but an indistinct idea of their excellence, and the advantage community would derive from their construction. This road commences at Brantford, on Grand River. For a distance of two or three miles from town, it is laid down with plank 24 feet long, after which 12 feet plank are used, the width of the track, or course, varying with the length of the plank. The plank are sawed 3 inches thick, and 10 or 12 inches wide. The road is first graded 24 feet wide. String pieces 6 inches square are then laid down longitudinally, four feet apart, bedded in the ground, and the earth packed entirely solid between them, so that the surface of the timbers is level with the surface of

the grading. The plank are then spiked to them, and covered two or three inches with sand. — the grade at the ends of the plank is raised to it level with them, and extends six feet on each side of the planked part of the road. — At all places where the water is inclined to settle on the grade, a small wooden box of sufficient size to pass it off is bedded in the ground at the sides of the planked track. A vacancy of one or two inches is left to pass off the water to the side ditches. When this road crosses small water courses the usual kind of bridges are constructed, with solid abutment of hewn timber at each bank. All of the under drains to the road are also walled up with hewn timber. The kind of timber generally used is White oak and pine. — At point where plan and string pieces cannot be obtained at saw mills, they are cut by portable steam saw mills, which I am told, answer an excellent purpose, and make plank much cheaper than they can be made with whip-saws. A road of this kind is much more pleasant to travel on than the ordinary turnpike roads. There is so little jarring that in a stage with the horses at a full trot, I could read without any inconvenience. These plank roads will last as long as the timber rail-roads that are now in use in Michigan — they cost much less — and are far more useful to the farming community. Roads of the kind of which I am speaking can safely be calculated upon to last from 8 to 12 years; and the cost is much less to keep them in repair than common pike roads — one man can keep in good repair 25 or 30 miles of this road when once completed. Those with whom I conversed were decidedly in favor of plank roads, unless the material for turn-pike roads was very convenient. It is not uncommon, there, to see a farmer jogging along with his wagon and one span of horses, loaded with 12 or 16 barrels of flour, at the rate of 6 or 8 miles an hour. Wagons that are not constructed on purpose for plank roads, when heavily loaded, are apt to take fire, owing to the roads being so level and so little jarring, the friction of the wheel on the axel is confined to one place. The cost of the road in that country that is level and much like ours, ranges from \$2,400 to \$3,000 per mile.

I can assure you that I have returned home with quite a plank road fever, and am satisfied that a road of this kind leading from Fort Wayne north or northwest or south can be built cheap, and be of great advantage to the country. A road of this kind from Fort Wayne south, say to Muncietown, would be the means of settling a vast scope of country that, without some such improvement, must remain a wilderness for a long time to come.

Yours respectfully, J VERMILYEA.

*Fort Wayne Times and Peoples Press*  
June 28, 1845

Canal Break. — The Logansport Pharos of Wednesday last, says, that these 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.

*Fort Wayne Times and Peoples Press*  
June 28, 1845

THE CANAL [Miami and Erie] 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 on 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.

*Fort Wayne Times and Peoples Press*  
July 5, 1845

The breaks in the Canal below Logansport have prevented us from receiving a supply of paper. — We shall no doubt have it in time for next week.

*Fort Wayne Times and Peoples Press*  
July 5, 1845

We were disappointed in receiving a supply of paper, as we had expected, and were consequently unable to issue more than a small Extra last week. We have only received it in time this week to get out a half sheet. The disappointment was caused by breaks in the canal below Logansport, our paper comes from Lafayette. We hope the like will not occur again.

*Fort Wayne Times and Peoples Press*

July 5, 1845

The Canal. — We understand that the water is to be taken from the Canal [at Fort Wayne] in a day or two for this 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 evening 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.

*Fort Wayne Times and Peoples Press*  
July 5, 1845

TORNADO. The Logansport Telegraph of the 5th says: Our city was visited by one of these frightful guests on last Tuesday about 6 o'clock in the evening. It was first observed in a western direction, and crossing Eel river is said to have attracted the water to a great height — thence sweeping over town it struck the Court House, tearing off the greater part of the roof, and a moment afterwards overwhelming the Market House in a mass of ruins. At this juncture we observed it, sweeping on up Broadway, whirling up dust and trash to a great height; attracting the surrounding atmosphere with great force, and we can describe it only as a huge whirlwind, composed of dense vapor, dust and fragments, and over cast with a large black cloud. It pursues its course up Broadway some distance, then crossed over to the left of the grave-yard, and still pursuing an eastern course through the woods, is said to have thrown down a large number of trees and doing material injury to some of the farms above. It was



fortunate for us that it took that course — had it passed up Market street, there is no knowing the extent of misery that would have followed. As it is, no serious injury has been suffered. It was a sublime yet frightful scene — we observed heavy missiles whirling some two or three hundred yards in the air above. The weather was pleasant just proceeding — the thermometer standing at 80 deg. And a heavy rain succeeded in the evening.

WE have conversed with a gentleman of this place, who was just leaving Logansport in a canal boat, when the tornado passed over the town, and he represents it as the awfully grand and magnificent spectacle he ever witnessed. When first noticed, he says, it was approaching the town and about a mile distant from it. It had the appearance of a vast column of circling vapor, reaching to a great height, and ejecting from the apex, at short intervals, bodies of dense smoke or cloud, much like the puffs from the escape-pipe of a high pressure steamboat. — On it came, sweeping every thing that it touched, into its vortex, until it struck the roof of the court house, which it tore into

fragments as though it had been rived by lightning, or seized upon by hooks of sufficient strength, and moved by sufficient power, to fend it into ten thousand pieces in the twinkling of an eye. Our informant says that the main force of the sweep appeared to be above the town — that it did not reach down to it — and he is decidedly of the opinion that if it had passed nearer the earth, not one stone of the splendid court house, or any thing else in its track, would have been left upon another. Huge oak trees, that came within its sweep, were twisted up like a wisp of straw, and disappeared with the quickness of thought. He withdrew his attention for a moment from the terrific grandeur of the scene, to observe its effect upon the thoughtless, giddy throng around him. All were humbled, bowed down, subdued — a deep and solemn awe and reverence had taken possession of every mind — an all pervading sense of the majesty and terror of this humble agent of Almighty power, had bowed the stoutest heart in prayer. How could it be otherwise.

## SERIES TO DESCRIBE ROANOKE IN CANAL DAYS

### THE ROANOKE *REVIEW*

Thursday, August 3, 1961

Editor's Note: A series dealing with the history of the Roanoke area begins this week in the Roanoke *REVIEW*. Source of information for the new series is a history of Roanoke which was compiled many years ago by the late Dr. S. Koontz. It is said that all history repeats itself — this account of events that shaped Roanoke first appeared in the *REVIEW* in 1921. The installments have been preserved in a scrapbook by Kenneth Zent, a former local resident, now living in Fort Wayne. The scrapbook was loaned to Bob Zent, who is turn loaned it to the *REVIEW*. [CSI member Bob Rose of Roanoke got his copies of these articles that will be in this and next month's *The Hoosier Packet* many years ago from Bob Zent. He thought you would enjoy hearing about canal days from someone who actually lived at that time.]

### PIONEER DAYS IN ROANOKE CANAL DAYS

By Dr. S. Koontz

Thinking that a short description of our new beautiful town and surroundings might be of interest to our younger folks who can never understand or appreciate the conditions of those early days as portrayed by the few of the early settlers now living, who saw and experienced the conditions here, I will write several articles on the subject.

In 1853, a boat landed at the lock of the Wabash and Erie Canal [Dickey Lock #4] about 50 yards southwest of the present interurban station in Roanoke. A boat came from the east [on the Ohio & Erie Canal] and at Bethlehem, Ohio it took on a family consisting of father, mother, one sister and two brothers, the younger brother and the author of this sketch then being nine years old.

The boat came by way of Cleveland, where all goods were transported on a lake steamer for Toledo where another transfer was made. The steamer left Cleveland at twilight and landed at Toledo at early dawn. In those days and for a long time thereafter all travel across the lake was by night — why this was so I never learned. At Toledo our goods were transferred to a [another] horse power[ed] canal boat and we started on the last leg of our long journey and one week after embarkation at Bethlehem, we landed at our destination. Other parties of the family started on a heavy laden wagon and made the trip in just the same time that our party did in spite of the more rapid transit across the lake by steamer.

The condition of the country from Fort Wayne to Roanoke was so indelibly stamped upon my youthful mind that it can never be erased. The beautiful farms, fields and homes that you now behold as you travel along the Little River Valley was then a dismal waste and swamp, consisting of black mire, stagnant water, old logs, trees, mosquitoes, snakes, frogs, and ague germs. I doubt if the swamps of Nile can produce a more Godforsaken and desolate stretch than was the Little River Valley, now scarcely more than a creek, in those days, and yet it would seem that in

the creation it was designed that even this most despised portion of Indiana should donate their share of sustenance to the hardy race of early pioneers.

For here, wild geese, ducks and other water fowl swarmed in innumerable flocks, the river swarmed with fish.

In building the canal, which was done through our section during the years of 1834 to 1837, the survey was made near the edge of the water and near high land. The dirt which was all taken from the ditch with shovel, pick and wheelbarrow was thrown on the water on the lower side, thus forming a levee that held back the water and served as a tow path on which the horses traveled while pulling the boats laden with goods destined for the inhabitants of the far west. These boats were the only means by which our meager crops of wheat, corn, cattle and lumber could be transported to eastern markets and a great source of convenience it proved to be, although somewhat slow.

The boats were drawn by two horses hitched to a heavy rope, probably two hundred feet long. This line was not fastened to the front of the boat as you would surmise, but well back of the center, thus giving full control of the boat to the steersman as to the course he wished to travel. The horses always traveled very slowly and were changed at regular intervals. The extra team being carried along in apartments on the boat for this purpose. The boats traveled only five\* miles an hour, so if a boat laden with wheat or other freight left the warehouse at Roanoke, it reached its destination at Toledo in from eight to ten days, this being the nearest market. \*[The speed limit was actually 4 miles an hour to keep the boat's wake from washing out the banks of the canal, but the captains often over looked it.]

The canal service provided three varieties of boats, First the line or freight boats that were intended to carry freight and families with their cargoes of household goods. This proved a very pleasant mode of travel as the passengers could occupy the deck during the day and when night came could retire to the cabin and go to their hammock suspended from the ceiling by means of strong hooks, and slumber through the night as there was not a jar to disturb ones tranquility; if, however, they could exclude the language of the driver while urging his horses to increased speed. This unfortunately was not always selected from the choicest divine authority!

The second variety consisted of what was known as stone boats, intended to transport heavy freight such as logs, lumber, brick and stone.

The third variety was the packet boats for travelers.

These moved at a fair rate of speed as the horses traveled on the trot at all times and were changed at frequent intervals. These boats usually [also] traveled at night, so you can see that in twenty-four hours the traveler covered quite a distance.

*The seventh part of Roanoke's history series by Dr. Robert S. Koontz also concerns the W & E Canal. It will be in the July issue of The Hoosier Packet.*

## NEWS FROM DELPHI

### NEW PROJECTS TAKE SHAPE AROUND CANAL PARK

Photos and text for Delphi articles by Dan McCain

Monday - Wednesday-Friday volunteers Brice Crowel and Roy Patrick loosen the old turnbuckles as part of the



Gray Bridge restoration. Twenty of those turnbuckles have not likely been turned in one hundred years. They are used to adjust or "tune" the span after it is first placed on its abutments. Originally this 160 foot long bridge was placed over Big Walnut Creek in Putnam County. When all the metal restoration and painting is completed the bridge will span our waterway in Canal Park as a hiking bridge.



Either heat or penetrating oil is used but removal of these turnbuckles always takes lots of "elbow grease" and the volunteer's en-

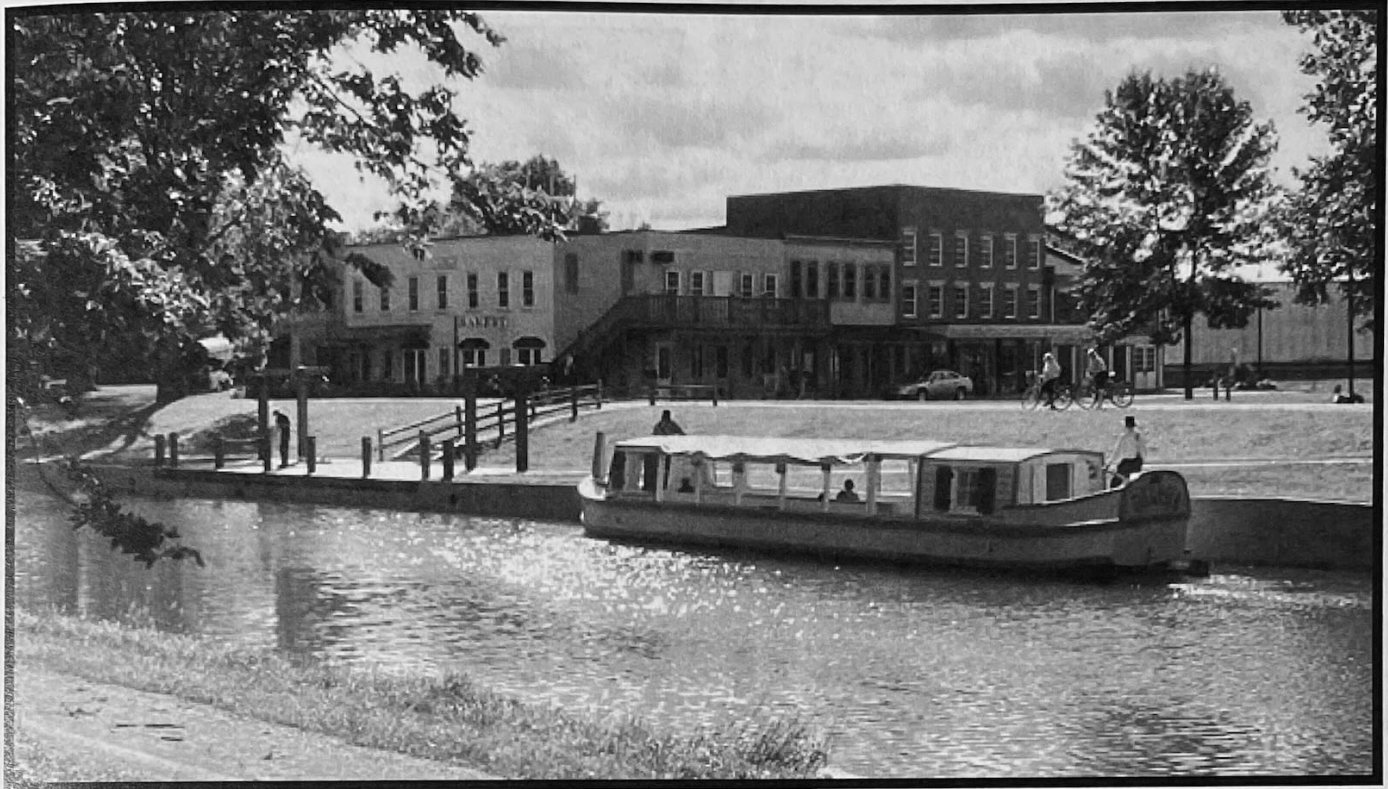
ergy to wind them off the threaded shaft.

Renovation of the primitive restrooms is planned for this older building in the center of Pioneer Village. Here Brice Crowel installs a new steel clad door. Later the structure will be re-roofed, painted





"THE DELPHI"



EVENTS IN CANAL PARK

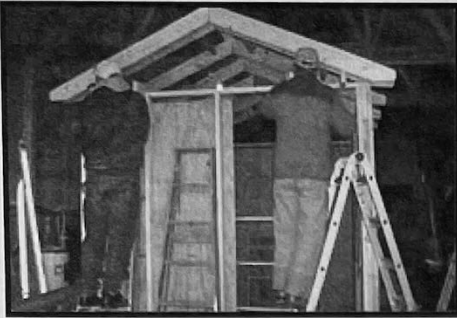
May 18 Heritage Transportation Festival  
& Opening Weekend, 2013 Boat Season

July 6-7 Canal Days Festival

October 19 Harvest Festival (Season End)

December 14-15 Old Fashioned Christmas





And in the Mule Barn the M-W-F crew is building the beginning of what will look like a miniature Adams Mill. It will eventually become an outdoor interactive trail-side exhibit in the Red Bridge Settlement park.

Roy Patrick scribes two circles on sheet metal. These two circles will be cut out with an acetylene torch and become part of the central feature of the Mill exhibit. These disks will form the center of the water wheel, which hasn't been started yet.



ANOTHER PROJECT

Five of the M-W-F volunteer crew went to the little town of Leiters Ford in Fulton County to look at the possibility of relocating and rehabilitating this interesting railroad structure and placing it at the far end of Canal Park..

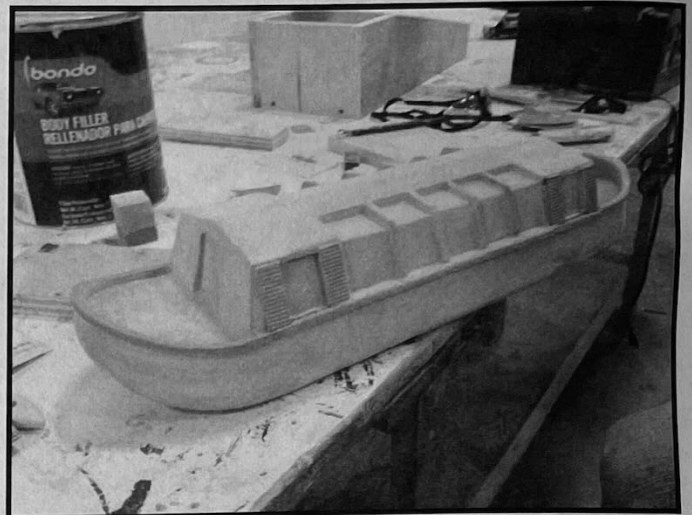


Vern Cripe looks at the back side of the traditional railroad structure reminiscent of a much earlier era. Interesting railroad architecture is carried out with the sliding doors, corbels under the eaves and the clapboard siding.

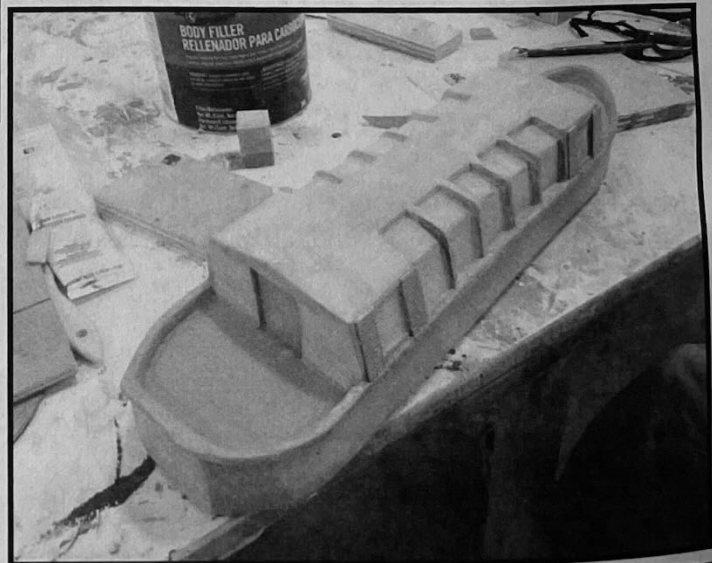
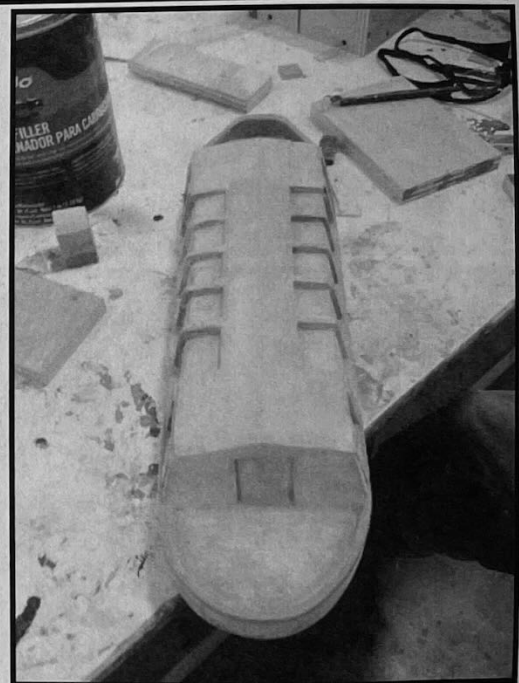


This 1880 Leiters Ford Railroad Station once looked pretty spiffy when it was in use. But extended time with lack of maintenance allowed this building to degrade. Today it is available at no cost to some group wishing to make some good use of it.

BOAT MODEL CREATED



Blue Rhino Studio in Minnesota is sculpting this model of a canal boat from foam, filling and sanding it, adding details and then casting two boats from it in urethane to float in the watered canal exhibit in the Canal Interpretive Center.





### PROJECTS IN PROCESS

Although this scene near the arched bridge in the background looks wild and natural, it threatens canal boat operations this summer. This section is downstream and beyond the area traveled by the boat. Debris and accumulation of silt and vegetation impede the flow on its way to outlet into the Wabash River. Plans to temporarily alleviate the restricted flow will have to be done with hand labor.



When the dreary days of March left too many mornings for the M-W-F volunteers to work indoors, we started the little Mill building just inside the Mule Barn. This future exhibit is a replica of the nearby Adams Mill. Finally, a day with still some melting snow allowed the building to be brought outside where cedar shake roofing could be installed.



Roy Patrick begins constructing the water wheel for the Mill exhibit. The spokes, made of seasoned oak, are being fastened to the central hub that was also crafted by Roy. In his career he was a welder/blacksmith but has now been with the M-W-F crew for over 15 years. Recently Roy was honored in Lafayette with a coveted Bison Award for volunteerism.



Brice Crowel (with drill) and Al Auffart (picture in the next column) are building the Mill wheel's catchments. The Mill exhibit will be placed in Red Bridge Settlement. It will have a water source to actually turn the wheel.



**M-W-F  
VOLUNTEERS  
AT  
WORK**

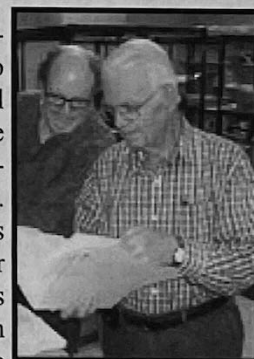
### OLD DOCK REMOVED

M-W-F crew members recently tore down the oldest dock in Canal Park that was located next to the Bicycle Shop. It was built in the early 1990s before the canal was dredged but is no longer used. In order to make way for the Gray Bridge abutments we needed to remove the dock, as well as a couple of trees along the bank. Surprisingly, much of the treated lumber was salvageable, so it will be used on some other project later.



### ARCHIVE VOLUNTEERS ADD VALUE

David Kelly (right) is explaining the filing of archive materials to Bill Wepler another volunteer. Bill recently retired from the Indiana State Museum and brings with him knowledge and experience from his career. This is another case where volunteers provide such a valuable asset to our Canal Center. Another volunteer is Rosalie Wilson (not pictured.) Both she and David are busy in our Archive Room at least one day a week processing accessioned materials

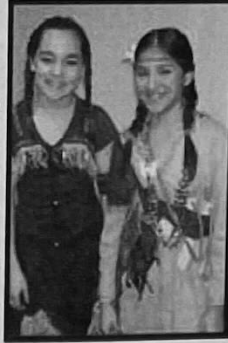


### HISTORY COMES ALIVE

Numerous characters were portrayed in the Canal Center by 6th graders from Delphi when they had their Wax Museum program in mid-March. A young Indian Princess and Sacajawea were in full costume. Others included characters like Elvis Presley and Orville Wright. Parents, grandparents and guests filled the conference area to hear bits of history from these students acting out their

character.

The hands-on exhibits at Canal Park and our wonderful Interpretive Museum make this a perfect destination for school and scout field trips! Contact the Canal Center to set up a tour...and spread the word!



### WHITEWATER CANAL TRAIL UPGRADES SLATED FOR LOCK 21 & YELLOW BANK



A new sign and an improved trail surface will make for a better visitor experience at Lock 21.

### STEAMBOAT LOCK AT DELPHI

Our friend, historian Tom Castaldi, ran across some of the official reporting for the completion of the Steamboat Lock at the Pittsburg Dam (known to the canal officials as the Delphi Dam) that gives an idea of the impact of some Internal Improvement projects. In 1841 *Documentary Journal to the Indiana General Assembly* noted:

"The contractors for the Steamboat Lock in the Wabash River, at the Delphi Dam, have continued to progress with their work; and it is now anticipated that boats may pass this lock early next Spring."

That same year Chief Engineer Jesse Williams advised legislators that, "Side cut canals, for the purpose of water power at the Delphi dam have been constructed and a portion of that water power on the west side of the river has been leased, and that machinery nearly ready to operate."

By the 1842 *Documentary Journal*, Commissioner Stearns Fisher stated, "The steam boat lock, at Wabash dam No. 4, was completed early in the spring. This lock is 175 feet long, and 38 feet wide...it is believed, (that it will) admit the passage of any boat, that navigates the Upper Wabash."

Historians enjoy saying that very few steamboats ever passed through the lock, however, the side-cut canals turned out to be an economic boon for Pittsburg, Indiana at the base of the big river dam.

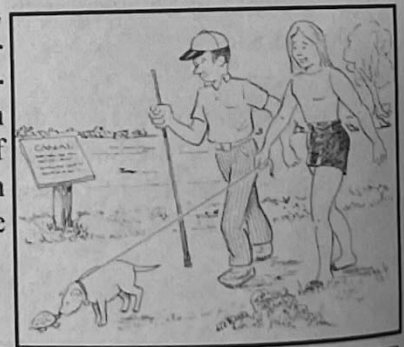
Several projects at the Yellow Bank area will be the focus of improvements on the Canal Trail this spring. The heavy equipment work has begun. Volunteers pitched in on Earth Day, April 20, 2013 to put the finishing touches to the projects.

First, they improved the surface at the east end of the Yellow Bank section of the trail. They brought in a grader to widen and contour about 1500 feet of the trail surface. Second, going toward Lock 21, they installed a new crushed stone surface from the parking lot to Yellow Bank Creek.

After that work was done volunteers raked out the shoulders, trimmed branches and generally spruced things up. We thank everyone for joining us on Earth Day to get this part of the trail looking its best!

Another improvement will be new signs for Lock 21. The story of the canal in the Yellow Bank area is truly fascinating, and we're working on some new signs that will help our visitors appreciate the history of this unique area.

We are truly fortunate for the support we've received for the Lock 21 improvements. Funding from the Canal Society of Indiana, design support from historic preservation specialists, Gray and Pape, Inc. in Cincinnati, and lots of help from local historian Paul Baudendistel have been indispensable.



Drawing by Nate Tagmeyer

### WELCOME NEW MEMBERS

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

Jake Yegerlehner - Mooresville, IN

*Welcome Aboard!*



**"THE OTHER SIDE OF THE FENCE"**

(cont. from page 1)

the docent led tours of the murals in the Covington courthouse and on the exterior walls of businesses in Danville and the docent led tours at the Clerk's building in Covington, the Vermilion County Museum, the Fithian House, and the Vermilion County War Museum. Especially interesting were the clearance records and canal boat names and captains for the Wabash & Erie Canal that were displayed in the Fountain County court house.

We were excited to see how the canawlers had cut down the cliff at Fountain, put the stone and dirt into the Wabash River and built the canal around the bluff on top of the fill. We learned how they had to puddle the canal with clay and straw to keep it from leaking where the new fill joined the bluff. We saw how they had carved steps and a dock in the bluff and saw their signatures carved in the stone.

Jerry Lehman's talk about raising pawpaw was very interesting and brought forth numerous questions. After he had shown slides of his trip on the Amazon in Peru, everyone thought eating pawpaw would be much better than eating roasted grubs.

We had plenty of food at Sleep Inn and Suites in Danville, the Covered Bridge Restaurant in Eugene, Possum Trot Supper Club in Oakwood, and The Old Dimestore Restaurant in Covington. For treats there were darling mule cookies baked by Nancy Wagner, candy from Wolf's Candies in Attica, various types of delicious fudge from Betty Easton and lots of bananas.

Sunday was equally enjoyable visiting the old Perrysville canal warehouse at Norm Skinner's Farm Museum and Village, being shown the Perrysville Side-Cut and W&E Mainline from Vicksburg to Covington by Terry Bodine and "Finny" Filchak, and seeing how Bear Creek had carved out the Portland Arch led by Ellsworth Smith.

We squeezed more into this weekend than on most tours because of the hour difference in time between Illinois and Indiana. The time change was sometimes confusing as was the difference in spelling Vermillion with two "ll"s in Indiana and one "l" in Illinois. Despite all the confusion, we made it through our planned events. Our canawlers were worn out at the end of the weekend.

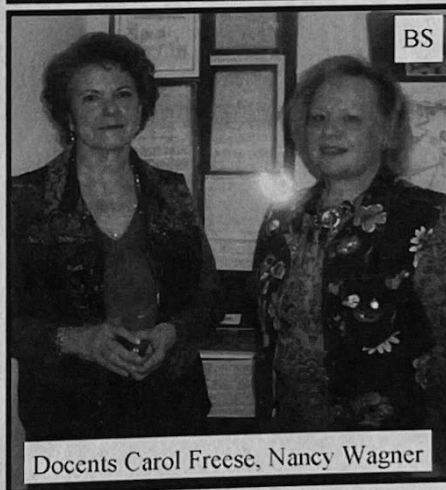
We thank the following canawlers for sending pictures, which are identified by their initials, to headquarters: Carol Freese-CF, Lowell Goar-LG, Gerry Hulslander-GH, Brian Migliore-BM, Bob Schmidt-BS, Neil Sowards-NS, and Nancy Wagner-NW

**1842 FOUNTAIN CO. CLERK'S OFFICE  
Site of 1st Lew Wallace Law Office**

Friday's first event was touring the clerk's office, seeing Lew Wallace's 1st law office, and looking at the canal exhibit created by Carol Freese and Nancy Wagner. It included all types of old canal business records, letters, pictures, photographs, boat diagrams, puzzles, etc.



BS



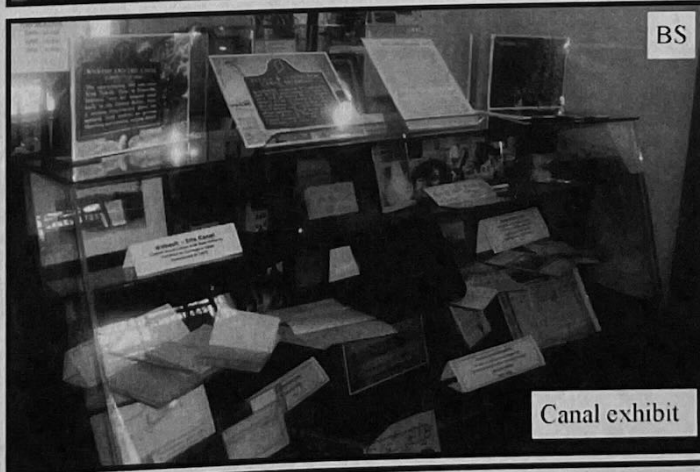
BS

Docents Carol Freese, Nancy Wagner



BS

Mule Cookies



BS

Canal exhibit

## FOUNTAIN COUNTY COURT HOUSE MURALS

Carol Hunter said the architect for the 1937 court house left 2,500 sq. feet on its interior walls for murals depicting the history of the county. The murals painted on canvas by Eugene Savage, the artist who directed all the painted murals, have survived beautifully. Those painted directly onto the walls were restored in 1982-83. Since then bubbles have formed under the paint and it is peeling. A type of bandage has been placed over these places. The second floor east wall depicted the canal period.



GH Carol Hunter docent



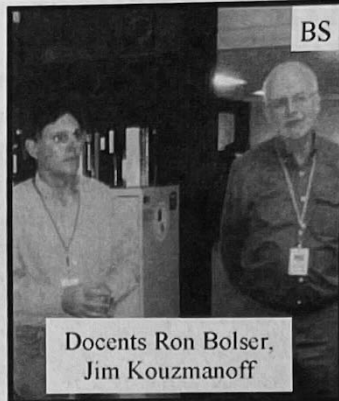
GH Note bandages on murals

## VERMILION COUNTY WAR MUSEUM IN DANVILLE, ILLINOIS

The Vermilion County War Museum is located in the old Carnegie Library building in Danville, Illinois, which was restored in 1998 and opened on Veteran's Day in 1999. It has almost 14,000 square feet displaying memorabilia and artifacts from the Revolutionary War to Operation Iraqi Freedom. It accepts artifacts from all U.S. conflicts and has some items valued at thousands of dollars. Our docents were Jim Kouzmanoff & Ron Bolser.



BS



BS Docents Ron Bolser, Jim Kouzmanoff



BS Extremely valuable uniforms



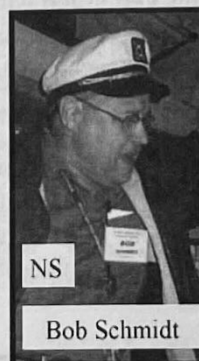
LG Jim told how they started the museum.



LG Women's uniforms

## WILLIAMSPORT FALLS

Docents Bob & Carolyn Schmidt welcomed us aboard an Imperial Travel coach on Saturday morning. Our first stop was Williamsport Falls, Indiana's highest freefalling waterfall at 67 feet.



NS

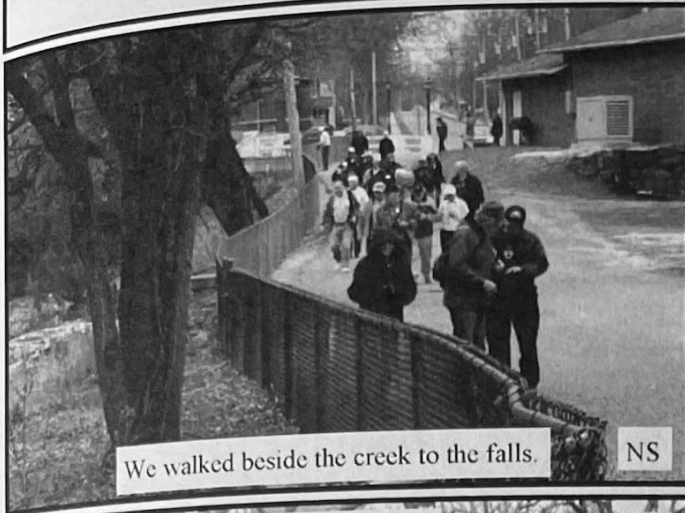
Bob Schmidt



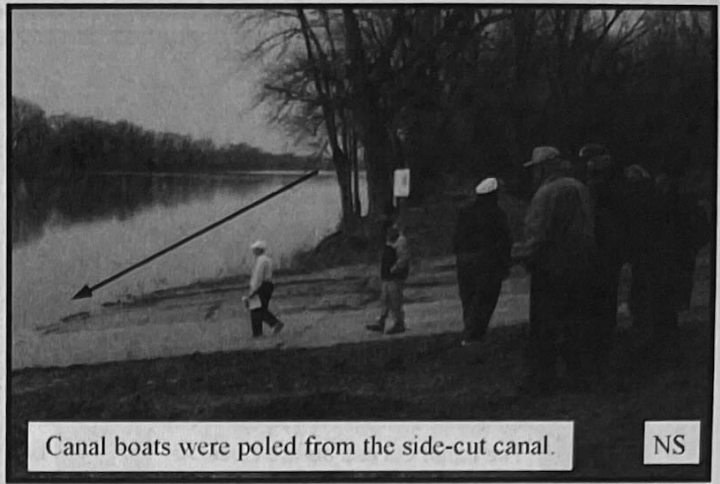
LG

Boarding our Imperial Travel coach

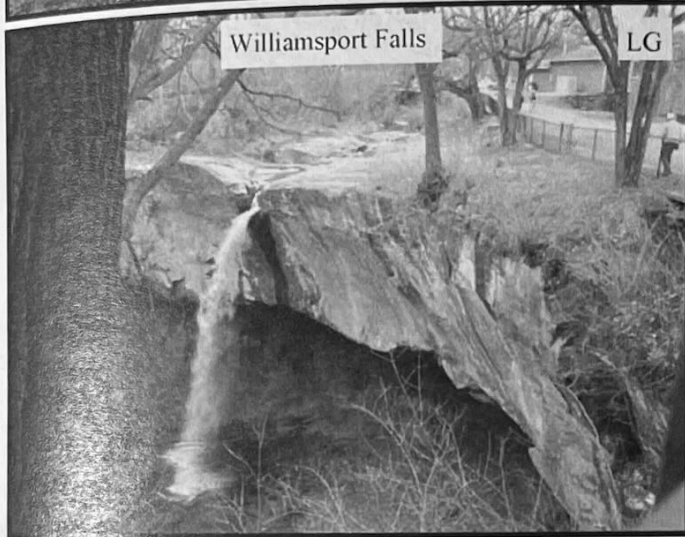




We walked beside the creek to the falls. NS



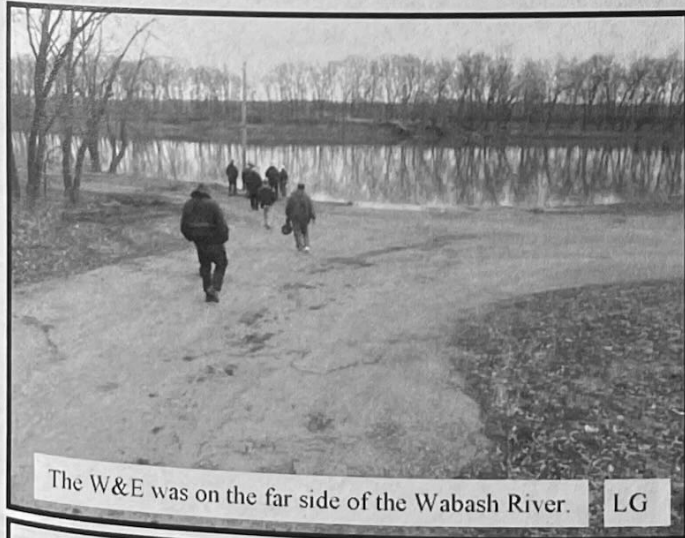
Canal boats were poled from the side-cut canal. NS



Williamsport Falls LG

### LANDING FOR WILLIAMSPORT SIDE-CUT CANAL

Canal boats left the W & E mainline just below Attica, went into the Williamsport side-cut canal, entered the Wabash River and were poled upstream about a half a mile to this landing at Williamsport.



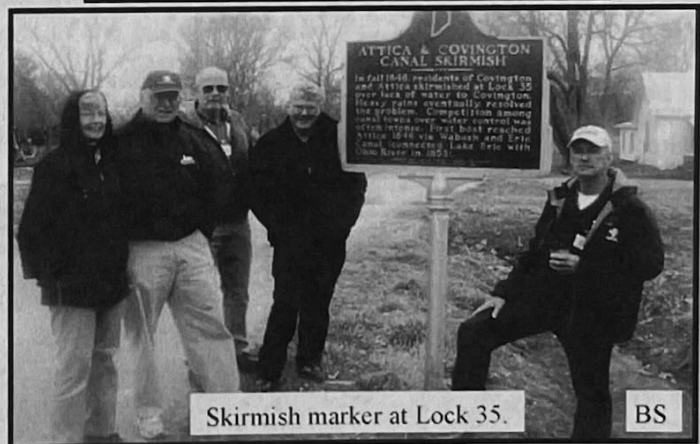
The W&E was on the far side of the Wabash River. LG

### W&E LOCK 35 AT ATTICA SITE OF CANAL SKIRMISH

We crossed the Wabash to Attica and the mainline canal. We stopped at Lock 35 and the marker which says:

#### ATTICA & COVINGTON CANAL SKIRMISH

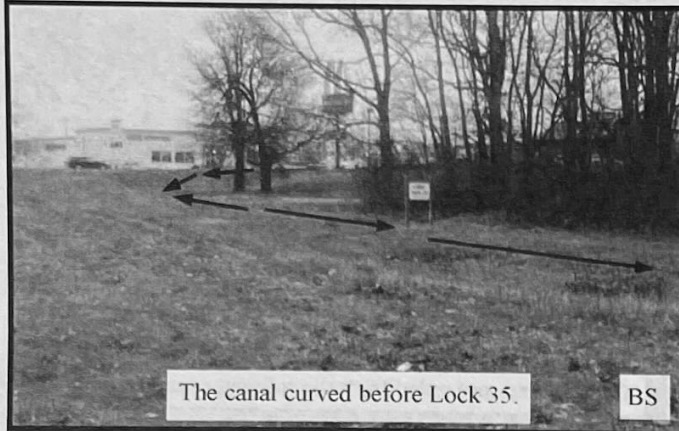
In fall 1846, residents of Covington and Attica skirmished at Lock 35 over lack of water to Covington. Heavy rains eventually resolved the problem. Competition among canal towns over water control was often intense. First boat reached Attica 1846 via Wabash and Erie Canal (connected Lake Erie with Ohio River in 1853.)



Skirmish marker at Lock 35. BS

The Wabash & Erie canal made a definite curve before reaching Lock 35, which was marked with a sign. Across the road the

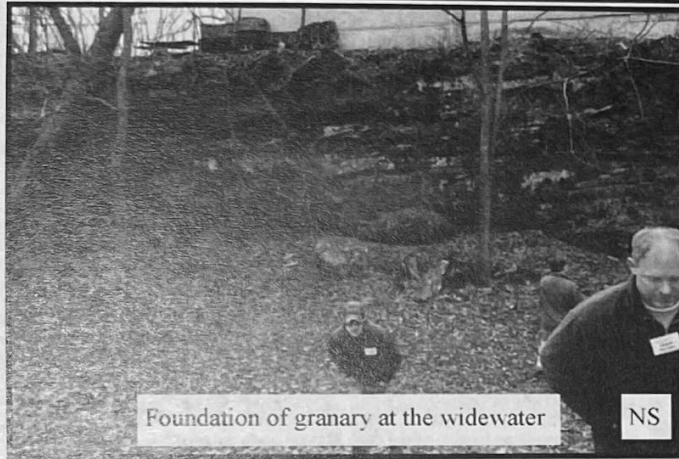
This side is a reminder of the canal that once prospered the City of Attica. At this point, a widewater and a docking pier (on left) served a granary. The railroad bed on the right follows the old towpath.



The canal curved before Lock 35.

BS

work and carved Wabaxh Canal and their names into the stone bluff. They also carved out steps and a canal wharf. The prism here was so narrow that canal boats had to wait to pass down the canal. Today homes have been built into the canal prism. This is a very picturesque area.



Foundation of granary at the widewater

NS

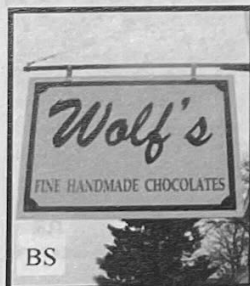


Paul Wagner removed moss covering the carvings.

NW

### WOLF'S IN ATTICA

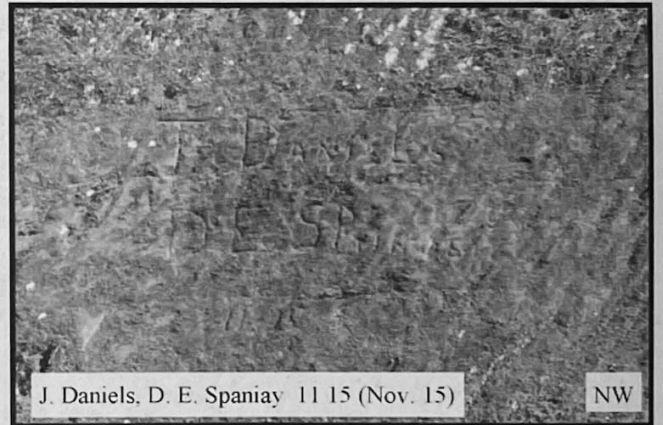
A short stop a Wolf's gave canawlers an opportunity to purchase some of their fine handmade chocolates. Many returned with candy for a morning snack



BS

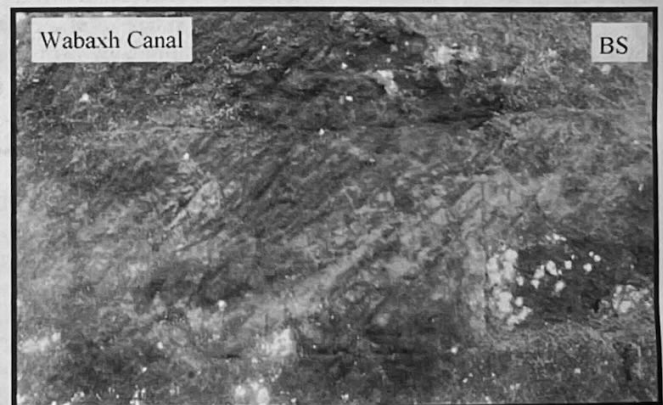


BS



J. Daniels, D. E. Spaniay 11 15 (Nov. 15)

NW



Wabaxh Canal

BS

along with the bananas provided by CSI.

### FOUNTAIN'S CARVED IN STONE NAMES, STEPS & CANAL WHARF

The W&E encountered a huge bluff when it reached Fountain. The bluff was cut away, the stone put into the Wabash River, and the canal towpath and prism built on top of the stone. Canawlers were proud of their



IN carving

NS

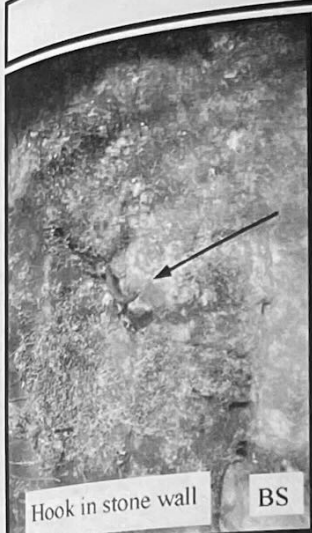


### EUGENE COVERED BRIDGE

We ate lunch at the Covered Bridge Restaurant in Eugene before taking pictures of the bridge. A marker for the bridge says:

#### EUGENE COVERED BRIDGE

County commissioners ordered (1873) to replace unsafe bridge over Big Vermillion River at Eugene. Built 1873 by Joseph J. Daniels, Rockville: Burr truss design, 180 foot span, using existing abutments. Closed to vehicle traffic, 1974. Listed in National Register of Historic Places, 1994.



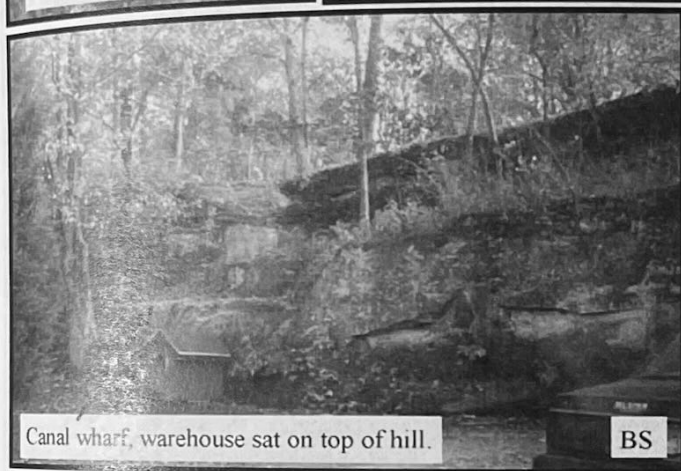
Hook in stone wall

BS



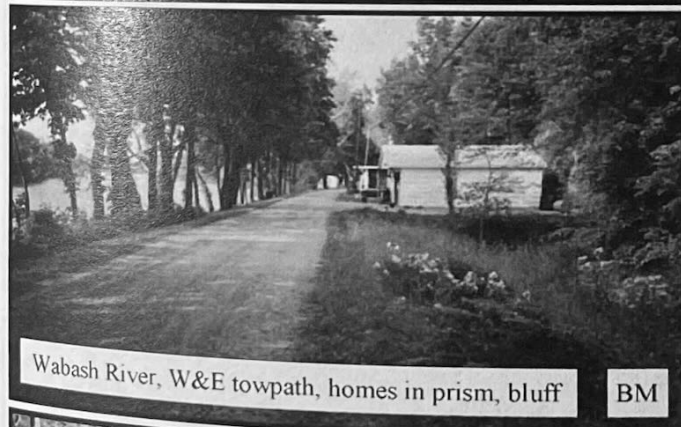
Carved steps

BS



Canal wharf, warehouse sat on top of hill.

BS



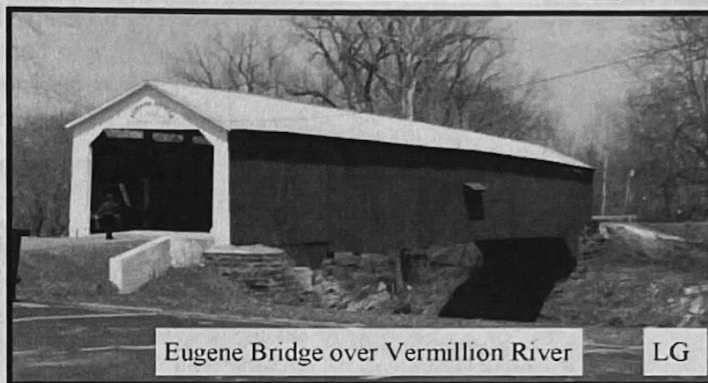
Wabash River, W&E towpath, homes in prism, bluff

BM



Overhanging rock

NW



Eugene Bridge over Vermillion River

LG

### BENSON'S BASIN IN MONTEZUMA

At Montezuma we saw how the canal curved around higher ground and entered a huge basin where warehouses owned by Benson and others lined the northern end of the basin. The basin still holds water after a heavy rain. We crossed the basin and followed the canal for a short way as it headed for Armiesburg. We passed a sawmill with logs piled high just like in canal days.



East side of turning basin after rain in 1991.

BS

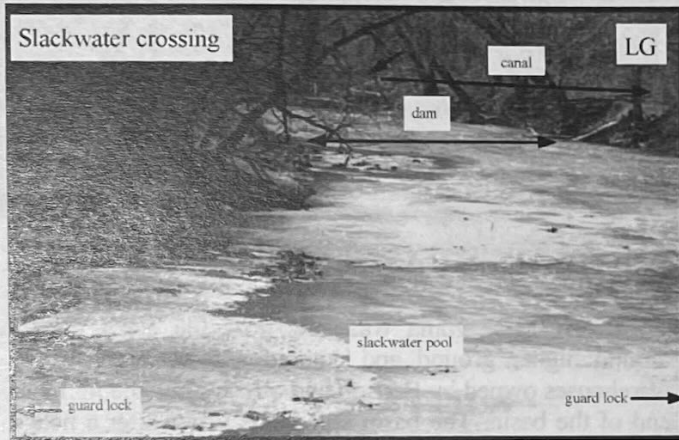
We passed a marker in Montezuma where the road crossed the canal and was just east of the Wabash River. It reads:

**WABASH & ERIE CANAL**

The Wabash & Erie was the longest canal built in North America, running from Toledo to Evansville. Montezuma was the main port of Parke County. This portion was abandoned about 1865.

**SLACKWATER CROSSING AT LODI'S COAL CREEK**

At Lodi the canal followed the Wabash River then took a large curve around Lodi and followed Coal Creek for a short distance before crossing the creek. We stood on the bridge over coal creek and learned how a dam was built across the creek to create a slackwater pool and canal boats were lowered into the pool by a guard lock, crossed the pool and re-entered the canal by a guard lock on the



opposite side.

**PERRYSVILLE SIDE-CUT**

As we crossed the Wabash bridge we noted the landing for Perrysville, saw the Perrysville side-cut along the road, turned around, re-crossed the Wabash and saw where the old canal warehouse once sat. We saw it in more detail on Sunday by car caravan.

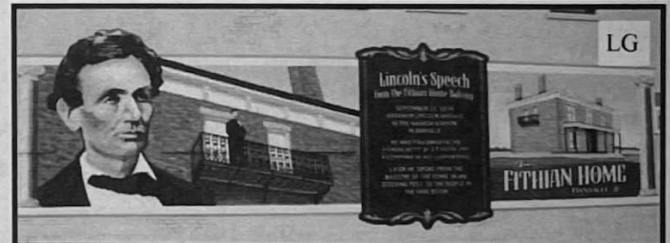
**WALLDOG MURALS**

We stopped in Danville, Illinois to pick up Sue Richter, our docent for the Walldog murals, the Vermilion County Museum & the Fithian House. She guided the bus around town explaining the Walldog murals that show the historic businesses, celebrities, and historic events of Danville. We got off the coach to view those that were concentrated in one place. Walldog muralists, who have their own shops around the world, have gotten together once or twice a year since 1993 to paint wall murals.

Sue Richter described each Walldog mural.



Joe Cannon grew up near Annapolis, Indiana, practiced law in Terre Haute, was the leader of the Republican Party in Illinois, served as speaker of the House of Representatives 1903-11, and was in congress for 48 years. The Cannon office building was the first building other than the U.S. Capitol constructed for offices. He had a National Cemetery placed in Danville where he later died.



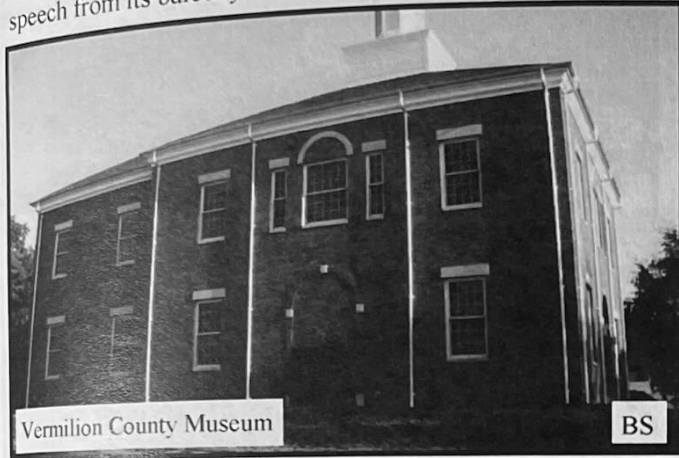
Lincoln's Speech from the Fithian Home Balcony  
September 21, 1858 Abraham Lincoln arrived at the Wabash Station in Danville. He was followed to the Fithian home by a parade and a company of his supporters. Later he spoke from the balcony of the home in his stocking feet to the people in the yard below.





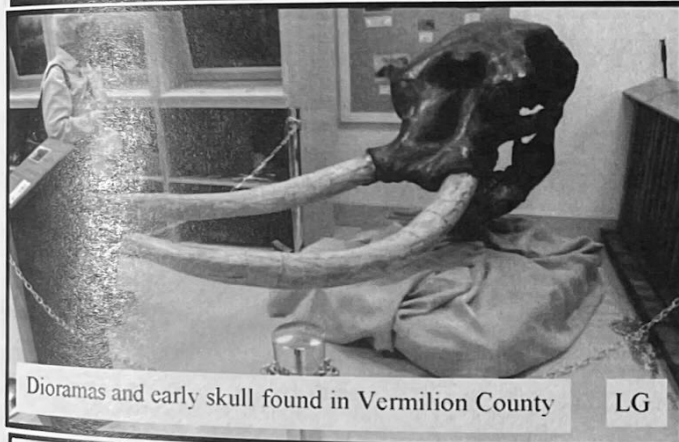
### VERMILION COUNTY MUSEUM & FITHIAN HOUSE IN DANVILLE, IL

We looked at the exhibits showing the history of Danville and the county in the Vermilion County Museum. We were then led to the Fithian House by Sue Richter where she explained the history of the home and Lincoln's speech from its balcony.



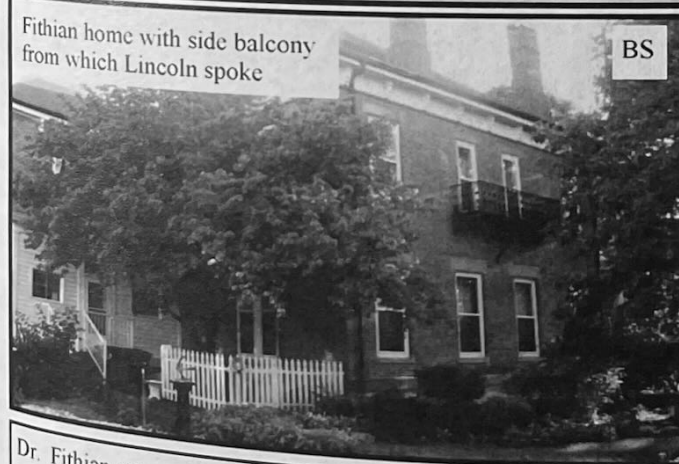
Vermilion County Museum

BS



Dioramas and early skull found in Vermilion County

LG



Fithian home with side balcony from which Lincoln spoke

BS

Dr. Fithian was a real estate investor, mercantile store owner, private banker, former state legislator, volunteer soldier in the Black Hawk War and volunteer physician during the Civil War. As a doctor he traveled great distances to homes on the prairie.

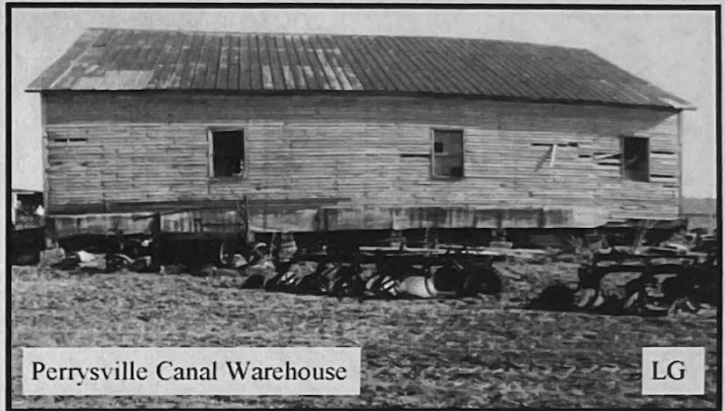
[www.Indcanal.org](http://www.Indcanal.org)

### POSSUM TROT SUPPER CLUB

Our banquet was held at Possum Trot Supper Club on Saturday. The evenings program was presented by Jerry Lehman followed by an election of CSI directors.

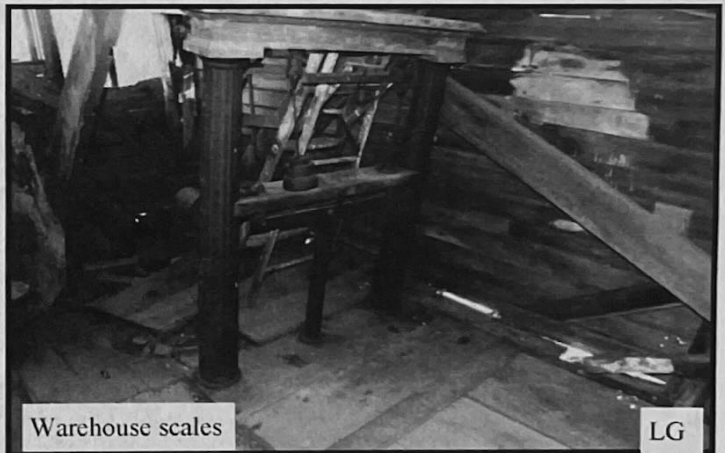
### SKINNER'S FARM MUSEUM /VILLAGE

On Sunday we saw the Perrysville Canal Warehouse with its original scales and windlass at Norm Skinner's Farm Museum & Village. Norm has moved many buildings to his farm, has collected old tractors and other vehicles, and raises exotic animals.



Perrysville Canal Warehouse

LG



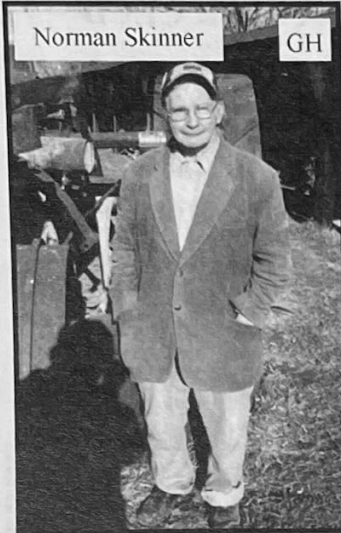
Warehouse scales

LG

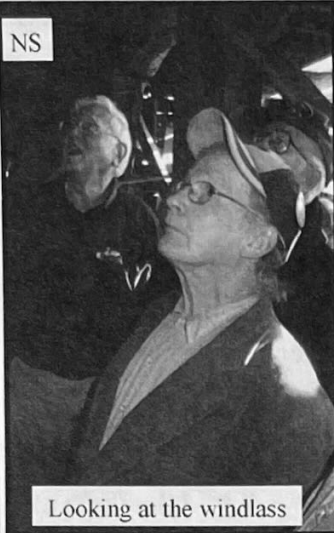


Windlass in second story of warehouse

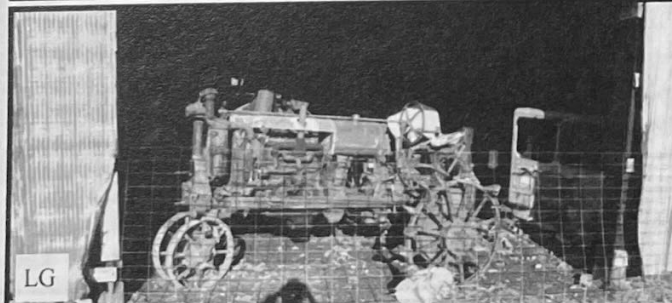
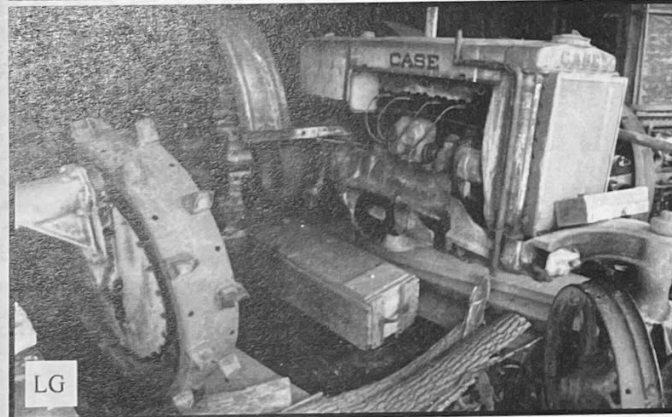
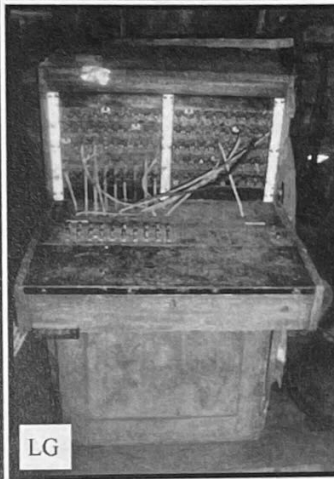
LG



GH



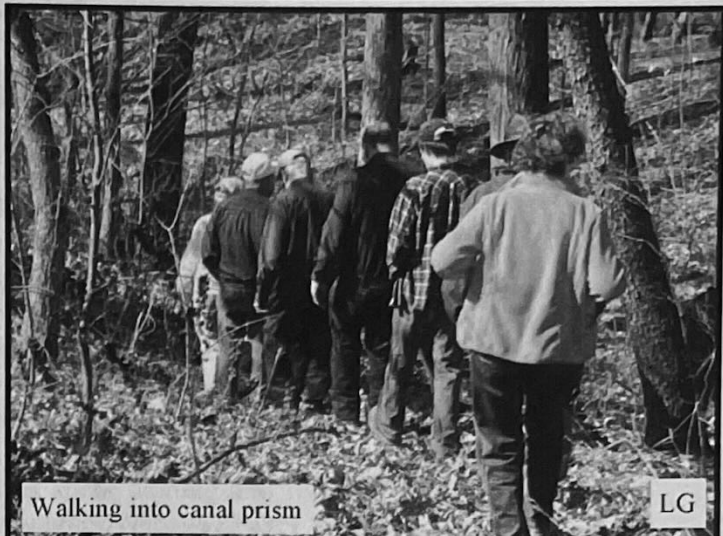
NS





# PERRYSVILLE SIDE-CUT W&E VICKSBURG TO COVINGTON

Terry Bodine gave everyone detailed numbered maps with descriptions of what would be seen on this tour. At Perrysville he pointed out where the old canal warehouse once stood and where canal boats landed on the Wabash River after crossing it from the side-cut. We then crossed the Wabash River and saw the side-cut canal beside the road. Driving to Vicksburg we saw another side-cut and basin where coal could be loaded onto boats. On the way to Covington he pointed out where he thought Lock 37 was located. We then stopped at a pristine section of canal prism, walked down into it and then up onto the towpath.



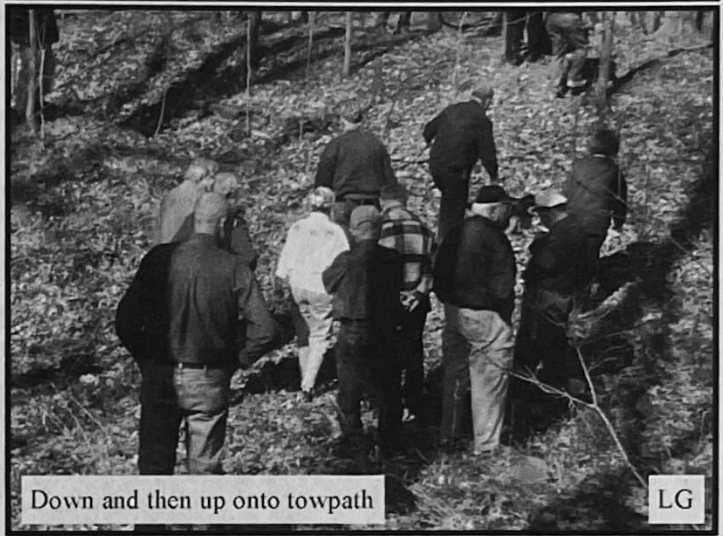
Walking into canal prism

LG



Canawlers on Terry's tour.

C Freese



Down and then up onto towpath

LG



Warehouse was there NS



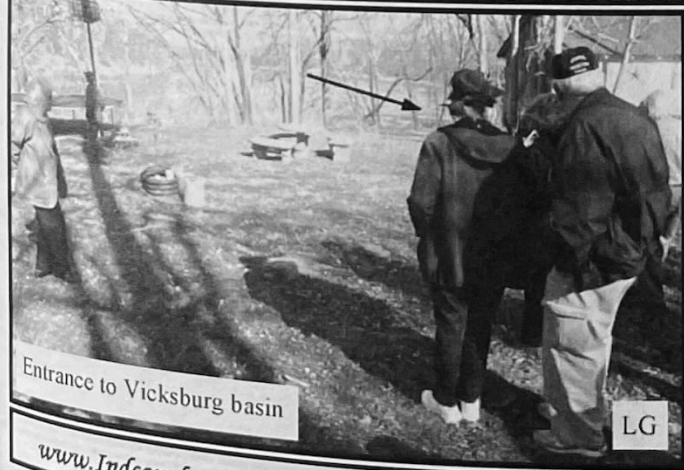
LG

Docent Terry Bodine



Excellent W & E Canal prism near Covington

LG



Entrance to Vicksburg basin

LG

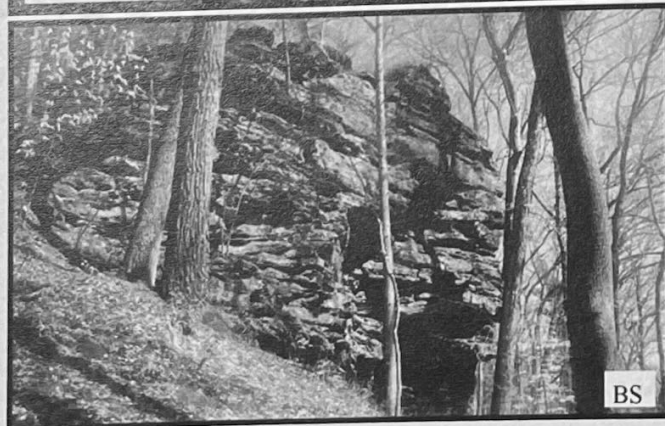
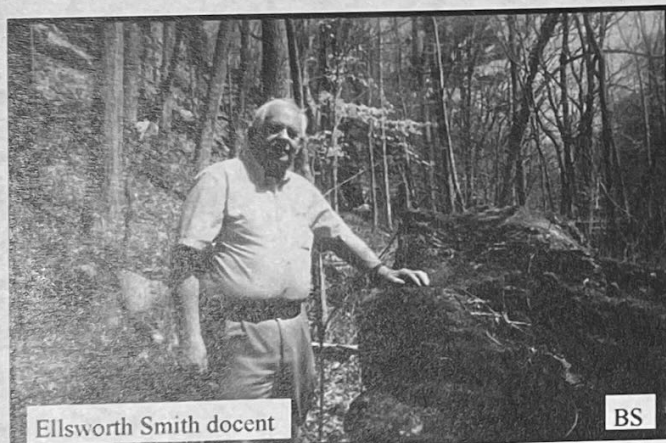
## Sunday's Lunch

Twenty-two canawlers stopped for lunch at the Old Dime Store Café in Covington. Then some continued on to Portland Arch Natural Preserve led by Ellsworth Smith.

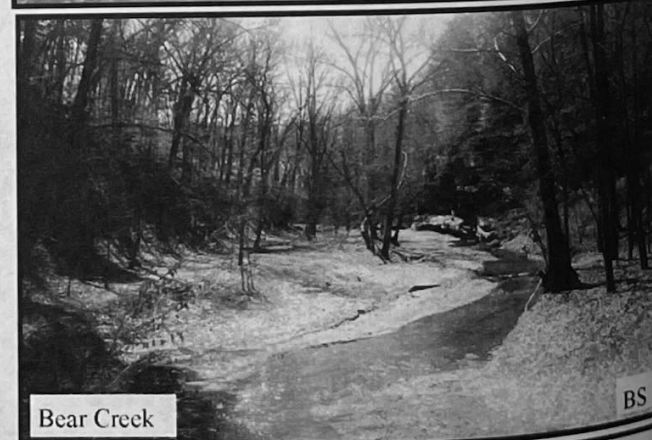
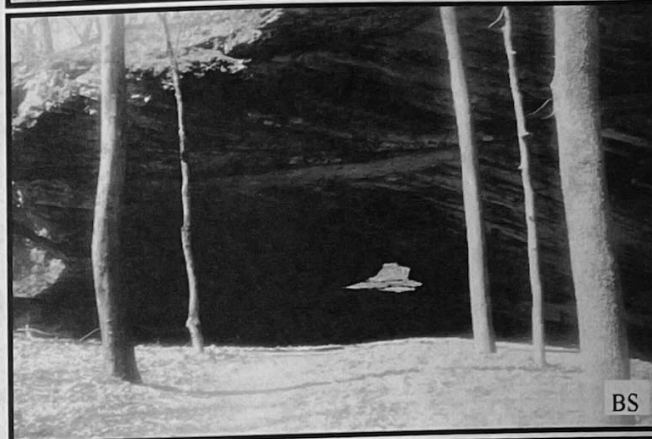
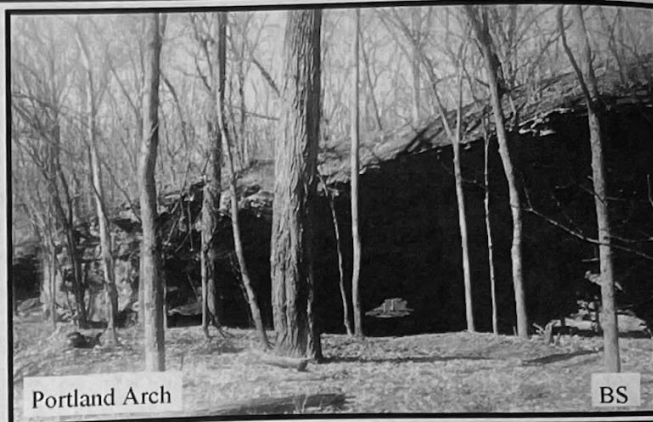
## PORTLAND ARCH NATURAL PRESERVE

Ellsworth Smith, CSI member from Fort Wayne, is known for pulling out invasive garlic mustard plants all over Indiana in parks and preserves such as Portland Arch. He also hates ticks. As he led canawlers through the preserve he placed cardboard tubes filled with chemically soaked cotton balls under leaves every so often along the trail. He said mice would find the cotton, build nests, and get the chemical on their coats. It does not hurt them but kills the larva of ticks.

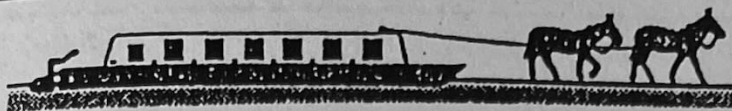
Portland Arch Natural Preserve is a designated National Natural Landmark. The arch was carved out of the massive Mansfield sandstone formation by Bear Creek and a small tributary making it a natural bridge with a 12' by 30' opening. The stone bluff at nearby Fountain was also Mansfield sandstone.



The *Commercial News* of Danville, IL and *The Neighbor* of Fountain County, IN carried articles about CSI's "The Other Side of the Fence" tour. The first ran a picture of Terre Bodine with Finny Filchak and the other of Bob Schmidt. Both were taken at the clerk's office canal exhibit. Both were well written and detailed what CSI does.





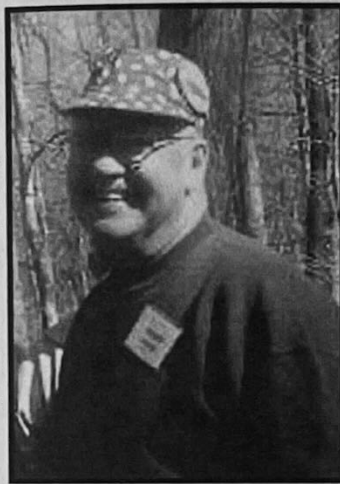


## NEWLY ELECTED CSI DIRECTORS

At the CSI annual meeting on April 6, 2013 current CSI directors whose terms had expired were unanimously re-elected. Jerry Mattheis, nominating chairman, put up the names of Terry Bodine and Jerry Lehman to complete our board of 18. They too were unanimously elected.

### TERRY BODINE Covington, Indiana

Terry was born in Geneva, Illinois in 1947. He lived and attended schools in West Chicago, Illinois. He served a four-year apprenticeship with I.B.E.W. Local 701 in DuPage County. He retired from the electrical trade in 2007 from I.B.E.W. Local 538, Danville, Illinois.



Terry Bodine

He married his wife, Anne, in 1967. They have a son, Don, and a daughter, Cheri, and are grandparents to: Clayton, Clint, Mandi, Skylar and Shayla.

Terry's dad, Harold Bodine, Worked for Bates & Rogers Construction Company in West Chicago. Harold supervised the storage and repair yards for the company and they lived on the premises. There Terry developed a great interest in steam equipment.

In 1977 Terry and family moved to a farm in Covington, Indiana, and raised Charolais cattle. (His ancestors moved to the Covington area in the early 1830s from Warren County, Ohio.)

The family has owned a Minneapolis Threshing Engine since 1968 and has shown it at various shows in Illinois and Indiana, most recently at the Illiana Antique Power Show near Rainsville, Indiana, where Terry has been a past president and director of that club.

Terry says: "I have always been interested in the Wabash & Erie Canal, especially how it was built and how it operated. I hope I can be of some help to the Canal Society of Indiana on our division of the canal."

### JERRY LEHMAN Terre Haute, IN

Jerry was born and raised on a 100 acre farm that bordered nearly one mile along the Wabash River in northern Indiana. All of his spare time was spent hunting and fishing along the Wabash River.

He served in the US Army in 1962, stationed in Italy. After returning from service he started an electronics service company

and was a subcontractor to Motorola for 35 years servicing 2-way radio systems. At it's peak he had 23 employees.

He has traveled to 24 countries including two river boat cruises, one in Holland and one across Germany. That ship passed through 66 locks in it's journey. His love for rivers carries over to canals.

Jerry retired to breeding and developing new varieties of pawpaw and persimmon. Two of his new varieties have won the Ohio Pawpaw Festival's "Biggest Pawpaw" contest three years in a row and this year he also won the "Best Pawpaw" contest.

He traveled to the Soviet Union in 1991 before the break up of the Union on a horticultural exchange agreement for three weeks and since then has exchanged persimmon and pawpaw with many Eastern European countries. He was invited and traveled in the fall of 2011 to Yalta, Ukraine to give a presentation on the American Persimmon and Pawpaw in the U.S. This International Fruit Breeders Symposium was held at the world renowned Nikita Botanical Gardens.

Every year one third of CSI's eighteen directors are up for re-election. Re-elected directors Don Haack, Chuck Huppert, Jeff Koehler, Mike Morthorst, Tom Castaldi, and Bob Schmidt will serve 3 year terms (Spring 2013-Spring 2016). Both Terry and Jerry have been elected to fill vacated positions and will serve 2 year terms (Spring 2013-Spring 2015). We thank all our CSI directors for the work they do throughout the year for the society. They are listed on page 2 of this publication.

**Hip Hip Hooray!**



Barbara & Jerry Lehman

Fort Wayne Times & People's Press  
May 11, 1848

**Wabash and Erie Canal — Side-Cuts.**

It is rumored that some of the citizens of Warren County recently had a meeting and resolved that they would not pay any more taxes for the purpose of paying the State debt, until the side-cuts to the Canal are completed. We do not think there can be any truth in the rumor, as the State debt law provides a mode, by suit in Court, to enforce the contract entered into by the bond-holders.

The state debt law requires the construction of the side-cuts opposite Independence and Williamsport within eighteen months after the acceptance of the conditions of the act by the bond-holders. In their report to the last Legislature, the trustees use the following language:

"To construct these side-cuts will require the construction of either six or eight locks, and the supply of water must be drawn from a division of the canal which is already deficient in water. Entertaining serious apprehensions that the immediate construction of these side-cuts and the locks connected therewith, might, on account of the use and unavoidable waste of water, seriously impair and probably destroy the usefulness of the main-line of the canal, and regarding as they do, the obligation resting upon them to carry out in its full intent the law creating the trust, and at the same time considering the paramount importance to the great object of the trust as well as to the people of the State, of securing and maintaining a full and perfect navigation of the main-line of the canal; the trustees are constrained in view of all the facts, and under a deep sense of their duty, to defer the construction of those side-cuts and locks until the measures adopted by them to secure a supply of water for the navigation of the main-line shall have been fully executed, and until it shall appear that the side-cuts and locks may be supplied without detriment to the navigation of the main-line; and in order, "that the chief engineer direct his attention particularly to that question of the supply of water and the probable effect of the side-cuts and the locks connected therewith upon the navigation of the main line; and that he report to the board at their next meeting or read as all the facts having a bearing upon this subject can be ascertained."

It will be for the interest of the bond-holders to carry out, as far as possible, the exact terms of the contract, and this being the case, we have no doubt they will do it. It is thought by the trustees that water sufficient to supply the side-cuts cannot be withdrawn from the main-line of canal without greatly impeding navigation. The reason why it cannot be, seems not to be understood by the people interested in these works. Without reflection, they come to the conclusion that it is a mere excuse on the part of the

Trustees. An examination of the report of the Engineer would enable them to understand it. A sufficient supply of water cannot be afforded, because the canal is not wide enough to pass the water. The canal is of the width required by law, and the question is, shall the bond-holders be compelled to enlarge it at their own expense for the purpose of enabling it to pass water to the side-cuts, or, whether, it being impossible to construct them without destroying the canal, it shall be done. We hope some plan may be devised which shall give satisfaction to all, as it is of the utmost importance to the State, that her compromise with her creditors be carried out in good faith."

The side-cut was finished. Jesse Lynch Williams in his Chief's Engineer's Report about the Wabash & Erie Canal to the General Assembly in January 1853 states: "While the navigation of the canal has been uninterrupted by breaches, it will be perceived that the important division, between Attica and Terre Haute, has suffered for want of an adequate supply of water during the latter part of summer and early fall, when the waters of the feeder streams usually fail; and that the deficiency has been aggravated by the drain of the Williamsport Side-Cut. The Chief Engineer, in the discharge of his duty to protect the navigation of the main line of the canal, took measures to guard it against the drain of the side-cut, when the necessity occurred at the period of low water, by closing it. The stop planks were however forcibly removed by order of the Directors of the Side-Cut and the relief anticipated from this measure, to the boats navigating the main line, was prevented.

"It is out of the question for the Trustees to under take the maintenance of the navigation of the main line of the canal by force; they will endeavor to protect it by all the means which the laws of the State furnish, and if these are found inadequate or defective to meet so high-handed an outrage, they will again appeal to the Legislature for such further acts as may be required. It is to be regretted that the great interests of the State at large, and the agricultural interest bordering upon the canal in particular, should be so seriously affected and injured by an interest that is entirely local.

"In former reports, the Trustees have communicated to the Legislature the facts in regard to this case, and the grounds of their action. They will only add, that the waste of water, and the injurious effects of their side-cut upon the canal, have proved to be fully equal to the estimates made."

The W&E Canal Company was sued by Williamsport in the Fountain circuit court to supply more water to the side-cut. The canal company proved that they did not have enough water for the main canal let along for the side-cut. The side-cut's locks rotted and nothing was repaired ending its usefulness.