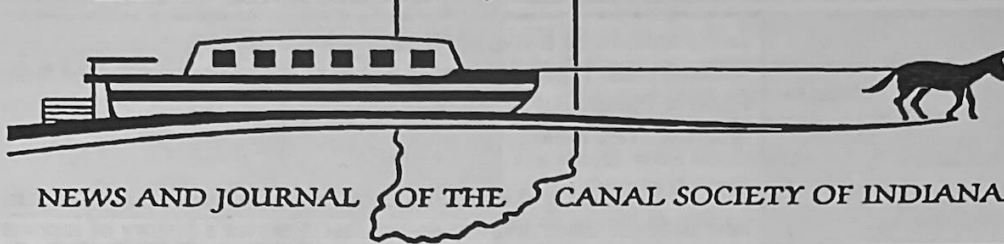


THE
HOOSIER-PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 13 NO. 12

P.O. BOX 10808 FORT WAYNE, IN 46854

DECEMBER 2014

AQUEDUCT RECOGNIZED



Photo courtesy Gary A. Schlueter

Duck Creek Aqueduct on the Whitewater Canal in Metamora, Indiana has been declared "nationally significant" by the National Park Service and is the only wooden covered bridge style aqueduct still in existence in the United States.

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METAMORA LANDMARK RECEIVES RARE NATIONAL DESIGNATION

By and with permission from Gary A. Schlueter

It's no secret the Duck Creek Aqueduct on the Whitewater Canal in Metamora is something special, but just how special is growing by leaps and bounds. The first leap was in 1973 when it was listed along with Metamora Grist Mill on the National Register of Historic Places. The second was in 1992 when it was designated as a National Historic Civil Engineering Landmark. The third happened recently when Secretary of Interior Salley Jewell and National Park Service Director Johnathan B.

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Jarvis announced it was named a National Historic Landmark along with eight other national sites. There are more than one million properties on the National Register of Historic Places, but only 2,544 National Historic Landmarks making this latest designation a rare honor.

In marking the announcement Secretary Jewell, said, "By designating these new national landmarks we ensure that America's history of innovation, vision and diversity are celebrated today and for future generations.... These new national historic landmarks can educate and inspire Americans with their country's rich history, as well as drive tourism and boost local economies."

A plaque beside the structure says, "The Duck Creek Aqueduct was originally built in 1843 to convey the canal over Duck Creek 16 feet below. Flood waters in 1847 destroyed the aqueduct, which was soon replaced by the present 70-foot, Burr arch truss structure."

The Burr arch of the Duck Creek Aqueduct is not a true Burr arch, according to Metamora historian Paul Baudendistel. He said a true Burr arch would link into the rock abutments. But after the 1847 flood the original arch was replaced with what is called a modified Burr arch, which only goes to the foot of the structure not all the way to the abutments.

There was some question among local authorities about how this designation came about. Jay Dishman, the Metamora site manager for Indiana State Museum and Historic Sites, was not aware of any action by his department to that end. He said the ongoing process of paperwork may have begun when the Department of Natural Resources was in charge of the site.

But an e-mail from Indiana historic bridge expert Dr. James Cooper cleared up the mystery. He passed along an e-mail from Christopher H. Marston, Architect & Project Leader of the National Park Service's American Engineering Record. In it Mr. Marston writes, "This achievement represents a twelve-year effort by the Historic American Engineering Record as part of the Federal Highway Administration's National Historic Covered Bridge Preservation Program."

Gail Ginther of Historic Metamora said, Mr. Marston "led the team that was here doing the intensive survey of the aqueduct a few years ago"

The National Park Service nomination declares, "Duck Creek Aqueduct is the only surviving covered wood aqueduct in the United States." Whether there was another such structure had been an outstanding question in Metamora until this authoritative declaration.

In the same document it was also called "nationally significant" and "an architectural type specimen exceptionally valuable....Of the approximately 690 historic (pre-1955) covered bridges surviving in the United States, Duck Creek Aqueduct stands out as an excellent example of nineteenth-century bridge construction and preservation."

Jay Dishman said Indiana Museums and Historic Sites is planning to hold a ceremony recognizing this honor, but a date has yet to be set. He added that the aqueduct is scheduled to get a new roof this year and will be painted next year.

CANAWLERS AT REST

MICHAEL HOGAN

Find-A-Grave #36539212

b. March 5, 1842

d. April 1909

By Carolyn I. Schmidt

Michael Hogan was born on March 5, 1842 to John and Bridget Hogan in Lagro township, Wabash county, Indiana. His parents had emigrated from Ireland in 1835 to Lagro. This was at the time the Wabash & Erie Canal was being constructed through the county and it is likely his father came to work on the canal or was occupied in a business related to it.

The Wabash & Erie was opened for general traffic on July 4, 1837 through Lagro. Four cut stone locks were built there with two being in the town itself - Lock #14 James Kerr and Lock #15 James Ditton. These two were about nine hundred yards apart. Wharves and Grain elevators sat between them. Dam #2 was built across the Wabash River to feed water into the canal. The canal office was located in a room on the south side of Washington between Davis and Dover streets at the back of a saloon and a grocery that was later occupied by Rau's meat market. Jesse Barlow was said to be the old paymaster. Elsewhere it is stated that Jirah Barlow was the toll collector.

Lagro was the logical place for collecting tolls as locking through four locks took time. The first boat through this part of the canal was the "Prairie Hen" commanded by Captain Samuel Mahon of Port Mahon.

The opening of the canal brought a number of Irish Catholic families from the east who made Lagro their new home. It also brought a "vast army of transients" who needed a place to eat and sleep. Before long Lagro had three hotels — the Keller House that was on a hill and had a good

reputation as far as New York, the Humboldt House that was in the valley nearer the canal on Washington Street, and the Western House that was three stories tall and was built two years later in 1843 — for a total of about 120 rooms. The rooms were so crowded that one landlord placed pallets on the floor in the halls and another tacked sheeting over the floor so that as many as twelve to fifteen men could sleep in a room.

The many Irish Catholics who had come as early as 1834 to help build the Wabash & Erie Canal had stayed and needed a church. Thomas Fitzgibbon, a superintendent in charge of building the Wabash & Erie Canal, was the prime mover in collecting money to build the first church in Lagro. In 1838, just as the canal opened through town, Thomas donated two lots on which a 30' x 40' frame building was built.

Meanwhile Michael Hogan was growing up. The 1850 U.S. Federal Census shows him living in Lagro with his father John Hogan, age 50, a farmer from Ireland with real estate valued at \$1,000. Tolls collected for the Wabash & Erie Canal that year totaled \$10,618.68.

Michael received a fair education in Wabash county schools. By the time he was 11 years old in 1853 the Wabash & Erie Canal was opened between Toledo, Ohio and Evansville, Indiana and Lagro had become one of the chief shipping ports for wheat, corn and other crops. Lagro was the division headquarters for the canal. It greatly surpassed the towns of Wabash, Peru, Huntington and Warsaw, Indiana when its population reached over 1,200.

The canal boat "Bullion" cleared Lagro. Its cargo and freight rate shows how cheap it was to ship by canal.

1300 bushels	78,000 pounds	Peru to State Line	\$24.96
5 barrels of whiskey	1,800 pounds	Peru to Wabash	.14
12 barrels of whiskey	432 pounds	Peru to Lagro	.45
128 barrels whiskey	45,480 pounds	Peru to Huntington	7.73
11 casks pork	4,550 pounds	Peru to State Line	12.85

The 1860 U.S. Federal Census shows Michael Hogan living with his parents in Lagro, John (age 60) and Bridget (age 46) and siblings Margaret (age 15), Anna (age 12) and John (age 7). John was a farmer, having real estate valued at \$3,000 and a personal estate of \$800.

Michael worked on the farm until he became one of the early volunteers of the Eighth Indiana regiment of the army during the Civil War. He enlisted as a Corporal on September 5, 1861 in Company F, 8th Infantry Regiment

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Indiana. At that time the 8th Indiana was stationed at St. Louis. He and his company took part in the battle of Pea Ridge in Arkansas. He fought bravely on the first day, but his arm was shot off by a canister round on the second day during the hottest battle. He was taken to a hospital in Springfield, Missouri where he stayed for many weeks until he recovered enough to return to Lagro. He was discharged as a Corporal on March 19, 1863.

In 1865 Michael opened a mercantile business in Lagro in the room later occupied by Rau's meat market. This was either where the canal office was located or next to it. There he carried on a successful business for several years. Much of his merchandise arrived by canal boat. During this time he was the first one to sell fresh oysters. Many people weren't familiar with them. He put them in a huge tub on the sidewalk outside his store where they could be seen by everyone. Some of the local boys would attach one of the oysters to the latch on the store's door and when a customer would close the door the oyster would be smashed and splatter all over them. Although the young lads had lots of fun, this caused Michael much trouble until he could catch and stop them at their game.

On January 7, 1867 Michael was married to Mary Ann Fitzgibbon, the sister of Thomas Fitzgibbon. They were members of St. Patrick's Catholic Church, shared a happy marriage, but apparently had no children. The 1879 U.S. Federal Census lists him as a grocer, living with his wife Mary Ann and T. Fitzgibbon (age 34), a domestic.

By 1873 grain was hauled to the canal at Lagro from as far north as Crown Point, Indiana and as far south

as Muncie, Indiana. But the Wabash & Erie Canal had had its difficulties and railroads had become the transportation mode of choice. The canal was abandoned that year. The last boat on the canal at Lagro was said to have been run by Captain Watkins, who hauled wheat for H. Stevens in 1875. At this time Lagro would begin its slow decline. By 2010 its population was 415.

Michael's later years were spent on the several farms that he owned. He was also a stockman. He accumulated much wealth over the years.

Michael Hogan died in April 1909 and was laid to rest in St. Patrick's Cemetery, Lagro, Wabash county, Indiana. He was reported to have been survived by his widow and an adopted daughter, Margaret H. Drew (1880-??), who the 1900 U.S. Federal Census lists as a teacher and a boarder in his home.

Michael's wife, Mary Ann (Fitzgibbon) Hogan died in August 1922 and was laid to rest beside him. She had been born August 9, 1840 to John Fitzgibbon (1812-1825) and Julie Ann (Lunderman) Fitzgibbon (1815-1891). The 1910 U.S. Federal Census shows Mary Ann as a widow with no living children.

Michael Hogan 1842-1909 and his wife Mary A. Hogan



Sources:
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1876 Lagro Business Directory — No. of Businesses

Bakeries	2	Justices	3
Barber Shops	1	Life Insurance Agents	3
Blacksmith Shops	12	Livery Stables	1
Bootmakers	4	Live Stock Brokers	5
Butcher Shops	2	Millinery Shops	3
Cabinet Shops	2	Physicians	10
Carriage Factories	3	Planing Mills	1
Cooper Shops	4	Printing Offices	1
Dressmakers	2	Saddle Factories	1
Dry Goods Stores	10	Saloons	3
Eating Houses	5	Saw Mills	7
Furniture Factories	1	Shoe Shops	11
Grain Houses	6	Stave Factories	4
Grist Mills	3	Tanneries	2
Grocery Stores	7	Tin Shops	2
Hardware Stores	2	Wagon Shops	1
Harness Shops	1	Watchmakers	1
Hotels	3		

**THE ANNAPOLIS POTTERY
AND ITS WABASH & ERIE CANAL CONNECTIONS**

By Charles Davis

Edward D. Laughlin, Crawford Laughlin, David F. Huggins, David L. Atcheson and Alexander H. Lee were the fathers of the stoneware business in Annapolis, Penn township, Parke county, Indiana. The first company consisted of David L. Atcheson, David Huggins and Jacob Bennage, all Ohio men from Mogadore, Summit county, Ohio, the great stoneware center of the United States.

David Lowery Atcheson came to Indiana in the fall of 1840. He fell into company with Albert Coffin at Lafayette, Indiana. Albert was a partner of William G. Coffin in the Coffin Foundry on Sugar Creek in Foundry Hollow. Atcheson asked Coffin where to get clay and was told he could get it close to their foundry. Atcheson told him that when he got through with his visit he would come and see the clay. When Atcheson arrived he got some of it and took it to Thomas Woody's blacksmith shop in Annapolis. There he put it through the white heat, salted it, and found it made a very good body and took a good salt glaze. He concluded that this would be a good location for the stoneware business so he wrote to David Huggins about his discovery. David Atcheson and David Huggins formed a partnership and took Jacob Bennage in with them. They came to Annapolis in the winter of 1840 and bought a house on Lot #3 in block #6.

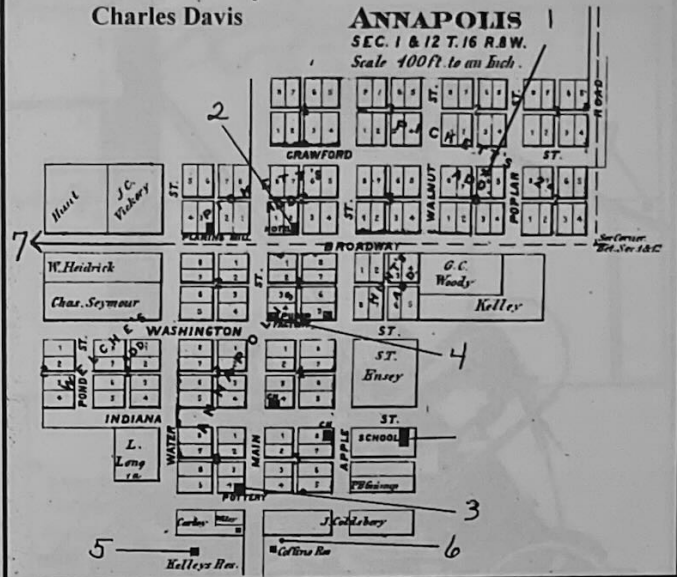
On March 6, 1841 David L. Atcheson was sold the "right to dig clay" on the Coffin property where they lived in Coke Oven Hollow for use in their pottery from Wm. G. Coffin, Samuel Harvey and Thomas Coffin (firm of Coffin, Harvey and Company) for the sum of \$1.00. Coffin and Harvey retained the right to sell clay to any other. D.R. 7/61 After a short time Jacob Bennage sold out to his brothers in Ohio and with them came John W. Welch.

In 1847 Alexander H. Lee came to Annapolis with his wife from Ohio and bought into the pottery as a partner. They lived just north of it. The firm then was called Atcheson and Lee. Lee was a principle turner. He was in partnership with several men over the years and, at one time, he and Francis Redford ran the Stumptown Pottery that was started by Samuel Jordan.

By 1854 Annapolis had grown into a lively town. Page 2 of the *True Republican* on December 21 of that year describes Annapolis as follows:

"Annapolis is a very neat little village, containing

1874 Parke County Atlas
With additions by
Charles Davis



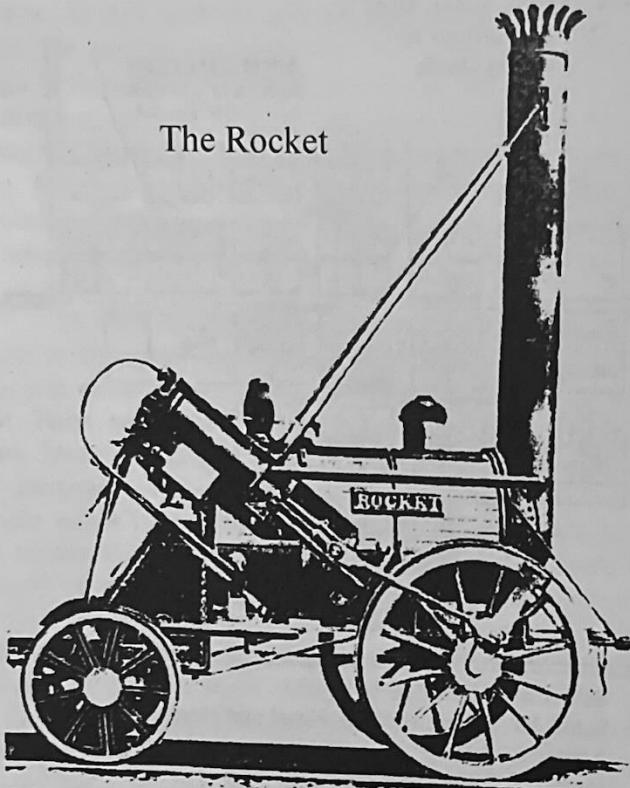
1. School established in 1846
2. Samuel T. Ensey, Franklin Hotel and store next to it
3. Annapolis Pottery
4. Joseph A. Gurley wooden pump shop
5. Site of Joseph John Guilford Cannon's boyhood home
6. Site of Coffin barn made from Annapolis pottery building
7. Road to Sugar Creek Feeder Dam & Lock
8. Annapolis brick school built in 1870

about 400 inhabitants. It has four stores, one hotel, two carriage and coach shops, one provision store, five blacksmith shops, two cabinet shops, one saddle shop, four shoe shops, and other business establishments. Her mechanics and business men are public spirited and industrious, and we wish them all prosperity in their various pursuits. Annapolis contains several churches, which are well built edifices, and some neat and tasteful residences."

Although we do not know the exact date of David L. Atcheson's death, his estate was settled in 1854. His one-third ownership of the pottery and his right to dig clay was put up for auction on March 4 that year. Wm. G. Coffin received this one-third. Alexander Lee bought out Edward Laughlin. He and John W. Welch formed a partnership and the old Laughlin kiln located on Lot #3 was town down. D.R. 14/266 In 1849 Alexander Lee and John Welch built the pottery shop on Lot #4. The pottery on Lot #4 would see continued use for sixty-nine years.

Alexander Lee's father, George Lay (Lee) came to Howard township in Parke county, Indiana sometime before

The Rocket



the Civil War. He was a strong Union man. Note that all of George's descendants spell their last name Lee, which is the English equivalent of Lay in Holland Dutch. George Lay claimed that he was the oldest engineer in the United States. For four years from 1832-1836 he ran a locomotive (the Rocket) on one of the first two railroads in the United States — the Baltimore and Ohio tracks from Baltimore to Frederick. He worked in the machine shop at York Pennsylvania for a number of years, making nearly all the patterns in those shops for the engines in use at that time. In 1864, during the Civil War, 20-30 local "copperheads" tried to kill Lay in his Howard township home. He armed himself with a corn knife when they broke in through the front door and with all his might hacked about their heads. The first fellow to enter was Toby Alward. He was cut and hacked so severely that his friends dragged him back outside. Watson Black accidentally shot himself while trying to get out of there and blew out half of his neck. He died shortly thereafter. Lay received two gun shot wounds, one in the arm and another in the thigh. He recovered. His wife, Jane, blew a horn out of a window for help during the fracas. *Rockville Republican* May 17, 1876 pg. 1 as found in Charles Davis' *Parke County: The Civil War During the Canal Era* 2006.

"The clay for the pottery was blasted from the hills at Coke Oven Hollow with sticks of dynamite, and blew huge chunks of clay high into the air. The clay was piled in

piles to weather. It was washed in a mill by a horse hitched to a sweep with small harrows dragging the clay and water round and round until the clay was dissolved and about as thick as cream. It was run down a trough with a screen into a vat. When the clay settled in the vat, the water was drawn off. It was then taken to a grinder mill by a horse, properly ground and tempered. It was then made into blocks and carried to the turner to make into crocks and jars. The turner worked the clay on his bench as he would a piece of dough. He then took a ball of it, placing it on his wheel, which he propelled with his foot. With wet hands, he shaped the clay into the desired shape. This was a work of art and few were proficient at this trade. David Lowery Atcheson and David Huggins were first class turners. After these pieces were dried, they were dipped in a slip and dried again. When they were ready for the kiln, the slip gave the pottery its color. The pottery shop was a two story building with many windows and was painted red like a barn. It had adjoining sheds and a nearby stable where the pottery horses were kept.

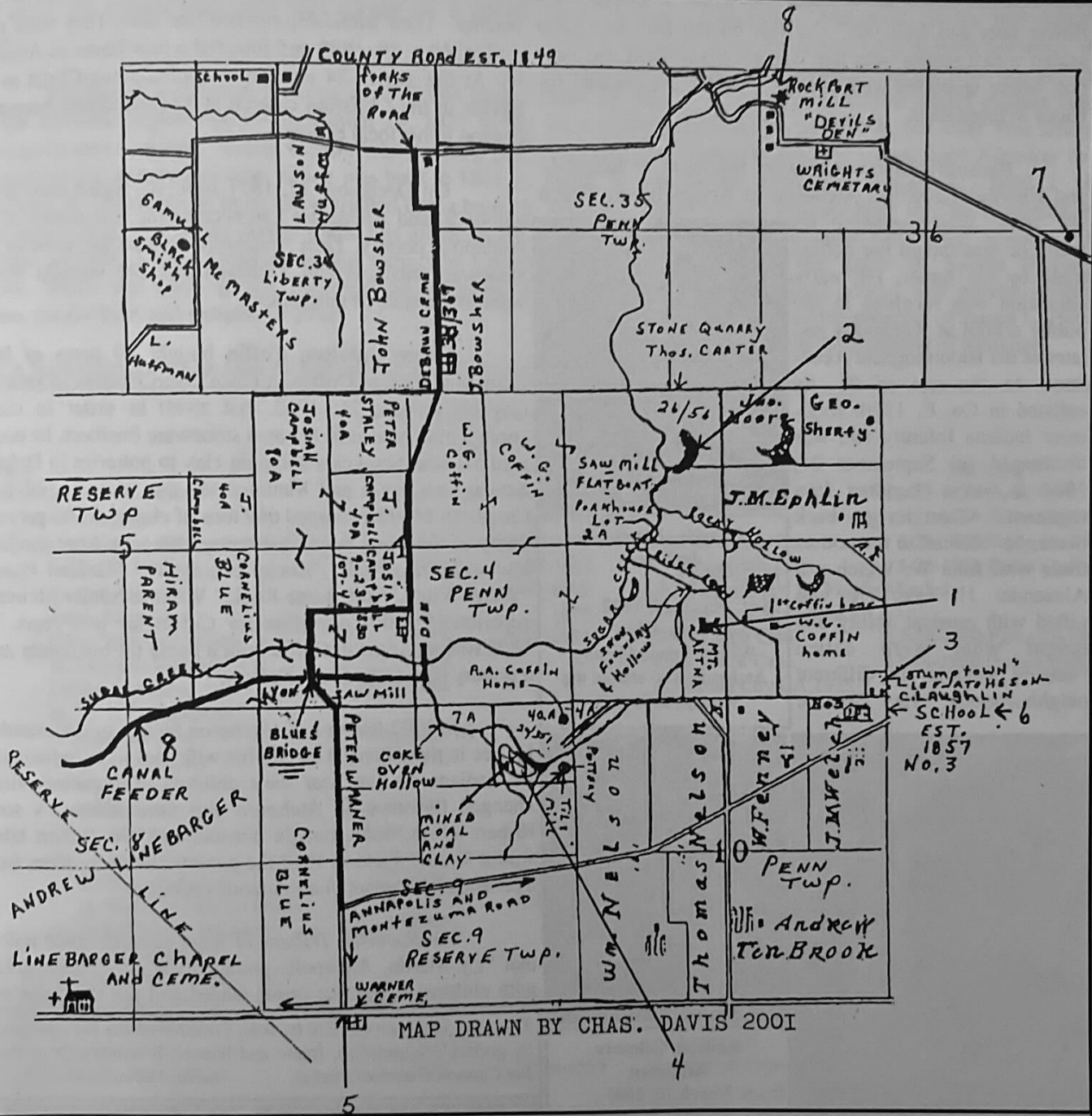
"Alexander H. Lee was a very kind and intelligent man. His appearance resembled Santa Claus with his white beard, round tummy and twinkling smile." One of the methods he used to transport the finished pottery was by wagon, hauling it to surrounding towns. In cold snowy weather, the wagon bed was placed on sled runners and bedded with straw.

"Some of the pottery was shipped by boat on the Wabash and Erie Canal. John W. Welch, Alexander's partner, helped with these shipments. The pottery was wagoned west from Annapolis for about three miles to the Sugar Creek Feeder Dam where it could be loaded into canal boats, which were then locked into the feeder to reach the main line of the canal. Mr. Welch was the commander of the canal boat "Thomas Carter," which was owned by Thomas Carter."

Thomas Carter at that time lived at the Aetna Manufacturing Company near Coke Oven Hollow. This company was another pottery that was operated by David Atcheson and others. It was dissolved in 1855 when its partner/owners Stephen and James S. Gapen became sick at sea. They died and their remains were put into burlap bags and cast overboard for a water burial. Thomas Carter and his brother, John Newlin Carter, quarried stone along Sugar Creek and shipped it by boats to points along the route to Terre Haute for use in canal structures.

The articles made and sold by the potteries were crocks, jugs, jars, churns, coffee pots, tea pots, pitchers,

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Sugar Creek Feeder to Wabash & Erie Canal in Parke County

1. Aetna Manufacturing Company (pottery) April 6, 1841 D.R. 7/613 Coffin, Harvey & Co., to David L. Atcheson the right to dig clay. Partners: Stephen & James S. Gapen
2. Thomas Carter Stone Quarry, canal boats of stone for canal structures D.R. 26/56
3. Stumptown Pottery Shop, Jorden, Lee, Redford, Atcheson
4. Coke Oven Hollow, Robert Addison Coffin EST. to Welch & Lee right to dig clay for Annapolis Pottery November 7, 1867 D. R. 26/99. CSI mini-tour 2004
5. Road to Sugar Creek Feeder Dam and east to Annapolis
6. School close to Coke Oven Hollow 1857
7. Rockport school, James B. Ewing teacher 1862
8. Prier Wright, Rockport Mill, Wright's Mill, Devil's Den
9. Canal Feeder

flower pots and fruit jars. The lids on the fruit jars were sealed with a sealing wax that was poured while it was very hot. Many spittoons were made as most men chewed tobacco in those days.

Ransom Gilmore Atcheson was born to David L. and Charity (Laughlin) Atcheson in Annapolis on March 10, 1843. While growing up there, he was taught the potters trade by his father. His early education was received in the public school at Annapolis and later at the Bloomingdale Academy. At the age of 21, he enlisted in Co. E, 137th Regiment Indiana Infantry and was discharged on September 21, 1864. It was a "hundred days regiment." When he got back home, he returned to the potters trade with John W. Welch and Alexander H. Lee. He was gifted with musical ability and taught what were called "singing schools" in different neighborhoods. He became



Charity (Laughlin) Atcheson

Born: 1821 VT
Died: March 24, 1908
Buried: Xenia, Ohio
Wife of David Lowery Atcheson who started the Annapolis pottery



Ransom Gilmore Atcheson & Martha Emma Maris Atcheson, his second wife



Ransom Gilmore Atcheson

Born: March 10, 1843
Died February 24, 1932
Buried: Bloomingdale, IN
Son of David L. Atcheson
Ransom owed Annapolis pottery in 1902

acquainted with Sabina B. Ewing in the Rockport school where her father, James B. Ewing,* was the

teacher. Their friendship ripened into love. They were married on May 29, 1869 and founded a new home in Annapolis. At the age of 24 Ransom accepted Jesus Christ as his Savior in the Christian Church at Waveland and became a deacon in his local church.

On December 17, 1871 John W. Welch died at the age of 50 and Alexander Lee became the sole owner of the Annapolis pottery. Thus Annapolis became the home of the stoneware business and Atcheson and Lee brought stoneware to the state of perfection.

Robert Addison Coffin bought 40 acres of land from Wm. Garten Coffin in Coke Oven Hollow to procure clay on August 21, 1862. D.R. 20/351 In order to make enough money to start his own stoneware business, he occupied his next few years shipping clay to potteries in Delphi, Attica, Covington and Maumee via the Wabash and Erie Canal. In 1869 he shipped 669 tons of clay at \$1.00 per ton. Some of the canal boats that carried the clay from the hollow were "Robhull," "Rocky Mountain," "Golden Gate," "Water Witch," and "Lime Rock." William Linder McIntire superintended this operation for Coffin for two years. In 1870 Robert Addison Coffin built a home for his family and a pottery near Coke Oven Hollow.

In 1902 Ransom G. Atcheson bought out Alexander H. Lee in the pottery. Lee and his wife moved to Indianapolis, Indiana to live near their children. The pottery firm changed its name to Atcheson and Son. Ransom's son, Robert R. Atcheson, bought him out in 1906. Robert later sold it to others and in 1910 the pottery closed its doors forever ending 69 years of continuous operation.

The *Rockville Tribune* of September 12, 1900 notes that "Cy Martin, Annapolis potter, made clay impressions with children's feet. He dried, glazed and put the name of

This barn was built in 1936 by John Coffin from the old Annapolis pottery's foundation, frame and boards. It stands east of the Joe Cannon historical marker. Photo by Charles Davis



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the child, the child's birth date, and burned for a family relic."

The fate of the pottery building appeared on page 3 of the *Rockville Republican* on September 29, 1927 in the Annapolis news column. "Frank Coffin, who recently purchased the old pottery building, which was built in 1841, is wrecking it. The timber is to be reconstructed into a barn on his farm." After I, Charles Davis, found this article in December of 2006 I took a picture of this barn. The Coffin home, which was used by the Underground Railroad, is gone, but the barn still remains in 2014.

#6 in Pickett's Addition to Annapolis for the first school built in the town or the 4th school built in Penn township. D. R. 10/49 The teacher at this school was the Rev. Moore. On May 25, 1857 John M. Welch deeded school trustees land for a school near Coke Oven Hollow. D.R. 17/85 This school was torn down around 2010 by owner Earl Johnston because it was falling apart. On January 31, 1862 J. H. Weaver deeded school trustees land for the Rockport or Devil's Den school that was called the Weaver School. D.R. 20/108 James B. Ewing, the father of Sabina (Ewing) Atcheson taught school. This school was moved several years ago and in 2014 sits on the property of James L. Hoover, next to County Road 150 W southeast of Rockport.

* On September 28, 1846 John Pickett deeded Lot #6 Block

ATCHESON GENEALOGY

By Charles Davis

Name	Born	Died	Burial	Married
David Lowery Atcheson	1818 OH	Probate 1856		12-25-1839 Parke Co IN
m. Charity Laughlin*	8-21-1821 VT	3-24-1908 OH		12-25-1839 Parke Co IN
<u>Ransom Gilmore Atcheson</u> (twin)**	3-10-1843	2-24-1932	Bloomington Cem.	5-20-1869 Parke Co IN
m1. Sabina B. Ewing	11-20-1848 KY	9-04-1913	Bloomington Cem.	5-20-1859 Parke Co IN
Everett Atcheson		1-??-1902	Ft. Wayne Home for Feeble Minded	
Sarah Atcheson	1874	1875	Coffin Cem. Annapolis IN	
Ethel "Mae" Atcheson	1879	3-17-1935	Rush Creek Cem.	12-24-1900 Parke Co IN
m. Lloyd S. Madden	1882		Rush Creek Cem.	12-24-1900 Parke Co IN
Lillian Atcheson	10-??-1884		of Garden City CA 1975	
m. Dr. J. C. Bondreau				
Minnie Atcheson	4-02-1886 IN	12-18-1975	South Bend IN	
m. Frank C. Sibley	2-29-1892	12-31-1931		
Mary Sibley			of South Bend	
William Sibley	6-10-1921	7-30-1982	of San Mateo CA	
Howard R. Atcheson	7-08-1882	6-17-1973	Scottsburg IN	
m. Carie R. Mace	2-14-1883 IN	7-22-1973	Scottsburg IN	
Ruth A. Atcheson	11-28-1904	8-05-2000	Indianapolis IN	8-06-1927
m. Malcolm Marion Porter	6-30-1905	8-17-1999		8-06-1927
Lois Annette Atcheson	6-07-1909		of Speedway IN	
m. ? Johnson				
m2. Martha Emma Maris				9-05-1914 Parke Co IN
<u>Rauson Atcheson</u> (twin)	3-10-1843	alive 1850 Census		
<u>Elizabeth J. Atcheson</u>	1846			12-02-1860 Parke Co IN
m. David S. Eberly	1839 OH		of Xenia OH	12-02-1860 Parke Co IN
<u>Edmond R. Atcheson</u>	1847	12-24-1851	Linebarger Cem.	

*Father: James T. Laughlin

8-02-1787

5-03-1860

Linebarger Cem. IN

Mother: Jane Kelly

11-??-1792

10-13-1856

Linebarger Cem. IN

Charity Laughlin Atcheson born in Mt. Vernon VT.

probably died in the home of her daughter Elizabeth Eberly in Xenia OH

**Ransom G. Atcheson served

Pvt. Company I 137th Reg. Ind, Inf.

Called the "100 days Reg." 1864

Left: Ethel Atcheson Madden
Granddaughter of
David Lowery Atcheson
Right: Cora Neet



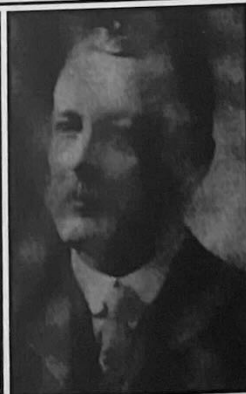
LAY-LEE GENEALOGY

By Charles Davis

Name	Born	Died	Burial	Married
George Lay	1801 PA	3-21-1884	Crown Hill Indianapolis IN	
m. Jane Wigham	1805	6-11-1880	Crown Hill Indianapolis IN	12-28-1848 Parke Co IN
Alexander H. Lee	6-??-1826	10-21-1905	Crown Hill Indianapolis IN	12-28-1848 Parke Co IN
m. Jane Laughlin	1830	12-10-1910		
<u>George Lee</u>	1849	1850		
<u>David Leonadus (Lon) Lee</u>	3-21-1852	4-10-1908	Ogden UT	11-24-1876 Parke Co IN
m. Jane "Jennie" E. Clark	4-28-1857	12-22-1922	California	11-24-1876 Parke Co IN
Nellie E. Lee	4-12-1881	6-03-1965	California	12-24-1899
m. George Washington Snively	5-10-1878	11-12-1951	California	12-24-1899
George Lee Snively	7-25-1901	10-07-1966		
Clea M. Snively	4-04-1904	7-04-1976		
Mildred Lavinia Snively	4-15-1906	7-20-1991		
<u>James Lee</u>	1854	1854	Coffin Cem. Annapolis IN	
<u>James F. Lee</u>	1854		of Indianapolis 1910	
m. Mattie Brockway	1861			
Omer Lee	1879			
<u>Martha Lee</u>	1856			
<u>Charles Lee</u>	1857		of Indianapolis 1910	
<u>Isabel Lee</u>	1860			10-09-1875 Parke Co IN
m. Edward Y. Sutherland	1852			10-09-1875 Parke Co IN
Nettie Sutherland	@1874			
Mayme G. Sutherland	1875	After 1957		12-31-1896
m. Norval S. "Pete" Stanley	1866	2-28-1945	Bloomington Cem IN	12-31-1896
Clarence Stanley	1898	3-02-1945	Poplar Grove Cem.	9-20-1919 Parke Co IN
m. Lottie Delp	5-07-1901	10-18-1925	Poplar Grove Cem.	9-20-1919 Parke Co IN
Max Stanley	1921		in Armed Forces 1945	
Fred Stanley	1903	9-13-1957	Ocala FL Bloomington Cem.	
<u>Emma Lee</u>	1863			
<u>Carrie Lee</u>	1865		at Indianapolis 1895	
<u>Alexander H. Lee Jr.</u>	1868	6-03-1919	Crown Hill Cem. Indianapolis	
William G. Lee	1828		of Keokuk IA 1860s	



Means of transporting Annapolis children to school in 1919.
Rockville Republican Wednesday March 5, 1919



Son of
Alexander H.
Lee:

David
Leonadus Lon
Lee

And his wife
Jane "Jennie"
(Clark) Lee

Sources
Computer research by Mary Jane Davis
Connelly, J. B. "Recollections of an Historic Old Town," *Rockville Tribune*, November 22, 1905—son of David Connelly, Annapolis businessman
Davis, Charles. *Annapolis and Its Wabash & Erie Canal Connections*.
Deeds research in Rockville Court House by Charles Davis
Estate Records 1854 for #3 in Circuit Clerks Office
Indiana Patriot February 1, 1872. Notice of John W. Welch's death
Indianapolis Star December 26, 1910 page 10 column 7 Death notice of Jane Lee, wife of Alexander Lee, Died at home of her son James Lee

Lee, Alexander H. History of the Pottery Business. November 2, 1893 in the Rockville library
Parke County Indiana Census Records 1850-1860-1970-1880
Parke County Whig February 24, 1854 Sheriff's Sale of David L. Atcheson lease right to dig clay for pottery
Rockville Republican January 31, 1872 page 2, John W. Welch died December 12, 1871, Bloomington Cemetery
Rockville Republican December 1917 obituary of Wm. N. Welch, son of John W. Welch
Rockville Republican March 3, 1932 obituary of R. G. Atcheson
Rockville Tribune October 25, 1905 Notice of Alexander Lee's death at Indianapolis
Tax List of 1851 Jacob Cartwell and Crawford Laughlin. Lot #3 Block #6 Total Value \$190. Lot #6 Block #6 Total Value \$205. Lots connected to the pottery.
Tax List 1851 Welch and Laughlin Lot #4 Block #6 Total Value \$125
Teague, Thompson, Towell, Trousdale, Truitt, Van Hook, Van Huss Genealogy book of Rockville, Indiana library. Section 2 letter written by Mrs. Frank Sibley (Minnie Atcheson Sibley) of South Bend, Indiana, daughter of Ransom G. Atcheson, given to Dorothy Atcheson Maddan Luther, daughter of Ransom G. Atcheson in 1965.

THE HOOSIER PACKET - DECEMBER 2014

WELCH GENEALOGY

By Charles Davis

Name	Born	Died	Burial	Married
John W. Welch	10-11-1821 OH	12-18-1871	Bloomington Cem. IN	8-23-1843 Parke Co IN
m. Elizabeth Jane McClure	4-10-1824 VA	9-18-1877	Bloomington Cem. IN	8-23-1843 Parke Co IN
<u>William N. Welch</u>	4-25-1844	4-16-1917	Bloomington Cem. IN	12-28-1876 Parke Co IN
m. Mary Catherine Maris*	6-21-1852	1-12-1922	Bloomington Cem. IN	12-28-1876 Parke Co IN
<u>Dr. John M. Welch</u>	1846		of Chrisman	
<u>Martha Welch</u>	9-15-1852	11-27-1854	Bloomington Cem.	
<u>Mattie Welch</u> **		2-14-1934	Oakwood Cem Chicago IL	11-19-1879 Parke Co IN
m. William H. Elson	11-22-1854	2-??-1935	Oakwood Cem Chicago IL	11-19-1879 Parke Co IN
Frank Elson	12-29-1883		of New Rochelle, NY Educator	
<u>Jessie Welch</u>	7-22-1856	9-21-1873	Bloomington Cem.	

*Father: Jonathan Maris

5-08-1823

1-16-1892 Newburg OR

Mother: Julia Ann Hill

2-20-1823

10-09-1902 Newburg OR

Mary Catherine (Maris) Welch lived with her husband Wm. N. Welch on her late parents' farm east of Annapolis until his death in 1917. She was interested in saving the Maris family record and organized the Maris reunions in September 1884 as president of the family meetings. At her death she had a sister, Amanda Maris Woodard, of Newburg, Oregon and a brother Newton Maris of Portland, Oregon.

** The Parke county marriage records list Mattie as Martha E. Welch when married to Wm. "Harry" Elson. Her obituary mentions a cousin Charles N. Woody of Annapolis, where she was born and raised.

FROM TIMES PAST

Fort Wayne Times & People's Press

January 16, 1847

AN ACT

To amend an act entitled "An act for the relief of purchasers of Canal Lands," approved January 19th, 1846.

SEC. 1 *Be it enacted by the General Assembly of the State of Indiana, That the time fixes in the above recited act for the sale of forfeited Canal lands, shall be changed from the first Monday in January to the first Monday in October in each year, and that the sale advertised to take place of the first Monday in January next be, and the same is hereby postponed until the first Monday in October 1847.*

SEC. 2 *That it shall be lawful for the owner of any forfeited canal lands at any time prior to the day of sale, by paying up all arrearages of interest together with ten per cent penalty thereon and the costs of advertising the same for sale, if any, to place his land upon the same footing and have the same credit on the balance of the principal due the State, as if the interest had been promptly paid when it became due,*

SEC. 3 *All lands the interest upon which became due prior to the first day of October 1846, and remained unpaid at that time shall be considered forfeited, and shall be offered for sale on the first Monday of October 1847, and all lands the interest upon which shall become due prior to the 1st day of October 1847, and shall remain unpaid on that day, shall be considered forfeited, and shall be offered*

for sale on the 1st Monday of October 1848, and so of all future years; all lands shall be considered forfeited, and offered for sale on the 1st Monday of October of each year, the interest upon which was due and unpaid on the 1st day of the October next preceding, *Provided*, however, that a sale may be prevented by a compliance with the provisions of the second section of this act.

SEC. 4 *Such of the canal lands as were classified prior to having been sold shall be continued in the same class, and at the same rate, and shall not be sold at a less price than the minimum fixed by the law under which they were originally sold, unless they shall be appraised at a less sum. Those lands which were not classified before having been sold, shall be, by the General Superintendent, or other officer having charge of the sale, divided into three classes. Those lands placed in the first class shall not be sold at a less price than three dollars and fifty cents per acre. Those lands placed in the second class shall not be sold for less than two dollars and fifty cents per acre. And those in the third class, at not less than one dollar and fifty cents per acre. And in no case shall any be sold for a less sum in the aggregate than the amount due the State, for principal, interest, penalties, and the costs of advertising.*

SEC. 5 *The sale shall in all cases, be continued from day to day until each tract has been offered for sale. And any tract or tracts that may remain unsold at such public sale, shall be liable to be purchased at private entry, by any person applying for the same, on the same terms, and at the same price they were offered at public sale.*

THE HOOSIER PACKET - DECEMBER 2014

SEC.6 The terms of the sale be one half of the purchase money and one year's interest in advance on the sum to be paid, on the day of sale; and the remaining half of the purchase money in five years thereafter, with six per cent interest, payable annually to advance; and on failure to pay either principal or interest at the time both or either become due, or within sixty days thereafter the contract of sale shall be void, and all payments of principal and interest forfeited to the State; and the State may proceed to dispose of said lands, in the same manner as if no such sale had ever been made.

SEC. 7 It shall be lawful for the former owner of any tract or tracts of canal land that may hereafter be sold under the provisions of this act, to redeem the same any time within two years after the same may have been sold, by depositing in the Land Office where the same may have been sold, the amount paid by the second purchaser together with fifty per cent interest thereon, and such deposit shall entitle the former owner to all the rights the subsequent purchaser may have acquired by his purchase, and the certificate of purchase given at the sale of any forfeited canal lands shall contain a clause giving the right of redemption contemplated by this section.

SEC. 8 It shall be the duty of the General Superintendent or other officer having charge of the Land Office, to advertise the sale of all forfeited canal lands, at least four weeks prior to the day of sale, in two newspapers published in the town of Indianapolis and three others in the neighborhood of where the lands lie, said advertisement shall specify the number of the former certificate, the description of the land, section, township, and ranges, and the number of acres in each tract.

SEC. 9 That in all cases where any tract of forfeited land shall sell for more than the amount due the State for principal, interest, penalties, and cost of advertising, such excess shall be refunded to the holder or owner of the original certificate upon his surrendering the same when final payment shall have been made by the subsequent purchaser.

SEC. 10 That the term "final payment" where it occurs in section twenty-five of an act entitled "An act to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie canal to Evansville," approved January 19th, 1846, shall be understood to mean all deferred payments of principal.

SEC. 11 All laws and parts of laws conflicting in any way with the provisions of this act be and the same are hereby repealed.

SEC. 12 This act to take effect and be in force from and after its passage.

ROBERT N. CARNAN,
Speaker of the House of Reps.

PARIS C. DUNNING
President of the Senate

Approved Dec. 28, 1846:
JAMES WHITCOMB

1853

Fort Wayne Times & People's Press
July 20, 1853

Internal Improvements. — On the 4th of July, 1825, says *Hunt's Magazine*, the corner stone of the Baltimore and Ohio Railroad was laid by the venerable CHARLES CARROLL, of Carrollton, who remarked to a friend, after he had performed the grateful service:

"I consider this among the most important acts of my life, second only to the signing of the Declaration of Independence, if it even be second to that"

Mr. Carroll was then upwards of ninety years old and the only surviving signer of the Declaration of Independence.

That venerable man had a just appreciation of the importance of developing our internal resources; and he felt a just pride in performing an act at the great age of 90, second only, if second even to the greatest of his manhood's prime. — The mighty work that he then commenced was the pioneer of this kind in the United States. It was commenced in the very infancy of railroad engineering — its track is one of the most difficult to be overcome upon which a road has ever been constructed, not excepting that of New York and Erie — it was pushed forward amid difficulties and embarrassments such as no other road ever encountered — and has been completed within the last few months. Twenty-eight years of untiring energy, have completed the stupendous work that the venerable CARROLL commenced. The sage was right. It was an act "second, only to the signing of the Declaration of Independence."

Fort Wayne Times & People's Press
July 20, 1853

Gold Near Richmond. — We understand that Gold has been found on the farm of Jonathan Hawkins about 1½ miles north of this city, in the hills on the East fork of Whitewater, in very small scales — that it was tested by a chemist of this city and pronounced genuine; and rumor says that the discoverer (who is a North Carolina gold digger) offered Mr. H. \$200 for the privilege of digging in the "places," which he declined. We shall inquire further into the matter and endeavor to keep our readers' posts up in "news from the gold diggings" of Richmond. *Richmond Palladium.*

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

JOHN BROWN
Dealer in
STONE AND LIME,
NEW YORK AND LOUISVILLE CEMENT,
AND PLASTER OF PARIS.

The above articles kept constantly on hand and for sale at his new stone building, north of canal near CITY MILLS.

Fort Wayne Sept. 28, 1852.

Fort Wayne Times & People's Press
August 3, 1853

On Monday, about mid-day, a company of rowdy boatmen were holding forth, for a long time, near Robinson's tannery. They had a clarinet, to the music of which they were dancing, and frequently deriving "aid and comfort" from a keg of beer, or something else. They were quite uproarious, and considerable of a crowd collected in the vicinity to see what was going on. What time the concert and ball broke up we are not informed; nor did we understand that the High Constable, with his pipe and club, was in the neighborhood.

Fort Wayne Times & People's Press
August 3, 1853

Upwards of a hundred thousand dollars have been subscribed for the construction of a canal around the Falls of the Ohio, on the Indiana side. The canal on the Louisville side is found to be inadequate for the transaction of the businesses depending upon it, hence the project for building on this side. The Cincinnatians are also interested in this enterprise.

Fort Wayne Times & People's Press
August 10, 1853

Narrow Escape. — During the storm on Thursday afternoon a party of engineers engaged on the Fort Wayne & Chicago Railroad took shelter under a shed in Mr. Tam's brickyard, near the St. Mary's aqueduct. While there a sudden gust of wind prostrated the shed, burying the inmates in the ruins. One or two of the party received some rather severe bruises, but fortunately nothing dangerous. Their escape is almost miraculous. *Sentinel*

Fort Wayne Times & People's Press
August 10, 1853

A man named Sintz was killed on the canal boat Shakespeare on Wednesday last, by blows from the fist of William Cannom. The cause of the difficulty was trifling.

The murderer has not yet been arrested. Logan. *Phar.*

Fort Wayne Times & People's Press
August 10, 1853

Died at 2 o'clock p.m. yesterday at the residence of Mr. Jerome Covington in Washington township Mr. Charles L. Ferguson of Norwich county NY, age 34 yrs.

At the Spencer House, in this city this morning after a short illness Mr. David White of York Pennsylvania, age 64 yrs.

The bodies of the gentlemen were taken aboard the Packet this morning, enclosed in two ___ coffins and in charge of their respective friends, destined for interment at places of their last residence.

Fort Wayne Times & People's Press
August 10, 1853

A tunnel under the Ohio river, for the purpose of connecting the northern and southern systems of railroads is in contemplation, and will be effected at no distant day. The following article on the subject is forwarded to us by a Jeffersonville correspondent, who truly remarks — "The Southern States are consumers; we are producers. You will at one see the importance of a tunnel under the Falls, as a connecting link between the contemplated Fort Wayne and Southern, and the Nashville and East Tennessee roads." The project is new to us; but it strikes us favorably.

Fort Wayne Times & People's Press
August 10, 1853

From the Louisville Courier.
Railroad Tunnel Under the Falls of the Ohio - Its Importance - Its Practicability.

Among the great railroad enterprises of the day, why not make a railroad tunnel under the Falls of the Ohio? It will make the connections North and South complete. The roads in Indiana and Kentucky thus far have been made to terminate within their own limits at points on the Ohio river where capital or other influence could be brought to bear no difference how unfavorable the locality, without any reference to the crossing or connections of the roads running north and south. More extended views are now taken in regard to railroad connections; air lines are now talked of. and nothing short of one continuous track from the gulf to the lakes will do. There must be some way by which the obstructions made by the Ohio river must be overcome for roads going north and south. The geographical position of the Falls of the Ohio when viewed from every point — New Orleans to Cleveland, Chicago to Charleston — comes within the most direct range to form a connecting link between the great northern and southern

systems of railroads; besides, nature seems to have been lavish in her arrangements in favor of projects of this kind for the great concentration of railroads at the Falls. On each side of the river for many miles, the hills appear to be leveled down so that easier grades can be obtained — material of every kind abundant; the point equi-distant; more central and better adapted in every respect than any other for five hundred miles either way. All that is required to secure the ultimate tendency of all the roads to this point going north and south in the Mississippi valley for all time to come, in tunneling the Ohio at the Falls, as bridges and boats will always be impracticable, and the impossibility of tunneling the river any where else. If the tunnel were now made, it would be no longer questionable where the Fort Wayne and East Tennessee roads would terminate. Their connection with the tunnel railway would be more desirable than all the inducements that would be held out at other places; besides, all the roads in Ohio, and Illinois would put out lateral branches to connect with roads that intersected with the tunnel railway, and in a few years it would become one of the most important tunnels in the world.

The work is perfectly practicable. A railway tunnel can be made under the Falls of the Ohio with as much facility and not more expensive than tunneling under mountains, hills, and other places; it would not be as expensive as the Pattybone tunnel on the Baltimore and Ohio road, and nothing to compare with the four mile tunnel under the Hoosier, between Troy and Greenfield. The Falls of the Ohio is a solid bed of limestone, elevated as it were, some

twenty feet above what would be a level of the bed of the river above and below, and a tunnel can be got through with a grade not exceeding forty feet in the mile coming out to the centre, with entrances not more than half a mile from the river bank on either side. The tunnel with outside grades would be about two miles in length; the stone excavation under the bed of the river some fourteen hundred yards long, which two good steam tunneling machines would drill out in six months at best of about two hundred and fifty thousand dollars. The dirt excavation, grading for the road; masonry at the entrances, &c. would cost perhaps two hundred thousand dollars, total four hundred and fifty thousand dollars. The estimate for a bridge was seven hundred thousand dollars. Hydraulic cement is abundant, and gas convenient for light.

To the people interested around the Falls; let them make this tunnel railway, and it will connect immediately the New Albany, Jeffersonville, and Fort Wayne roads on the one side, and the Nashville Frankfort, East Tennessee, and Covington roads on the other and will insure the coming in of all roads that ever will be constructed north and south, east of the Mississippi river. Its commanding geographical position, and the impossibility of tunneling the Ohio river any where else; will be sufficient guarantee that they will be obliged to come to it from all points. If the present railroads that are interested in this connection will not undertake it, let an independent company be got up for the purpose; it will be the best railroad stock in the world, as all the roads in the west will be subservient to it.

Jeffersonville, July, 1853 LEONIDAS

WHITEWATER CANAL TRAIL

WHITEWATER VALLEY WALKERS

The Whitewater Valley Walkers, a hiking club sponsored by Whitewater Canal Trail, held a 10K hiking event on October 4, 2014 that passed many of the 35 highlighted spots in Brookville, Indiana. The hike began at 9 a.m. at Brookville Town park off Fairfield Avenue along the East Fork of the Whitewater River. Some of the sites seen were the homes of four Indiana governors, historic homes, registered historic buildings and churches. The public was invited to the event.

CELEBRATING 10 YEARS

On November 8, 2014 the Whitewater Canal Trail celebrated its tenth year with a pulled pork potluck pitch-

in-party in the Harmony Crown Room at 734 Main Street in Brookville, Indiana. Live music was provided by the old time band 'Jericho' and some square dances were called.

NEW TRAIL: METAMORA TO LAUREL FEEDER DAM

For more than 10 years it has been one of WCT's dreams to expand the Canal Trail along the canal between Metamora and the Laurel Feeder Dam. That process finally started Labor Day weekend. After three workdays, they have opened up about one-half mile of weeds, brambles, brush and vine-covered trees. A primitive bridge was built across the Whitewater Canal to start cutting the rough trail. There is now a path that will allow the group to evaluate the options for a trail in that section of the corridor.

(continued on page 17)

BUSINESS OF THE CANAL

From CANAL COMMENTS No. 44

By Terry K. Woods

“Business of every kind is very dull here; but we all hope to live on milk and honey and without labor

When a Portsmouth man wrote that statement in a letter to a friend in 1827, he firmly believed that the projected Ohio Canal would usher in a great and prosperous future and offer tremendous opportunities for the people of Ohio. He was proven correct, but the achieved prosperity was not without labor, and the wished-for milk and honey turned out to be coffee and sugar and other ‘store bought’ luxuries brought in from distant ports.

The residents of Roscoe, a small canal port some 139 miles south of Cleveland along the canal, already had milk and honey. What they needed were store-bought items such as dishes, cloth, nails, glass, etc. and a dependable, affordable way to get their products, their wheat and wool and flour, to a profitable market. The Ohio Canal did bring all these things to the wilderness that was then Ohio.

Previous to the construction of the Ohio Canal through the area, Roscoe, according to Hill’s *History of Coshocton County*, was “an ordinary little village with a tavern or two, a dry goods store, and the few little industrial shops common to every collection of homes. But with the opening of this new water highway of commerce to far away markets and the waterpower facilities it provided, an impetus was given to commerce, merchandising and manufacturing which placed the village in the front rank as a business center of Coshocton County.”

Many businesses in a thriving canal port were directly related to other businesses and, in turn, spawned still others. For example - farmers, shoemakers, tanners, - sawmills, lumberyards, carpenters, boatyards - tailors and seamstresses - sheep raisers, woolen mills, fulling mills, all supported and interrelated with each other. As the canal was competed and new and more people streamed into the area, the need for hotels, taverns, etc. became apparent. Also the requirement for doctors, bricklayers, stone masons, butchers, lawyers, merchants, harness makers and all sorts of other related occupations was realized. As local business increased and flourished, a few luxury types of businesses were also begun. A barber came to town, and stayed. In 1858 a dancing school was established in a Roscoe saloon.

As local businesses competed and vied for custom-

ers. Their advertisements made up larger portions of the regional newspapers, Typical ads of the day were, “We Want Your Trade” - “Very Large Stock Always On Hand”. - “Quality and Prices Guaranteed.” One droll advertisement from an 1898 undertaking establishment implored potential customers to “Give Us a Call.”

Such newspaper advertisements fostered a desire for things people may not have normally considered acquiring. A notice stating that the book, *UNCLE TOM’S CABIN* was available at a local store gained merchants additional customer traffic during the height of the slavery issue.

As the canal brought more people who wanted to live and work into the state, there was a demand for items and services that had never been thought of before. Photographers came to town, bakeries were set up and hatters and jewelers were established. People also wanted, and got, stoves, agricultural equipment, household utensils, ready-made clothing, finished wooden items, and so much more. No longer did the rule hold true of “make it or do without”.

As the Ohio Canal brought more people who stayed to work and hopefully prosper into the towns along its banks, demand grew for more items made in those canal towns. The new residents wanted stoves, agricultural implements, household utensils, clothing and finished wooden items. Largely due to the impetus furnished by canal transportation, Ohio soon ranked fourth in the country in manufacturing such items.

By 1899, the value of leather goods manufacturing alone added a value to the state of over \$5,000,000. The requirement for leather goods opened an expanding market for beef hides, which in turn created a demand for livestock feed. The existence of the canal made it possible to ship surplus crops for less than what it cost to grow them. As a result, from 1859 to 1900 the nation’s center for wheat and corn production was centered in Ohio. The center of wheat production actually lay in Jackson Township, Coshocton County. The center for corn production lay in southern Ohio.

By the time Ohio was 100 years old, she ranked first in the nation in wagon manufacturing, first in the production of clay products, and first in producing metal-working machinery. In 1899 alone, there were seventy canning establishments in the state.

Ohio ranked second in the manufacture of agricultural implements and tricycles, and third in roasting and

grinding coffee and spices. She was also third in producing flour and related grist mill products, in foundry products, in soap and candle manufacturing, and in the production of distilled liquors.

No longer did the Roscoe black-smith need to supplement his income by pulling teeth for 25 cents each. It was almost a full time job to keep the animals that trod the towpath shod. Then, too, iron fittings on locks gates needed repairing or replacing from time to time. And as more people had cash money to spend, they wanted iron kettles and skillets and fancier hardware for their homes. Iron foundries sprang up along the route of the Ohio Canal, almost simultaneous with its opening. There was also a strong demand for modern farm machinery once the canal provided an economical method of getting excess crops to market.

Several small towns in Coshocton County became well-known for their manufacturing specialties. Roscoe was home to several plow makers while Warsaw, on the Walhonding Branch Canal, was home to a wagon manufacturer. Even New Bedford, some ten miles over the hills from the canal, shipped threshers and other farm equipment upon its placid waters.

The many locks on the Ohio Canal provided water power for mills and other early manufacturing establishments. If one of these concerns met with the disaster of fire in those halcyon days of the early canal, another took its place almost before its predecessor's ashes had time to cool.

Coopers supplied the barrels needed at mills, as well as at distilleries. Nearly everything was shipped in barrels on the canal in its earliest days. Winter work was provided for many a farmer or boatmen in riving staves for the making of barrels. It was reported in the *Coshocton Republican* on April 24, 1851 that Edwin Bailey, a Cooper employed by Arnold Medbury, was able to produce a barrel in 27 minutes! Medbury owned one of the larger flour mills in the area as well as a warehouse along the canal in Roscoe.

Roscoe and Coshocton County supplied the canal with only a few of it's craft. However many northern canal towns such as Cleveland, Peninsula, Boston and Akron made a major industry out of building and repairing canal boats.

Initially, it seemed that the transportation to outside markets provided by the canal produced an avalanche of connected needs and demands. The canal that created a need and power for mills created a need for barrels; that

created a need for standing timber, lumbering, and lumber; that created a need for sawmills; etc. And though these industries were dependent initially upon the canal as an outlet for their products, the canal was dependent upon these industries for its cargo and tolls. And when the combined competition of the National Road, River Steamboats, and Railroads eventually provided better, cheaper, and faster transportation, the canals gave way. But before they did, they brought Ohio to the height of economic prosperity where those other forms of transportation could be feasibly financed and constructed.

This column began life as an article by the late Nancy Lonsinger, then (in the mid-1970s) Historian for the Roscoe Village Foundation. Nancy was a premier example of a series of excellent historians Roscoe Village maintained. I've tweaked the story here and there and added a bit of data and a few examples, but this is basically Nancy's story.

SPEAKERS BUREAU

Ft. Wayne, IN ~ September 26, 2014



CSI president, Bob Schmidt, spoke to 25 members at the Ewing Family Association's 2½ day reunion held at the Allen County Public Library. This year, their 13th bi-annual reunion that is held around the U.S. or in Scotland or Ireland, was entitled "Down the Canal into the New Frontier." His hour long PowerPoint program focused on the commercial impact the Wabash & Erie Canal had in western settlement and how the Ewing brothers used the canal in their fur trading business with area Indians.

The Ewing ancestors, originally from Scotland, moved to Ireland and then to America. Alexander Ewing arrived in Ft. Wayne, Indiana in 1822 and established a tavern and general store called "Washington Hall." He purchased 77 acres west of the fort that is today's Ewing's addition. In 1827 his sons, William G. and George W., estab-

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lished a fur trading partnership. For the next 27 years they exchanged merchandise for furs and/or the annuity payments the Indians received from the Federal government for their land. Their company rivaled John Jacob Aster's American Fur Trading Company. Their association with the canal involved land speculation and later the ownership of four canal boats, three of which were the "Terre Haute," "Richard Chute," and "Wm. G. Ewing." Although they were both pro canal and white settlement, they really didn't want their trading partners, the Indians, moved too far west. In 1846 George W. Ewing, who lived in St. Louis, Missouri, made the final arrangements for the removal of most of the Miami Indians westward by canal/river. As a result of delays and postponements, William G. accompanied the three canal boats as they left Peru, Indiana for Cincinnati, Ohio to be taken to Kansas by steamboat. Although this was a sad chapter in history, it was more humane than the Potawatomi land trek west often called the "Trail of Death." The Ewings are buried in Lindenwood Cemetery.



Don Vonder-Meulen and Terry Duffy (rear) and Alan Beneker and Jim Lieri (front) are pictured at the end of the first day of work for the new canal trail.

CONTRIBUTIONS TO CSI ARCHIVES

Linn Loomis, CSI member from Newcomerstown, Ohio, planned and took a trip along the canalized upper Mississippi River from September 21 to September 27, 2014. He has contributed all his preplanning maps and articles in 11 x 17 inch folios, folios of the pictures he took on this adventure and a written description of his trip. We thank him for these contributions to the archives.

5 Folios of canal information, print-outs, google maps, and other materials

1 Folio on Hastings, MN

3 Folios of pictures showing the locks, dams, signage, etc.

Chain of Rocks Canal of Granite City near St. Louis, MO and Madison IL
Melvin Price Lock 26 & Dam at Alton, IL
Lock 24 & Dam at Clarksville, MO
Lock 22 & Dam at Saverton, MO, Hardin Hotel, and Mississippi River near Saverton
Hannibal, MO, Lock 21 & Dam at Quincy, IL, Lock 20 & Dam at Canton, MO
Lock 20 & Dam at Canton, MO
Lock 19 & Dam at Keokuk, IA
Signage on Mississippi River between Keokuk, IA, and Nauvoo, IL, Views of Nauvoo, IL
Lock 18 & Dam at Gladstone, IL
Lock 16 & Dam at Muscatine, IA
Lock 14 & Dam at Davenport, IA, and LeClaire, IA
Locks 15, 14 and 13 at Davenport, IA, LeClaire, IA and Fulton, IL
Locks 13, 12 and 11 & Dams at Fulton, IL, Hanover, IL and Dubuque, IA
Locks 11, 10 and 9 & Dams at Dubuque, IA, Jefferson, IA and Eastman, WI
Lock 9 & Dam at Eastman, WI
Lock 8 & Dam at Genoa, WI
Lock 6 & Dam at Trempealeau, WI
Lock 5A & Dam at Fountain City, WI
Lock 4 & Dam at Alma WI

CANAL TRAIL: METAMORA~ FEEDER DAM

(continued from page 14)

The new trail will follow the canal and the railroad track through a quiet mostly wooded area between the Metamora Grist Mill and the Laurel Feeder Dam. Completing it will not be quick or easy. Restoring the canal channel will require removing a lot of accumulated sediment and some trees that have grown up in the canal channel.

To Volunteer contact: Shirley Lamb whitecloudsrl@aol.com

OOPS!

The October 2014 issue of *The Hoosier Packet* has an error on the picture at the bottom right of page 24. It is not the burning of Buffalo. Rather it is Molly Pitcher at Old Fort Niagara moving "hot shot" from the furnace to the guns. Bob Sears, CSI member, Toronto, Canada

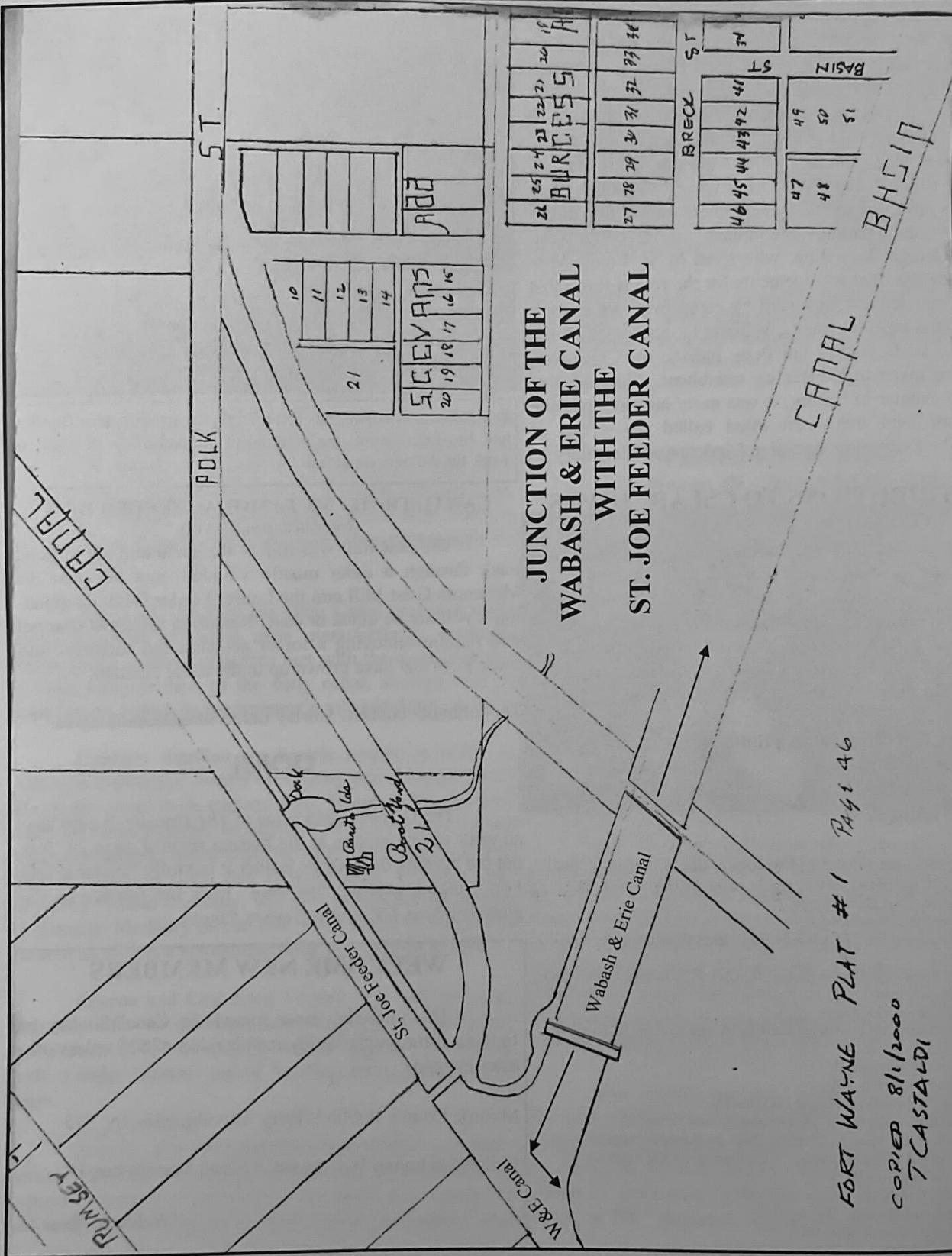
WELCOME NEW MEMBERS

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

Monroe County Public Library Bloomington, IN \$15

Richard & Luann Woodward North Manchester, IN

Welcome aboard!



**JUNCTION OF THE
WABASH & ERIE CANAL
WITH THE
ST. JOE FEEDER CANAL**

FORT WAYNE PLAT # 1 PAGE 46
 COPIED 8/1/2000
 TCASTALDI

This is one-half of a map from page 46 of the 1833 "Plat Book 1-2, Auditor, Allen County." The plat book was donated to the Allen County Public Library from the Wayne Township's Assessor's Office and is in the rare book collection. It shows the Wabash and Erie Canal basin and where the main line canal joins the St. Joe Feeder Canal in Ft. Wayne, Indiana. It also shows Barthold's canal boat building yard. The canal basin is now filled with train tracks.

**“ALONG THE HERITAGE TRAIL:
WABASH & ERIE CANAL IN ALLEN CO., INDIANA**
(Continued from the last issue)

**Saturday Afternoon Trolley Route
Docent Bob Schmidt**

**From Great Wall Chinese Buffet go around back
R onto old S.R. 14 across from Burlington Coat
Factory**

R on Hillegas

L on Jefferson

Curve around Nuckols statue to Harmar



Nuckols Park features a memorial of its namesake, John Nuckols, the first African-American city councilman in Fort Wayne. The park was originally purchased in 1876 from Fred Hayden for \$4500 and was known as Hayden Park until 1986. The famous statue of General Anthony Wayne resided in Nuckols Park until it was relocated to its current Freimann Square location in 1973.

R on Harmar

R on Liberty view the canal on the left

R on Canal

This is a brick street that led to the canal.

L on Wayne

Along Wayne are the offices of Deister Machine. Directly behind these offices Moots Lock, the first lock east of the summit of the canal, was located. It was a cut stone lock. When the railroad took over, it buried this lock beneath its tracks. It had a 6½ foot lift.

L on Glasgow

R immediately into Deister lot and go around their building

Toward the back of the parking lot to the right of the railroad tracks, the remnants of the Wabash & Erie Canal can be seen filled with trees and brush.

L on Glasgow

Memorial Park is on the left before you reach Maumee.

L on Maumee

Passing by the front of Memorial Park and looking to the left a monument stands in honor of Arthur "Art" Smith, who was known by a couple nicknames. He was called the "The Smash Up Kid" and "Bird Boy" He was born to James Frank and Ida Krick-Smith, and raised in Fort Wayne. He built his first airplane in 1909. He had never seen one but had read everything he could on flight. He built it without copying any of the patents held by the Wright Brothers. He paid for it with money his parents gave him from mortgaging their house. On his first attempt at flying, he crashed and his plane was destroyed. Due to the crash, his parents lost their house. He managed to build a second plane that was successful. In his short life as a pilot he gained world renown. He barnstormed all over the United States, Korea and Japan. He perfected the art of night time sky writing. He trained many of the WWI pilots and was an Airmail Pioneer. He met an untimely death on his airmail route in Montpelier, Ohio in February 1926. The people of Fort Wayne raised money to dedicate a 75' tall memorial to his short but brilliant career. It stands today in Memorial Park. Smith Field, Ft. Wayne's first airport, bears his name.

Slight R onto Washington

Stay on road, leave Ft. Wayne and enter New Haven

L on Hartzell Rd. by Speedway Gas Station

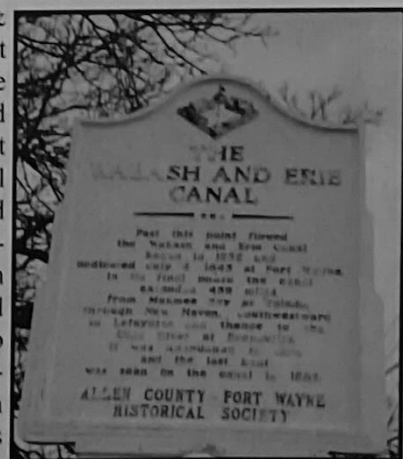
R on Main past Moser Park

Timbers in the bottom of the creek in Moser Park are remnants of a Wabash & Erie Canal Culvert.

L on Broadway

In Canal Landing Park stands an early historical marker for the Wabash & Erie Canal. Past this point flowed the Wabash and Erie Canal begun in 1832 and dedicated July 4, 1843 at Fort Wayne. In its final phase the canal extended 459 [468] miles from Maumee Bay at Toledo through New Haven, southwestward to Lafayette and thence to the Ohio River at Evansville. It was abandoned in 1874 and the last boat was seen on the canal in 1882.

R on Bell Ave.



P - Bob Schmidt

Look behind the homes on Bell Avenue to your right before you reach Green and you can see portions of the canal prism.

L on Green

R on Rose Ave.

As you pass the St. Joseph Cemetery on your left where Joseph Gronauer, the locktender for Lock #2, is buried look to the right and you will see an excellent mowed canal prism.

Under 465 Phyllis Pond Highway

The construction of the intersection of I-465 and U.S. 24 resulted in unearthing the lower third of the Gronauer Lock in 1991.



Photo by Bob Schmidt



Photo by Allen Vincent

An archaeological dig opened up the remains of the timber frame lock. A set of log cabin type structures filled with stones and earth supported a plank lined lock that was 15 ft. wide and 90 ft. long. The people are standing where the boat would have been raised/lowered. The upper portions of the lock had been burned off when U.S. 24 was built. The timbers remaining below the water line still had bark on some of them and were green inside when cut by a chain saw. Some of these timbers were sent to South Carolina for preservation and then placed in an exhibit at the Indiana State Museum in Indianapolis. A marker was placed at the site of the lock but has had to be moved for safety reasons and placed way behind its location on another road.

R on Bruick Rd. Exit

L on Bruick Rd.

R on old U.S. 24 toward the Indiana/Ohio Line

The town of Woodburn on the right was earlier known as Shirley City. Today its high school sits alongside the canal bed and its grounds are entered over a new culvert recently placed in the canal.

Through this area towns were platted due to the Wabash and Erie Canal. At old U.S. 24 and Webster Road, Somerset was platted on December 9, 1834. There were four east-west streets and four north-south streets. However, nothings ever developed here.

Fairport was platted on May 9, 1837 halfway between the Gronauer and Saylor locks in Milan township on old U.S. 24 near the Goodyear Plant. It had 11 north-south streets and 8 east-west streets, a tavern/post office and a general store. As the canal declined so did Fairport and it was soon forgotten.

Pass Dan McCain's old home where he donated land to ACRES. They built a tiny park, Maumee Overlook Nature Preserve, on this land.

At old U.S. 24 and Bull Rapids Road the town of Edwardburg was platted in 1871. It had 2 east-west streets and 3 north-south streets, a post office and a general store. Today a housing development sits on the site of the town.

Bengel was platted on July 27, 1836 along old U.S. 24 at Gustin Rd. It had 6 northwest/southeast streets and 7 northeast/southwest streets. It was on both sides of the canal. However, it was only a paper town. Nothing ever developed.

L on old Scipio Rd.

Ulrich Saylor's home was the log cabin now located inside the home less than a half mile from the Indiana/Ohio line. He was the locktender for Lock #1, Saylor's Lock. The lock was located across from his home. At its east end a large basin for canal boats to pass was made by building up a berm in the field. After the canal era a gas station put its tank within the lock. The lock is now covered with soil and a historical marker that was placed there by the Canal Society of Indiana has been removed. There is a



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cemetery located east of the house known as the Saylor cemetery. Ulrich, however, is buried across the river in the Diehl cemetery. The bridge for Scipio Road across the Maumee River has been removed.

Turn around

R on old U.S. 24 toward Ft. Wayne

R on Butt Rd.

A preserved portion of the canal prism is alongside a garage.

Turn Around

R on U.S. 24

R on 101 Back into the side road on the left

On the right side of the trolley the canal was cut into the land. The section is filled with cattails and usually has some water in it. The trolley sits on the towpath, the side toward the Maumee River.

Turn Around

Photo by Bob Schmidt



R on 101

R on old U.S. 24

R on Blue Cast Rd. and Park Trolley

Walk from the trolley into the Blue Cast Nature



Preserve. The foundation of the old Sanitarium is still visible. Bob Schmidt related the history of the spring and spa while canawlers walked the foundation. A no trespassing sign kept them from walking down the steps to the spring.

Return to trolley

L on Bull Rapids Rd.

R on old U.S. 24



Photos by Sue Simerman



L on Doyle Rd.

R on Harper Rd.

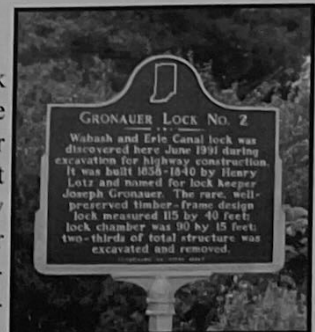
At the end of Harper Road is a turn around. The Gronauer Lock Marker has been placed there although the lock was along U.S. 24. The marker says:

Photo by Bob Schmidt

GRONAUER LOCK NO. 2

Wabash and Erie Canal lock was discovered here June 1991 during excavation for highway construction. It was built 1838-1840 by Henry Lotz and named for lock keeper Joseph Gronauer. The rare, well-preserved timber-frame design lock measured 115 by 40 feet; lock chamber was 90 by 15 feet; two-thirds of total structure was excavated and removed.

Turn around



Return on Harper Rd.

R on Doyle Rd.

R on Dawkins Rd. that runs into Lincoln Highway, through New Haven, into Ft. Wayne, through Ft. Wayne on Washington Street, which becomes Jefferson Street, pass under I-69 west of Ft. Wayne and at second stop light turn right and follow signs to Best Western Luxbury Inn.

All along the way Bob Schmidt referred to the elevation drop from Ft. Wayne to Toledo (198 feet) as being about two-thirds that of the height of the Lincoln Tower. In Indiana from Ft. Wayne to the Indiana/Ohio State Line the canal dropped about 20½ feet. Canawlers had seen the sites of the first three canal locks off the east side of the summit in Ft. Wayne.

Photo by Sue Simerman



At the Luxbury Inn canawlers formed car pools to see canal sites west of Fort Wayne. Cynthia Powers led the car caravan and was the docent for the rest of the afternoon. The first stop was at the kiosk for Eagle Marsh.

Eagle Marsh is a 716-acre wetland preserve located on the southwest border of Fort Wayne, Indiana. Ten+ miles of trails allow hikers to access the preserve's varied habitats of shallow-water wetland, sedge meadow, prairie, mature forest and young trees. With adjacent Fox Island County Park and other privately owned natural land, Eagle Marsh creates almost 2 square miles of habitat for birds and other wildlife. More than 220 kinds of birds and numerous other wild creatures including bald eagles have been seen there. Twenty-eight birds and 2 amphibian species that are endangered or of special concern in Indiana have been identified there.

This Little River Wetlands Project acquired Eagle Marsh then 678 acres in 2005 with help from the Federal Wetlands Reserve Program, the Indiana Heritage Trust of the Indiana Department of Natural Resources, The Nature Conservancy of Indiana, foundations, and LRWP members. Then began one of the largest wetland restorations ever undertaken in Indiana. Shallow areas were dug deeper, drain tiles from the previous farmland were broken, and pumps were removed to hold more water on the land. Over 500 acres were seeded with native rushes, grasses and wild flowers and thousands of native trees and shrubs were planted. Then in 2007 and 2010 forty more acres were acquired. Recently the marsh has been seen as a problem that might let Asian Carp into the Great Lakes. A project is underway to expand an existing berm barrier along the Graham-McCulloch ditch. Many plant species will need to be transplanted.

While at the marsh canawlers saw it in bloom with thousands on wildflowers. They stopped at the kiosk and saw the plaque that has a canal boat on it. They viewed signage around the kiosk before walking the board walk to see other signs and displays and to take pictures. Cynthia pointed out various plants and lots of birds. This walk was welcomed after being on the trolley for the better portion of the day.



P- Bob Schmidt



P-Sue Simerman



Sue Simerman



P-Sue Simerman

P-Bob Schmidt



P-Sue Simerman



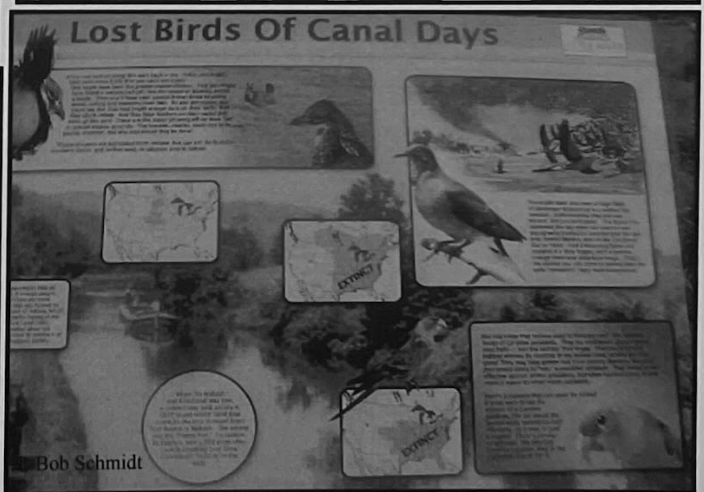
P-Sue Simerman



P-Bob Schmidt



P-Sue Simerman



Bob Schmidt



P-Sue Simerman

Canawlers then went further down the towpath to the Lost Birds of Canal Days sign.

Cynthia Powers had the idea to place this sign along the towpath, wrote the words for it and CSI funded it.

The last stop was at the home of Jesse Vermilyea and the Aboite Creek Aqueduct.

The caravan stopped in front of the home of Jesse Vermilyea, a canal contractor who operated a post office in

his home. A basin for canal boats was in front of it and has cattails growing in it. The canal prism can be seen clearly on the other side of the road. Further along canawlers stopped at Aboite Creek Aqueduct, an open trunk aqueduct where the abutments and timbers in the creek still remain. The stones of the eastern abutment fell into the creek this past winter.



Canawlers then went back to the hotel to get ready for the annual banquet and evening program.

The banquet was held at The Cottage in Roanoke, Indiana. The Cottage sits in the old canal basin. Canawlers could easily see the outlines of the basin where the boats could be loaded and unloaded.

The banquet was catered by 1024 Catering Company. The tables were decorated with green vases, which had sunflowers and berries tied around their stems. Sue Simerman made the pretty arrangements.

The speaker for the evening was Craig Berndt. He presented a slide show with wonderfully clear pictures and maps of the interurbans in Indiana and specifically in the Fort Wayne area. There were five major routes radiating out from Fort Wayne. He showed the difference between trolley cars and interurban cars. The trolleys were used in town, were smaller and more utilitarian. The interurbans were more plush and less crowded because passengers went on longer trips. He showed pictures of the tragic crash at Kingsland. The interurbans, like the canals, were replaced by newer technology. Their life span was about half of that of Indiana's canals.



The Canal Society of Indiana Annual Meeting was held after the program.

Those who helped with the tour were thanked by Bob Schmidt, CSI president. The slate for continuing and new board members was presented. All those whose three year commitment was up were re-elected to serve another three years: Dan McCain, Jerry Mattheis, Carolyn Schmidt, Ellsworth Smith, Frank Timmers, and Chuck Whiting. Phyllis Mattheis was elected to complete the unfinished term of Gail Ginther. The meeting was adjourned. The directors then re-elected Bob Schmidt president, Sue Simerman secretary, Cynthia Powers treasurer, and Carolyn Schmidt editor. Frank Timmers asked to remain on the board but no longer be the CSI vice-president. Bob Schmidt thanked him for his service. Mike Morthorst was then elected vice-president by the board.

NEWS FROM DELPHI

BIG THINGS ARE HAPPENING IN AND AROUND DELPHI

All articles and photos by Dan McCain



Finally the moving day came on September 9th for the Freedom Bridge. Two giant cranes helped place it across the new four-lane highway west of town. For the Canal group it is a culmination of years of work planning with INDOT and the City of Delphi as the Monon Trail crossing had been eliminated when the highway excavation took out the rail bed and created the highway beneath.



Just decked and high fence safety panels installed this restored 300 foot long 1897 steel span now will carry the trail. Originally produced by the Lafayette Bridge Company it is a Pennsylvania Truss and spanned the White River for a century near Freedom in Owen County.

As long as a football field this single span (no center support) structure had been stored near Noblesville for a decade. Conner Prairie had acquired it for their theme park and then lost their land on the west side of White River when they split with Earlham College. They were gracious to donate it to the Canal four years ago. It has taken that long to make the plans and restore the span.

The east end of Freedom Bridge is adorned with a Plaza with an imaginative layout. This overlooks scenic Deer Creek valley and will be enjoyed by travelers looking for a respite and time for viewing the historic area and by



hikers on the Monon Trail.

Now that the Freedom Bridge is placed over the Heartland Highway, construction of the second "half plaza" is underway by INDOT and the City. This pedestrian bridge will carry hikers on the Monon Trail.



The bridge offers a direct view over the new four lane highway. In the distance is Deer Creek and the famed dark colored slate bluffs on the south bank where it is thought James Whitcomb Riley penned one of his most famous poems "On the banks 'o Deer Crick"



CAN YOU SEE THE SIGNS?

Official highway markings are few and far between. So an effort to alert travelers of the historic nature of Delphi and Canal Park have been temporarily aided with several banners. The notice that the four lane highway has more than one entrance to town may help visitors come in and enjoy the sights and services.



Even though they may not need the new four lane Hoosier Heartland Highway to get to maximum speed we seem to be able to attract vintage car clubs. Here Model-T Fords are on the run as they leave the Park and head for an outing along Towpath Road to Lockport in northern Carroll County.



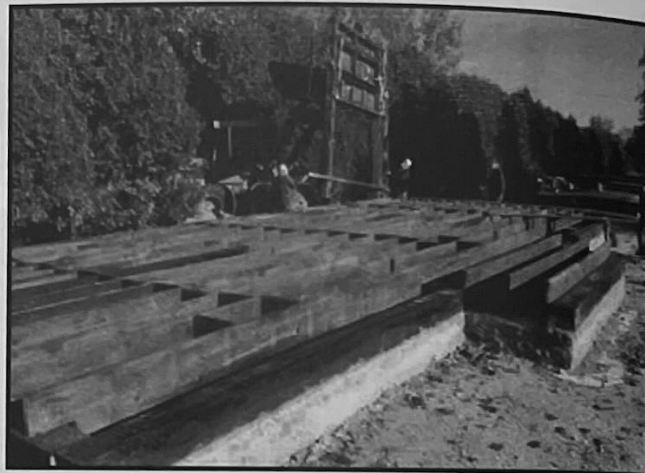
M-W-F CREW UPDATES

Working indoors on a rainy day the Monday-Wednesday-Friday volunteers are continuing to work on the restoration of two railroad station carts brought to us by Shirley and



Bill Willard of Fulton County. When finished we will give one completed cart back to them for display in their museum.

RAILROAD DEPOT



First of the 1880s old railroad depot panels went up in the rear corner of the freight area. In the foreground will be the station master's office and desk (right) and nearer will be the passenger section of the old station house from Fulton County.



M-W-F volunteers placed more panels with help from Jack Cohee's big loader. This process made it possible to secure the panels and steady them with bracing. Then where the reach was more difficult Dick Bradshaw brought his cousin Bill Bradshaw's high lift, long reach "cherry picker" utility truck to assist the crew.



BURROWS LOOM HOUSE

Now that the Burrows Loom House has been com-

pleted and ready for use, the big loom from the Interpretive Center has been brought inside by the M-W-F crew. There will be opportunities for a guild with experienced weavers to operate this three heddle loom. Another smaller loom that was at Camden Elementary School was donated by Barbara McCain several years ago. It too has found its place in the Loom House.



Annie Smith from Huston, Texas and her husband Tom (a Baum descendent) work with a curious passing visitor at holes where the top 15 inches of soil is sifted to discover artifacts. This testing spot is being evaluated as whether it is the site of the Daniel Baum's Cabin.

NEW DONATION

A crafty volunteer and now donor of another piece of unusual art is Clay Sledd. Clay has been part of the M-W-F crew off and on during the past 15 years. Now he and his wife Marcia are moving to Nashville, Indiana. He has generously given this big painting to the Canal Association. We will miss Clay's professional talent as a woodworker and his enthusiasm for canals and railroads.



VOLUNTEERS AT WORK

Dr. Chris Moore from the University of Indianapolis is an Archaeologist pictured at top right. This fall he brought students from his college class to look for one of Carroll County's earliest log cabin's -- 1825. It was built by pioneer Daniel Baum. This building stood where the earliest Circuit Court was held before the first Court House was built.

APPLE DUMPLINGS MADE

On the first two Mondays in October our volunteers made over 1400 Apple Dumplings. They will be sold until we run out of them. They are frozen and in individual plastic cups with baking instructions on the lid. Individual dumplings or dozens at a time may be purchased for \$2.75 each. We sell both Splenda and sugar versions at the Canal Center from 1-4p.m. daily.



**OTTAWA CANAL ASSOCIATION
OBSERVES NATIONAL HERITAGE
CORRIDOR 30th ANNIVERSARY**

The Ottawa Canal Association (OCA) celebrated the 30th anniversary of president Reagan's signing of the National Heritage legislation with an open house event August 24th. The OCA, located in Ottawa, Illinois, began several years ago when Arnie Bandstra, then an assistant city engineer, learned that a canal boat replica built for an I&M Canal documentary movie was stored in a city warehouse. With the aid of volunteers, the city of Ottawa, and construction companies the boat was moved into the I&M Canal and mounted on concrete posts at the same height it would have floated in a watered canal. A restored toll collector's house is a few steps away along the towpath.



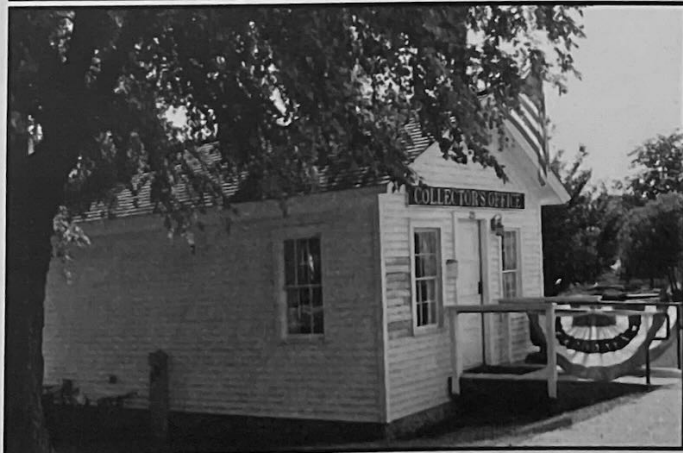
and desk, plus duties of the collector and the economic influence of the canal upon the cities of the Illinois and Michigan Canal corridor from Chicago to LaSalle-Peru and the surrounding farming and mining communities.



Above: The Splitter canal boat with toll house on I&M Canal
Below: Toll House on I&M Canal at Ottawa, Illinois



Above: Linda Robert, guest, Arnie Bandstra, guest
Below: Linda Roberts explained the lock model to guests



The open house featured local musicians on a city supplied band stand, sandwiches donated and prepared by a local caterer, free ice cream, and docents in the toll house to describe a lockage with the help of a working model lock and boat. Docents also discussed the interior of the toll house, which is furnished in canal era style with bed, stove,



Bandstra, OCA president, was pleased with the cooperation of docents, the city of Ottawa, and local merchants. He was excited to see the community's interest in the Illinois & Michigan Canal.

Photos & Text from OCA