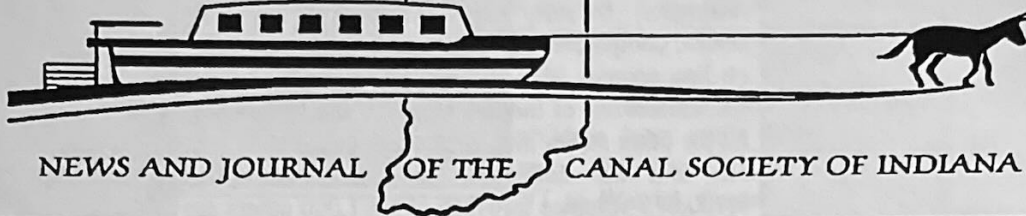


THE
HOOSIER PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 14 NO. 11

P.O. BOX 10808 FORT WAYNE, IN 46854

NOVEMBER 2014

ALONG THE HERITAGE TRAIL



Thirty members and friends of the Canal Society of Indiana toured the remains of the Wabash & Erie Canal and other historic sites in Fort Wayne and Allen County, Indiana by trolley on Saturday, September 13, 2014. Photo by Bob Schmidt

FEATURES

1. Along The Heritage Trail: The Wabash & Erie Canal In Allen County, Indiana
3. Canawlers At Rest: Townsend Olin
7. N.Y.'s "Flight Of Five"
8. West Union And Its Wabash & Erie Canal Connections
17. Delvin's Letter To Family
19. From Times Past: Whitewater Canal, Michigan's St. Marie's Canal, Miami Canal Repairs, Railroads and Rivers, 4th Of July Picnic At St. Joe Feeder Dam
22. Canal Fulton 200!
23. Lock #36 Marker Completed
24. The Lady Comes Home
25. Speakers Bureau North Manchester
26. Freedom Bridge
27. On The Heritage Trail Tour Route With History

ALONG THE HERITAGE TRAIL: WABASH & ERIE CANAL, ALLEN CO., INDIANA

The Canal Society of Indiana's fall tour was headquartered at the Best Western Luxbury Inn in Ft. Wayne, Indiana on September 12-14, 2014. Thirty-five members and friends participated in the various events.

Friday afternoon they gathered at the Allen County Public Library Genealogy Department where John Beatty, a reference librarian and principal editor for Volume I *History of Ft. Wayne & Allen County, Indiana 1700-2005*, showed them around the department pointing

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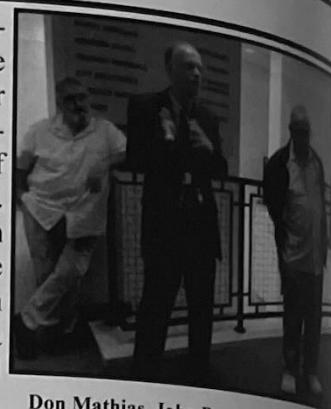
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out the sections with family histories, foreign genealogical records, oversized books, moveable stacks, computers used for Ancestry.com and other on line sources, ship records, microfilm and readers, collections of Indiana histories and histories of all the other states, city directories, year books, etc. He said the collection contained more than 1,100,075 volumes to which about 1,000 others are added per month. Also there are more than 2,500,000 searchable records in their online data files. The library has the largest public genealogical collection in the United States.



Don Mathias, John Beatty, Don Haack
Photo -Bob Schmidt

The next stop was at the library's Lincoln Collection with its climate controlled, sealed vault. There Adriana Maynard and Jane Gastineau told how the library had acquired the collection when the Lincoln Life Insurance Co. closed their museum in Ft. Wayne. The library got all the books and papers. The framed photos, large Lincoln busts, etc. went to the Indiana State Museum in Indianapolis. They showed family photos of the Lincolns and their prized books, pointed out the shelves of books that have been scanned and many more waiting to be scanned, and took canawlers to see where this takes place. They learned that this library scans the most books of those scanned for Internet Archives and all pages are turned by hand.

Carl Bauer, Brian Migliore, Barbara Bauer Photo -Bob Schmidt

Friday night canawlers gathered at the inn for cookies, candy, coffee and a multi-media show entitled "Let Freedom Ring" presented by CSI member Brian Migliore. Patriotic songs such as "American The Beautiful," "The Star Spangled Banner," and "God Bless The U.S.A." were



played and the words to the Declaration of Independence and the Bill of Rights were read while beautiful paintings or photographs were shown on two screens to illustrate the words. After this moving presentation one member said it made him want to re-up in the Army. Since it was the night following 9-11 it was appropriate to remember what our founding fathers had struggled to create. (continued on page 27)

Hotel: Best Western Luxbury Inn, 5501 Coventry Lane, Fort Wayne
Allen County Public Library: John Beatty, Adriana Maynard, Jane Gastineau
CSI Exhibits at Library: Cynthia Powers, Sue Simerman, Bob & Carolyn Schmidt
"Let Freedom Ring" Brian Migliore
Trolley from Fort Wayne Limo
Trolley Route Planners & Docents: Tom Castaldi, Bob Schmidt
Eagle Marsh/Towpath Trail Docent: Cynthia Powers
Lunch: Great Wall Chinese Buffet, 3824 W. Jefferson Blvd., Ft. Wayne
Banquet: The Cottage in Roanoke, IN
Caterer: 1024 Catering Company, Huntington, IN
Banquet Program: "Interurbans in Fort Wayne" Craig Berndt
Banquet Centerpieces: Sue Simerman
Tour Book, Registration/Confirmation, Book Sales, Friday Refreshments: Carolyn Schmidt
Trolley Refreshments, Budget, Hotel Arrangements: Bob Schmidt
Getting Saturday Speaker, Contacting News-Sentinel: Tom Castaldi

CANAWLERS AT REST

TOWNSEND OLIN

Find-A-Grave #35441830

b. July 14, 1822
d. October 23, 1888

By Carolyn I. Schmidt

John Olin, the great-grandfather of our subject, was born March 8, 1712 in East Greenwich, Rhode Island to John Olin (1664-1725) and Susannah (Spencer) Olin (1680-1719). He married Susanna Pierce on December 8, 1734 in East Greenwich. He died on September 24, 1797 and was buried in Shaftsbury Center, Bennington county, Vermont. Susanna died in February 1802. They share the same grave marker.



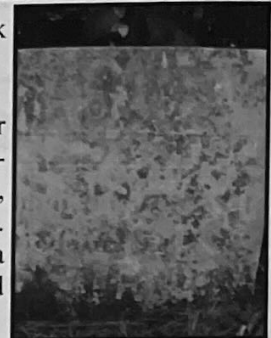
Giles Olin, the grandfather of our subject, was born March 23, 1745 to John and Susanna (Pierce) Olin in South Kingston, Rhode Island. He married Anna Reynolds, who was born in 1751. They had fourteen children. He died on September 1, 1835 and was buried in Shaftsbury, Vermont. Anna died February 23, 1838 in Bennington, Vermont.



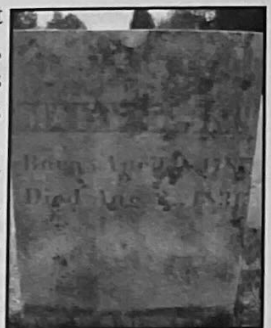
Reynolds Olin was born in Shaftsbury, Vermont on May 17, 1785 and was of Scotch descent. He was married to Mary Townshend of Massachusetts, who was born on April 10, 1786. Mary was the niece of Ethan Allen, "who did so much to aid the State of Vermont in its emergency." Mary is said to have had an uncommon gift in mathematics. Reynolds died June 21, 1833 and is buried in the Townsend

Cemetery in Paradise, Warrick County, IN.

Reynolds and Mary had four children born while living in Vermont. They moved from Bennington, VT to Warrick County, IN in 1823. There he operated a tan-yard and a saw-mill for about nine years and their fifth child was born in 1825.



Mary passed away on August 2, 1831. She is buried in Paradise, Warrick county, Indiana. Reynolds then leased his farm and moved his children to Newburgh, Indiana, where he began erecting another saw mill. While building the mill, he received a bad fall and, before he was entirely recovered, he came down with cholera and died. The children of Reynolds and his wife were Anna, Susan, Julia, Townsend, and Reynolds Jr..



Townsend Olin, our subject, was born in Bennington, Vermont on July 14, 1822 to Reynolds and Mary (Townshend) Olin. Note that they dropped the letter "h" from his mother's maiden name. He was their fourth child. He moved with his family to Warrick county, Indiana. Shortly after the death of his father, Townsend, about age 12, moved to Rockport, Spencer county, Indiana and began establishing a trade as a tanner. A year later he returned to Warrick county and was bound out by his guardian to a farmer. He did not remain with the farmer very long.

Around 1836-7 Townsend got a job working on the **Central Canal** that was being built from Evansville to the Pigeon Creek feeder dam located about 18 miles northeast of Evansville. He spent a year working on this portion of canal, which was completed in 1838. This work eventually became the lower reach of the 468-mile-long **Wabash & Erie Canal**. The Pigeon Creek Reservoir was later built for the Wabash & Erie Canal about 13 miles northwest of the feeder dam.

Townsend attended school for a few months in and near Rockport learning to become a teacher. He then returned to Warrick county and lived with Calvin Butler. Butler taught him how to survey. With his gained knowledge, he began his career as a teacher. After teaching for only a few months, he returned to Vermont where he

Continued on page 6

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Townsend Olin's Family

Name	Birth	Place	Death	Place	Marriage	Place
John Olin	3-08-1712	E Greenwich RI	9-24-1797	Shaftsbury VT	12-08-1734	E Greenwich RI
m. Susannah Pierce	1708		2-??-1802		12-08-1734	
Phoebe Olin	1735		1808			
Jonathan Olin	1737		1826			
John Olin	1739		1740			
John Olin	1741		1823			
Giles Olin	3-23-1745	South Kingston RI	9-01-1835	Shaftsbury VT	12-17-1769	S. Kingston RI
m. Anna Reynolds	1751		2-23-1838	Bennington VT	12-17-1869	S. Kingston RI
John Olin	1770		1770			
William Olin	1771	Shaftsbury VT	1795			
James Olin	1773		1856	Shaftsbury VT		
m1. Esther Reynolds						
Catherine Olin	8-16-1794	Shaftsbury VT	1887	Nebraska	1824	
m. Samuel Whiting					1824	
Julia Olin	12-05-1800	Western NY		NY	1822	
m. Henry Sage					1822	
m2. Sarah Ellis					1804	Shaftsbury VT
Zebulen Utter Olin	9-20-1805		10-09-1843			
Esther Olin	1-08-????	Scholharie, MY	4-05-1873	Croton NY	5-??-1824	
m. Charles Easton						
James O. Easton		Virgil NY				
Sarah J. Easton						
m. Rodney March						
Janet March						
m. Gresham Fuller						
Hiram W. Easton	5-24-1817	Croton NY				
(female) Olin	1775		1775			
Henry Olin	12-16-1776	Cartwright NY	1860			
m1. Orrilla Benedict					1-03-1836	
Nathaniel J. Olin	6-11-????	Homer NY				
m. Eliza Barber					6-??-1858	Cortland IL
Julia Olin	1-27-1841	Cortland IL				
James H. Olin	11-29-1846	Batavia IL	8-27-1870	Cortland IL	1-16-1868	Cortland IL
m. Jane Crandall					1-16-1868	Cortland IL
Lavina N. Olin	2-05-1849	Batavia IL	7-??-1876		1-13-1867	
m1. Rodman Jay			7-18-1874	Columbus KS	1-13-1867	
Lula Jay	12-09-1867	Cortland IL	2-02-1885			
Lottie A. Jay	10-13-1869	Cortland IL				
Mattie E. Jay	3-19-1873	Cortland IL				
Lorena Jay	9-06-1867					
m2. L.K. Blakslee M. D.					6-13-1887	Chicago IL
Harold Blakslee	9-11-1888	Los Angeles CA				
m2. Sarah Upson					6-30-????	
Sarah R. Olin	12-11-1853	Cortland IL			8-01-1874	
m. Witt Garritson M.D.					8-01-1874	Sycamore IL
John Pierce Olin	1778	RI				
m. Cornelia Reiss						
Giles Olin Jr.	1-02-1781	Shaftsbury VT	6-27-1826		3-27-1801	
m. Mary Sage			7-08-1838	Bennington VT	3-27-1801	
Norman Olin						
m. Arletta Dyer					1832	Shaftsbury VT
Aurelia Olin						
Mary Olin						
Emily E. Olin	5-31-1838					
m. ? Burke						
Lauretta Olin						
m. Wm. H. Ritter						
Dyer Olin						
Anna Olin	1783		1833			

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Townsend Olin's Family (continued)

Name	Birth	Place	Death	Place	Marriage	Place
Reynolds Olin	5-17-1785	Shaftsbury VT	6-21-1833	Paradise Deforest IN (cholera)		
m. Mary Polly Townshend	4-10-1786	Hancock MA	8-02-1831	Paradise Warrick Co. IN		
<u>Anna Olin</u>	1815	Shaftsbury VT			1844	
m. Adam Schowler					1844	
Infant						
<u>Susan Olin</u>	1817	Shaftsbury VT	1830	Deforest IN		
<u>Julia Olin</u>	1820		1833	Deforest IN		
Townsend Olin*	7-14-1822	Bennington VT	10-23-1888	Chandler Warrick Co IN	10-1847 IN	
m. Margaret Pollard Seeley	1827		4-18-1898		10-10-1847 IN	
Nancy Olin**	1849					
James Olin***	1851					
Chauncey Martin Olin	11-14-1865	Deforest IN			6-18-1896	Warrick Co IN
Reynolds Olin Jr.	1825	Deforest IN			1847 (divorced)	
m1. Nancy Cooper					1847 (divorced)	
David M. Olin	Infant					
Mary Elizabeth Olin	Infant					
Allen H. Olin	1853	South Solon OH	7-23-1879	(reared by mother's parents William & Betsy Cooper)		
m. Melissa (Gardner) Griffith						
Garfield Olin	1880	South Solon OH				
Charles O. Olin	1884	South Solon OH		Died in infancy.		
Tressie M. Olin	1886					
Anna M. Olin	1887					
m2. Nancy Carlin						
Jeremiah Olin	1788		1860			
Caleb Olin	1791					
Catherine Olin	1794					
Amasa Olin	1799		1841			
Roxana Olin	12-07-1808	Scholarie, NY	1882		2-24-1832	
m. James Harwood	7-01-1803	Ware MA	7-25-1869	Bennington VT	12-24-1832	
Henry Harwood	1-12-1834	Bennington VT				
Charles W. Harwood	1-26-1835	Bennington VT				
Esther Harwood (twin)	11-12-1836	Bennington VT		(died at about age 3)		
Ellen Harwood (twin)	11-12-1836	Bennington VT		(died at about age 3)		
Mary E. Harwood	7-21-1838	Bennington VT	8-10-1884	Bennington VT		
Eustace Harwood	7-23-1839	Shaftsbury VT	12-06-1839	N Bennington VT		
James E. Harwood	2-17-1841	N Bennington VT	6-15-1871	Brattleboro VT		
George H. Harwood	10-12-1845	Bennington VT			5-14-1870	
m. Caroline Walton					5-14-1870	
Olin W. Harwood	5-10-1879	Troy NY				
George L. Harwood	7-21-1872					
Giles Olin Harwood	Infant					
Barbara Barbery Olin	1748		1830			
Susanna Olin	1748		1801			

*Townsend Olin's name and those of his father, grandfather, and great grandfather are highlighted. The names of his siblings are underlined.

**Nancy only appears on one Public Member Tree. The history book says Townsend and Margaret only had one son, Chauncey.

***James only appears on one Public Member Tree. The history book says Townsend and Margaret only had one son, Chauncey.

Sources:

Ancestry.com Public member trees.

Olin C. C. *A Complete Record of the John Olin Family*. Indianapolis, IN: Baker-Randolph Co., Printers, 1893.

History of Warrick, Spencer, and Perry Counties, Indiana. Chicago, IL: Goodspeed Bros. & Co. Publishers, 1885.

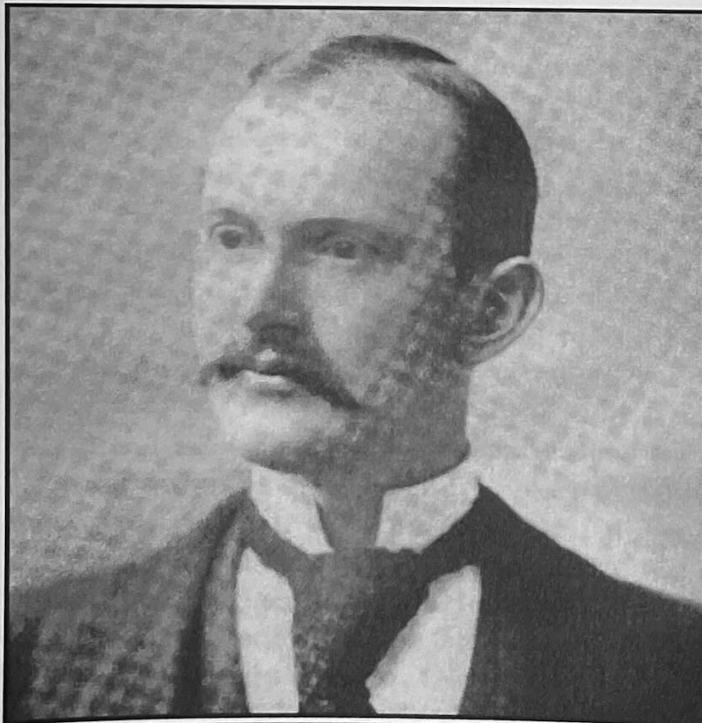
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obtained some money from his father's estate. He returned with the money to Indiana and purchased a farm.

On October 10, 1847, Townsend, age 25, was married to Margaret Pollard Seely, age 20. Margaret was born in 1827 to Benjamin Seely, a native of Vermont and an early settler of Warrick county.

Townsend and Margaret moved onto the farm in 1848. He began farming and teaching. He taught for over six more years. The U.S. Federal Census of 1850 lists him as a farmer with real estate valued at \$600. By 1860 the census shows his real estate having grown to \$3,000 with his personal estate at \$800.

On November 14, 1865, Chauncey Martin Olin was born to Townsend and Margaret in DeForest, Indiana. According to the Warrick county history and the John Olin family genealogy, he was their only child. Having lived on his father's farm all his life and witnessing his father teaching, he followed in his father's footsteps and became a teacher. He taught for some years and then began traveling for the Standard Oil Company in southwestern Indiana. He lived with his mother after Townsend died and inherited the 79 acre family farm located at DeForest, just west of Boonville, Indiana. His name appears on a land ownership map



Chauncey Martin Olin
Son of Townsend and Margaret Olin

of 1903. He was married on June 18, 1896. The Indiana marriage records only show the names of his parents and not his wife.

In 1870 the U.S. Federal Census shows Townsend Olin's real estate valued at \$3,300 and a personal estate of \$1,000. His occupation is still given as a farmer.

In 1872 Allen H. Olin, Townsend's nephew and son of Reynolds Olin Jr., came to live with Townsend's family for a year and a half. It is likely that Allen was named after his great-grandmother's family. His grandmother, Betsy Cooper, was the daughter of Rachel (Allen) Merriman, who was a cousin of Ethan Allen.

After his father, Reynolds Olin Jr. was separated from his mother, Nancy (Cooper) Olin in 1847, Allen was reared by his mother's parents, William and Betsy Cooper. Reynolds Jr. then married Nancy Carlin.

While living with Townsend, Townsend advised Allen to prepare himself for the responsible occupation of a teacher and encouraged him during his course of study. Before Allen Olin left Indiana he had received a certificate to teach in the ordinary branches of common school education. He returned to Ohio in 1875 and tried farming for a year, but was a failure. Through a friend, he was engaged at a school in his own neighborhood. He taught and carried on the small farm for many years.

Allen's father, Reynolds Jr., who was almost blind since the time of his birth, had a great fondness for mathematics, which he probably inherited from his mother Mary. It is said that "he had an intuitive knowledge of mathematical problems in almost every form that could be devised." After he published some of his intricate problems in a circular form in 1865, nearby Evansville citizens asked him to teach a class showing his method of multiplication and to lecture on his methods. His circular said, "Come out and Take Lessons from the Natural Mathematician. Novel System of Multiplication. Entirely Original."

After marrying Nancy Carlin, Reynold's Jr. moved to Newburgh, Indiana. One history describes him as "a deep and close thinker and a leader among those around him."

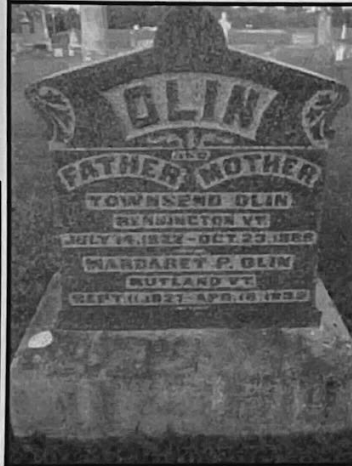
The U.S. Federal Census of 1880 shows Townsend, our subject, as a farmer. Around this time the county history tells us that he "has confined his attention to farming and looking after the welfare of his guests, who come in large numbers to attest the medicinal properties of St.

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Ronan's Well, which has become widely known and justly celebrated." St. Ronan's well was a mineral water well that was 30 feet deep and was located on Townsend's farm. Its properties proved to be beneficial in many diseases. Especially during the summer season, people came to the well to get away from the dust and heat of larger cities and to partake of the well's medicinal qualities. The well was listed in an 1885 history as being on the farm belonging to M.P. Olin, Townsend's wife.

Townsend was a Republican. He and his wife belonged to the Methodist Episcopal Church.

Townsend Olin passed away on October 23, 1888. He was laid to rest in Center Cemetery, Chandler, Indiana. He shares a gravestone with his wife, Margaret, who died April 18, 1898.



OLIN
FATHER AND MOTHER
TOWNSEND OLIN
BENNINGTON VT.
JULY 14, 1822~OCT. 23, 1888
MARGARET P. OLIN
RUTLAND VT.
SEPT. 11, 1827~APR. 18, 1898

Courtesy Skyangel 2010

Sources:

A Bicentennial Look At Newburgh, Indiana. Bicentennial year 1776-1976 published by the Newburgh public library.

Ancestry.com:

Indiana. Select Marriages 1780-1993. Townsend Olin
Indiana. Marriage Collection 1800-1941. Chauncey M. Olin
Public Member Trees
U.S. Civil War Draft Registrations Records. 1863-1865:
Townsend Olin
U.S. Indexed County Land Ownership Maps. 1860-1918:
Chauncey Olin.

Find-A-Grave:

Mary Townsend Olin #36898455
Townsend Olin #35441830

Fleming, James R. *Historical Record of the Fleming, Edwards & Woods Families Dating from 1700's—1980.* Madison, WI: JADA Publishing Co., 1981.

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Olin, C. C. *A Complete Record of the John Olin Family, The first of that name who came to America in the year A.D. 1678. Containing an account of their settlement and genealogy up to the present time—1891.* Indianapolis, IN: Baker-Randolph Co. Publishers, 1893.

United States Federal Census: 1850, 1860, 1870, 1880

N. Y.'S FLIGHT OF FIVE LOCKS

The Erie Canal's "Flight of Five" locks located in Lockport, New York has been designated a "regional priority" by the Western New York Regional Economic Development Council. This designation should make it more attractive to charitable foundations.

Although a \$2.6 million project to restore locks 69 and 70 was almost finished at the time of the designation and a formal dedication was set for October 3, 2014 by the New York State Canal Corporation, there were no funds left to restore the other locks in the flight. Restoration of them to 1864 condition will take an additional \$7 million.

The Western New York Regional Economic Development Council has been asked by the City of Lockport Development Corporation and the Locks Heritage District Corporation, which manages and operates the locks, for \$3

million to get two sets of wooden lock gates for locks 68 and 71 and to restore four of the lock chambers. The other \$4 million will need to come from foundations.



New lock gates
Photo by Bob Schmidt June 2014

On October 4, 2014 the first Lockport Locktoberfest was held to celebrate the Erie Canal locks and fall harvest. Canal Street was alive with people attending the Lockport Community Market where representatives from "I Love New York" wineries and breweries were present.

WEST UNION AND ITS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

Before Reserve township was established, General Samuel Hopkins with his soldiers passed through and laid out the first military road in Parke county, Indiana. It was called State Road Terre Haute to Lafayette. This road runs through West Union.

The first settler in northern Reserve township was John Linebarger. Next came John Beard, Samuel Brown and his "Yankee Town," etc.

While living in Vermillion county, Indiana, Salmon Lusk entered land in this township on November 28, 1820 described as the west fraction of the southeast quarter of section six. Deed Record 107/57-58 His father-in-law, John Beard, came to this spot in 1822 and built the first grist mill in this township on Sugar Creek. It was called a corn cracker, grinding three bushels an hour. It was made of logs and used toe head burrs for grinding.

Charles and Clary Reed built a water powered sash saw mill at the mouth of Rush Creek just east of Beards Mill. Robert Manwarring Sr. bought the saw mill from Mr. Reed in April 22, 1826 for \$1000. Relief Record 558-559

At this point flat-boats were built. Supplies were largely brought to Parke county by steamboats on the Wabash River. In the spring of 1826, the waters were very high and communication by land was difficult. That year a good sized steamboat, the "American" from Cincinnati, came up the Wabash River, ran up Sugar Creek on the backwater, passed over Beards Mill Dam and tied up at the still-house where it discharged goods and took on whiskey. There was a mill, store, distillery and two dwellings at this site. The Commissioners Record Vol. 1 page 3 states that John M. Chatsey received a license to keep a grocery store at Beards Mills for one year in September 1832, for a fee of \$10. Demas Deming of Terre Haute came into possession of Beards Mill and sold it to William Parent and Robert Manwaring Sr. on December 28, 1833 for \$3,200. D.R. 1/546 Manwaring bought Parent's half on May 8, 1834 for \$1,600. D.R. 1/546 Manwaring replaced Beards Mill with a two story structure. He and his son, Robert Jr., carried on a large business there with John Beard's son, Zachariah III, as miller until the mill was destroyed in 1866 by a tornado. In 1833 John Beard went to Grundy county, Illinois. See John Beard and His Illinois and Michigan Canal Connections, Hoosier Packet, May 2007 by Charles Davis.

Jonathan Hougham (b. 1783, d. 8-23-1855) and his wife, Martha, hired local surveyor Jeremich H. Siler to plat the town of West Union and recorded it on February 18, 1837. D. R. 3/301 The Sugar Creek Canal Feeder would be located about a mile north of the town proper.

On August 13, 1846 Robert Manwarring Sr. purchased a ten acre tract of land from Peter Warner for \$40. D.R. 10/12 This land is on both sides of the Wabash and Erie Canal where West Union or Manwaring Basin was located. With this purchase, he had a monopoly on trade, transportation in this area, a mill, store, distillery, saw mill and the canal basin. When the canal opened up through Parke county in 1848, Robert Sr. and his wife passed away and were buried in the Causey cemetery northeast of the mill. In probate, sons Robert Jr. received the grist mill, Claborn the saw mill, John the land and home place and William the canal basin.



Mary Eleanor Manwaring
1837-1911
Daughter of
Robert Manwaring Sr.
Wife of
Zimri D. Maris

John Maris (b. 1778, d. 1850) and his family came to Parke county in 1826 from North Carolina and settled near the extinct town of Cincinnati. His son, William Maris Jr., went to Annapolis the same year where he married Abigail Hunt, the daughter of Zimri and Mary Hunt, also from North Carolina. Esquire Harger performed the ceremony. William started a store in Annapolis that sold merchandise, groceries and liquor. He expanded when the canal was being built and had stores in the canal towns of Montezuma, Westport and West Union during its operation. His first vendors license for Annapolis and West Union was from June 8, 1847 to June 8-1848. He then got vendors licenses to vend liquor for Montezuma for March 6, 1848 to March 6, 1849; West Union for December 3, 1849 to December 3, 1850; West Union November 24, 1851 to November 10, 1852; West Union December 14, 1852 to November 10, 1853; and finally for West Union April 4, 1854 to April 4, 1855. William Jr. did very well. From the above dates it can



- | | |
|---|--|
| 1. Manwaring Basin .4 mile north of Aqueduct on W&E Canal | 9. Causey Cemetery |
| 2. Beard's Mill, Manwaring Mill, Star Mills, Ferry, two Harrison Bridges— West Union Bridge | 10. Blues Bridge across canal (est. road by county 1849) |
| 3. Canal feeder road bridge | 11. Sugar Creek Feeder Dam |
| 4. Aqueduct #11 | 12. Lineberger settlement |
| 5. Lock #38 | 13. Lineberger Church and Cemetery |
| 6. Canal feeder head into main canal | 14. Thompson's Branch |
| 7. West Union, Lot 8, Maris store | 15. School |
| 8. West Union Cemetery, 1838 church | 16. 2nd Reserve Baptist Church |

be seen that he concentrated his business at West Union where he and his family resided.

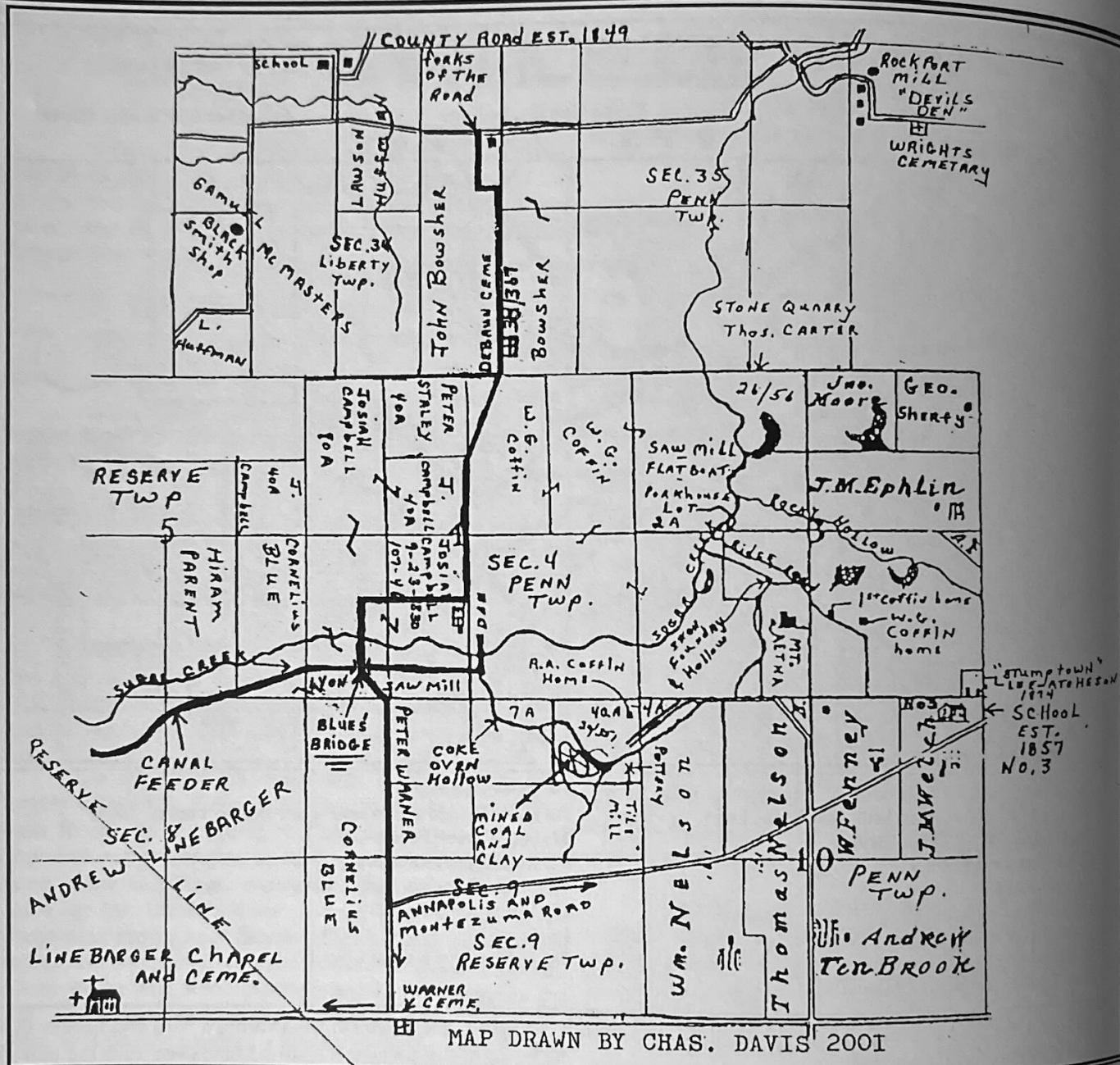
The 1851 Tax list shows that William Maris Jr. owned Lot #8 in West Union. Its total value was \$3,305. This store got its start from David Hougham, who sold it in 1847 to Canal Trustee Austin M. Puett, Alexander Puett and Mathew Noel, all politicians. They in turn sold it to William Maris.

The Commissioners Record December Session 1849, Vol. 3, 1844-1850 page 499 states: "Ordered that Robert Manwaring (Jr.) be and he is authorized to collect the subscriptions made for the building and completion of

the Sugar Creek bridge at Manwaring's Mill and further that he be authorized where it shall be necessary to bring suit in the name of the board of Commissioners to collect the same and make to this board when required and as soon as collections are made."

The Chief Engineers Report for Indiana's canals made in 1847 states: "There are two road bridges on the Sugar Creek Feeder," One was Blues Bridge a few rods west of the Sugar Creek Feeder Dam for the Wabash & Erie Canal. The other was on State Road Terre Haute to Lafayette leading to Manwaring's Mill.

On May 12, 1854, a destructive flood hit Parke



RESERVE TOWNSHIP, PARKE COUNTY, INDIANA

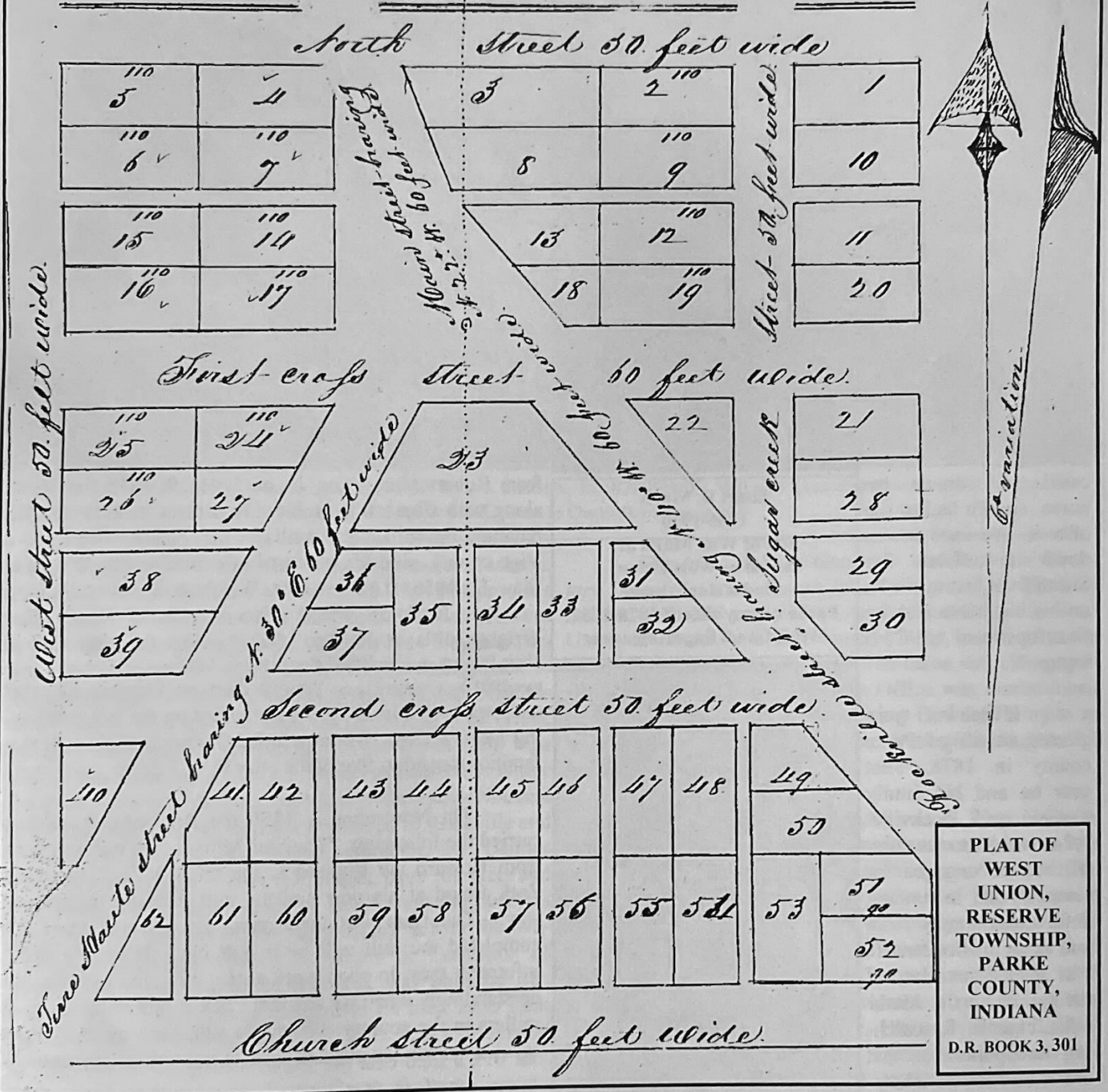
county The canal aqueduct across Sugar Creek, which cost \$20,000, was swept away and the feeder canal was broken in several places. A temporary aqueduct was being built in June 1854. They figured it wouldn't be ready for long past July. Complaints were that the original had been long known by the Superintendent and the boatmen to be inadequate and would not stand. Parke County *Whig* May 19, 1854, June 30, 1854.

Samuel Chew Madden, in his eye witness account states: "The first Ground Hog Treshing Machine that I ever saw was at Robert Manwaring's farm on the hill just above his mill. They were running straw off over the hill into the mill pond in order to tighten the dam."

On October 3, 1856, William Maris Jr. died suddenly of colic at West Union leaving his son Zimri D. Maris as the mainstay of his mother and the young chil-

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Plat of the Town of West Union
North



dren. While living at West Union Zimri married Mary Eleanor Manwaring, the daughter of Robert Manwaring, on November 1, 1855. All of their children were born at West Union. There, Zimri was the overseer of the Wabash and Erie Canal until the canal was closed down in 1875 in Parke county. His mother sold out all her holdings in 1858 and

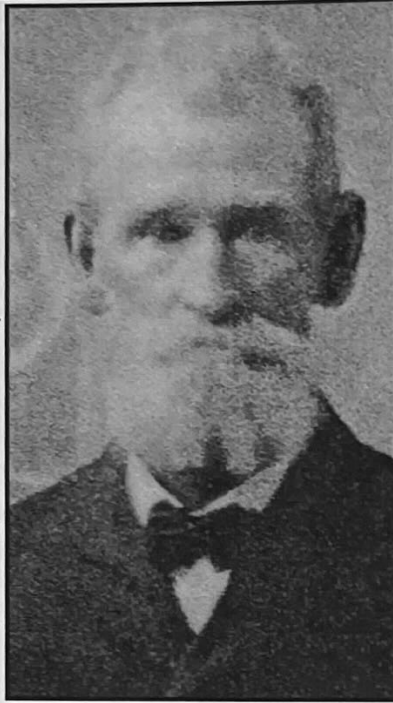
moved to Tuscola, Illinois, where she remained until her death in 1886.

Lucinda Catherine "Kate" Maris Aydelotte, the daughter of Zimri D. Maris, later wrote a letter to the Montezuma Pictorial Press that was published on June 26, 1958

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in which she said: "Understand that people who had built homes on the tow path of the old Wabash and Erie Canal had to move out. Along about 1872 the canal was in operation my father Zimri D. Maris was Superintendent of the canal from Montezuma to Attica or Covington. He had a big, fine, fast-stepping horse which he rode every day from Montezuma on the tow path to Covington, I believe. We lived in West Union. He made the trip on schedule. A passenger boat on the canal was drawn by horse, and Pa had to see after it. We used to run down to where Joe Sturm lives just to see Pa on his big horse and the boat upstream to Covington."

Zimri was elected sheriff of Parke county in 1878. That year he and his family moved to Rockville. After two years as sheriff, he was engaged for several years in running a feed and supply store and as an auctioneer. He was also a preacher of the gospel in the Methodist church. Researching newspapers of that era shows Zimri marrying or conducting numerous burial services. He died in 1920. *Rockville Republican* October 27, 1920 and January 1886, the latter with the obituary of Abigail Maris.



Zimri D. Maris
1835-1920
Son of Wm. Maris Jr.
Lived in West Union
Had a store there
Parke county sheriff 1878-1882
W&E Canal Superintendent



Kate Maris Aydelotte & Tom Aydelotte with granddaughter Katherine Aydelotte Sperring (1916)

On June 11, 1858, a severe flood hit Indiana and was said at that time to have been the worst since 1828. At Lodi, in Parke county, the Coal Creek guard lock dam was breached and the Wabash & Erie Canal was broken in several places. Water was so high it was up to the first floor of Patterson's Mill at Armiseburg. At Montezuma the water totally submerged the canal and the river extended from hill to hill. By June 30, repairs were already commenced and it was predicted that canal traffic would resume by late July. *Rockville Republican* June 17, 1858 and July 8, 1858.

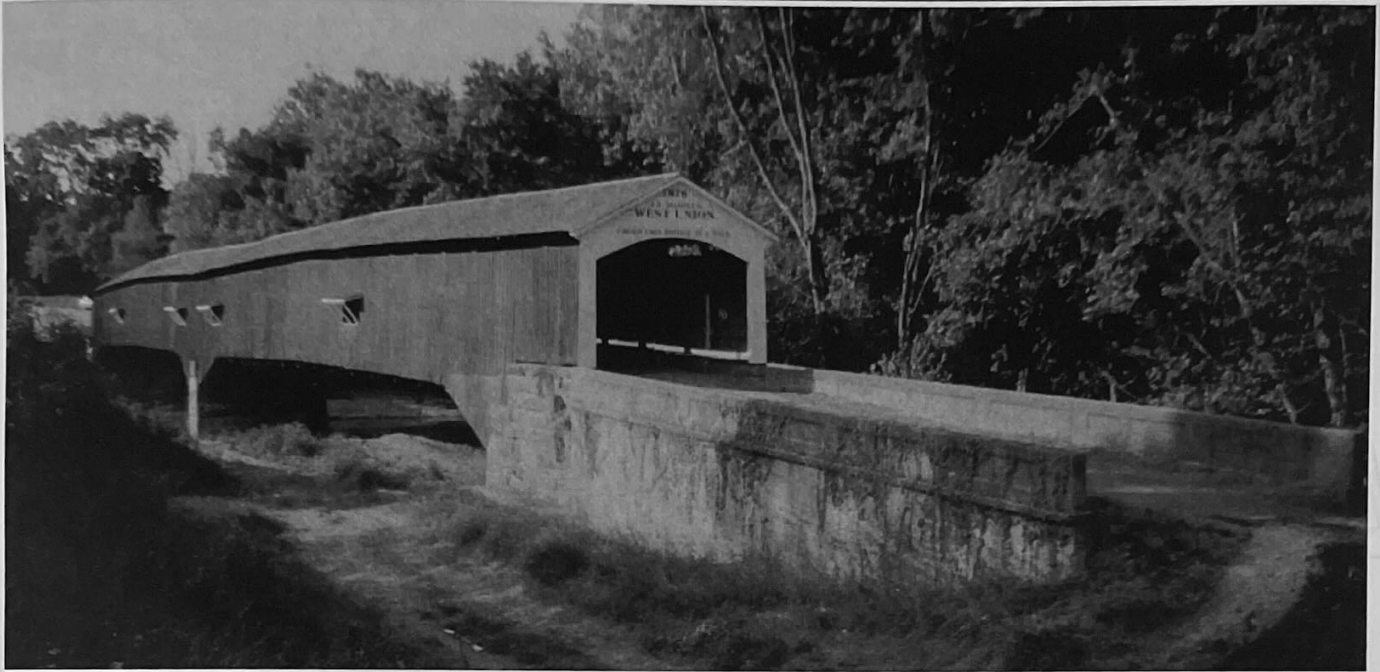
The Jones and Thompson families, land owners around the canal and Lodi Guard Lock Dam, blamed the breaks in the canal for the destruction of their crops even though the flood caused the damage. They sued the Canal trustees Richard Raleigh, State Trustee and Thomas Dowling, Resident Trustee. The land owners were conveyed \$1.00 for damages on October 14, 1861. D. R. 21/23-24

Prier Wright owned several thousand acres in seven townships of Parke county. He bought Manwaring Mills from Robert Manwaring Jr. on June 29, 1855 for \$6,000 along with Charles T. Noble, his partner. D. R. 15/649 They renamed the mill, "Star Mills." Mr. Noble, who lived in Vigo county, sold his interest in the mill to Mr. Wright on May 22, 1856. D.R. 16/260 Mr. Wright built, owned and resided at Rockport Mills (also known as Devils Den, Wrights Mills) in 1848 to 1860. See Devils Den/Wright's Mill and Their Wabash & Erie Canal Connections, *Indiana Canal Journal*, Summer 2001 by Charles Davis) Wright died on October 12, 1860 and was buried in Wright's Cemetery on the hill overlooking Devil's Den. His sons, John B. and Daniel, with their families moved to Star Mills after Prier's death.

On November 2, 1859 the *Rockville Republican* carried the following: "The Star Mills — On our way home from Howard we stopped at the "Star Mills," and found Zack Beard at his post and the mill partially under headway.—The Dam was undergoing repairs and when it is completed the mill will be in full blast. If we are rightly informed, they do good work at this mill, and we speak understandingly when we say that Zack is one of the cleverest millers in the country. We might add much more in regard to what we saw on our tour, but let this suffice at present."

In 1861 Parke county commissioners contracted with the famous covered bridge builder Joseph John Daniels to build covered bridges at Star Mills and Wrights Mill. Both bridges were finished in December of that year. The one at Star Mills was named the Harrison Bridge after General William Henry Harrison. Wrights Mill bridge was

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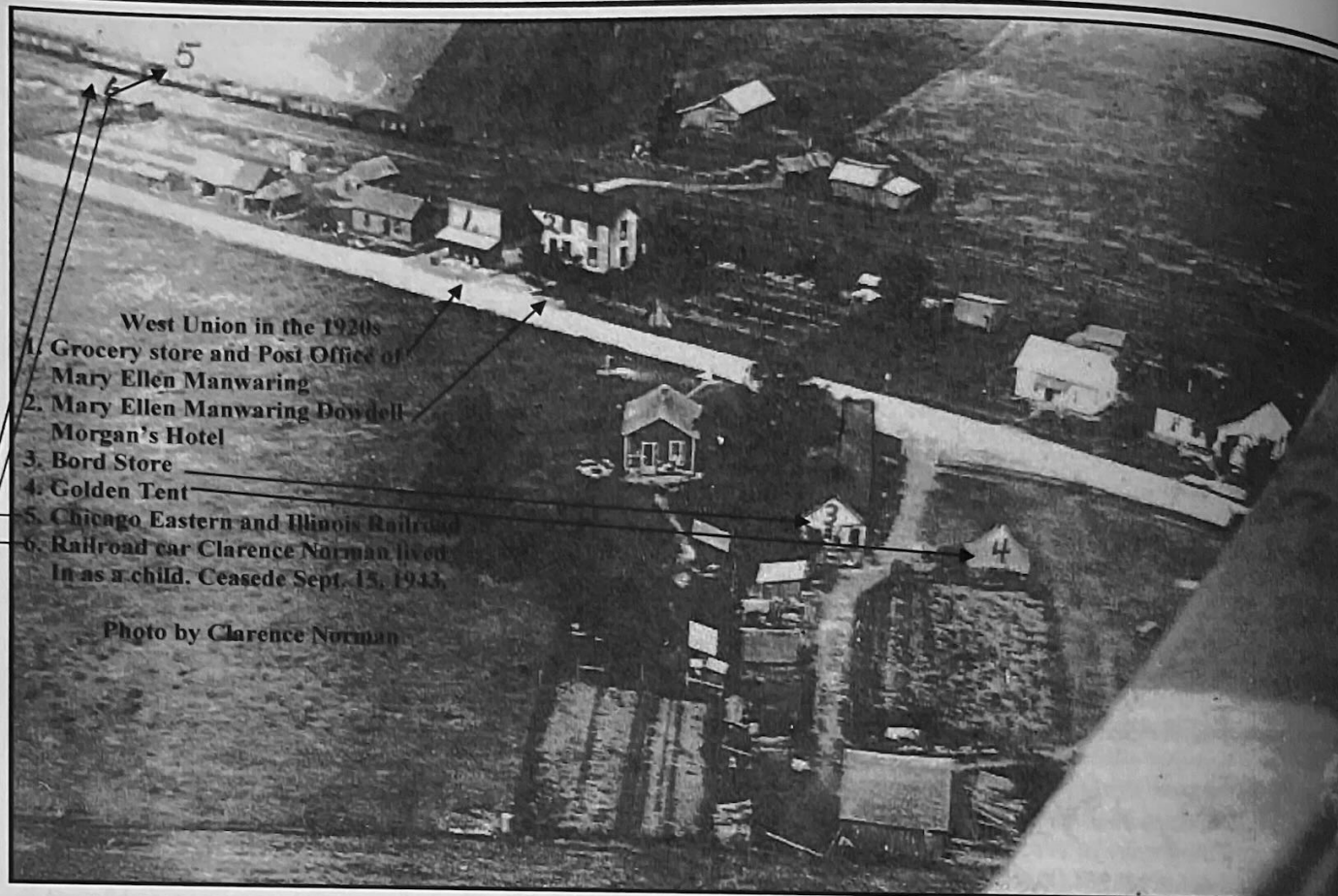
West Union covered Bridge over Sugar Creek built by J. J. Daniels. In 1822 Beard's Mill was located just south of the bridge. The Wabash & Erie Canal feeder was located next to the bluff. Photo by Charles Davis, August 2003

named the Jackson Bridge after President Andrew Jackson. The *Rockville Republican* of December 25, 1904 provides a condensed biography of J. J. Daniels as follows: "He was born in Marietta, Ohio, May 22, 1826 of New England parentage, Puritan stock, one branch of it extending back to the Mayflower. In 1843 he removed to Cincinnati with his father and at an early age took up the business of bridge building. He built his first bridge in Indiana in 1850 near Rising Sun. Four years later he located at Evansville where for three years he was superintendent of the Evansville and Crawfordsville railroad. In 1861 he moved to Rockville and resumed his business as a bridge contractor. Mr. Daniles has built seven miles of covered bridges, over 100 piers and abutments during the 55 years he has been at the business including five patterns of bridge masonry across the Wabash. The old canal viaduct at Delphi or Carrollton of which Wm. J. Ball was the engineer, was built by Mr. Daniels. He has also built substructures for the Clover Leaf Railroad near Silverwood; for the C. & E. T. at Clinton and for the Narrow Gauge at Merom. He also built a 210 foot single span bridge across Sugar Creek in Parke county (Jackson) soon after he moved to Rockville. Of course these are only a few of the bridges Mr. Daniels has built. On nearly ever important road in Parke county one may cross his bridges and all are standing the test of time, and are monuments of his ability as a bridge builder."

The *Indiana State Gazetteer and Business Directory Index of Cities, Towns and Villages of the State of Indiana for 1858 and 1859* lists the Post Office at West Union as "Delta." It was named "Delta," until after the railroad was built through there. The name was changed in 1886 to "West Union." The Post Office was discontinued in 1932 with Mary Ellen Manwaring Dowdell Morgan as its last postmistress. She was the great granddaughter of Robert Manwaring Senior.

In all the histories of Parke county West Union is only briefly mentioned. In early references to this area it is called Linebarger settlement. West Unnion is rich in history although much has been lost through time. The license to Vend Merchandize book of Parke county is missing the first half of the alphabet. One of the few M's other than William Maris Jr. is: "T. A. Madison, December 29, 1848 to December 29, 1849 to Vend Merchandize. Others listed are: Anthony Pilchey February 2, 188 to February 2, 1849 to Vend Merchandize. William Snyder and Brothers December 7, 1848 to November 18, 1849 to Vend Merchandize. Aaron C. Snyder September 3, 1849 to September 9, 1850.

The church at West Union was called the Reserve Church. This Old Baptist School denomination held its services for many years in a log house that was located near



the West Union Cemetery that was donated by David and Jonathan Hougham on December 22, 1838. D.R. 5/243 A new building was built a half mile south of the first site. When the railroad came through, it removed the church and built a depot on the site around 1887 when the railroad was finished.

In March 1866 a tornado hit the West Union area and destroyed Star Mills and the Harrison covered bridge. This was witnessed by Daniel Wright. He said, "...about 40 hogs were sleeping in the bridge but only about a half dozen were lost. One was killed 150 feet on the bluff above, where a bunch was sleeping in the leaves along a fence, a sharp scantling from the bridge, carried aloft by the fierce wind, piercing the hogs side." That summer Mr. Joseph John Daniels built the second Harrison bridge. *Rockville Republican* August 27, 1913 interview with Daniel Wright.

Edward Fisher of Wabash township lost his life on March 15, 1866 while riding on horseback on the canal towpath near Armiesburg. He was traveling at an unusual speed when his horse stepped into a Muskrat hole and it

along with Mr. Fisher was thrown headlong to the earth. In the horse's struggle to arise, Mr. Fisher received an injury to his side which terminated his life in a few brief hours. "Truly, in the midst of life we are in death,." *Rockville Republican* March 21, 1866.

In the summer of 1875 a flood hit Parke county, the Harrison bridge was lifted from its abutments and was swept away down Sugar Creek. It ended up one-half mile further down in the bed of the creek from its original location. The *Rockville Republican* and the *Indiana Patriot* August 5, 1975 p.4. J. J. Daniels got the contract to build the third bridge at this site. In December 1875 he was instructed to widen and repair the existing abutments. The two span, 306 feet, Burr Truss structure was completed in September 1876 at the cost of \$16,125. Parke County Commissioners Records, 1874-1879m page 406. In my, Charles Davis, personal opinion I think Mr. Daniels used stone from the north side of Armiesburg Aqueduct #12 for the repairs on the West Union bridge abutments. He and Josephus Collett bought the canal's "bank, margins, tow paths, side cuts, feeder basin, right-of-way, locks, dams, water ponds, and structures on March 23, 1876

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for \$1,900. D. R. 35/355-356 The stone could not have come from Aqueduct #11 for it was still in place in 1893 when it caused an ice gorge that year flooding the bottoms for five miles in length. *Rockville Tribune* February 15, 1893 The north side of Aqueduct #12 is missing. If one looks at the north abutment of West Union bridge, it has a different stone cut than the original. It could be that the damage from the 1875 flood is what closed the canal down. Around \$50,000 was spent from Parke county northward to put the Wabash and Erie canal in order for shipping produce and coal in 1873. *Rockville Republican* March 26, 1873 "The Canal" *Indianapolis Journal* 1875 - the last boat to ship north out of Parke county was by Andrew Scott Russell from Armiesburg Mill to Toledo."

Rockville Tribune March 11, 1926 the obituary of Andrew Scott Russell.

On February 5, 1837, John M. Chadsey bought seven and three-quarter acres from James and Mary Chezem for \$100. D. R. 5/420 This body of land lies east of Sugar Creek, west of the State Road, and section six line is its southern border. The deed states it goes to the center of Sugar Creek, and to the center of the State Road. The *Parke County Commissioners Report*, Vol. 1, page 107 shows Mr. Chadsey was granted a license to operate a Ferry at this site. D.R. 8/151 In February 1843 Mr. Chadsey was residing in Cape Girardeau, Missouri. The Ferry was located on the west side of the Mill. Mr. Chadsey lost the above tract by order of the Indiana Supreme Court on an indictment of some nature. Stephen Chezam bought it at the sheriff's sale for \$46 on July 13, 1849 as recorded March 15, 1851. D. R. 13/131 William Maris Jr. bought it but he didn't record it. His estate in Probate shows a petition to sell and lists it and the land description survey on July 10, 1858. I, Charles Davis, don't know how long the ferry operated since William never applied for a license to do so during the time he owned it.

The school near West Union was deeded to the Reserve township trustee on August 14, 1858 by William Tenbrook. D.R. 17/582 This was the 4th school built in the township, The town of West Union built its school on lot 23 and took in lots 32 through 37. Andrew Linebarger deeded the lots to trustee Samuel Skeeters on June 23, 1897. D.R. 80/48 The school has long been raised. John Woods was its janitor and had a store just north of it in a small triangle in the middle of the Y in the roads. He had a sign there that read, "If I don't have it, you don't need it." Max Causey, lifetime resident

On October 7, 1898 James Warner sold one acre that bordered the Chicago and Eastern Illinois Railroad for \$200 to Lucinda Fussell. D.R. 62/192 At that time they built

the West Union Grain Elevator that bought the local farmers' grain and shipped it by rail. They hired Eli Cummins of Noblesville to come and manage the elevator for fifteen years. His daughter, Lillian, was a grandmother of Lynn Lee, a librarian in the Rockville library, on her mother's side. Mr. Cummins (1866-1919 buried in West Union Cemetery) was a friend of J. S. Holloway, the president of the Montezuma Milling Company. Lynn Lee; *Rockville Tribune* December 26, 1900; *Tribune* April 1, 1919 obituary of Eli Cummins; and deed records, Rockville courthouse.

Clarence Norman told me that a road once came down the hill west of the covered bridge, then went underneath it and followed east along Sugar Creek to Rush Creek. The road was used to get to the old Hess home that stood east of that creek. All evidence of a road has been washed away by Sugar Creek.

In the field overlooking the aqueduct site was the headquarters village once used by Miami Chief Stone Eater. He participated in the battle of Fort Harrison, north of Terre Haute. Several Indian graves were found there when farmers were digging gravel. *Rockville Republican* October 15, 1919 and *Pioneers and Indians of Parke County*, 2006 by Charles Davis. The Hendrixson home was at this location. The *Tribune* of August 2, 1899 states: "the old well near the West Union Aqueduct has water at seven degrees F. and at times 36 degrees F." At the mouth of Sugar Creek on the south side stood the Marshall Club House. During prohibition it was raided by Constable William Peacock. Wm. Robinson was in charge of the place. Two cases of pint bottles of beer were found. *Republican* July 13, 1913. According to the late Max Causey there was a man killed there in the 1930s. The Causey cemetery was deeded to the township by Daniel Shup for a burial ground on April 21, 1837. D. R. 4/283

West Union declined when the Chicago and Eastern Railroad ceased to operate on September 15, 1943. A letter dated December 30, 1948 to the late Clarence Norman from C.W. Breeden of Louisville, Kentucky, says Breeden was on the last train through the town. Mr. Norman was born and reared in West Union and, as a child, lived in a railroad car that can be seen in a picture.

Nothing is known about Jonathan Houghman, who platted the town. His grave lies silently in the West Union Cemetery.

There are only a few homes left in this once busy town, but the country view of the covered bridge and historic Sugar Creek are worth seeing.

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MANWARING GENEALOGY

By Charles Davis

Name	Born	Died	Burial	Married
John Manwaring	3-25-1765	4-20-1811	Raymond Hill Cem. Parke IN	3-21-1790 CT
m. Eleanor Raymond	11-09-1765	8-29-1819	Raymond Hill Cem. Parke IN	3-21-1790 CT
Robert Manwaring	10-29-1790	6-09-1848	Causey Cem. Parke IN	2-21-1821Vigo IN
m. Martha Hawkins	1-23-1799 VA	1-18-1848	Causey Cem. Parke IN	2-21-1821Vigo IN
<u>Zerilda Manwaring</u>	7-28-1821	11-25-1859	Causey Cem. Parke IN	
m1. David H Turner	9-11-1819	2-23-1850	Causey Cem. Parke IN	3-01-1839 Parke IN
Wm. Manwaring Turner	1-22-1840	10-07-1913	Grante Falls, WA	3-22-1866 Parke IN
m. Martha E Hendren	1850	1918		
Louisa M Turner	1843	Before 1906		
Robert Turner	12-27-1845	11-24-1904	Columbus Franklin OH	
John H Turner	5-23-1848	9-20-1850	Causey Cem. Parke IN	
Martha E Turner	?	?		
m2. James Gilkerson	1821	1874	Causey Cem. Parke IN	8-03-1854 Parke IN
<u>Claborn Manwaring</u>	1822	6-12-1860	Tuscola Cem. Tuscola IL	9-10-1847 Parke IN
m. Flora Eleanor Stone	1828	1911	Tuscola IL	9-10-1847 Parke IN
Erastus Manwaring	5-12-1847	2-15-1899	Helmville MT	
Flora Ann Manwaring	1-20-1849	2-15-1899	Helmville MT	
John C Manwaring	1851	1931	Tuscola IL	
Zimri "Zinni" D. Manwaring	1860		Huron Beadle, SD	
<u>William Manwaring*</u>	1824	Probate 1858		
<u>Robert Manwaring Jr.*</u>	1828	Probate 1856		
<u>Hyrieus Manwaring</u>	3-14-1830	3-23-1872	Causey Cem. Parke IN	11-29-1849 Parke IN
m. Jane Biggs	1-06-1833	4-19-1887	Causey Cem. Parke IN	11-29-1849 Parke IN
Nancy Manwaring	1853	2-28-1881	Causey Cem. Parke IN	
John Manwaring	1859	8-18-1882	Causey Cem. Parke IN	
<u>John Manwaring</u>	7-22-1833	10-29-1906	West Union Cem. Parke IN	10-29-1862
m. Nancy Hess	2-13-1844	4-18-1926	West Union Cem. Parke IN	10-29-1862
Robert T Manwaring	1-27-1863	10-23-1930	West Union Cem. Parke IN	
m1. Marinda "Maude" Millikan	1859	1-27-1892	Causey Cem. Parke IN	1-06-1889
? Manwaring				
m. Dennis Dwyer (Gary IN)				
Mable Manwaring	9-13-1890	6-17-1971	West Union Cem. Parke IN	
m1. Dan Armstrong				11-12-1921
m2. Howard Norman	2-23-1912	9-19-1986	West Union Cem. Parke IN	3-04-1939
m2. Viola Fortner	6-09-1865	11-??-1941	West Union Cem. Parke IN	12-09-1894
Madge Manwaring	11-10-1895	6-05-1972	West Union Cem. Parke IN	
Walter Manwaring	7-25-1898	12-26-1967	Oakland Cem. Montezuma IN	1922
m. Florence ?	2-13-1907	6-07-1972	Oakland Cem. Montezuma I	1922
Dorothy Manwaring	6-29-1922	2-21-1998	Bono Cem. Vermillion IN	
m. Harold Pearman	10-09-1911	1-27-1987	Vermillion Cen.	
Rosemary Manwaring	?	?		
m. ? Craft			of Montezuma IN	
Shirley Manwaring			of Indianapolis IN	
Martha Manwaring			of Montezuma IN	
Larry Manwaring			of Terre Haute IN	
William Manwaring			of Rosedale IN	
Joseph Manwaring			of Montezuma IN	
Richard A Manwaring	9-09-1939	1-07-2008	Oakland Cem. Montezuma IN	
m. Sharon Lorraine Harrison				
John Manwaring			of Gary IN	12-20-1922 Parke IN
m. Bertha Ann Cuthbertson				

*1850 Census shows William and Robert Manwaring as millers in Manwarings Mill

Continued next page

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MANWARING GENEALOGY (continued)

Name	Born	Died	Burial	Married
Frank Manwaring	1905	3-12-1957	Crown Point IN	11-03-1929 Marion Co IN
m. Helen Ruth Smithey				11-03-1929 Marion Co IN
Phyllis Manwaaring				
m. ? Vandenburg			of Crown Point IN	
Ralph Manwaring			of Indianapolis IN	
Homer Manwaring*	4-07-1897	11-01-1963	Chillicothe IL West Union IN	
Mary Ellen Manwaring	12-06-1867	12-06-1952	West Union IN	
m1. David Dowdell	3-08-1859	2-28-1919	West Union IN	12-29-1899 Parke IN
m2. James B. Morgan	1866	2-??-1930	Highland Lawn Cem. Vigo IN	9-23-1922 Parke IN
Effie M Manwaring	1868	5-21-1870	Causey Cem. Parke IN	
John Manwaring	12-03-1870	4-??-1946	of Indianapolis IN	
Charles Wm. Manwaring	9-30-1878	6-04-1938	Harveys Cem. Kingman IN	
m. Leah Woody	7-09-1889	After 1930		
Usra Manwaring	11-??-1880			
m. ? Shirley			of Ontario CA	
Emma Manwaring	1886	2-22-1888	Causey Cem. Parke IN	
<u>Mary Ellen Manwaring</u>	5-14-1837	3-10-1911	Rockville Cem. Parke IN	11-01-1855
m. Zimri D. Maris	12-13-1835	10-19-1920	Rockville Cem. Parke In	11-01-1855

See details below

*Veteran World War I, PVT 24 trench mortar BTRY

DELVIN'S LETTER TO FAMILY

This is a portion of a letter from Huntington County's first surveyor, William Delvin, to his family in Thornville, Ohio. It is reprinted complete with spelling and punctuation errors as first written with dots in place of unreadable words. Joan Keefer, head of the Huntington City-Township Public Library's Indiana Room, gave it to the Huntington County Historical Society for their newsletter of April 1994.

Huntington, August 15th AD 1834

Dear Father Brother & Sisters I take time to inform you that I am well I Received your letter dated 13th July on the 10th of this month which gave me great satisfaction to hear that you were all well likewise to hear of so much increase of Boys in your families & to hear of another namesakes [Here he writes in length about Brooks charging his family double for the letter he mailed them, suggests ways to get their money back and says that if Brooks won't refund the money that he will write to the post master general. Brooks tried to charge him 25 cents for a single sheet. He then goes on with this letter.] Dear Thomas I have purchased a quarter of land for you adjoining mine on clear creek but it is canal land at the same rat of mine 2.50 per Acre & the reason I bought it is this there is good water on it and first rate land and a good sugar camp and the state Road will pass through it I left one 20 Acre lot between your two so that you can purchase it some other time it is only 3 miles from the canal and 3 1/4 from Huntington it is tolerable heavy timber there is as handsome Building place on it as ever I saw Thomas I made use of 59 Dollars of your money for to purchase 80 Acres alongside of the other 80 I had and I was afraid some Boddy would take it from me but I will pay it back to you with interest when you move out besides 23 Dollars that was left which will make 82 Dollars in all that I will have to pay you when you come out the people is taking the land tolerably fast there is an other small piece I have in view if I can I will enter it Tel John Freel that I wish he could come out here to buy land I

can get his Land along side of yours and mine I intend not to show it to any people Not to buy it there has been people Bought land [near] clear creek that has Been all through the Maumee country and they say that it is not half as good as this John could do first rate business out here [bricks?] is selling at 5 Dollars per thousand and business is every kind as good here. You wrote to me that the price of congress land was reduced but it is not so I am afraid that I can not possibly go on to help you to move our for this reason next Monday I intend taking up school at 2.50 per scholar When you move out I will give you my place all the winter and if I don't take up now somebody will take up the place & by taking it now I will secure the school for you all winter Like wise the court come on here the first Monday in September and the judges have the appointing of the country surveyor & on that account I should be there as I Expect to get the appointment for 2 years for it is the Law I would be glad to go to help you all out but I will loose for myselfe and you all my I never have made money so fast in my life as I have this summer I had made near one hundred Dollars surveying besides the building of the school house which is 50 Dollars and I have some more profitable jobs of surveying to do yet I have not run the State Road yet nor we cant do it to frost coms to kill the nettles for they are up to my shoulders I have bought another out lot in Huntington at 40 Dollars & has payed for it along sid of the one I had the two will make near 5 acres and if you get out in time you may put it in wheat it will fech a first rate crop it has been deadened 3 years and only wants burning of the logs & brush Jameses lot alongside I had burned and nearly all cleared off & sowed in turnip and timothy James I wish you not to forget to fech all the timothy seed you can for I have so very much to do that I cannot cut any hay but I have hired two hands to cut & Put up 10 ton for you all it is in that big prarie that we ware at last (continued on page 18)

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MARIS GENEALOGY

By Charles Davis

Name	Born	Died	Burial	Married
George Maris 3rd				
m. Eleanor Lindley			Poplar Run Cem. Parke IN	
John Maris	3-21-1778 NC	12-09-1858		
m. Sarah Pickard*	2-25-1787 NC			
William Maris Jr.	9-28-1805	10-03-1856	Bloomington Cem. Parke IN	1826 Parke IN
m. Abigail Hunt**	10-06-1805	1-23-1886	Bloomington Cem. Parke IN	by Esq. Harger
Zimri D. Maris	12-13-1835	10-19-1920	Rockville Cem. Parke IN	11-01-1855 Parke IN
m. Mary Eleanor Manwaring	5-14-1837	3-10-1911	Rockville Cem. Parke IN	11-01-1855 Parke IN
Rosella Maris	1-26-1859	3-23-1941	Rogers Cem. Benton Co AR	9-27-1885 Parke IN
m. Calvin Rice	11-??-1849	1938	Rogers Cem. Benton Co. AR by Rev Zimri D. Maris	
Lucinda Catherine (Kate) Maris	10-20-1862	3-30-1959	Rockville Cem. Parke IN	8-01-1889 Parke IN
m. Thomas E. Aydelotte	5-13-1865	6-24-1939	Rockville Cem. Parke IN	8-01-1889 Parke IN
Chester Maris Aydelotte	6-02-1890	3-13-1960		
Helen M. Aydelotte	8-11-1893	5-06-1918		
Joseph Breckenridge Aydelotte	7-01-1896	11-??-1961		
Mary Maris	8-15-1865	3-27-1937	Ridgelawn Cem. Gary IN	Tuscola IL
m. Clyde Porter Evans	12-24-1873			
Harold Donaldson Evans	1-29-1896	11-15-1874		
Wilburn G. (Wm.) Evans	1-31-1901	7-??-1975		
Anna Elizabeth Maris	2-??-1868	1936		3-10-1896 Parke IN by Rev Zimri Maris
m. David Wilson	12-25-1864			
Thelma K. Wilson	11-05-1897	8-02-1983		
Edna Elinor Wilson (twin)	1-18-1900			
Orinia Irene Wilson (twin)	1-18-1900			
Leah (Bernice) Allen Wilson	4-23-1903	12-07-1990		
Sara Lyndall Wilson	1906			
Lena Maris	1-14-1874	5-14-1928	Evergreen Cem. Hobart IN	
Charlie Allen Maris	3-15-1857	1940	Crowley LA	2-27-1879 Parke IN
m. Jacob Linebarger	8-31-1854	4-28-1943	Louisiana	2-27-1879 Parke IN
Wm. Robert Maris	6-26-1861	12-26-1861		
John Milton Maris	3-23-1872			
Freddie Maris	6-21-1876	6-23-1876		

* Father James Pickard, Mother Catherine Andrews

**Father Zimiri Hunt

(Delvin continued)

spring 5 miles from Huntington but there is not one drop of water on it They charge me 1.50 per ton in the The little prairie at your place is not worth cutting there is so many canal cattle running on it I will try and have a hour for When you come out Dear Father if you come out with Thomas & James I will give you a Deed in fee simple for 40 Acres of land off any part of my quarter you choose for what I am indebted to you for you and the girls to live on and the money you have coming will buy you some more along side of it I never had better health in my life than I have this summer there is but little sickness in Huntington this season so far but there is considerable on the canal line like all other canal lines my Horse you wrote was dead I suppose it is for the better for if he had lived probably he mite have done some harm and all things work for the better I can soon earn another no ods about him tell Andrew Beam there is a good

chance for him here this Wabash country is going to Excell all other countries I ever saw for convenience and richness Tell Jesse Griffith likewise that there is a fine chance for him to do well here better than he ever can do at somerset give my best regards to Philip Crist Peter Thumbarger & all who may enquire about me particularly the purty girls, P,D, and others I you will confer a kindness I wish you to write to me as soon as possible and inform me what day you start to move so that I can go and meet you at st maries & helpe you through the bad Roads do not load too heavy it will be better for you to go back in the winter for another load tell June & Margaret that there is as purty boys out here as there is there tell Jane that I am sorry that I did not buy her a dress before I came away but I thought I was gowing back again with some of you buy it for her and I will pay you no more at but remains your most affectionate son & Brother.

William Delvin

FROM TIMES PAST

Fort Wayne Times & People's Press
February 23, 1853

The White Water Canal. This work was surrendered some years since to a stock company. They completed the work, at great cost, to Hagerstown. From the commencement it has been a most ill-fated work, both to the State and to the stockholders. The stock is a total loss, and the company have not the means to repair the recent damages. The mill-owners are trying to do something merely to secure the water for hydraulic purposes. A petition has been presented in the Senate asking the General Assembly to release the right which the State has to the redemption of the work, by the payment of the expenses incurred and some other minor privileges. If this is done we are told that a company will be organized who will construct a railroad on its bank. The right of redemption is worth nothing. If the State owned the work to-day, there is not a member of the Legislature who would be willing to vote one dollar for its repairs. The Constitution prohibits borrowing money for such purposes, and no one would consent to tax the people to invest the proceeds in an enterprise so precarious and uncertain. Indianapolis *Sentinel*.

Fort Wayne Times & People's Press
February 23, 1853

St. Marie's Canal. Michigan, after contemplating the step for years, has, at last decided to construct a ship canal round the Falls of St. Marie's, between Lakes Huron and Superior.

Almost simultaneously, the Canadian government has determined to do the same thing on the Canadian side. The work is estimated to cost \$180,000, which was to form an item in the budget of estimates to be presented to Parliament at its present session

This easy communication with the Lake Superior region is demanded by the growing commerce and importance of that region. Both will be greatly promoted by it.

Fort Wayne Times & People's Press
March 23, 1853

The Canal. The repairs on the Canal are completed, and water was let in on Saturday night last. Navigation is fully open, and boats are running from Toledo. A telegraphic dispatch from Mr. Backus, the resident Engineer of the Miami Canal, says, "Navigation will open through to Cincinnati and Toledo, from the Indiana State Line, on the 25th."

Doyle's Packets have for some time been running

as far north as Delphos (Section Ten), and are now, no doubt, running to the Junction.

Petree's fine Packets will commence their regular trips between Toledo and Terre Haute on the first of April. Whether they will run further south than Terre Haute, we are not informed. The Boats of this line, we understand, have been thoroughly repaired, newly painted, and are "as good as new." The Captains, as far as we know them "know their business like a book," and a ride with them instead of being a tedious and irksome task, as Packet riding too often is, is a pleasant trip. This remark, we believe, although we are not above to speak from experience, is equally applicable to Doyle's Packets, named above.

The coming season bids fair to be one of exceeding activity on the Canal, both as regards travel and transportation. The warehouses here, and, we understand, along the whole line, are full to overflowing. We are glad that the hardy, industrious, and energetic men who navigate the canal are likely to reap a rich reward. They deserve it.

Fort Wayne Times & People's Press
April 27, 1853

Railroads and Rivers. We quoted the other day some railroad statistics and estimates from a letter of Mr. OTIS CLAPP, of Boston, going to show that passengers can be carried by railroad at an expense of one cent per mile, and freight for one dollar per ton. Mr. Clapp urges the construction of the new direct railroad line between Boston and Troy through Hoosac mountain, then the reduction of freight and fares. Freight reaching Troy by the Erie Canal from the West, would then be one hundred and eight miles nearer Europe — if it goes to Boston via Hoosac mountain — than if it takes the river to New York. — And with the tariff of freight reduced to the lowest point, Mr. Clapp infers that the increased masses of produce, &c., which now turn southward to New York, would keep straight on to Boston. It strikes us that there is a screw loose in the argument. New York is not indebted to her railroads for the great bulk of inland production which seeks her warehouses for shipment. A second and shorter railroad into Boston, with minimum freights, would do something for Boston, doubtless. But it is water carriage which crowds New York with the products of the West. The North River can carry more to her wharves and store houses than a score of railroads. A great river has these advantages over a great trunk railroad: It never gorges; it requires no "time table" — a large increase of conveyances neither overstock its capacity, increases the wear and tear, or in any other appreciable degree impedes transit. In the running water of the Hudson there is no interference of trains, no damage to the track from weight or friction; every boat and barge may have her

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own track, and the arrivals per hour may be as many as you please. The roads running by the side of the Erie Canal from the Lakes to tide-water, carry an immense number of passengers, and considerable freight. But the business now done by the canal and roads could not be done by railroads alone. The engineers of the new railroad from Syracuse to Rochester found, by computation that of the enormous amount of freight conveyed by the canal, together with its passengers, when transferred to railroads alone, it would require twenty-four railroad tracks, allowing in between the departure of each train only a reasonable time. It is very clear that new railroad tracks from Troy to Albany to Boston will however take off the commerce which now empties itself down the Erie Canal and adjacent railroads into the Hudson river, and is thus conveyed to New York.

Fort Wayne Times & People's Press
July 6, 1853

The 4th. — Monday was the anniversary of the ever glorious, ever to be remembered Fourth of July. — There was no regular celebration of the day, after the old-fashioned manner, by our citizens; but that did not suppress the spontaneous outbreak of swelling joyousness, and volunteer patriotism from the in most hearts of all classes. — Soon after midnight a celebration of the approaching day was commenced on its own book, without preconcert, by the firing of guns, the explosion of crackers by platoons, the lighting of bonfires, and various other exhibitions of exuberant and overflowing patriotism. At sun-rise all the bells in the city rang out a merry peal, and all were animated with hilarity and joy.

The leading feature of the day was to be the "Pic-Nic," near the feeder dam, five miles north east of the city, that had been arranged by some of our public spirited young ladies and gentlemen. At an early hour omnibuses and other carriages were rolling in every direction, gathering up the precious freight of beauty and fashion, and conveying it to the Packets that had been chartered for the occasion. At 9 o'clock all was ready and the boats moved gaily from the packet-landing, to the enlivening strains of the fine Fort Wayne Band, under the fluttering of flags, and literally piled, packed, jammed and crowded, with "as gallant lads and bonnie lasses" as any town in the great Hoosier nation can turn out. The passage up the Feeder was highly pleasant and picturesque. Upon arriving at "the Dam," a procession was formed, and marched about eighty rods into a dense forest, where the exercises of the day were to take place. — The spot was well chosen. It was on the land belonging, we understand, to the estate of the late John B. Bequette, between the Feeder and River, and a perfect sylvan retreat. By the provident forethought of the Committee of Arrange-

ments, it had been cleared of the undergrowth, and rough seats and tables, appropriate to the place and the occasion, erected. The tall old trees stood around in their primeval grandeur, majestic and stately as though they had been growing since "the world was new," while the sun-beams came shimmering down through their branches, flecking all below in "shine and shade." It required but a slight stretch of the imagination, to see the native 'wood-nymphs, startled at the sight," retreating into the deeper recesses of the forest, chattering and gibbering indignantly at the wanton desecration of their chosen retreat.

The ceremonies were opened by a solemn and impressive prayer by the Rev. Mr. Edwards, of the first Presbyterian Church; the Declaration of Independence was read by H. N. McCormick; and a beautiful and appropriate oration was pronounced by Isaac Jenkinson, Esq.; the whole interspersed with thrilling and patriotic airs by the band.

The company then dispersed for a short recess, and through the long vistas of trees and shade, were seen light and grateful forms, like sylphs and fairies, gliding noiselessly about —

"Trace and beauty both combined
"With the charming attributes of mind."

Attended and assisted by

"Creatures of more substantial mould."

And exhuming the contracts of numerous mysterious looking baskets, buckets, boxes, and packages, and opening them up to the light of day. Anon the bugles sounded the appointed signal, the company re-assembled, and lo? The work of magic was there. The frightened "wood-nymphs" had returned, or some other more charming nymphs had been busy, and oh? How changed was the scene? The long tables, but recently so blank and bare, and cheerless, were heaped high with the materials for a rich and profuse collation. If it were the work of nymphs and fairies, they surely had, for once, abandoned their usual mood, as the product was any thing but the "airy nothings" upon which fiction says they are wont to vegetate and thrive. It was most substantial and abundant, as was fully and speedily demonstrated by actual experiment of its quality and quantity.

After the tables were cleared, the following toasts were read by Charles Case, Esq., and drunk (in floods of lemonade) amid the enthusiastic cheers of the company:

REGULAR TOASTS

1st. — July 4th — The "rising tide" from the son of Time, whose yearly returning flood brings to our view the virtues, patriotism, and self-consecration of the "Stars of the Revolution." Six cheers.

2nd. — The Thirteen Original States — Soil sacred to every true American, as the altar on which was offered up "the lives, the fortunes, and the sacred honor" of the heroes

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of '76. Nine cheers.

3rd. — The Declaration of Independence, and the memory of the men who made and sustained it. Drank standing, in silence.

4th. — Washington — A name no words can eulogize. Drank standing, in silence.

5th. — The President of the United States — The sovereign and the servant, occupying at once the highest and the humblest position upon earth — the fullest illustrations of the equality of man. Three cheers.

6th. — Adams and Jefferson — Together July 4th '76, together July 4th '26; only the same spirit bind together every American heart, July 4th '53. Standing and in silence.

7th. — Our Mothers of the Revolution — Laud their virtues; "aye, there's the rub," we see them best in their daughters. Three cheers.

8th. — The Congress of '76 — Firm and steadfast in the path of duty, whilst portentous storms were lowering, the battles of Freedom fighting, the ocean of British oppression was heaving around; may those who fill their posts be made of the same material. In silence.

9th. — Our Pilgrim Fathers — "Good seed sown upon good soil," may their principles be harvested and engrafted upon every people. In silence, standing.

10th. — Our Ship of State — Freighted with freedom, on a voyage of all time. Three cheers.

11th. — Indiana. — Young, modest, and unassuming — she has, as she deserves, the heart of the Republic. Six cheers.

12th. — The Governor of Indiana — Firm faithful, and patriotic — he is always "Wright." Three cheers.

13th. — "The Manifest Destiny of our Nation" — To grow a little larger. Three cheers.

VOLUNTEERS TOASTS

By Mr. R. Chute. Freedom for all America — all America for Freedom. Three cheers.

By a guest. The Orator of the day; — May he be as successful in his future life as he has been this day in winning our respect and admiration for his talents. Three cheers.

By Mr. S. S. Bass. Hoagland, French and Freeman — The Hoagland pic-nic, got up in French style, by the Freeman of Fort Wayne, assisted by the ladies — God bless them. Nine cheers.

By John Hough, Jr. Esq. — The Ladies of the Committee — the elegance and beauty of the entertainment they have prepared on this occasion, convinces us that, if "unconquerable" themselves, they know how to conquer our tastes as well as our hearts. Three cheers.

By Mr. Charles Hanna. The Young Ladies — liberating the spirit of their mothers, they are ever for UNION. Three cheers.

By I. Jenkinson, Esq., The Union —

Not a Union of States or a union of lands
But a union of hearts and a union of hands.

Three cheers.

By a guest. American Liberty — The little stone that commenced rolling in the wilderness, may it continue until it fills the whole earth. Three cheers.

By Mr. C. D. Band. Franklin Pierce, our President — The choice of the people; with such men to preside over our country, it will continue to prosper, and present to the world a bright picture of Republicanism. Three cheers.

By Mr. H. N. McCormick. Mad Anthony Wayne — May the new-made General of the 10th Brigade; the Colonel, Lieut. Colonel, and Mayor of the "bloody" 1st, ever be as mad. Three cheers.

By W. S. Hoagland, Esq. The Constitution and the Union first, the Constitution and the Union last, the Constitution and the Union forever — one and inseparable. Nine cheers.

By Mr. W. T. Pratt Gen. Jackson — Though dead, still lives in the hearts of the American people. In silence, standing.

By a guest. Gov. Wright — Always Wright, however, often wrong. Three cheers.

By Mr. T. Tigar. The Orator of the Day — May he soon find one female descendant of the women of the Revolution, who is not "unconquerable." Three cheers.

By I. Jenkinson, Esq. It is vain to ask "the orator of the day" to do that when even a Tigar cannot do. Three cheers.

By Miss Lizzie Evans. The Gentlemen of the Committee — May the nic never pic them to pieces. Nine cheers.

By a young lad. The Gentlemen of Fort Wayne — May they be as patriotic as they are gallant. Three cheers.

By a guest. The Ladies — May their smiles never be less bewitching than to-day. Three cheers.

By a guest. The Ladies — The only "antirepublicans" whose opinions we like; the only ones who are unwilling to admit that all men are equal, and are willing that few live free. Nine cheers.

By Mr. A. C. Probasco. The Fort Wayne Bank — Though they trumpet their own fame and sound their own praise, they are fast flowing themselves into favor. Six cheers.

By a guest. The Fort Wayne Bank — Long may they live to discourse sweet music in sylvan shades. Nine cheers.

By a guest. The Ladies — The only wise, endurable aristocracy — who elect without votes, govern without laws, and are never in the wrong. Three cheers.

By Doct. C. B. Sturgis. Pic-nics — The most rational and pleasant mode of spending the 4th July. Three cheers.

Thanks, many thanks are due to the young ladies and gentlemen who projected and so nobly carried out this

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pleasant excursion. They conferred a benefit upon all who partook of their hospitality, and by their admirable arrangement and management did themselves very great credit. No more appropriate or agreeable method of celebrating the "glorious 4th" could be devised; nor could it have been in better style conducted.

CANAL FULTON – 200!¹

From Canal Comments No. 52

By Terry K. Woods

During the second and third decades of the 19th Century, when Ohio's canals were being planned and constructed, scores of new towns sprung up along their banks. Many had CANAL or PORT in their names. Then, as the years passed and transportation technology surged forward, many of these towns and some sur-names vanished. The town, the name – CANAL FULTON – did not.

Two prominent Canton men, James Lathrop and William Christmas, platted the 87-lot town of Fulton on the east side of the Tuscarawas River in May of 1826. It post-dated Milan, a hamlet on the west side of the river, by some 12 years. It predated the founding of West Fulton by eight years.

With the opening of the canal through this area to south of Massillon in August of 1828, Fulton became a prominent center for wheat export. Wagons loaded with grain for storage in the warehouses and eventual shipment on canal freighters to Cleveland and beyond clogged the main roads into Fulton from Wooster, Ashland, and as far away as Mansfield. Fulton quickly outgrew Milan. A post office was opened in 1828, but soon closed. A second attempt at opening a post office occurred in 1830. At that time the prefix Canal was added to distinguish it from other villages in Ohio named Fulton.

Canal Fulton was incorporated in 1838. By then the town boasted five grain warehouses. One, the Great Western, at six stories, was the tallest structure in the state at the time it was built. Four of the warehouses were located on each of the four corners of present-day Canal and Cherry Streets. At one time or another, liquor was dispensed at each of these corners. The result of this dispensing, at least in the using, led to this area being known as "Brimstone Corners."

Daniel Babst, an Alsatian Immigrant, built a hotel and tavern beside the canal's towpath on the east side of present Cherry Street in 1835. William Henry Harrison,

traveling by canal, stopped and made a speech at the Babst Tavern during his presidential campaign of 1840. Ex-president John Quincy Adams stopped here in 1843. Future president James Garfield also stopped here as a child while traveling to Cleveland with his mother. The building was originally two stories high with a basement. A bar, dining room and kitchen occupied the first floor. A ladies parlor and bedrooms were on the second. Louis Waltzer, another Alsatian, purchased the building in 1853 and it became known as Waltzer's Exchange. The name was changed to the Fulton House in 1870. A third floor was added in 1874.²

A gristmill, the Steam Mill, was constructed just north of Cherry Street west of the River in 1870. It may have shipped some of its product by canal, but was never powered by the canal..

Michael Ruch constructed a dry-dock and boat yard just south of Fulton in 1830. He built new canal boats and repaired old ones until about 1860. Sometime after that, E. J. and William McLaughlin purchased the facility. E.J. had been associated with a boat yard in Boston, Ohio, in Summit County. There were two boat yards in Boston and five in and around Peninsula a few miles south of Boston. The McLaughlin brothers decided to open their yard in Canal Fulton where there would be less competition. This drydock operated under the ownership of the McLaughlins until the 1913 flood washed away the buildings and equipment. It had been "surviving" on "Gas Boat" orders and repairs from customers on the Portage Lakes during its last few years of existence.

A railroad began serving the area in the early 1850s, passing along the west side of the river through Milan. Wheat haulage quickly turned to the railroad, but the canal continued to thrive, now hauling vast tonnages of coal from many newly opened local mines. Two to three hundred miners lived and worked in Canal Fulton during the coal boom.. Milan, West Fulton, and Canal Fulton were officially united as Canal Fulton in 1853 and a second railroad paralleled the first through Canal Fulton in 1868.

Several important industries tied to the coal boom existed in the village. The largest of these was the Fulton Pit Car Works. Then, through the 1880s and 90s, local coal deposits began running out. By 1900, boatmen had to travel into Tuscarawas County to obtain loads.

In 1905, the State set out to repair the canal's structures with concrete and to dredge the channel to a minimum depth of five feet. However appropriations ran out after

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1909 and the canal sat, refurbished into Tuscarawas County, but short of the coal fields - unusable - until nature took a hand in March of 1913 with a devastating flood that destroyed many of the rebuilt structures.

The local canal obtained its water through a separate feeder from near the Portage Lakes and was relatively unscathed. State Forces under the direction of local canal superintendent Johnny Moore slowly patched the damage and maintained the waterway from north of the village through Massillon into Navarre for hydraulic purposes as late as 1927. The Ohio Canal was officially abandoned by the State in July of 1929.

That same year, the nation suffered a stock market crash financial Depression that put millions out of work and took years for recovery. The next decade was spent searching for positive projects that would put men back to work. That ten mile stretch of canal from Massillon through Canal Fulton seemed a natural. Largely through grass-roots efforts in the two towns, the Federal Government, State of Ohio, and Stark County funded a \$300,000 project that employed 500 men for nearly a year beginning in October 1938. It resulted in ten miles of Ohio Canal through Canal Fulton being completely rebuilt and converted into a State conservation area and park.

In 1942, after exhaustive research, Burton P. Porter, transplanted son of Canal Fulton, published *OLD CANAL DAYS*, transcribing many of the town citizen's exploits during the days of the "raging canal." Names were changed in the tales, but the author and Canal Fulton natives swore the stories were "true," and many, "absolutely true."

During the town's Sesquicentennial in 1964, Clyde Gainey, then living in the home of the town's canal-era doctor, who was portrayed in Porter's book as "Dr Keene," turned the good Dr.'s old stable building at the rear of his property, into the "Smallest Canal Museum in the Country". It exists in the town today, relocated and slightly enlarged.

In 1967, numerous individuals and groups in and outside of Canal Fulton undertook a project to take advantage of 'their' canal that, despite years of neglect, still held water for much of its route south to High Mill Road. Using dimensions from a model canal boat built by one of the McLaughlin "boys" in 1933, Carrol Gantz, an Industrial Designer from the Hoover Company, prepared drawings. Volunteers from all over the area began building a replica of an Ohio Canal Boat along the banks of the canal in Canal Fulton. Through many tribulations, that boat, the ST. HE-

LENA II, was launched in June of 1970. It's successor the ST. HELENA III was launched in 1992 and is operational to this day.

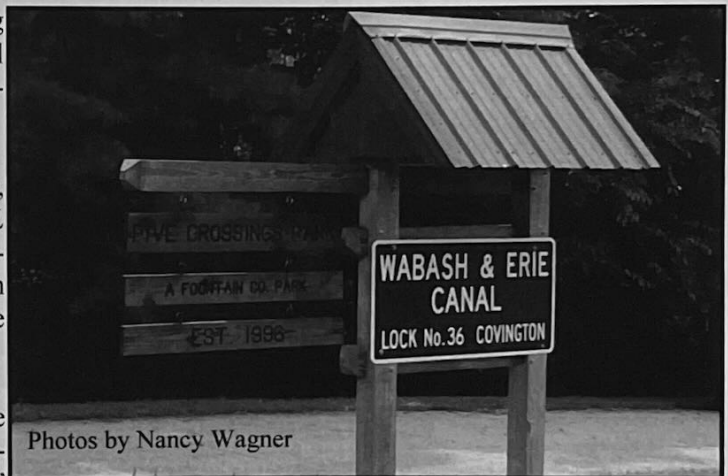
So now, after 200 years, the town of Milan/Fulton/West Fulton - CANAL FULTON - together with the canal, has survived, prospered, and seems destined to continue to do so for many more years.

¹ An abbreviated version of the column was published in the August 2, 2014 issue of the Massillon Independent.

² Future president William McKinley stayed at the Fulton House in the 1880s, but he arrived by train.

LOCK #36 MARKER COMPLETED

The city of Covington, Indiana has added its signage for Five Crossings Park to the new Lock #36 marker. It notes on both sides of the sign that the park was founded in 1996 in Fountain County.



Photos by Nancy Wagner





The bottom planks of the Marguerite I are seen above in the Miami & Erie Canal in Delphos, Ohio.



The treated planks have been placed in the Delphos Canal Commission Museum and a walkway built over them.

THE LADY COMES HOME:

Exhibit Featuring 19th Century Canal Boat Hull Opened

Text and photos courtesy Delphos Canal Commission Museum

The grand opening of the Marguerite Canal Boat exhibit took place Sunday, October 12, 2014 at the Delphos Canal Commission Museum, 241 N. Main Street, Delphos, Ohio. The event began at 1:00 p.m. with a short program and the “christening” of the boat. Guests were invited to view the exhibit, explore the rest of the museum and enjoy refreshments.

The Marguerite was one of the last passenger packet canal boats to ply the Miami and Erie Canal in the Delphos area. After the Flood of 1913 essentially ended the useful life of the canal, the Marguerite was moored in the canal south of First Street in Delphos and left to its fate. The old boat became the playground of neighborhood children and the temporary home of transients, one of whom lit a

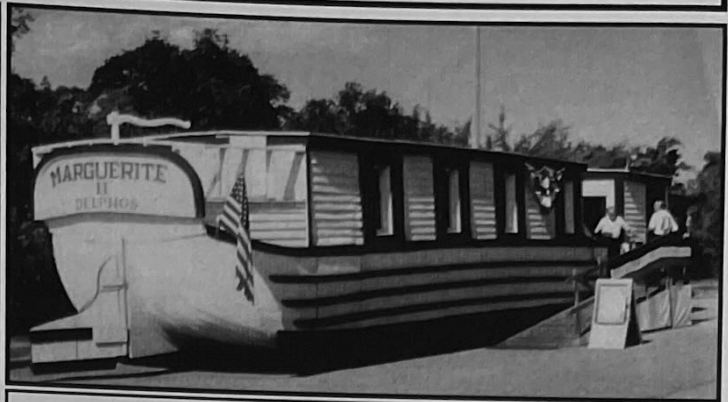
small fire that burned the boat to the waterline. The remains of the hull lay submerged in the canal and over the years became covered with silt and mud, forgotten to all.

In 1987 a canal dredging project uncovered planks and bits of lumber in the canal. The hull of the Marguerite had been rediscovered. Local historian and Catholic priest, Rev. Chris Vasko, spearheaded an effort to remove the remains of the Marguerite from the canal. The project was named “Raise the Lady.” Local schoolchildren and dozens of members of the community banded together to carefully and properly remove the waterlogged planks and to clean and chemically preserve them. The remains of the Marguerite lay in storage until the summer of 2012 when they journeyed to their new home in the Delphos Canal Commission Museum. In the ensuing months Museum trustees and volunteers spent countless hours forming the preserved hull into an exhibit revealing the size and design of an actual 19th century canal boat. The addition of a mural of Lock 24,

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Last days of the Marguerite I in the Miami & Erie Canal in Delphos, Ohio in 1917.



The Marguerite II, built on a house trailer frame, began touring Ohio and Indiana in October 1992.

an original stone lock on Delphos' north end, completes the effect of the old canal days. Educational panels documenting the history of the Miami and Erie Canal, donated by the Miami and Erie Canal Corridor Association, are mounted near the exhibit and give context to the era when the Marguerite was a working vessel on the historic waterway.

When the Marguerite I was found canal fever struck Delphos and in 1992 the Delphos Canal Commission, formed from the Marguerite excavation and preservation project, decided to build a full scale replica of the grand, old boat. The new boat would be christened the Marguerite II. This boat, however, would not travel the old waterways but would instead travel the concrete "canals" of 20th century, highways. That summer the Marguerite II was painstakingly constructed by Delphos citizen volunteers of proper hardwood lumber on a house trailer frame. Due to highway constrictions the Marguerite II was also built slightly smaller than the original Marguerite. The boat was built with one goal in mind, a grand tour of the length of the old Miami and Erie Canal, starting at the northern terminus in Toledo and ending at the Tallstacks celebration on the Ohio River at the southern terminus in Cincinnati. The grand tour was a huge success as thousands of school children and interested citizens toured the boat and viewed the historic canal exhibits inside.

The tour did not end the Marguerite II's travels though. She continued to travel the state of Ohio and also ventured into neighboring Indiana raising awareness and interest in each state's old, often neglected, canal systems. The many, extra miles of travel the Marguerite II endured soon began to take their toll. The boat became unsafe for highway travel and was subsequently sold to a private individual for display near a canal lock. While the actual Marguerite II no longer resides in Delphos she remains an everlasting ambassador for the City of Delphos and the Miami

and Erie Canal.

Additional information on the Canal Commission Museum and the Marguerite exhibit can be found on the Museum website at www.delphoscanalcommission.com or the Museum's Facebook page: Delphos Canal Commission.



SPEAKERS BUREAU

North Manchester, IN ~ September 8, 2014

Bob Schmidt, Canal Society of Indiana president, spoke to 96 members of the North Manchester Historical Society, friends and residents at Timbercrest, a retirement center in North Manchester, where the dinner and program were held on Monday, September 8, 2014 at 6 p.m. Bob's PowerPoint program talked specifically about the Wabash & Erie Canal's relationship to North Manchester and Wabash county, Indiana and generally about Indiana's system of canals. The title of his presentation was "The Gateway West: Wabash & Erie Canal." The Mail Trace Road 1838-39 was built from North Manchester to Lagro, Indiana, a distance of 12 miles, during the canal era to carry the mail to/from the canal. Then in 1850 a plank road was built between the towns to take crops to the canal boats. Wabash county had 6 of the 14 cut stone locks built for the Wabash & Erie Canal. Four of them were located in Lagro.



FREEDOM BRIDGE

The City of Delphi had a BANNER DAY September 9, 2014. The Freedom Bridge that came from Freedom, Indiana/Owen County a decade ago to Conner Prairie was ultimately donated to the Wabash and Erie Canal Association for use by the City. It has found a solid long term home spanning the four lane Hoosier Heartland Highway just at the east edge of Delphi.



Workers completed the move September 9th but the road will continue to be closed until the crushed stone crossing for the crane is removed, roadway made safe and the deck is placed. It all takes about a week.

Thanks go especially to Conner Prairie for the donation of this monstrous 300-foot-long, single-span, historic bridge after it couldn't be used at that site, Marsh Davis CEO of Indiana Landmarks for brokering the donation and to Mayor Randy Strasser and the City of Delphi for taking the challenge of sponsorship with INDOT for funding this

endeavor. Key individuals continued to be positive in believing this could come to fruition and it worked! Thanks to INDOT engineer Jim Earl and former INDOT Transportation Enhancement funding coordinator Jodi Coblentz for their support.

The Mayor's very successful efforts in planning the adjacent Plaza with engineering assistance from DLZ Engineering from South Bend makes this a very special spot for visitors to "leave the highway for a bit of nostalgic respite" while overlooking historic Deer Creek Valley.

HIP HIP HOORAY!

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On Saturday morning canawlers boarded a trolley for "Along the Heritage Trail" led by Tom Castaldi. It was difficult to hear on the noisy, crowded trolley but canawlers kept their spirits high. Tom's text follows:

On the Heritage Trail

Canal Society of Indiana

Drive by Tour September 13, 2014

Docent Tom Castaldi

8:00 to 11:00: Three (3) hour tour began at Best Western Hotel, Fort Wayne, Indiana

Depart **Best Western** - followed lane south of hotel east on U.S. 24 toward Fort Wayne. The Fort Wayne 1994 Bicentennial Celebration's Lasting Legacy named the "**Heritage Trail**" was explained. As the tour motored east on U.S. 24 it paralleled the great marsh known as the *Marais du Perches* formed by the glacier action of some 12,000 years ago, which formed a passage way across a continental divide. It was part of Miami War Chief Little Turtle's expression made at the Treaty of Greenfield in 1795 that this passage was that Glorious Gate through which the good words of their chiefs had to pass from the north to the south and the east to the west. The St. Mary's River comes up from the south and meets the St. Joseph River flowing from the north. Together they form the Maumee River. Whoever controlled this place controlled the passage westward. By passing over the land barrier that was a part of that Glorious Gate, the French explorers learned that a carrying place or portage of a mere nine miles opened the way to the Wabash River flowing west.

At **Taylor Street**, U.S. 24, the tour crossed the Saint Lawrence Continental Divide. Toward the east the highway and the land beneath it descends toward Lake Erie. Rockhill Park was on the right of the trolley and serves as a Trailhead for the Rivergreenway's Towpath Trail. The Rivergreenway trail system extends along the three rivers through Greater Fort Wayne and here the Towpath Trail provides a walking and biking path that follows the Wabash & Erie Canal Towpath to the western reaches of Allen County. In fact a long low ridge visible from the road in the park is a remnant of the original towpath.

L on **West Main Street**, which is on top of the Wabash & Erie mainline, but we made a turn into **Lindenwood Cemetery**. A stop was made at the grave of **Jesse L. Williams** (1807-1886), the man placed in charge of Indiana's Internal Improvements and who later became one of Abe Lincoln's directors on the Union Pacific project.

Nearby was the monument of Civil War nurse **Eliza George** (1808-1865) whose son-in-law was slain at Shiloh. She nursed the sick and wounded at Wilmington NC so tenderly that she was affectionately known as "Mother George." She died of typhoid fever.

Samuel Morris (1783 - 1893), the African named **Prince Kaboo**, was buried here. Held hostage by a cruel chief he escaped finding himself walking into a Methodist Camp. Sent to America, he ultimately traveled to Fort Wayne to study at the

Methodist College. His influence was such that upon his untimely death, enough funds were raised in his name to help establish land for Taylor University at Upland, Ind.

The burial sites of **Henry Rudisill** (1801-1858), **Jesse** (1809-1846) and **Maria Vermilyea** were pointed out as well as that of **Nelson Miller**, the artist who lettered the WWII bomber with the words, "Enola Gay."

L on **West Main Street** following it to the right as it turns toward the east.

R on **Main Street**.

L on **Growth Street** at the Historical Marker noting the February 22, 1832 **Groundbreaking** for the **Wabash & Erie Canal**. Pass along the **Wayne Knitting Mills** established by Theodore Thieme in 1893. This was the first in the nation to manufacture full-fashioned hosiery for men, "pony" stockings for kids, and waist shirts. It was sold to Munsingwear in 1923.

L on **Morrison Street** to **Runnion Avenue**.

R on **Runnion Avenue** past **Wheeler Street** at railroad crossing look to the east to see the site of the **junction with the Wabash & Erie main line and the feeder**. Now buried below sets of rail road lines, this was the spot at which **Jordan Vigus**, Canal Commissioner, broke ground for the canal project. The spot can be located as generally to the west of the present-day overhead signal structure.

R on **Richardson Street** pass **Rumsey Avenue** look to the right and see where the Canal main line and Feeder joined. Moving ahead the large red brick building on the right is the now-abandoned **Eckrich Meats'** general offices and plant.

L on **Osage Street** at this intersection with **Richardson** was once the **Barthold & Sons Boat Yard** established in 1836. Leaving their home in Easton, Penn., they came to Fort Wayne and here constructed the first three Canal boats on the Canal namely: *Indiana, Clyde and Wabash*.

On **Osage** notice to the right that there is an **angled alley** entering the street but not one at the middle of the block as one would expect. It is most likely the last vestiges of the Feeder Towpath that passed this way survived the building of the many neighboring houses.

R on **High Street** see **angled alley** on the east end and less than a half block to **Degroff Street**. Comparing modern day with vintage maps the alley matches with the Feeder Towpath. On July 4, 1834, **F. P. Tinkham** after having built a homemade craft launched the first float trip entertaining a group of his friends north east to the St. Joseph River Dam.

R on **Degroff Street**

R on **Polk Street** and return to **Osage**

L on **Osage Street** (stay left past old Eckrich Plant; go under second railroad overpass which is through the original Canal line now Norfolk Western Railroad (clearance is 12' -2"). Proceed four (4) blocks passing **Nebraska Elementary** named after its **Nebraska** neighborhood. During the Canal era, **A. C. Hutzell**, a Fort Wayne merchant, decided to move his establishment near here. Friends teased that ole A.C. had moved so far west he was now doing business in Nebraska...the name stuck.

L on **Main Street** at stop light.

R on **Mechanic Street** and pass along the flood wall and entrance

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to the Swinney Park foot bridge, a Pratt Through-Truss 8 feet wide and 180 feet long built in 1897 spanning the St. Mary's River, which was intended to provide easy access to Swinney Park by residents on the opposite bank of the river.

L on Huron Street. Pass by Civil War **Camp Allen** Marker. Here 1,000 men came in answer to the call of Abe Lincoln to put down a rebellion. They were assigned to seven (7) infantry regiments and one (1) artillery battery serving with distinction in the western campaigns.



Also, **Camp Allen** is the site of the **First professional baseball league game**. It was a contest between the Cleveland Forest Citys and Fort Wayne Kekiongas played on May 4, 1871. Under raining conditions the Kekiongas won the contest 2 - 0. Called a miracle team, unfortunately it folded the next year and the franchise moved to Brooklyn.

L on Center Street to return to Main.

R on Main Street. Here at the west end of the St. Mary's River Bridge, the tour paused to walk along the Rivergreenway north to a remnant of Aqueduct No. 1. Designed by Jesse Williams, it was built in 1835 by Henry Lotz, who was Fort Wayne's third mayor. It was rebuilt in 1871. The structure rested on stone piers and abutments that carried the Wabash & Erie Canal across the river until a pier collapsed in 1882. The curved stone wall on the west side of the river is all that is visible of the aqueduct today. Nearby on the East bank stood Orff Mill, which was erected in 1843. Later known as Edsall's Mill and still later as the Empire Mill, it utilized an overshot wheel that was powered by use of water from the canal that drops into the river.



Mary Timmers, Jan Mathias, Karl Black and Don Mathias stand by St. Mary's Aqueduct remains while Tom Castaldi tells about the aqueduct in the photo below.
Photo-Bob Schmidt

Continue east on Main and cross over **Carole Lombard Memorial Bridge**.

R on Rockhill. On the right see Fort Wayne's smallest park named Orff Park. Its main feature is a statue of two young boys on a base featuring the words, "Let's Go Swimming" erected in 1927. The **Aqueduct Club** was formed 1912 and to qualify one had to have lived on the West Side prior to 1870 and preferably had taken a dip in the waters of the old aqueduct. Of the 500 members, only eleven survived its last meeting held in 1955.

R on Rockhill passing by Jane Alice Peters' (1908-1942) "**Carole Lombard**" childhood home. Jane left with her mother in 1914 for Hollywood. Later she married **William Powell** and still later **Clark Gable**. She died in a plane crash in 1942 while on a WWII war bond drive. The plane departed Indianapolis and Carole could have taken the trip back to Hollywood by rail with her mother, who refused to fly. Carole chose to go without her because air was a faster mode of travel. One block South at the corner of Rockhill and Wayne streets is the site of the **William Fleming** home that is no longer standing. Fleming led the syndicate that purchased the Canal right-of-way when the Canal line was sold in 1876.

R on Berry - Two (2) blocks to Thieme Drive.

L on Thieme Drive.

L on Wayne Street. A marker on a large stone recalls the "1846 Methodist Female College," which later admitted men students in 1855. It 1890 the school was deeded to **Taylor University**, which moved to Upland, Ind. in 1894. Along Wayne Street are said to have been the homes of professors who taught at the school.

R on Nelson Street.

R on Washington

R into Swinney House driveway - pass by **Spanish American War Canon** captured by US forces at Battle El Cane and Santiago, Cuba. It was presented in 1899 to Sion Bass Post GAR. Thomas and wife Lucy Swinney built their Federalist style home along the St. Mary's River in 1844. It was here in 1843 that the Wabash & Erie Canal held its **Grand Opening**. That July 4 hundreds gathered from the region and presidential candidate **Lewis Cass** made a speech along with state and local notables. **Peter Kaiser**, Fort Wayne German settler and butcher, was in charge of the barbecue of four great oxen driven up from Lafayette's Wea Valley that refused to board the canal boat for their last trip. Col. Swinney donated the western portion of their estate to the city for a park. In 1874 its space was the site of the Allen County Fair, which featured a one-half mile track. Swinney willed his entire 240-acre estate to the city. It became **Trier's Park** with roller coaster, bumper cars, dance halls and other amusements, but it was destroyed by fire in 1953. Then in 1924 the Historical Society occupied the big home. A Log Cabin dating to about 1826 was moved here from Huntington, Indiana. Today, the Old Settlers Society manages the property.

L slight turn onto **Jefferson** and head east six (6) blocks east to Van Buren. The school passed on the left is Washington Elementary, which Carole Lombard attended and recalled fond

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memories.

L on **Van Buren** at **St John Lutheran**. Four (4) blocks pass **Saint Joseph Hospital**. This is where **Philo Rumsey**, the son-in-law of William Rockhill, built **Rockhill House**. **Stephen Douglas** stayed here campaigning in October 1860. However, it was difficult to attract hotel guests being located on the outskirts of town and the business failed. **Bishop John Luers** obtained the property to become Fort Wayne's first hospital. He placed it under the direction of the German sisters known as the **Poor Handmaids of Jesus Christ**. It grew and, after several additions including a nursing school in 1918, it eventually became a regional burn center. Today it is part of the **Lutheran Health Network**.

Cross Canal at the Norfolk and Western Railroad.

R on **Michaels Avenue** after crossing over the railroad tracks.

First French Fort 1722 San Philippe or Miamis, the first of five forts located is in the area as supported by historical markers. The French lived among Miami as early as 1697 when Sjeur de **Vincennes** and his son Francois served as royal agents. They may have built a trading post in the area as early as 1706. Here at this first fort, Capt. Dubuisson in charge of thirty (30) men commanded the portage between the Saint Mary's and Wabash rivers. As the English influence expanded to this area a feud with Britain ended with the French Fort being burned in 1747 by Wyandot **Snosket La Damoiselle**. In 1749 Bienville's expedition visited San Philippe with Jesuit **Pierre Joseph deBonnecamps**, who reported that the place was, "in very bad condition with eight miserable huts, which only the desire of making money could render enduring." A new fort was built in 1750 a few miles east on the St. Joseph River.

R turn to **Superior Street** - (because the street closed in September at McCulloch House, the tour proceeded to detour one (1) block to Michaels Street.)

R on **Michaels** into Guldlin Park, which had a boat launch into the St. Mary's River and was first playground in Fort Wayne due to efforts of **Addie Guldlin**, "a little woman but a dynamo of energy."

R on **Ross**; **Hugh McCulloch** House. In 1863, McCulloch served as the **first U.S. Comptroller** from which he launched the national banking system. In 1865, President **Lincoln** appointed him to be Secretary of the Treasury, a position he also held during the administrations of Presidents **Johnson** and **Arthur**. He was the last person to whom President Lincoln wrote before the assassination and was at the President's bedside when he died. McCulloch later served as U.S. Ambassador to Great Britain before he died in 1895.

On **Superior** return to **Van Buren** due to road closure.

L on **Van Buren Street**.

L on **Main Street**.

L on **Ewing Street**. Off to the right, is the **Perfection Bread Company** established in 1954 distributing Sunbeam Bread. In 1957 the company erected a mechanical Sunbeam sign on the roof of its Fort Wayne plant. It is now the home of Aunt Millie's bread products.

R on **Superior Street**. Having moved under the railroad overpass, the rail line marks where in 1955 the railroad elevation

project eliminated the interruption of traffic waiting on what seemed to be ever-passing trains. Trains held up north bound traffic thus, when the tracks were raised, it opened up economic development for Fort Wayne's northern neighborhoods.

Now, paralleling the elevated rail line makes it easy to follow the historic path of the Canal. On the left at the newly constructed jail (2004) marks an area known as **Jail Flats** where the first calaboose stood that was destroyed by fire in 1849. The last public hanging took place here in 1883. On the right is the **Canal House** built 1852 by **John Brown**. He and his partner **James Humphrey** were contractors for area Canal locks, the county jail and Barr Street Market. In 1862, Canal boat captain **Heinrich Drover** bought the building. Eventually it became the home of **William Homeyer** who worked on a Canal boat, served as town marshal, and was some times host of his friend **Wild Bill Hickock**.



1852 Canal House built by John Brown Photo—Bob Schmidt

L on **Lafayette Street**. **Johnny Appleseed** was recorded landing in a pirogue here in 1822 or 1830. He died at age 71 and is buried several miles to the northeast. Along here too the **first locomotive** steam engine was unloaded from a Canal boat in 1852 and sent on makeshift rails to the south of town where the main line of the new Ohio and Indiana Railroad was due to be completed. The rails remained until removed in 1857. However, the Ohio and Indiana Railroad ultimately became part of the Pennsylvania Railroad.

This was also the site of the Canal boat turnaround, **Comparet Basin**, and the bridge crossing the St. Mary's river is dedicated to Indiana's seventh head of state, Governor **Samuel Bigger**. Much of the land to the north is known as **Well's Preemption**.

Spy Run Avenue: Now the street name changes to **Spy Run Stay Left** thru **Well's Preemption** - 320 acres granted to William Wells by an 1808 Act of Congress for service rendered to U.S. On the right, the Water Treatment Plant is often confused by visitors as being a building that must belong to the University of Fort Wayne...an institution, which does not exist, but the structure looks more *academic* than protection from a possible water epidemic.

Historic Fort Wayne: A replica model of the last American Fort stands as an icon representing the presence of the five forts that guarded first the French, followed by the British and finally the Americans regional interests. Construction began in 1975 in time for the 1976 U.S. Sesquicentennial. It was built from actual plans drawn by Major **John Whistler** (i.e., Whistler the

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painter's father) that was originally erected in 1815.

Continue on **Spy Run Avenue** on the left the tour passes the **Allen County Civil War Memorial** in Lawton Park dedicated in 1893 as a tribute for patriotic citizens who fell in defense of the Union. At a time when Fort Wayne's population stood at 30,000, the community sent 3,000 into the Civil War and lost 489 troops. Although this is "Lawton" Park, General Henry Long "Hank" Lawton's statue stands in Lakeside Park. The Feeder Canal marked the north side of the park.

Cross Lawton Place on left: To the east on Lawton is the grave site of **Little Turtle** (Mih-shih-kin-aahk-wa), most feared and respected leader of 1790s. As Miami War Chief leading his warriors, he defeated the U.S. Army under General **Josiah Harmar** in 1790 and again defeated U.S. Army troops, led in 1791 by General **Arthur St. Clair** in the Army's worst defeat ever at the hands of the American Indians. Little Turtle was not the leader when Anthony Wayne finally overcame the Indians at the Battle of Fallen Timbers. He became the friend of Americans and met with three different U.S. Presidents: George Washington, John Adams and, on two occasions, Thomas Jefferson.

Cross Elizabeth Street on the right: **Rudisill Gristmill** was erected in 1830 by Henry Rudisill & Henry Johns.

On the left - is the small pocket park known as "**Power Park**" which highlights **Fort Wayne & Northern Indiana Traction's** powerhouse. Markers here recognize people and companies that produced 145 years of power beginning with Rudisill Mill in 1830; through Canal Era; Electric Street Cars; Interurbans and Power Plants that served them; to nearby City Light & Power Generating plant, as well as sponsors such as the **Canal Society of Indiana**. Watch for the electrical poles, now erected on the easement, which follow the Canal towpath. In many places between Fort Wayne and Lafayette, Ind., the Canal line can be seen by sighting these electrical poles.

R on Spy Run Extended, which generally replaces the route of the **Canal Feeder** for one and 1-1/2 miles, to Parnell Avenue and proceed into Appleseed Park.

L on Parnell Avenue.

R into Johnny Appleseed Park. An unpaved lane's entrance is well marked. Pass around John Chapman monument. *News Sentinel* newspaper published his obituary on March 25, 1845 noting that after his death, his body was taken on the **Feeder Canal** to this place, which at the time was the burial ground of the David Archer family. To the north the **Memorial Coliseum** can be viewed.

R on Parnell Avenue to the Memorial Coliseum's parking entrance and make a U-turn to return to Parnell Avenue.

R on Spy Run Extended and return to "DeWitt" Clinton Street. At the turn on to Spy Run Extended the distance to the site of the now removed St. Joseph River Dam is three and three-quarters miles.

L on Clinton: move to the right lane and cross the Spy Run Bridge. At the intersection of State Street to the southeast, now occupied by the vacated Kroger building, is where the Feeder basin was located. Moving ahead and to the left passing the AEP power area is the site of **Spy Run Creek Aqueduct**. A span of twenty-eight (28) feet, the aqueduct had a wooden

trunk with stone abutments.

R on East Jacobs Avenue. To the left is where a **Fort Wayne & Jackson** engine that was rounding a curve was not able to stop when a bridge operator left the timber draw open and the engine went into feeder. Later the Feeder bed was said to have been used by the NY Central's FW & Jackson interurban.

Off in the distance to the left and along a tree line is a visible remnant of the **Feeder channel**. It is generally marked by sighting the football field goal post. Along the same line of sight toward the Feeder stands a rise in the earth, which is believed to be an "**Indian Mound**." Land and buildings here are used by the magnet school **Horizon**. Buildings here were first built in 1886 as the **St. Vincent Villa Catholic Orphanage** for girls administered by the **Poor Handmaids of Jesus Christ**. A similar Boys orphanage was erected in Lafayette, Ind. In recent years, this facility has been occupied by the **YWCA** and **WBOI** Public Radio of Northeast Indiana, which once established its broadcasting station in the building on the northwest corner.

L on Wells Street. A marker in front of the Horizon School describes the **Dearborn Trail**, which led to present-day Chicago and was followed by William Wells, who was ordered to escort the small garrison at Fort Dearborn back to the stronger Fort Wayne. While doing so, he was cut down by a large band of **Potawatomi** warriors.

Notice the power lines that follow the line of the **Feeder**. On the right at 1645 Wells, the building has an **angled wall** toward the rear of the structure. It has been noted that the angle was necessary to satisfy some requirement to observe the easement of the Feeder line as it passed the building.

L on Third Street pass Hyde Bros Booksellers at 1428 Wells, who specialize in buying, selling and trading antiquarian books. Their inventory is quite varied by subject and large by volume. **Ray Hyde**, the father of owner Sam, was significant in first organizing the **Canal Society of Indiana**.

L on Harrison Street is a part of the 1915 **Lincoln Highway**.

R onto Clinton Street. Cross over **Martin Luther King Bridge** and pass thru **Headwaters Park**. On the left in the east lobe of the park and on a walkway that loops around the green space are an additional thirteen (13) Heritage Trail markers: First Americans; Fur Traders; Sandhill Crane Legend; Little Turtle; Canal; Railroad 1852; Jail Flats; League Park; Floods; Shanty Town; Duck Creek. Many interesting events occurred here including the **first baseball game between professional teams that was played under lights**.

L on Superior Street. Proceed one block to Barr Street.

R on Barr Street. Pass under the railroad overhead, which marks the passage of the Canal route. Turn left going behind the **Performing Arts Center** designed by the world famous architect Louis Kahn known for building within a building. Turning right heading south, pass the **Japanese Friendship Garden** (a gift from Fort Wayne's sister city, Takaoka, Japan). On the left is the **Art Museum**. Turn right in front of the Performing Arts Center and see Freimann Square ahead. The Red Iron exhibit is **Helmholtz Bull** by Mark diSuvero, who originally intended to suspend a metal piece within its members as a demonstration of superconductivity. However, the amount of electrical force

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to complete the demonstration/art may make it unsafe for passer-bys and was not completed to that end. Recently, the exhibit was reset after it had been demolished by an inebriated driver.

L on Barr Street crossing Main Street heading south.
R on Berry Street to Clinton. Pass by Citizens Square on the left where city government agencies are housed. This was originally the general offices of the Lincoln Corporation and home of the **Lincoln Museum**. On the right is and the **Elektron Building**. Erected in 1895 the name Elektron inscribed on the cornice at the building's top reflected the interest in early electrical engineering of the building's principal owner Randal T. McDonald, founder of Fort Wayne **Jenney Electric Light Co.** It served as the County Courthouse from 1898 to 1902; the public library in 1904, and Lincoln National Life Insurance in 1912. It is now the offices of Barrett McNagny Law firm.

L on Clinton Street.

L on Wayne Street. On the southwest corner the shop marked Cottage Flowers was once a restaurant. It is here that **Dave Thomas**, who started Wendy's, worked as a bus boy before he moved to Columbus, Ohio and organized his now-national franchised Wendy's restaurants. Pass by **Wayne Street Methodist** whose church building dates to 1973, however, its congregation has been meeting since 1820.

L on Lafayette Street. On the left at the alley is the headquarters for **ARCH**, Allen County's Historical Preservation Organization and the financial trustee for the Heritage Trail. This is an authentic Underground Railroad Station site. Once the home of **Alexander Rankin**, Presbyterian Minister, who was an organizer for the American Antislavery Society. He was a brother of John Rankin, an avid abolitionist in Ohio.

R on Main Street. Some historians have speculated that here at the intersection of Main and Lafayette may have been the burial grounds for soldiers at the nearby Fort. On Main Street the tour passes through the sites of the **last two American Forts** dating to 1800 and 1815. This is near the **Comparet Basin** named for Francis Comparet, who came from Detroit in 1820. He was instrumental in building the Erie & Michigan Canal.

Stay to the left following the "Only" sign at **Clay Street** under the railroad overpass and cross over the Maumee River bridge. On the left or northwest is the **Saint Mary's River**; also on the left but to the northeast is the **Saint Joseph River**; and to the right is the Maumee River. At the east end of the Saint Joseph River bridge move to the right and go on to East Columbia Street. St. Joe Blvd splits to the left and approximately eight (8) blocks on Saint Joe Boulevard are the sites of **Fort Saint Joseph** (No. 2), the **Second French** garrison erected 1750, and the **First British** (and only British fort) **Fort Miami** (No. 3). French Fort Saint Joseph was surrendered to the British in 1760 under Lt. Butler. In 1763 an Indian maiden lured **Ensign Holmes** out to her *wiikiaami*, a decision that ended in a massacre by Miami. For the next thirty (30) years no fortress commanded the confluence of the rivers.

L on Lorsee Street.

L on Edgewater Avenue. Stop at "Richardville Tree" and "Harmar's Crossing" markers.

Tacumwah and Apple Tree: under this tree *Tacumwah* the

wife of Antoine Joseph Drouet de Richardville, a French Officer, said she gave birth to *Pechewa*, also known as Jean Baptiste de Richardville, chief of the Miami from 1813 to 1841 when he died. Renowned artist George Winter sketched the tree in 1830-40 since it presented a mystery as to how such a large European tree foreign to North America could have planted its roots so far into the continent.

Harmer Defeat: Battle of Kekionga Oct 22, 1790. Here Little Turtle defended the Miami's home against U.S. Army led by General **Josiah Harmer**. It was the first campaign by the Army since the Revolution. Year later on November 3, 1791 **Arthur St. Clair** lost 637 killed and 263 wounded at Recovery, Ohio. As a matter of interest, Custer at Little Big Horn lost 267. In 1794 **Anthony Wayne's** army defeated the Indian Confederation at the Battle of Fallen Timbers, marched his Army here and destroyed Kekionga.

L on East Columbia Avenue and return across **Maumee River.**

To the north in front of the Water Treatment Plant stands a large statue of the Jesuit priest/scientist believed to be that of **Father Pierre de Bonnecamps**, who visited old Fort San Philippe in 1749.

L on Clay Street. Passing along on the right-hand side where Anthony Wayne's Fort once stood, which was dedicated October 22, 1794. It commanded the portage – the most direct route between the St. Lawrence and the Mississippi – described as that "Glorious Gate" by Miami War Chief Little Turtle.

R on Berry to History Center. Brief stop to see the **History Center** and **Barr Street Market** platted 1837. Donated to the city by the town's founder **Sam Hanna**. Named for **John T. Barr** of Baltimore, who came with John McCorkle fonder of St. Mary's, Ohio, to purchase land. Currently the Barr Street Market is open on Saturday mornings during the summer months and is a popular gathering spot. Shoppers are welcomed into the History Center museum at no charge on market day.

L out of History Center parking lot on Alley to Lafayette (pass along ARCH's offices)

L on Lafayette Street half block to Berry.

L on Berry Street from History Center for 3 blocks to Calhoun Street.

R on Calhoun Street then two blocks to Columbia Street. At the turn, is the Allen County Courthouse dedicated on September 23, 1902. It took five (5) years to build at a cost of over \$800,000, and is constructed mainly of Bedford stone and Vermont granite. Today those 1902 dollars equate to \$21,207,554.00. Crowning the structure is the great copper-sheathed dome on which turns a copper statue wind vane, the 13.5 foot "Liberty" at 225 feet from street level.

Cross Transfer Corner at Main Street. Here was transfer point, active from 1888 until 1960, where a rotating track embedded in the street redirected trolley traffic and later buses from downtown to outlying places.

L on Columbia Street Canal Landing. On the right are the back sides of what was once a line of Canal Warehouses. The first building on the north or left side, now replaced, was where **Thomas Edison** once worked as a telegrapher. The first structure on the south side is the building in which **Royal Bak-**

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ing Powder was invented. A stone arch was unearthed below the street during a renovation. **Orbison Basin**, located at the west end of Columbia, provided a turnaround space for the long narrow Canal boats.

L on Harrison Street. This is the route of **Lincoln Highway**, which extended west from New York City to San Francisco.

R on Berry Street passing to Fairfield Avenue.

Ash Brokerage plans to build its corporate headquarters here with 95,000 square feet of office space. The project includes a parking garage and 21,600 sq. ft. of 1st-floor retail space. More than 200 employees are to be part of Ash's move to downtown. Ash anticipates an increase of 115 additional jobs by 2017 with an average wage of \$60,000 plus benefits. Ash's investment will be \$19.6 million. The integrated initiative will result in new knowledge-based jobs, hundreds of construction jobs, housing, retail, and \$71 million in new investment in the core of the city

L on Fairfield Avenue to Jefferson Blvd.

L on Jefferson Boulevard. Move to the right lane for a right turn on to Calhoun Street. On the right is Parkview Field, the home of the minor league Tin Caps baseball team. On the right is the Grand Wayne Center, which attracts second tier city conventions and other events, and is connected to the Hilton Hotel. Along the way are artistically shaped Bike Racks with a Purpose, a project presented to the city by Indiana Purdue at Fort Wayne. Each is the artist's individual interpretation and included in the design is sometimes hidden an IPFW triangle logo.



Bike Rack
Photo—Sue Simerman

R on S. Calhoun Street. Beyond the ballpark is the Marriott, **Embassy** which connects to the historic **Indiana Hotel** over Harrison Street. On the corner of Jefferson and Calhoun stands the **Botanical Gardens**; across to the left on Calhoun is the **Immaculate Conception Cathedral** built in 1859 and the oldest church structure in continuous use in Fort Wayne. It is the seat of Catholicism in northern Indiana established in 1857. Miami Civil Chief **Richardville** (1761-1841) is interred in the block known as "Cathedral Square."

R on West Douglas Street. On the left is Lincoln Corporations offices with the 1932 **Lincoln Statue** "Abe Lincoln the Hoosier Youth" by Paul Manship, gracing the entrance. E. Ross Adair **Federal Building** and U.S. Courthouse built in 1932 is on the left as the tour crosses Harrison Street headed to Webster Street.

L on Webster Street. Proceed two blocks to Baker Street.

L on Baker Street. Past Baker Street Railroad Station to Calhoun and on the right is where **Abraham Lincoln** transferred train lines on his way to New York's **Cooper Union** hall to make a speech on February 27, 1860 that convinced the Eastern elite that Lincoln was presidential timber and worthy of their support. This resulted in Lincoln becoming the sixteenth U.S. President.

L on Calhoun Street and go one (1) block to Brackenridge

L on West Brackenridge Street and proceed six (6) blocks to Broadway. On the way, the tour passes by **Powers Hamburgers**

since 1940. Powers recalls the days of the 15-cent hamburgers, where today a hamburger is \$1.00 and to upgrade to a cheeseburger expect to pay \$1.10. Open Saturdays 5 am to 4 pm.

L on Fairfield Avenue.

R on Taylor Street go three (3) blocks to Lindley Street.

L on Lindley Avenue.

L on Parkview Avenue. On the right is McCullough Park and the burial site of Samuel Bigger seventh Governor of Indiana. He served in that office when the State was practically in a condition of bankruptcy that was formally approved by Gov. David Wallace. It is believed that Indiana Constitution signer William Polk is interred here as well.

L on Broadway to Taylor Street.

R on Taylor Street. Go seven (7) blocks and cross St. Mary's River bridge. Here is the approximate location that Captain Riley's survey ended, which was used to locate the Wabash & Erie Canal. While on Taylor Street, our tour has been traveling on the now-removed Interurban rail line. When reaching Freeman Street where the Canal line once was directed to the northeast, the Interurban line turned toward the east and ran along Taylor Street into the city.

R on Freeman Street to Portage

L on Portage Boulevard follows the Canal route and to the right the Canal Towpath remnant in Rockhill Park can be seen.

R on Taylor Street passes Portage Middle School, Lindley Elementary School and then crosses the Towpath Trail. Interurban tracks headed southwest using the Towpath as a rail bed in many places from this point to Lafayette, Ind.

L on Ardmore Avenue to Covington Road.

R on Covington Road. Old timers called this portion of Covington Road the "Saddle" because it divides the watershed to the Atlantic on the right side with the Mississippi Valley and Gulf of Mexico drainage to the left. It is a part of the Saint Lawrence Continental Divide.

R on South Bend Drive Continue straight on **Covington** to U.S. 24.

R on U. S. 24/Jefferson Boulevard. Go 1-1/3 miles to Illinois Road

L on Illinois Road take the first turn to the right into the shopping mall and proceed to Great Wall restaurant for 11:00 am lunch. This concluded the three (3) hour tour "Along the Heritage Trail" in Fort Wayne, Indiana.

After lunch the trolley took canawlers along the route of the Wabash & Erie Canal from downtown Ft. Wayne to the Indiana/Ohio state line seeing the sites of the Moots, Gronauer and Saylor Locks. Then they carpooled to Eagle Marsh/Towpath Trail. This, the banquet and more photos will in the December issue of *The Hoosier Packet*.

Tour attendees: Sally Bancroft, Carl & Barbara Bauer, Karl & Demi Black, Tom & Linda Castaldi, Mary Crary, Leland & Bonnie Gamson, Don Haack, Pauline Hurley, Don & Jean Mathias, Ron Meyer, Brian & Laura Migliore, Mike & Tom Morthorst, Cynthia Powers, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Michael Thrall, Frank & Mary Timmers, Larry Turner, and Dick Winchell with 23 from Indiana, 6 from Ohio, and 2 from Illinois.