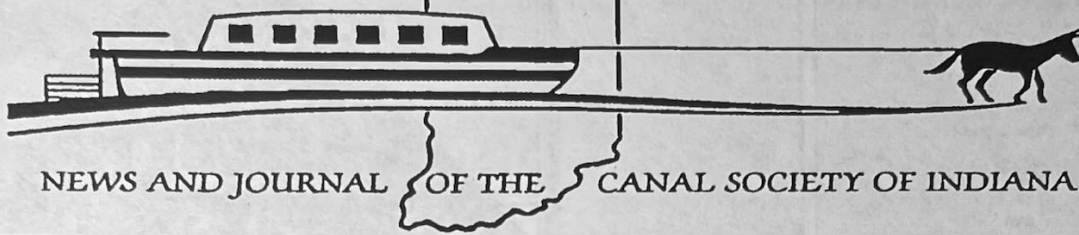


THE
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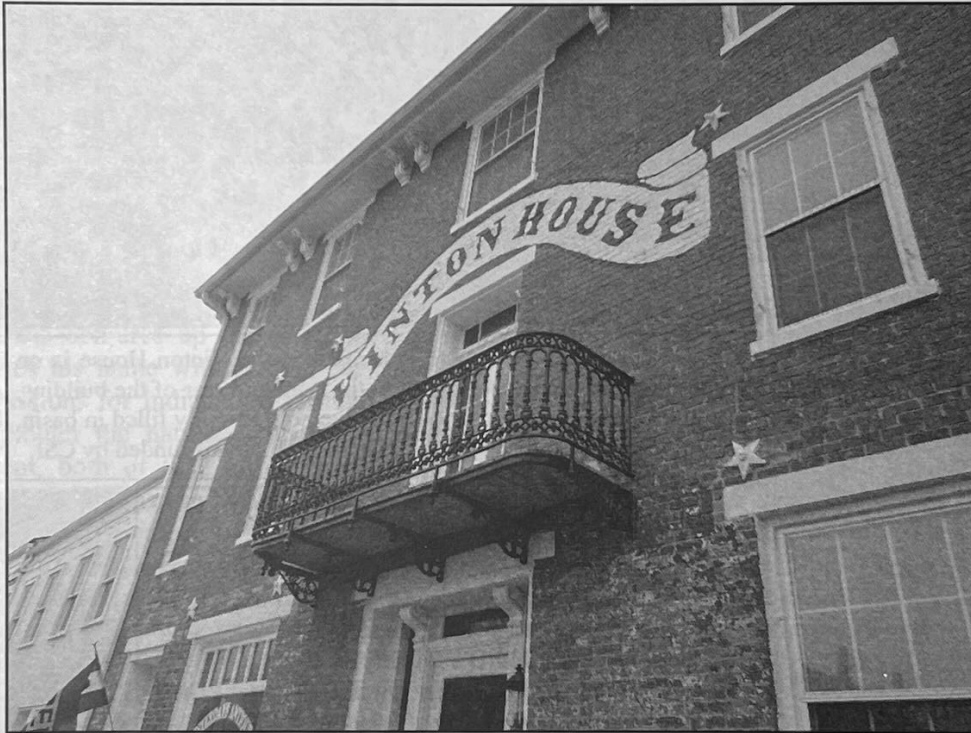
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 13 NO. 5

P.O. BOX 10808 FORT WAYNE, IN 46854

MAY 2014

CSI FUNDS PROJECTS



The Vinton House, an old Whitewater Canal and National Road inn in Cambridge City has had its balconies restored. The wrought iron was cleaned and painted black. New floors were added through CSI grants. See Thank You on page 7. Photo by Bob Schmidt

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RESTORATION OF THE VINTON HOUSE CONTINUES

Jerry and Phyllis Mattheis, CSI director and CSI member from Cambridge City, Indiana have spent many years helping Western Wayne Heritage restore the Vinton House, an old Whitewater Canal and National Road inn. One of its most attractive features, its balconies, has recently been cleaned, painted and had new floors added by a contractor. They look beautiful but are non functional as their anchorage to the old building is thought to be unsafe. The Mattheis' painted and added new lighting to several rooms on the third floor for galleries and a canal museum.

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THE HOOSIER PACKET - MAY 2014

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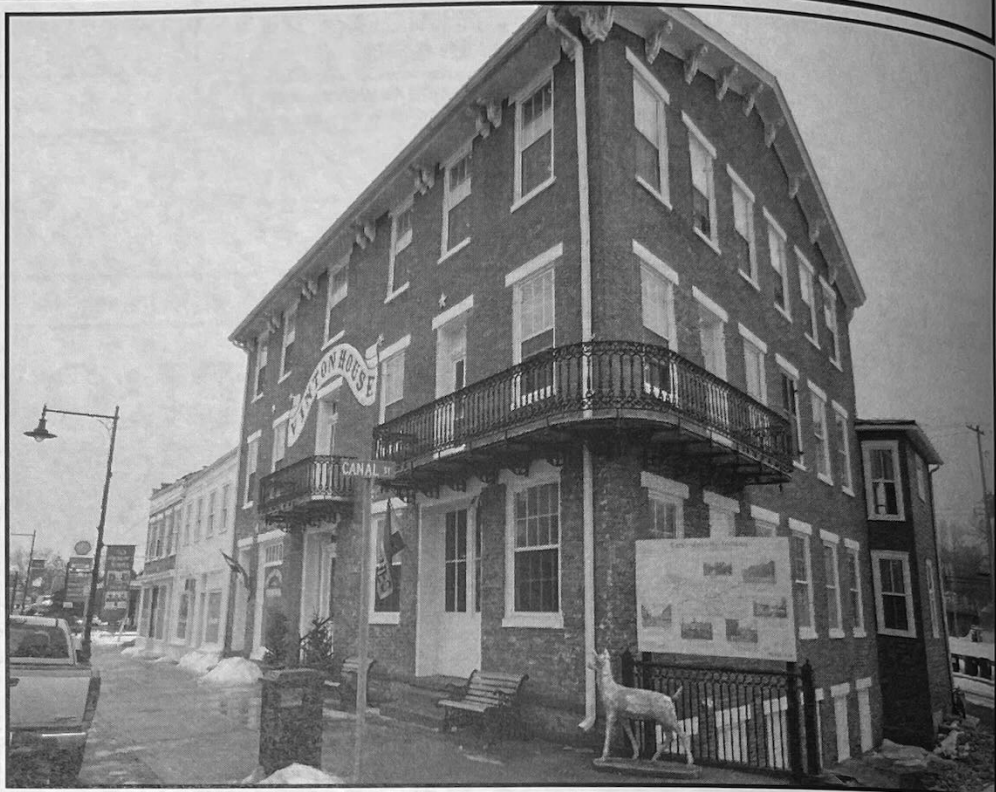
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The larger of the two balconies on the Vinton House is on its northwest corner. The Whitewater Canal Basin was to the right and rear of the building. At one time the windows on the lower level opened onto the now partially filled in basin. The large sign shows Cambridge City as an early transportation hub. It was funded by CSI. Photos by Bob Schmidt

This 36 room building was constructed by
AARON RIESER
 For travelers on both The National Road
 and the Whitewater Canal
 Originally named
THE UNITED STATES HOTEL
 It opened in March 1848. Rieser left in 1849 for the Gold
 rush and died in California at age 73 in 1884.
 In 1868 Rieser had sold the hotel to
ELBRIDGE GERRY VINTON
 who changed the name to
THE VINTON HOUSE
 Purchased in May 1998 by Western Wayne Heritage, Inc.
 This plaque donated by descendants of Aaron Rieser



A collection of Indian prints are displayed in one of the third floor galleries of the Vinton House.



CANAWLERS AT REST

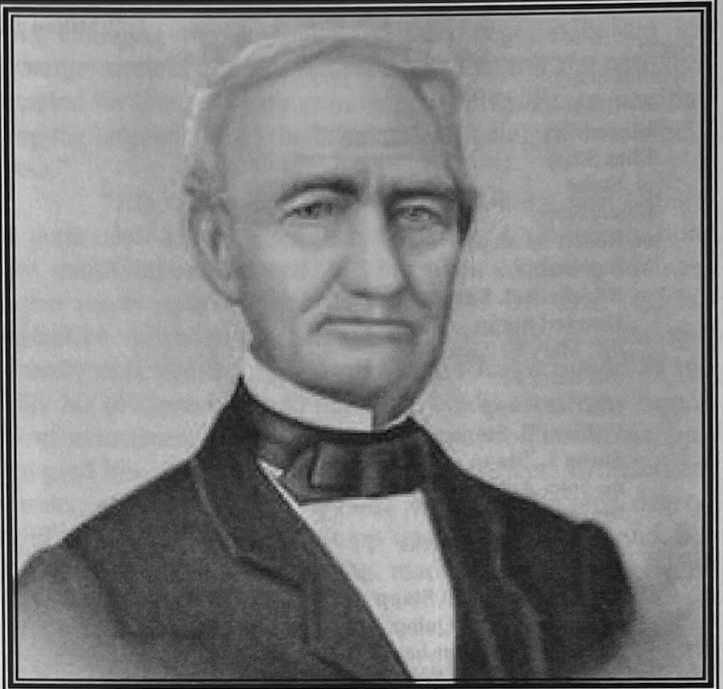
MAJOR-GENERAL MILTON STAPP

Find-A-Grave #41812673

b. July 14, 1792

d. August 2, 1869

By Robert F. & Carolyn I. Schmidt



Mentioning the name Milton Stapp to those familiar with Indiana's canals conjures up the image of financial fraud and associates his name with Isaac Coe. Both men were Fund Commissions for Indiana's mammoth improvement project. Although the nature of their conduct was completely different, both of their actions contributed to Indiana's financial woes during the 1840s. Coe actively pursued illegal actions in accepting bribes and personal financial gain whereas Stapp was only guilty of using poor judgment in placing Indiana bonds in eastern banks. (*The Hoosier Packet* May 2003 – "Canawlers At Rest: Dr Isaac Coe" pp. 3-5)

Milton Stapp was born in Scott County, Kentucky on July 14, 1792. He was the fifth child of Achilles and Margaret (Vawter) Stapp. His father, a soldier in the Revolutionary War, had migrated from Orange County, Virginia into Kentucky in the 1780s.

As a farm boy Milton had only a rudimentary elementary education and by age 11 was assuming a major role on his family farm. He joined the local militia group as a musician at age 16. During this time Indian raids into Kentucky required vigilance and militia to protect the small settlements.

Shortly after the death of his mother in April 1813, Milton, a five-foot nine-inch-tall, blue-eyed, light-haired, twenty-year-old youth with a florid complexion and a large dimple on his chin, enlisted in the ongoing War of 1812. His company became part of Colonel Richard M. Johnson's

regiment. Troops were raised to defend the country from the British threat in northern Ohio.

Johnson's units served under William Henry Harrison at Fort Meigs and Fort Stevenson. In the Battle of the Thames on October 5, 1813, Johnson lead his troops in a bold cavalry charge against the British line, with the cry "Remember the Raisin." The British and their Indian allies were routed and Richard Johnson is credited with the killing of the Indian chief Tecumseh. During this battle Milton was wounded in the neck. He soon recovered and marched back with his company through Indiana Territory on his way to Kentucky where the unit was disbanded in November 1813.

Richard Johnson, a congressman at the time, later went on to become Vice President of the United States under Martin Van Buren from 1837-41. Johnson was a friend of another Indian fighter, Andrew Jackson. Jackson was responsible for getting Johnson on the Van Buren ticket.

In December 1813 Milton's father, Achilles, then age 58, married Anna Mills Delph, who was only 28. They started another family.

Back in Kentucky, Milton at age 21 began courting Elizabeth Branham. His being a military hero was not enough for her. She said she would only marry him when he had a farm of his own. With this incentive he acquired land in Franklin County, Kentucky and built a small cabin. Elizabeth kept her word and they were married on

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Milton Stapp's Family						
Name	Birth	Place	Death	Place	Marriage	Place
Achilles Stapp	12-22-1755		9-04-1849	Scott Co., KY	11-27-1782	Orange, VA
m1. Margaret Vawter	10-15-1763		4-29-1813	Scott Co., KY	11-27-1782	Orange, VA
Elijah Stapp	1783		1842			
Elias Stapp	1-04-1786		2-01-1867			
m. Susan	3-01-1789		5-15-1859			
Nancy Stapp	11-10-1788		3-31-1818			
m. Robert Branham	9-20-1787		1-27-1860			
Milton Stapp	7-14-1792	Scott Co., KY	8-02-1869	Galveston TX	3-10-1814	Scott Co., KY
m. Elizabeth E. Branham	1792		10-29-1884	Madison, IN	3-10-1814	Scott Co., KY
Howard Stapp	1820		1880	Texas		
m1. Mary E. Peyton	1825				1845	
m2. Mary F.	1840		1900		1869	
Harriet Stapp	1826					
William B. Stapp	1828		1876			
Susan L. Stapp	1831		1927			
m. John A. Markley				Illinois		
Margaret Stapp	5-01-1832		1863	Van Buren AR		
m1. William Hendricks						
m2. Carpenter						
Carella (Caerella) Stapp	1833	Madison, IN	1856		9-01-1853	
m1. Benjamin G. Quinn					1-15-1878	
m2. William F. Hinshaw					1-08-1857	
Robert Branham Stapp	11-30-1834	Madison, IN	5-16-1905	Madison, IN		
m. Elizabeth Lizzie Houston	7-11-1839		4-21-1865			
James R. Stapp	1838	Madison, IN				
Silas Stapp	1795		1866			
Mary "Polly" Stapp	1797		1871			
Meriah Stapp	1800		1847			
Jameson Stapp	1803		1834			
Jeptha Stapp	1805		1806			
m.2 Anna Mills Delph					12-?-1813	
Eliza Ann Stapp	1814		1908			
Maletha Stapp	1816		1910			
Martha Stapp	1818		1912			
Martgaret E. Stapp	1820		1850			

Many of these dates have been calculated from census records and others found in Ancestry.com Public Member Trees or Find-A-Grave.

March 16, 1814.

Perhaps when remembering his march through Indiana, Milton decided to move his family to Madison, Indiana in 1816, the year of Indiana statehood. At that time Madison, located on the Ohio River, was one of the leading cities and the home of leaders for the new state. Perhaps as a harbinger of future events in his life, Milton made some bad investments and lost most of his cash. He then decided to pursue the law. He studied the law under James F.D. Lanier, Indiana's famous lawyer and later financier. This relationship helped Milton as he began his political career.

In 1820 he was commissioned a Colonel in the local militia. Continuing his military interest in January 2, 1822 he was commissioned a Major General over the regional counties of Indiana. Milton was quite a dandy and loved to drill the militia in Madison. In his *Biographical and His-*

torical Sketches of Early Indiana, William Woolen comments about the militia saying, "To see them on their prancing steeds, their white plumes waving in the air, their swords flashing in the sunlight, was enough to drive Jupiter to cover and Mars to his temple. The General's renown as a militiaman spread throughout the land, and did much to bring him into public notice." He also received his license to practice law in 1822 and was elected for a term in the Indiana legislature from Jefferson County.

In 1823 Milton was elected to the Indiana Senate from Jefferson and Jennings counties. Reelected in 1824 and 1825, he became President *pro tem* of the Indiana Senate in December 1825 replacing James Ray, who had become Governor in an unusual set of events. Ratliff Boone had resigned as Lieutenant-Governor in January 1824 to represent Indiana in Congress. He was followed by William Hendricks, who resigned as Governor in January 1825 when

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he was selected by the legislature to be Indiana's Senator in Congress. James Brown Ray became Governor of Indiana in February 1825 and served until 1831.

In 1826 Governor Ray appointed Milton Stapp as Prosecuting Attorney for the 2nd Indiana Circuit, where he served for one year. In 1827 Milton was again back in the Indiana legislature representing Jefferson County. In 1828 he was elected Lieutenant-Governor on the ticket to reelect James B Ray for a second term and served with Ray from 1828 - 1831.

After eight short years in politics, Milton Stapp was ready to take a shot at the Governor's office. In the election of 1831 Milton ran on an independent ticket against the popular Whig, Noah Noble, and the Democrat, James G. Reed. Stapp received only 4,422 votes compared to Noble's 17,959 and Reed's 15,168.

Returning to Madison, Milton was appointed cashier for the Madison branch of the State Bank of Indiana. In a short time he resigned to become President of the Madison Savings Institution. This was his background for dealing with financial affairs. This later led to another higher level appointment by the state of Indiana.

Milton Stapp was again elected to the Indiana legislature in 1835 and 1837. He also tried to be selected by the Indiana Senate for the United States Senate but was defeated. During the 1830s Milton had argued for a Madison to Indianapolis railroad without initial success. However in 1836 the Mammoth Improvement Bill, which funded canals, railroads and roads in the state, was passed.

By 1837 Indiana's internal improvements project had run into financial difficulties and by 1839 work had come to a grinding halt except for the Wabash & Erie Canal, which was largely funded by land sales. Those serving on the three person board of Fund Commissioners in 1838 were: Isaac Coe, Samuel Hanna and Jeremiah Sullivan. Due to the financial problems and the suspicion of fraud, Governor David Wallace replaced these commissioners with a new two-person board composed of Milton Stapp and Lucius H. Scott of Terre Haute. The hope was that they would be able to extricate the State from the financial crisis that was underway.

Paul Fatout states in his book *Indiana Canals*, "Among those who became aware of the facts of economics were the new fund commissioners, Scott and Stapp. A fresh start like New Year's Day, offers a hope of better things,

but changing the personnel of loan negotiators did not change careless and unwise methods. Each of the pair contracted for loans on their own responsibility, Stapp conducting the larger share of the business and being far more reckless."

"His self-esteem, allied with credulity, hurt Indiana a great deal. Milton Stapp was an earnest, industrious, honest man who meant well, but his ways of doing business were more scatterbrained than those of Dr. Coe, and his childlike misjudgment pushed the state into a mess that merely enlarged the muddle the doctor had created. Stapp, like his predecessor, sold bonds on credit, trustingly turned over state securities to ramshackle thieving concerns, and tangled himself in manipulations with officers of insolvent banks, as well as other shysters who cost Indiana dearly. Unlike Dr. Coe, however, Stapp was not guilty of fraud, but only of lamblike gullibility that made him easy prey for financial wolves."

Although Milton had considerable legislative experience he had failed as a financier of the state affairs. The legislature in December 1841 abolished the fund commission and undertook an investigation of internal improvements and their funding. Coe was charged with fiscal malfeasance. Lucius Scott, Samuel Hanna, Jeremiah Sullivan and Nicholas McCarty were found innocent. Milton's financial transactions were too complicated for the committee to follow and they recommended further investigation.

In 1843 the Agent of the State determined Milton owed the state \$107,187 but allowed him a credit of \$41,492. A committee from the House allowed him an additional \$40,169, leaving a balance of \$25,536, which Milton settled with interest for \$27,175.

In 1844 in the race for state legislature, Milton declared to the electorate that his debt to the state was settled although he had been robbed of earnings, his good name assailed and his character attacked. The public accepted his statement and he was elected in 1844 and 1845 by the citizens of Jefferson county.

In 1848 Milton was a delegate to the Whig convention that nominated Zachary Taylor for President. He was the only Indiana delegate to vote for Taylor. There was talk that Taylor would appoint him as Governor of Minnesota Territory, but the promise went to another political appointee. He was also hoping for a foreign appointment, but that too went up in smoke.

Just as Milton Stapp was ready to give up on poli-

tics, the people of Madison, who loved and admired him, asked him to run for mayor. He was elected to that office in 1850 and served one term. In the 1853 election he lost due to a controversy with the German Catholic element over changes he was making in the city's school system.

Again in 1852 he was a delegate to the last Whig convention that nominated Winfield Scott. Scott promised Milton that if he would stump the state for him he would appoint him as Governor of Kansas Territory. However, Scott was defeated by Franklin Pierce, who carried Indiana. Milton again was left hanging. He vowed to leave politics and return to his other pursuits such as part owner in the local *Madison Banner* newspaper and his law practice.

Later he writes about the years 1852-1856 in his memoirs as follows:

"Time has rolled on through the years 1853, 54, 55, and it is now 1856. I am poor, having quit the practice of law and have nothing to do. The broken-down Whig party have in a great degree coalesced with the Abolitionist and Free Soil parties and are about to hold a convention in Indianapolis. My old friends insist on my going out, but I decline. They assure me that to beat the Democrats, that done they will return to their old principles, but I fear to do evil that good may come. I still refused. They meet, form the Republican Party, send forth their platform. It is abolition and free-soil. I am sick of politics. Fremont is nominated by the Republicans, Fillmore by the Knownothings, and Buchanan by the Democrats. Although I am not and never have been a Knownothing Fillmore is my choice but I say, hands off. I am done."

It is difficult for a politician to avoid the public arena. A friend encouraged Milton to speak his feeling on the slavery controversy that was tearing the nation apart. In 1856 he gave a speech at Shelbyville, Indiana. He said, "I would believe with you that slavery is a curse to our country, but I have no right to impose my beliefs upon those who believe differently from me and force them to sacrifice their property to my opinions of their interest. The Constitution does not prohibit slavery in the sovereign states that wish to hold the slaves in bondage; it is with them to hold them in bondage; it is with them to hold or free slaves; and it is none of our business."

In March 1856 Milton was elected Assessor for the city of Madison, an office he really didn't want or seek. By 1857 he had decided that he would leave the Hoosier state and relocate in Texas. Previously he had considered Kansas

or Missouri but felt conditions there were too unsettled and dangerous. Letters from his contacts in Texas assured him that he could get a charter for a new railroad line there with little difficulty. He arrived in Austin only to find out that the offered charter was not available. He went on to buy land on Manhuila creek in Goliad County to farm. He was not suited for farming and his crops failed.

In April 1861, the Civil War had begun and his neighbors, despite his protests, considered him a Yankee and made his life miserable. Securing the necessary passes he traveled by wagon with his family to Missouri and then by rail back to Madison, Indiana.

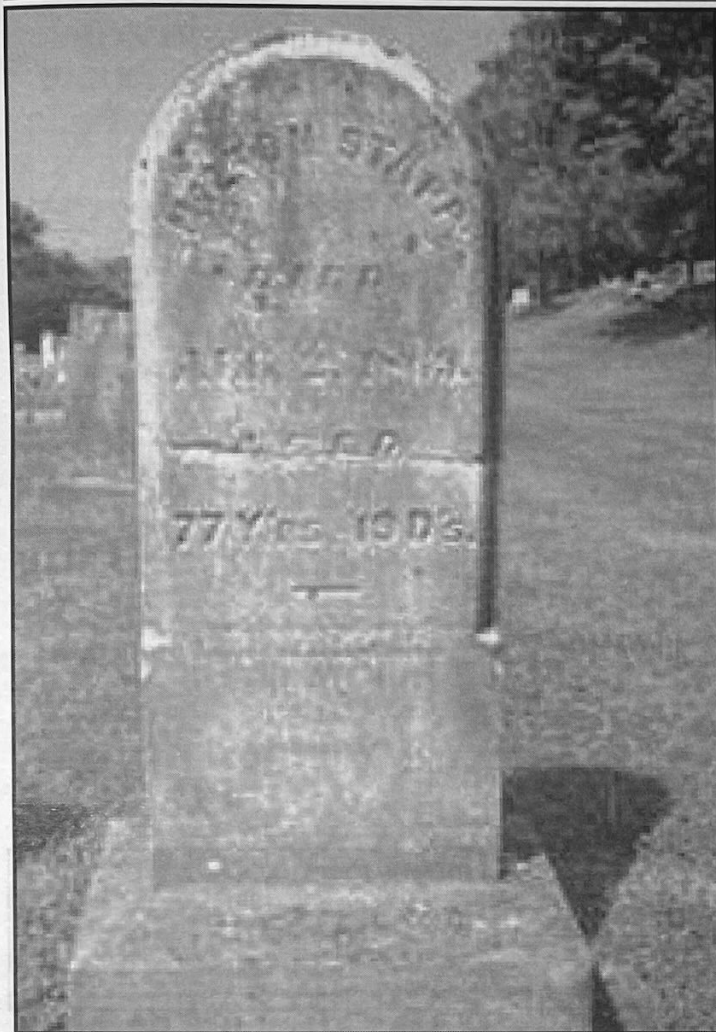
After the war's end in 1865 Milton returned to Texas with the appointment as Collector of Internal Revenue for the Galveston district. While performing his duty as collector he was crossing a stream between Goliad and Galveston. The water was rising very rapidly and he was only able to save himself by crawling up a tree. There he was stranded overnight as no boat was available to rescue him. It rained all night and when he was finally saved from the raging river, he was burning up with fever. Taken by the rescue party to Galveston he continued to deteriorate and soon died on August 2, 1869 from "Congestion of the Brain."

Milton's remains were shipped back to Madison where his funeral was held in the Baptist Church. It was attended by many of his friends and local citizens. He was buried in the center grave, West ½, Lot 1, Plat 1 of Springdale Cemetery in that city. "He now rests from his labors and his works follow him."

Milton and his wife Ann had several children, some of them died young while others lived to adulthood. Information on the children is conflicting and incomplete but a general family genealogy is included with this article. One of his daughters married a William Hendricks. Was this Governor Hendricks' son? Both families were from Madison, Indiana.

Milton Stapp was a dedicated public servant. Although his life was filled with ups and downs he conducted himself in an honorable way. As a great supporter of internal improvements, it was this part of his career that brought the greatest pain and detraction from his public service. Due to his personality he was loved by those who knew him and they continued to elect and appoint him to public service positions.

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Milton Stapp died at age 77 on August 2, 1869 and was buried in Madison's Springdale Cemetery. Photo by Sharon Dean

SOURCES:

Ancestry.com

Public Member Trees: Branham, Stapp, Vawter.

U.S. and International Marriage Records 1560-1900

U.S. IRS Tax Assessment Lists 1862-1918

War of 1812 Pension Application Files Index, 1812-1815.

Bigger Papers.

"Ebenezer M. Chamberlain to Editor of the Goshen Democrat."

"Resolution of the Senate: Appointing an Investigating Committee." December 7, 1841.

Find-A-Grave #41812673

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U.S. Federal Census: 1820, 1840, 1850, 1860

WELCOME NEW MEMBERS

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

Glenn & Linda Christian Indianapolis, IN
\$50 contributor

Faith Home Educators Dyer, IN
Tine Renee Griswold \$15 institution

Mary Walker Richmond, IN
Wayne County Tourism Bureau \$50 contributor

CSI thanks those who contribute beyond the basic membership level. Their gifts are used to fund many canal related projects throughout the state of Indiana.

THANKS FROM WESTERN WAYNE HERITAGE TO THE CANAL SOCIETY OF INDIANA

FOR GRANTS TO HELP WITH THE RESTORATION OF THE VINTON HOUSE

- ~Restoration of Exterior and Two Floors
- ~Repair of Wooden Window Sashes
- ~White Aluminum Storm Windows
- ~Drywall for Third Floor West
- ~Insulation in the Attic
- ~Downspouts and Drainage
- ~Exterior Wrought-Iron Balconies Repaint and Flooring
- ~Restoration of Third Floor East
- ~Main Street Interpretive Panel about Cambridge City
- ~Main Street Whitewater Canal Mural

PERSIUS E. HARRIS

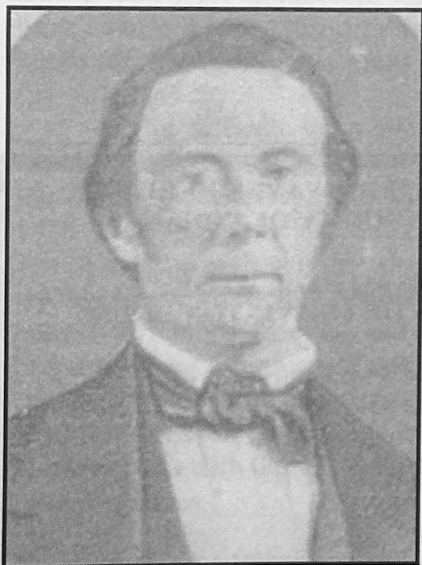
And His Wabash & Erie Canal Connections

By Charles Davis

Persius E. Harris was born to Samuel and Lydia Jarvis Harris on November 30, 1801 at Wilson county, Tennessee. He and his stepbrother, Isaac Jarvis Silliman, came to Parke county, Indiana around 1822. Samuel had a store in Rockville on the west side of the square. One history relates the following about Samuel:

“Persius’ father and John Holt were two old men, walking with canes, who met at a muddy time on one of those log walks on the west side of the square. Neither would give the walk for the other. There they stood confronting each other in grim defiance, when Mr. Hold demanded of Mr. Harris, “Who are you?” Mr. Harris replied, “My name is Samuel Harris - who are you?” Mr. Holt answered, “My name is John Holt; my father was a gentleman and a soldier in the Revolutionary war.” “Well,” replied Mr. Harris, “if your father was a soldier and a gentleman, there is a great difference between a father and a son.” This “soft impeachment” had the desired effect of causing Mr. Holt to step aside and give part of the walk, an example which Mr. Harris was not slow to imitate, when they passed each other without further controversy.”

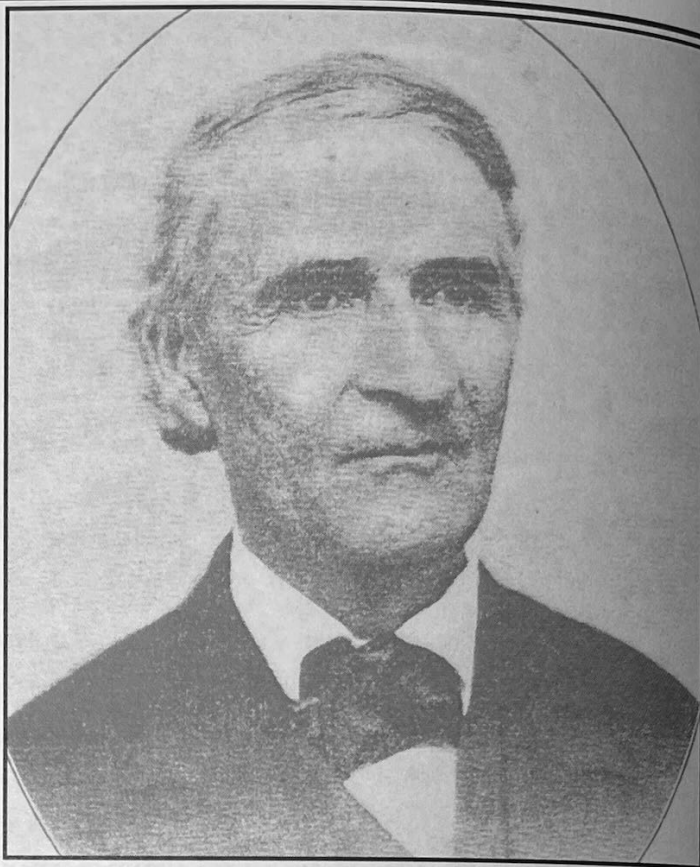
Isaac built the Lockwood Mill at Bridgeton in 1823. He sold goods there in his store when the town was called “Sodom.” Then Isaac became the sheriff in Rockville from August 22, 1825 to September 26, 1827.



ISSAC JARVIS SILLIMAN
 Born December 28, 1800
 Died March 2, 1868
 Buried Rockville Cemetery

In June of 1826 the jail and court house were finished in Rockville. The court house was made of hewn logs and sat on the south side of the square. It served as a temple of justice and a house of worship.

Also in 1826 Persius and Isaac became partners in a store in Rockville. They sold goods in a hewn log-house that was located about midway on the north side of the public



PERSIUS E. HARRIS
 Born November 30, 1801
 Died October 3, 1867
 Buried Rockville Cemetery
 Picture from 1874-1908-1916 Atlas of Parke Co. pg. 23

square. However, this partnership lasted for only a few years. In 1833 Isaac sold his interest in the store to Persius, Deed Record 1/174 went to Armiesburg and bought into a partnership with Gen. Arthur Patterson in the Grist Mill, pork packing, and the distillery. There they engaged in making flour, buying produce, distilling whiskey and boating to New Orleans.

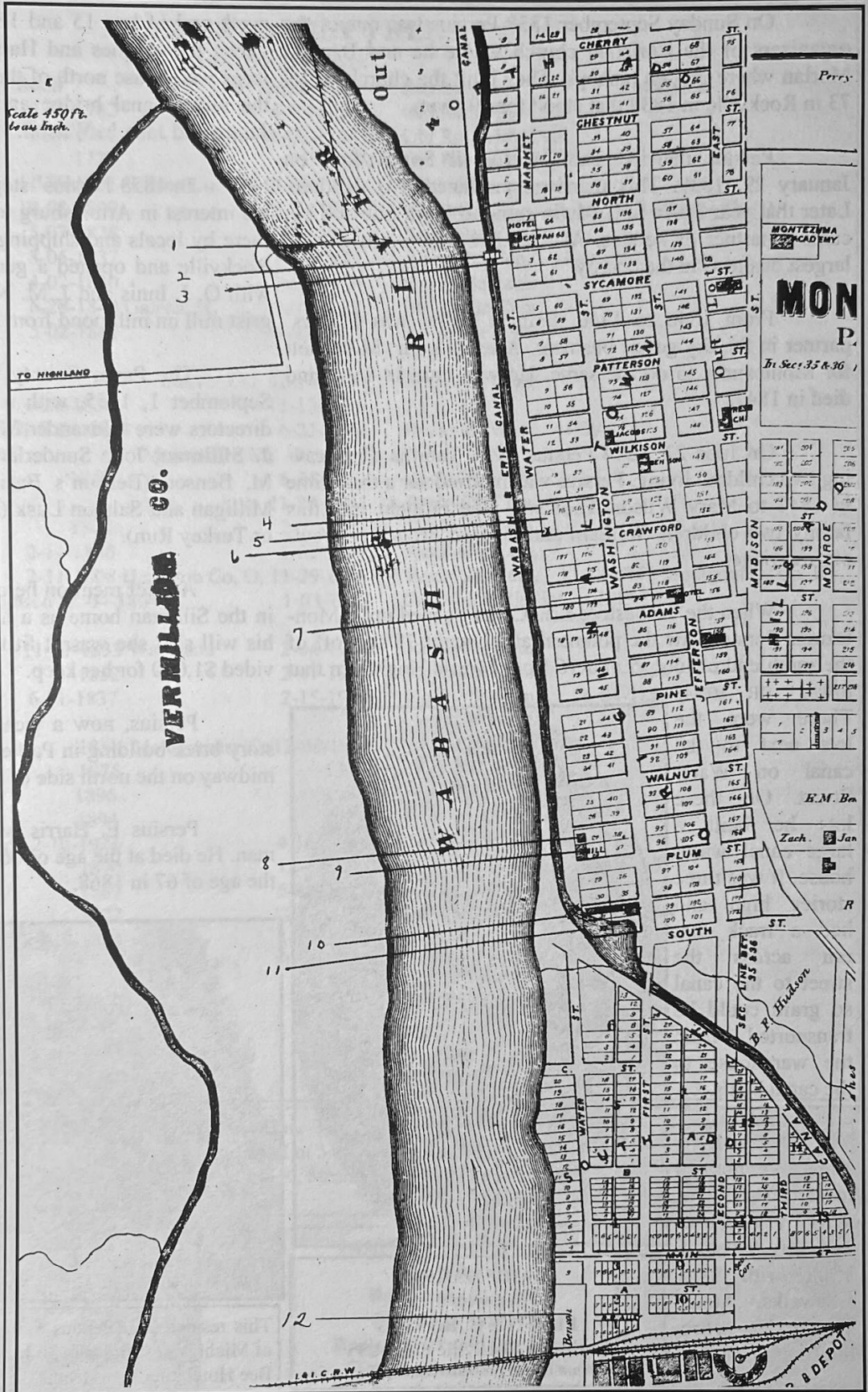
At that time, Parke county had “overseers of the poor” named James McCampbell and Tilghman A. Howard. On January 8, 1835 they bound a child resident, Levice Powers, to Persius. She was to be bound to him until her 18th birthday on December 10, 1841. Emily Michaels, born February 14, 1827 in Davidson, North Carolina, who had migrated to Parke county as a child, was also bound to Persius until she married David Reeder Stith according to her obituary in May 1882.

When Persius’ wife, Minerva Harris, died at the age of 28, she had one child living. Minerva was buried in the Rockville cemetery.

**MONTEZUMA
PARKE COUNTY
INDIANA**

1. James & Jane L. Wilson's "Phoenix House" hotel, 1848 lot 2
2. Upper Wabash & Erie Canal bridge No. 79
3. Lot 3 John S. Walter's canal warehouse
4. Morris Hughes warehouse
5. Peter Sharp store
6. Persius C. Harris warehouse
7. Fred Arn house built 1858 standing in 2013 later called Donaldson Hotel
8. Cooper shop
9. Joseph Bowsher grist mill -later Dr. George McCune mill
10. Canal road bridge No. 80
11. Benson's Basin and warehouse on canal (Erastus M. Benson)
12. Benson's slaughter pork house

1874 Plat
Parke Co. Combined Atlas
1874-1908-1916
With additions by
Charles Davis



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On Sunday September 1838 Persius was one of the organizers of the Christian church where he and Barzilla Morlan were chosen bishops. They built the church on lot 73 in Rockville in 1839 that stood for 60 years.

Persius married Tabitha Russell Shackelford on January 29, 1839. This marriage produced two children. Later that year Tyler S. Baldwin came to Rockville and became a partner of Persius. At that time their store did the largest business in the county.

From 1840 to 1846, Francis Miller was Persius' partner in the dry goods business. After this Mr. Miller left for Montezuma to do the same. He was born in 1803 and died in 1847.

On June 22, 1844 Persius' wife Tabitha died leaving two children living. Persius was married for a third time in 1847 to Mary Wilson Thomson. She brought into this family two children, William and George, from her previous marriage.

When the Wabash & Erie Canal opened up in Montezuma Persius saw the potential and bought 78 feet off of the south end of lots 15 and 16 from Morris Hughes in that town. DR 10/548

These were the lots next to the canal on Water Street. On these lots he built a large canal warehouse. It was three stories high and had a track that ran across the street to the canal so grain could be transported from the warehouse to the canal boats.

Water street contained most of the stores and warehouses and was paved in brick with brick sidewalks. Morris Hughes' warehouse stood on the



MARY HARRIS
3rd wife of
PERSIUS E. HARRIS
Buried in Rockville Cemetery
Picture from 1874-1908-1916 Atlas of Parke Co.

north end of lots 15 and 16. Peter Sharp had his store between the Hughes and Harris lots. John S. Walters had a large warehouse north of the above on lot 3. It was close to the upper canal bridge and the Phoenix hotel owned by James and Jane L. Wilson.

In 1853 Persius' step brother, Isaac, sold the rest of his interest in Armiesburg to others, having made a fortune there by locals and shipping on the canal. He went back to Rockville and opened a general store. By 1855 he along with O. J. Innis and J. M. Nichols purchased the Rockville grist mill on mill pond from Moore and Siler.

The Parke County Bank commenced business on September 1, 1855, with a capital of \$100,000. The first directors were Alexander McCune (of Mecca Mills), **Isaac J. Silliman**, John Sunderland, **Persius E. Harris**, Erastus M. Benson (Benson's Basin), Dr. James L. Allen, John Milligan and Salmon Lusk (of the Narrows of Sugar Creek or Turkey Run).

A brief mention here is that a Mary Jane Gray lived in the Silliman home as a house keeper. When Isaac died, his will said she wasn't fit to take care of herself and provided \$1,000 for her keep.

Persius, now a wealthy man, built the first three-story brick building in Parke county in 1855. It stood about midway on the north side of the square in Rockville.

Persius E. Harris was a bright and hard working man. He died at the age of 66 in 1867. Isaac Silliman died at the age of 67 in 1868.



This residence of Persius & Mary Harris is on northwest corner of Michigan & Highway 36 in Rockville, IN. It was used as Dixie Bee Hotel after their deaths. Photo by Charles Davis May 2013

THE HOOSIER PACKET - MAY 2014

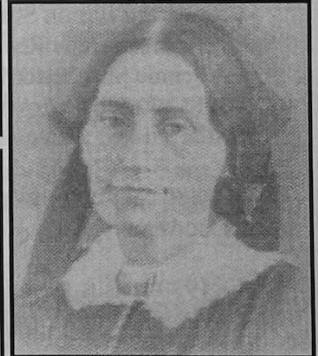
HARRIS FAMILY TREE

By Charles Davis

Name	Born	Died	Burial	Married
Samuel Harris	10-24-1782	4-05-1846	Old Rockville Cem.	
m. Lydia Jarvis Silliman	1-30-1780	10-02-1854	Old Rockville Cem.	
1st husb. Jonathan Silliman	1770	1817	Old Rockville Cem.	
1. Persius E. Harris	11-30-1801	Wilson Co. TN 10-03-1867	Rockville Cem.	
m1. Minerva ?	10-08-1809	9-20-1837	Rockville Cem.	1-25-1827 Monroe Co. IN
A. John Lorimer Harris	5-07-1828	1-27-1835	Rockville Cem.	
B. Minerva Harris	8-05-1837	1-16-1874	Rockville Cem.	3-14-1855
m. Isaac G. Coffin	4-02-1830	2-11-1899	Rockville Cem.	
1. Louisa Dupler Coffin	6-28-1849	Galena, IL 2-07-1871	Rockville Cem.	
2. Lorimer H. Coffin	5-02-1861	4-03-1862	Rockville Cem.	
3. Grace Coffin		1920		
m. Dr. Edwin Axtell		Denver CO. 12-14-1899	Rockville Cem.	
C. Olivia Florence Harris	6-28-1835	11-13-1836		
m2. Tabitha Russell Shackelford	8-21-1803	6-22-1844	Rockville Cem.	1-29-1839
1st husb. James Shackelford		Mayesville, KY deceased		
A. Tabitha R. Harris	1840	6-23-1841	Rockville Cem.	
B. Mary S. Harris		11-23-1861	Rockville Cem.	
C. Sarah Caroline Harris	1840s	2-01-1911	Rockville Cem.	
m. Alfred K. Stark	2-14-1840	1-02-1931	Rockville Cem.	
m3. Mary Wilson Thomson	2-11-1808	Hamilton Co, O. 11-29-1897	Rockville Cem.	11-??-1847 Montgomery Co. IN
1st husb. Rev. John S. Thomson	12-04-1804	1-03-1843	Crawfordsville, IN	4-09-1829
Children by 1st husband				
1. Wm. M. Thomson	11-27-1833	Waveland 2-04-1921	Rockville Cem.	
m. Emily J. Bryant	1832	2-17-1921	Rockville Cem.	6-11-1866
a. George W. Thomson	6-11-1837	2-15-1912	Rockville Cem.	6-04-1855
m. Sarah M. Bryant				
b. Wm. B. Thomson	1868	Montgomery Co 12-08-1948	Rockville Cem.	
m. Mable White	1875	1947	Rockville Cem.	
1. Wm. W. Thomson	1896	1986	Rockville Cem.	
m. Wilma	1894	1970		
A. Wm. N. Thomson	2-10-1921	4-16-1945	WWII Rockville Cem.	
c. Mary P. Thomson	1870	12-6-1957		1-18-1892
m. Alfred H. Stark	1867	6-21-1952	Rockville Cem.	
d. Jennie T. Thomson	1872	11-??-1961	Rockville Cem.	12-27-1894
m. Howard D. Maxwell	9-19-1864	3-31-1930		
1. Richard Maxwell		Indianapolis 11-??-1961	Klamath Falls, OR	
m. Mary Rodesberry				
2. Margaret Maxwell	1897	France 1925	Rockville Cem.	
m. ? Sheldon				
3. Warren Maxwell				



Knoll Inn, 317 West High Street, Rockville, Indiana Lot 54 was sold to Isaac J. Silliman by George K. Steele on April 18, 1866.
DR 25/43 Photo by Charles Davis January 2007



**TABITHA STOCKWELL
SILLIMAN**
Born June 13, 1813
Died May 14, 1871
Buried Rockville Cemetery
Wife of Isaac J. Silliman

THE HOOSIER PACKET - MAY 2014

SILLIMAN FAMILY TREE

By Charles Davis

Name	Born	Died	Burial	Married
Jonathan Silliman	1770	1817		4-19-1800 Christ Church Fairfield, CN
m1. Lydia Jarvis*	1-30-1780	10-02-1854	Old Rockville Cem.	
A. Isaac Jarvis Silliman**	12-28-1800 Fairfield CN	2-26-1868	Rockville Cem.	2-13-1830 Bloomington, IN
m. Tabitha Russell Stockwell***	6-13-1813 Flemmingsbury, KY	5-14-1871	Rockville Cem.	
1. Mary H. Silliman	1841	5-08-1846	Rockville Cem.	
2. Caroline Lydia Silliman	6-22-1834	8-08-1901	Greencastle, IN	5-17-1855
m. Thomas Carroll Hammond	2-20-1833	11-15-1915		Banker, San Diego CA
a. Charles Silliman Hammond	1856	1940		
b. Chauncey Rose Hammond	1857			
c. Catherine S. Hammond	1862			
d. Wm. Tecumseh Sherman Hamm.	1864	1940		
e. Isaac Jarvis Hammond	1868			
3. Mary Eliza Silliman	1840	5-08-1846	Rockville Cem.	
4. Alice Hamilton Silliman****	1845	1871	Rockville Cem.	11-29-1866
m. Capt. John H. Lindley	1841 Morgan Co. IN	12-26-1891	Rockville Cem.	
a. John H. Lindley Jr.		1867	Rockville Cem.	
5. Florence Stockwell Silliman	1840	1841	Rockville Cem.	
6. William Jarvis Silliman	6-17-1852 Rockville	11-19-1889	Dublin, TX	
m2. Sam(Samantha ?) Harris				12-??-1818 Sullivan
Co. IN				

*Lydia Jarvis Silliman's parents were Isaac Jarvis (b. 1756, d. 6-20-1788) who is are buried in the Old Burying Ground in Fairfield, CN and Abigail Squire Jarvis (b. 1755, d. 1773).

**Isaac J. Silliman's brother was Abram Benson Silliman (b. 1807, d. 1842).

***Tabitha Russell Stockwell Silliman's sister, Eliza Ann Stockwell Ralston (b. 5-21-1812, d. 6-3-1863), is buried behind her in the Rockville cemetery. They were the daughters of John Newton Stockwell (b. 1782, d. 1819) and Mary Polly Hamilton (b. 1788, d. 1830). Eliza married Robert Ralston on 3-24, 1833 in Parke county, IN.

SHACKELFORD FAMILY TREE

By Charles Davis

Name	Born	Died	Burial	Married
James Shackelford		@1830	Mayesville, KY	
m. Tabitha Russell*	8-21-1803	6-22-1844	Rockville Cem.	
A. Barton Warren Shackelford**	5-02-1830 Mayesville KY	2-19-1898	St. Joseph MO Rockville Cem.	2-26-1857 Rockville
m. Margaret Jane Smith	1852 PA	12-05-1906	St. Joseph MO Rockville Cem.	
1. Lizzie Mable Shackelford	1857	1857		
2. Frank H. Shackelford	6-??-1859	1-??-1930	Jasper Co MO Mt. Hope Cem.	Book keeper
m. Effie Noel	1866		Jasper Co MO	
3. Warren Barton Shackelford ***	1862	7-09-1821	Chicago, Joplin MO	Platte Co MO
m. Luda Belle Recht	2-14-1863	3-17-1947	Joplin MO	
4. Jennie Shackelford	1865	9-??-1866		

*Tabitha Russell's second husband was **Persius E. Harris** b. 11-30-1801, d. 10-03-1867, buried Rockville Cem.

**The 1880 census for Jasper Co. MO shows Barton W. Shackelford's wife, M. J., was born in Pennsylvania. His occupation was a cry goods merchant.

***The 1930 census for Jasper Co. MO shows Warren B. Shackelford was a clerk. Frank H. Shackelford's wife, Effie, was widowed and living in Orange, California with (3) servants.

Sources:

Combined 1874-1908-1916 Isaac Straus Centennial Memorial and name index of Parke county, Indiana.
 Computer research by Mary Jane Davis
 Beckwith. *History of Parke county, Indiana*. John Hanson Beadle. 1880.
 Bowen. *History of Parke and Vermillion Counties*.
 Deeds: Rockville court house, Records Office
 Find-A-Grave #9020231 Isaac Harvis 1756-1788.
 I. J. Silliman 1800-1868. Redding-Christianson Family Tree, Owner 1930 Dodie.
 Lydia Jarvis 1780-1854. Redding-Christiansen Family Tree, Owner 1930 Dodie.
 Obituaries from Parke County newspapers:

Barton Warren Shackelford, Parke county *Journal* 2-24-1898.
 Caroline L. Harris Hammond *Republican* 8-21-1901
 I. J. Silliman *Republican* 3-4-1868
 Jennie Shackelford *Republican* 9-19-1866
 Mary Harris *Tribune* 12-2-1897
 Mary Jane Shackelford *Republican* 12-5-1906
 Mary L. Shackelford *Republican* 9-2-1858
 P. E. Harris *Republican* 10-9-1867
 Tabitha Silliman *Republican* 5-17-1871
 Thomas C. Hammond *Republican* 11-17-1915
 Probate Bk 6/324, I. J. Silliman
 Tabitha Russell Stockwell 1813-1871. Jaulhaber/Fisher & Ring/
 Family Tree-Ringfaul.

FROM TIMES PAST

Fort Wayne Times & People's Press
 September 11, 1847

Canal Lands. —It will be observed that the list of delinquent Canal Lands advertised in this paper are all West of Tippecanoe. It does not include any lands in this region.

Fort Wayne Times & People's Press
 September 11, 1847

RAILROAD — PLANK ROAD — ROAD LAWS.

Adjourned Meeting. — Pursuant to adjournment, a meeting was held at the court house in this city, on Saturday evening, August 28, Allen Hamilton, Esq., in the chair, and Thomas Tigar, secretary.

H. McCulloch, Esq., from the committee appointed at the previous meeting to prepare resolutions, &c., reported the following:

The Committee appointed by the meeting, of which this is the adjournment, to prepare resolutions expressive of the views of the citizens of Fort Wayne and Allen County upon the following subjects:

- 1st, The action of the late Muncietown Convention;
- 2nd, The Fort Wayne and Lima Plank Road;
- 3rd, The improvement of the roads in this County generally:

Now offer, the following resolutions, for the consideration of the meeting.

Resolved, That we disapprove of the decision of the late Muncietown Convention, that the Madison and Indianapolis Rail Road should be continued through Muncietown, to Bellefontain in the State of Ohio, instead of some point on the Wabash and Erie Canal.

Resolved, That the course of said Convention in admitting to its deliberation citizens of Ohio, and in refusing to entertain a motion of our delegates for an adjourn-

ment made for the purpose of giving the citizens of Indiana interested in the extension of the Madison and Indianapolis Road, a full and proper representation at some future day, — given great ground for the opinion, that the action of said Convention had been previously prepared to forestall public sentiment, in utter disregard of the true interests of Indiana.

Resolved, That the interests of the State in general, and those of central and northeastern Indiana in particular, require that the Madison and Indianapolis Rail Road should be continued to some point of the Wabash and Erie Canal, and that the people of Indiana have to correct a perception of their own interests to permit the terminus of that road to be in another State.

Resolved, That the situation of Fort Wayne on the eastern division of the Wabash and Erie Canal, its great local and commercial advantages, together with the fact that the country between it and Indianapolis, is one of the richest and most productive sections of the state, must convince every disinterested mind, that it is the point at which said road should terminate.

Resolved, That our Senator and Representatives, and others interested in this great enterprise, be requested to exert themselves to obtain from the legislature, next winter, a liberal charter, for a railroad from Indianapolis to Fort Wayne.

Resolved, That the citizens of Fort Wayne and Allen County hereby pledge to all interested in this enterprise their best and united efforts, for its commencement and completion.

Resolved, That while we thus pledge our means and energies to effect at the proper time, a union, by Rail Road, of the Ohio River and the Wabash and Erie Canal at this point, we will relax no effort to improve the roads which connect Fort Wayne with the country which is naturally tributary to it.

Resolved, That a committee of Five persons be appointed by this meeting, to solicit additional subscriptions

of stock to the Fort Wayne and Lima Road Company, from citizens of this county and the counties through which the projected Plank Road is to pass, and that if this enterprise fail it shall not be owing to a want of spirit and liberality on the part of Fort Wayne.

[The chair appointed H. McCulloch, P. P. Baily, R. E. Fleming, H. Mason, and S. Edsall, said committee.]

Resolved, That the improvement of roads connecting Fort Wayne with the surrounding country is a matter of vast importance to every one of our citizens, and that to effect this object, all should contribute according to their interest and means.

And whereas it is understood, that certain merchants, property holders and others of this city and county decline contributing anything towards such improvements, thereby throwing upon others, the entire burthen, a part of which they should themselves bear; therefore

Resolved, That it shall be the duty of the Committee who may be appointed by this meeting or otherwise, to submit subscriptions for the improvement of the roads connecting Fort Wayne with the surrounding country, to make out a list of the names of the merchants, property holders, and others, as refuse to contribute for such purpose, and hand the same to the Editors of the Times and Sentinel for publication.

Resolved, That the Auditor and Treasurer of this county be and they are hereby requested to prepare a report, for the action of some future meeting, and for publication in our newspapers, of the amount of the annual road tax, as assessed and paid or worked out, in this county, and also such facts as go to show that the money raised is judiciously or injudiciously expended, and whether any amendments of existing laws and what are necessary, to effect the object for which such tax is imposed.

On motion of W. Rockhill, it was resolved that the resolutions be read and acted on separately.

After speeches from Mr. Baily, Judge Hanna, Mr. Sweetser, Mr. Kiser, and others, on the amount of road tax assessed in this county, and the manner of its expenditure, the resolutions were severally read and adopted.

Mr. Fleming, from same committee, offered a series of resolutions providing for the appointment of a committee to ascertain the amount of business done and capital employed by the business men of the place — the probable increase of the same, if the railroad or plank road should be constructed, the amount of real estate owned, and its probable increase in value if such improvements be made, &c. &c. Said committee also to assess the amount of stock that each individual ought to take in proportion to his means, and submit a report thereof to the public.

After an animated debate in which Messrs. Fleming,

Hanna, Rockhill, McCulloch, Church and others participated, the resolutions were passed; but upon consideration were rejected.

On Motion of Mr. Stophlet,

Resolved, That a committee of three be appointed to wait on the county commissioners at their next session, and solicit an appropriation for bridging the Bluffton Road. — The chair appointed Messrs. S. Stophlet, M. Jenkinson, and S. Church said committee.

Judge Hanna, offered a resolution for a petition to the Legislature asking authority for the county commissioners to subscribe for stock in the Fort Wayne and Lima Plank Road, which after some debate was withdrawn.

On motion Mr. Church,

Resolved, That when this meeting adjourns it adjourns to meet again on Saturday, Sept. 11th, at 10 A.M. and that notice therefore be given in the papers, and the citizens of the country generally be invited to attend.

On motion Mr. Tigar,

Resolved, That a committee of three be appointed to prepare a report showing the practicability and necessity of the railroad from Fort Wayne - Indianapolis; the probable amount of business to be done on it, prospect of the stock's yielding a fair interest, &c. That said report be Published in newspapers of this City and in the eastern cities that the committee take such other means to ensure the completion of the work as may seem advisable; and that they prepare petitions to be circulated in the different counties on the line of the proposed work asking the Legislature for a charter.

The chair appointed Messrs. P. Heaguard, S. Hanna, and H. McCulloch said committee.

On motion, the chairman, A. Hamilton, was added to the committee.

On motion, resolved, that the proceedings of this adjourned meeting be signed by the Chairman and Secretary, and published in the Fort Wayne Sentinel, and Times & Press.

On motion, the meeting then adjourned.

ALLEN HAMILTON, Ch'n. THOMAS TIGAR, Sec'y.

Fort Wayne Times & People's Press
September 25, 1847

The people of Delphi have held a public meeting for the purpose of protesting against taking the water from that town to be used on machinery at Lafayette. They allege that while the mills at Delphi have been stopped by order of those having charge of the matter under the pretense of wanting this water to feed the canal below Lafayette, it has been used to propel machinery at the latter place. They resolve that they will at all times be ready to resort to physical

force if necessary, to prevent a conversion of the water from this place (Delphi) to Lafayette, for the purpose of propelling machinery.

Fort Wayne Times & People's Press
October 9, 1847

We learn from the Eagle, that the contract for constructing a canal around the Rapids of Grand [Maumee] River has been let, and the work is to be completed forthwith. The object of the canal is "to secure ample facilities for navigation, and besides afford a vast water power." When this work is completed, the water power of Grand Rapids will be immense.

Fort Wayne Times & People's Press
November 11, 1847

WABASH AND ERIE CANAL. — We are gratified in stating, (says the Terre Haute Express) that navigation on the Wabash and Erie Canal, has been opened as far south as Lodi — the mouth of Coal creek, on this great State work. The Canal boat, Planet, reached Lodi from Toledo, on the 27th ult., and marks another era in the history of the progress of this Canal. This lower division of the Canal, from Covington to Coal creek, making fourteen miles, has been finished and brought into use since the Canal passed into the hands and under the charge of the Board of Trustees, and brings Canal navigation to a point only thirty-six miles north of this place, and from that point to Terre Haute, the whole line is under contract, and the work in progress. In this connection we may state, that a large number of additional laborers could find work on this line during the ensuing winter, at fair wages, and prompt cash payments.

JESSE L. WILLIAMS, Esq., authorizes us to state, for the information of Produce Shippers, that they may safely rely

upon having FOUR FEET WATER throughout the Canal from Lodi to the lakes, on the opening of navigation next spring.

We notice from the Perrysville Eagle, that the arrival of the Planet at Lodi, was made the occasion of general rejoicing along the lower part of the line. Citizens from Perrysville, Eugene, &c., were on board, a handsome dinner was prepared, which was partaken of by ladies and gentlemen, and the day passed away in general festivity. We hope the same spirit will be kept up as every section of the Canal is brought into use, until one grand army may meet to celebrate the union of the waters of the lake with those of the Ohio.

The winter stock of merchandise intended for this place, which have been bought in New York, are all arriving by the Canal route, which must considerably increase its tolls, and as every mile is finished, more business will be added to the Canal; and when shipments from this part of the country are made both ways, the State will then feel the immense value of this great western work, and producers will realize a profit from their toils, to which they are now strangers.

Fort Wayne Times & People's Press
November 11, 1847

Heavy Rain. — On Sunday night last this place was visited by a most severe rain, accompanied by vivid flashes of lightning and tremendous peals of thunder. The approach of the storm was sudden and quite unexpected. At half past nine in the evening, the sky was clear and the atmosphere serene; and at one in the morning the cellars and cellar kitchens of those citizens living in low places along Tan Yard Run, were filling with water. The culvert under the canal, and those under Main and Berry streets were totally inadequate to discharge the immense rush of water, and each operated partially as a dam, flooding the lots above it. We have never seen the water in the run so high but once before in eleven years. It soon ran off, however, leaving the citizens to clear out their basements at their leisure.

WHAT-CHA-MA-CALL-ITS

On The Ohio & Erie Canal

By Terry K. Woods

This article from Terry Woods, CSI member from Canton, Ohio, is Number 38 in his series of articles entitled CANAL COMMENTS. The engineers on Indiana's canals like these in Ohio often used different terms for the same structures.

Nearly every lift lock on the Ohio & Erie Canal included a channel running alongside it to shunt water from the level above the lock to the one below. There was then a small waterfall located somewhere in each channel, usually at the end. One of life's many questions is, "what are those channels and waterfalls called". Actually, it is an easy question to answer — for there are any number of answers.

It appears that any semi-literate draftsman or scribe

who cared to, took a turn at naming these — 'things' — over the course of the Ohio & Erie's long life. Drawings made during the early 1900's rebuild attempt, and issued out of Roscoe, termed the channels 'spillways' and the waterfalls, 'spills'. Department of Public Works Reports out of Columbus from the late 1890's to the early 1900's refer to these objects as "Waste Weirs," "Waste Weirs and Tumbles," and "Sluices" at various times. Later drawings for the rebuild issued out of the Akron Area call the channels "Wasteways." One old boatmen interviewed years ago, referred to them as "Tumbleways," another as "Raceways".

A document included in the 1909 Board of Public Works Report details the contracts for all the work done to that date on the rebuild project. In it, the channels and waterfalls are referred to as "Waste Weirs." To make matters worse, that document refers to "Sluices" and "Wasteways" that are canal structures that have different names in other

contemporary documents. In this 1909 list, "Sluices" were structures which controlled the amount of water let out of a canal level. Some other documents refer to these structures as "Waste Gates." "Wasteways," as defined in the 1909 Report, were cut down sections of the towpath, often 100 or more feet in length. At these structures, excess water in a canal level was allowed to waste away into a nearby stream during times of high water in the canal channel. Other reports have called these structures, are you ready for it?, "Waste Weirs"! Some reports had also called them "Surface Waste Weirs" or "High Water Waste Weirs."

Going back to the earlier Canal Commissioners Reports to learn what those channels and water falls were called, doesn't help a great deal, as the early Canal Commissioners didn't seem to know what to call those things, either. Structures on the Ohio Canal were initially given engineering names. Few people of the day, however, including the Canal Commissioners apparently, were familiar with engineering terms. So they called a structure whatever they thought it should be called, with the result that names often changed over the years.

British Canal Engineering dictated that water from an upper to lower canal level be passed through masonry culverts built into the lock walls. This feature was copied by New York's Erie Canal Engineers, which was, in turn, copied by Ohio's early engineering corps.

There were no formal locktenders operating the lock culvert paddles at each lock during the early days of the Ohio Canal, however. The boatmen who were forced to operate these mechanisms often left the paddles in a position that would cause one level or the other to overflow or go dry. Also, the culverts often became clogged with the floating debris, common on a newly constructed waterway, again causing a level to overflow or go dry. Therefore, channels and waterfalls around each lock were implemented.

Channels to continuously carry water around a lock may not have been invented in Ohio, but they were avidly embraced as the answer to a canal maintenance man's prayer. Beginning in 1827, they were quickly added to all finished locks, and to the plans for those still to be constructed. The first reference of Channels to carry water around each lock (the Canal Commissioner's Report for 1827) calls them "Sluices" or "Feeders," with "Tumbles made of stone or wood." The Canal Commissioner's Report for 1832 describes the completed Ohio Canal in some detail. One of these details was the channels, now carrying

another name, . . .

"Around each lock, except for those few whose particular circumstances don't require water regulation, has been constructed Regulating Weirs- comprising a channel by which the water is passed from the higher to the lower elevation over a tumble of stone or wood erected to prevent water from cutting away the earth and depositing it below.

"These regulators are of great importance in preserving the equable level of water from one level to another, and keep it at a uniform height in each, at the same time greatly diminishing the trouble and expense attendant upon passing water through the culverts.

"As water flows over these tumbles from the surface of each level to the next below, the upper level is not liable to be exhausted and no effort is required except to keep the regulators free of driftwood".

Picking primary definitions for structures commonly associated with the Ohio Canal became necessary in the early 1990's when the Historian of the Roscoe Village Foundation became interested in what those things were called and asked me to work up a Glossary of terms commonly applied to Ohio's Canal Structures.

It seemed that the term "Tumble" could be legitimately applied to the water fall in these channels with some degree of historic accuracy. Maintenance reports over the years had often called them that. It was also decided to use the 1909 Board of Canal Commissioner's Report for the definitions of "Wasteway" and "Sluice." It is a relatively well-used research document and most canal historians are familiar with it - even though those definitions are further from the original engineering definitions than some. But that report's definition of a wasteweir for those channels was unacceptable. The water here wasn't leaving the canal, it wasn't being wasted, it was being regulated.

That was probably the answer. Go back to the 1832 Canal Commissioner's definition and call them "Regulators," or better yet - "Regulating Channels." Then, by using that term as the primary definition, and referencing all other-used terms to it, we could at least let people know what canal structure feature they were reading about and let them make their own final choice of a definition. I thought, perhaps, modern usage would accomplish what hadn't been done historically, provide common definitions for those What-Cha-Ma-Call-Its on the Ohio & Erie Canal.

THE HOOSIER PACKET - MAY 2014

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- 4 2007 Wabash & Erie Canal Controversy and Rail roads in 1871 Newspaper Articles
- 5 2007 John Beard and His I&M Canal Connections
- 6 2007 Turkey Run History Published by Davis
- 8 2007 Edward Vinton Dodge and His W&E Canal Connections

- 5 2008 Two Men and Their W&E Canal Connections— John Carter, John G. Davis
- 6-2008 John Huston & His I&M Canal Connections
- 9 2008 John Given Davis and His W&E Connections
- Thomas A Heron and His W&E Connections
- John Mulligan and His W&E Canal Connections
- 10 2008 Lieut. Joseph Addison Gurley and His W&E Canal Connections
- Davis Plots Old Deeds of Annapolis
- 11 2008 Fleury F. Keith and His W&E Canal Connections

- 4 2009 Annapolis Part II
- 5 2009 Annapolis Part II cont.
- 6 2009 Annapolis Part II cont.
- 7 2009 Annapolis Part II cont.
- 8 2009 Annapolis Part II cont.
- 9 2009 Annapolis Part II cont.
- 10 2009 Annapolis Part II cont.
- 11 2009 Annapolis Part II cont.

- 4 2011 Chambers Young Patterson and His W&E Ca

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nal Connections

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| <p>9 2010 Rockville and Its W&E Canal Connections 1
 10 2010 Rockville and Its W&E Canal Connections 2
 2 2012 Judge Walter C. Donaldson and His W&E Canal Connections
 4 2012 Erastus M. Benson and His W&E Canal Connections
 7 2012 Morris Hughes and His W&E Canal Connections
 8 2012 Jedidiah F. Stacy and His W&E Canal Connections
 9 2012 Joseph Burns and His W&E Canal Connections
 10 2012 Dr. Benjamin Franklin Hudson and His W&E Canal Connections
 12 2012 The Holladay Brothers and Their W&E Canal Connections
 1 2013 Dr. Richard Waterman and His W&E Canal Connections
 2 2013 Josephus W. "Seph" Lake and His W&E Canal Connections
 3 2013 Norbourn Thomas and His W&E Canal Connections
 4 2013 Silas Taylor and His W&E Canal Connections
 5 2013 Andrew Scott Russell and His W&E Canal Connections
 6 2013 Alexander McCune and His W&E Canal Connections</p> | <p>7 2013 Redbuck and His W&E Canal Connections
 8 2013 Zachariah T. Byers and His W&E Canal Connections
 9 2013 Riley Swaim and His W&E Canal Connections
 10 2013 The Finney Family and Their W&E Canal Connections
 11 2013 David R. Shirk and His W&E Canal Connections
 12 2013 Thomas Newton Rice and His W&E Canal Connections
 1 2014 Daniel Amassa Jones and His W&E Canal Connections
 2 2014 Kyle and Dole and Their W&E Canal Connections
 3 2014 Oliver Perry (Opedee) Davis and His W&E Canal Connections
 5 2014 Persius E. Harris and His W&E Canal Connections
 6 2014 Jane L. Wilson, The Phoenix House and Their W&E Canal Connections
 7 2014 John Henry Watkins and His W&E Canal Connections
 8 2014 John Tenbrook Campbell and His W&E Canal Connections
 9 2014 Caleb M. Richards and His W&E Canal Connections
 10 2014 William Linder McIntyre and His W&E Canal Connections</p> |
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CHARLES DAVIS

Since Charles Davis has written so many biographies of others, we asked him to write his own which follows:

I was born on October 25, 1947 to Charles F. and Frances Irene (Staggs) Davis. Since birth, I have lived on the same property for 66 years. The area is called "Wildman's Holler" after Wm. Wildman, who owned the land in this hollow near Rockville, Indiana in the 1800s. The old house was moved to the Holler in 1879 from Roseville, Indiana. In 1940 Dad and Mom bought the place where bootleggers once lived and made it their home.

I grew up in the four room "salt box" shack with my two sisters. We had no electricity, used kerosene lamps, had straw tic mattresses with duck down pillows that Mom made, and used a small coal stove in the living room and a wood cook stove in the back room. We carried water from a spring in the Holler to the house for drinking, etc. A long

box-like battery operated the radio for our entertainment. We listened to Fibber Magee and Molly, Gunsmoke and others. Our bathroom was a two hole privy outside about 25 yards from the house and, in winter, a commode inside. I lived in the time of transition in this nation, especially out here in the country. Electricity was put in the house in 1954 and water was piped into the house from a tile reservoir that collected spring water. The toilet was put in next in 1961. The coal stove was retired in 1961 for gas space heaters. As I was writing this biography in February 2014 the power went off. My wife, Janie, and I built a fire in the wood stove that was put in in 1978 for backup.

We attended the First Baptist Church in Rockville. Both my dad and myself were saved in 1965 just before his death at the age of 55.

I started school in Mecca, Indiana and went there until the high school was closed in 1964. The next two years I went to school at Rockville. I graduated from high school

at Montezuma in 1966. After graduation I worked for the Oil Seal factory at Van Wert, Ohio. I left there that summer for home and worked as a hod carrier from John Graham.

My father had taught me to play the guitar. We played for a solid year in 1960 at the American Legion in Rockville. After Dad died, John Graham, who played a banjo with Dad, took me in and I played rhythm for him on various jobs.

Then I got a letter from Uncle Sam. It said, "Greetings." I was drafted into the Army on December 6, 1966 and spent my boot camp and advanced training at Fort Knox, Kentucky. In May of 1967 I was sent to Viet Nam as a Recon Specialist (Scout) track driver (M113A1). Three months were spent in 2/47 9th Div. at Camp Martin Cox (Bearcat), then the next nine months in F Trp. 17th Cav. 196th LT INF BDE. My new track was waiting and I drove it on scouting missions out of the Base Camp at Chu Lai, then left the base camp for missions all the way north just twelve miles south of the DMZ.

After serving, I was hired at Olin Corporation that made cellophane near Covington, Indiana in March 1970. Olin was bought out and its name changed to Flexel. It closed its door on November 18, 1997, after which I retired.

While working at Olin I met Linda Kay Luse, who also worked there. Linda and I were married on October 21, 1972. After 36 years of marriage, Linda died on November 25, 2008. I married Mary Jane Hedges on my birthday in 2010. With her came my new family, one son, one daughter, and grandkids that I am proud of and call my own.

I have a musical background that has lasted over 54 years. I've worked in various bands as a singer, and lead and rhythm guitar player. One of the highlights of the era was playing in Farmer Stultz's square dance gigs for five years until he died in 1988. I was inducted into the Wabash Valley Musicians Hall of Fame at Terre Haute, Indiana, in 2009. I have produced some CD's on my own in my home studio for family and friends. The only music I play now is in our home church, Berean Baptist Church in Terre Haute.

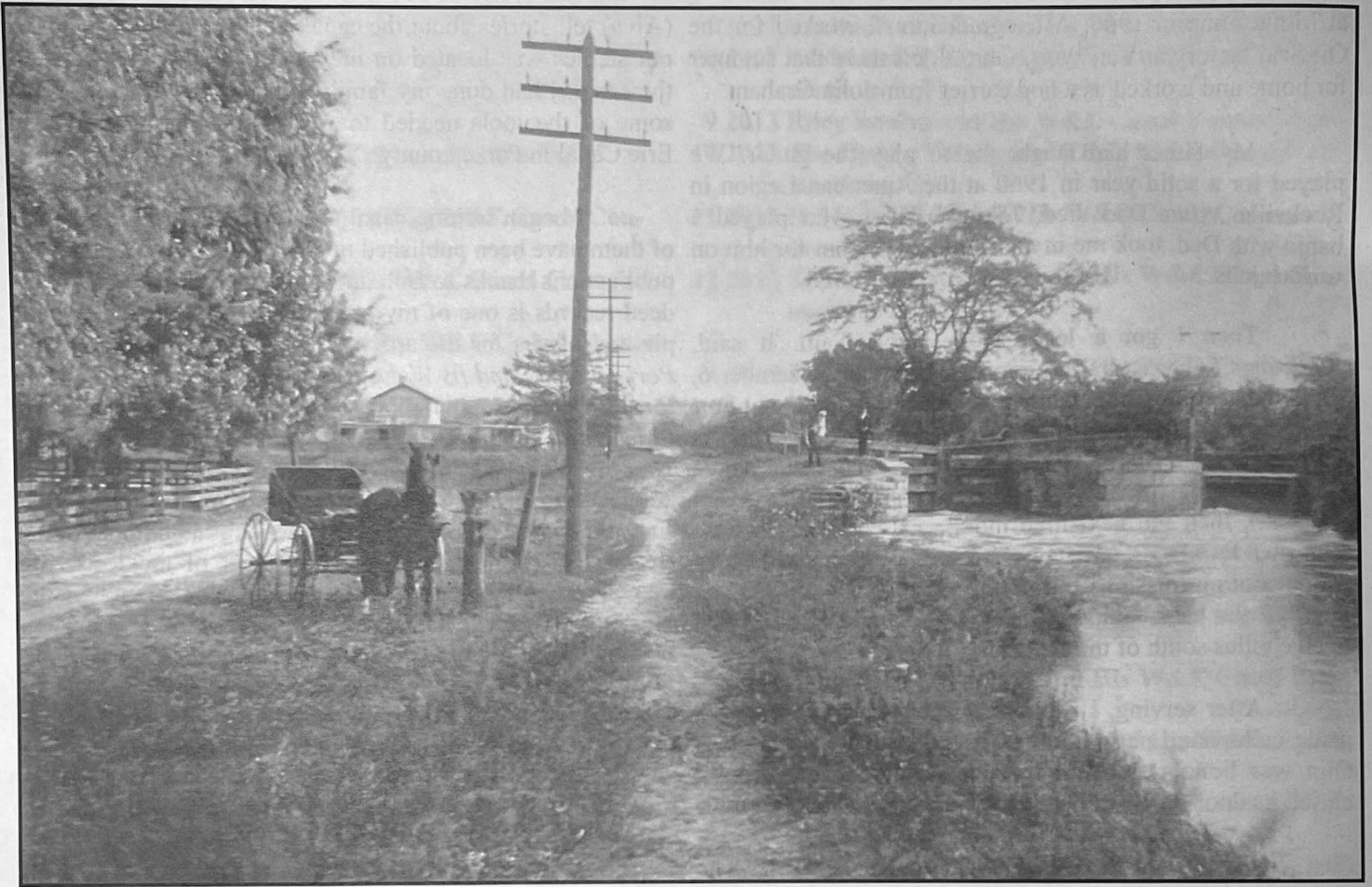
In 1995 I saw an article in the Terre Haute *Tribune* that mentioned the Canal Society of Indiana. It caught my interest. My grandparents, William Herman and Dally Mae (Adams) Staggs lived on Towpath Road for the Wabash & Erie Canal just south of Howard, Indiana. I spent many summer days there in my youth watching them farm with horses, riding horses, hunting and listening to Uncle Bus

(Alva) tell stories about the canal. One of the horse change-out stables was located on their property near the berm of the canal. I had done my family genealogy, which gave me some of the tools needed to write about the Wabash and Erie Canal in Parke county.

I began writing canal articles in the mid 1990s. All of them have been published in the Canal Society of Indiana publications thanks to Bob and Carolyn Schmidt. Studying deed records is one of my many resources in tracking people and places for the articles. To date my book titles are *Parke County and Its Wabash and Erie Canal Connections, Parts I-IV*, an accumulation of articles I've written for CSI; *Pioneers and Indians of Parke County* and *Parke County, The Civil War During the Canal Era* both published in 2006; and *The History of Turkey Run* published in 2007 and sold out in 2009. All of these books can be found in the Historical and Genealogical Department of the Rockville Library. *The History of Turkey Run* can be found in the Mishawaka Public Library, Bell Memorial Public Library in Mentone, Monroe County Public Library in Bloomington, Willard Library in Evansville, Wabash Carnegie Library in Wabash, Crown Point Library, Muncie Public Library, Jennings County Public Library in North Vernon, Wakarusa Public Library, Porter County Public Library in Valparaiso, Crawfordsville District Public Library, Lebanon Public Library, Evansville-Vanderburgh County Public Library, Turkey Run School Library, Plainfield-Guilford Township Public Library, Indianapolis Public Library, Terre Haute Public Library, and Emery-Pratt, Owosso, Michigan. My wife, Janie, does the computer research for me and we travel everywhere to the sites of interest that pertain to the canal articles.

I have been a Life Member of the National Rifle Association since 1986 and a member of the National Muzzleloading Rifle Association for 25 years. I have competed in the Nationals at Friendship, Indiana and built five of the percussion rifles I've used there.

One of my proudest achievements is that I applied for an Indiana State Historical Marker for the Miami Wea Chief Christmas "Noel" Dagenet in 2001 and received the marker on January 28, 2004. I contacted Christmas' great great-grandson, Kenneth E. Dagenett from Commerce, Oklahoma. He came to Montezuma, Indiana and officially unveiled the marker on June 12, 2004. The Terre Haute *Tribune* covered it as a special event. For my work on this project, the descendants of Christmas awarded me a beautiful Code Talkers Blanket.



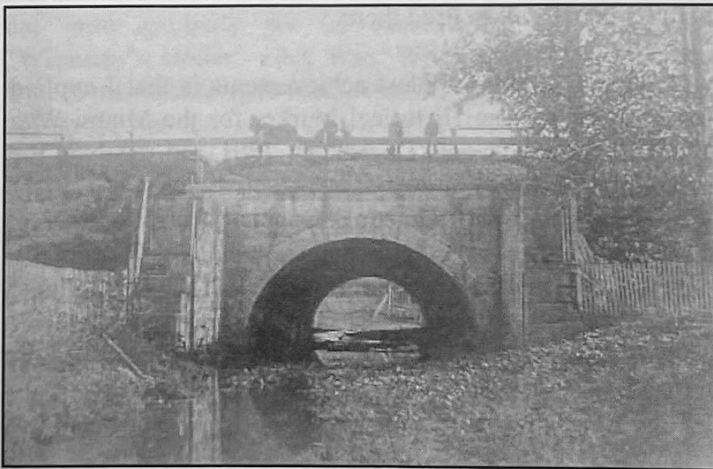
The Upper Lock and Towpath of the Miami & Erie Canal at Hamilton, Ohio with a lady and two men.

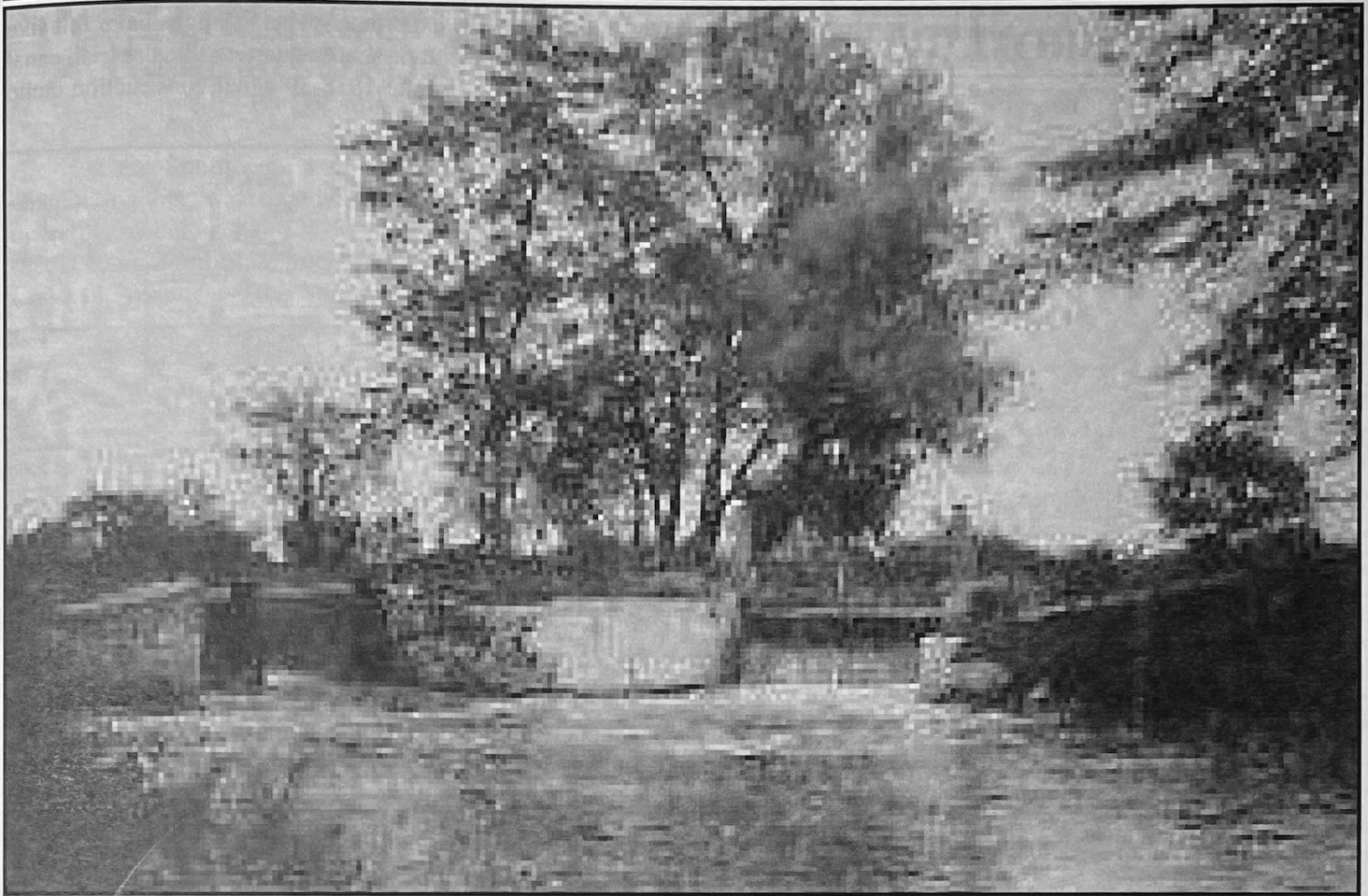
In 1896, J. E. Heiser, a banker from Hamilton, Butler County, Ohio, took these pictures and published them in a heavy card stock album entitled *Miami Valley Views*. It had twenty 4" x 6" pictures printed back to back on ten pages. Many of the views were of the Miami & Erie Canal.

Found by Neil Sowards, CSI member, Ft. Wayne, IN

Culvert Under Miami & Erie Canal

Culvert Over Slater's Creek



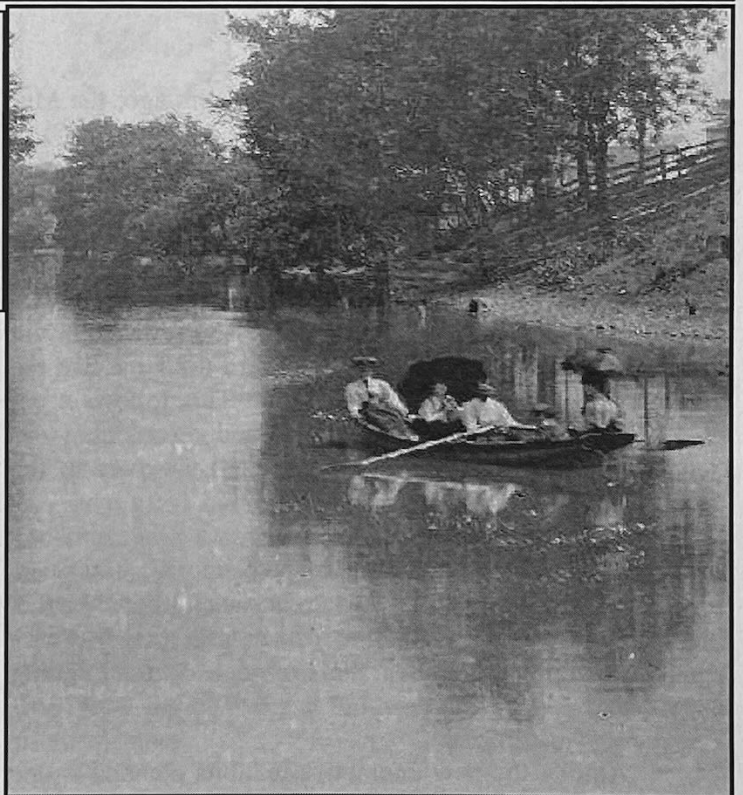
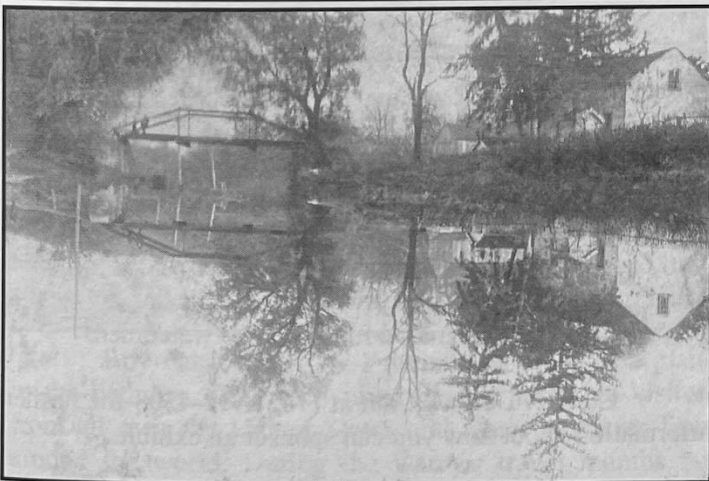


Above: The Lower Lock of the Miami & Erie Canal at Hamilton, Ohio.

Left: Miami & Erie Canal at Dwyer's Crossing near Hamilton, Ohio.

Right: The upper hydraulic canal above the lock at Hamilton, Ohio

Historical photo from Hamilton, Ohio photo album.



NEWS FROM DELPHI



INTERPRETIVE MUSEUM MARKS 10 YEAR ANNIVERSARY WITH FUNDRAISING GOAL

By Dan McCain

The Wabash & Erie Canal Association has just launched an \$80,000 fundraising campaign to improve upon its award-winning Interpretive Museum. After 10 great years and an estimated 100,000 visitors, the Museum has entered an exciting phase to ready it for the next 10 years and beyond.

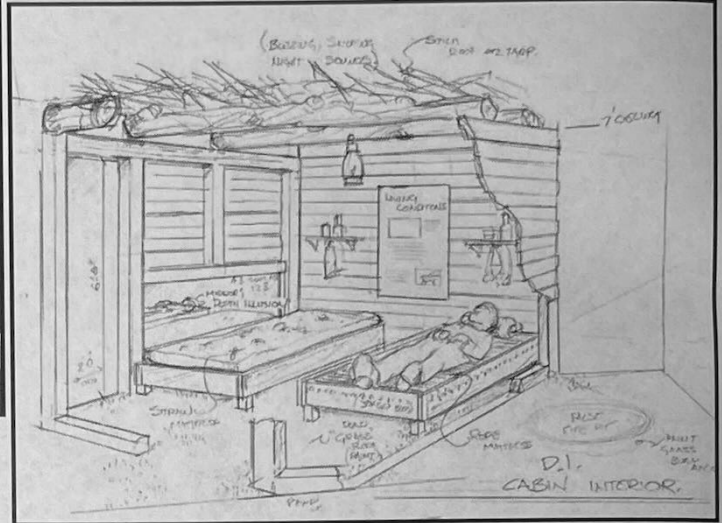
Shortly after its completion 10 years ago, the Museum was recognized by the American Association of State and Local History with the Albert H. Corey Award. This award is presented to "primarily volunteer operated historical organizations that best display the qualities of vigor, scholarship and imagination in their work."

Work to construct new exhibits and refresh current ones already began in January 2014 with the hope that the projects will be completed by summer. This follows a period of evaluating existing exhibits and envisioning enhancements to the Museum to further tell the story of the Canal Era.

The Association sought professional assistance from Len Mysliwec of Lifespace Design in Fort Wayne, Indiana. Len originally designed the Interpretive Museum and has continued advising the Association in designing numerous outdoor exhibits.

Among the new interactive exhibits planned is one

where the user can experience what it might have felt like resting in a lean-to hut or shanty quarters like the Irish canal workers once used in the 1838-39 canal construction camp near here.



Another part of the exhibit depicting the Irish canal worker's life in a construction camp features the outside of the shanty where meals were cooked. These tentative sketches were drawn by Len.



The Canal Association invites you to become a Canal Museum Partner by sponsoring one of the many exhibits. They range in price from \$1,000 to \$15,000. Donors will be invited for an on-site visit to personally examine the exhibit they sponsor and hear detailed information about the work necessary to enhance or build it. A plaque will list donors, and their generosity will be cited at our public announcements. Undesignated fund are also welcomed.

Contact Dan McCain at (765) 412-4308 for further information about how you can sponsor an exhibit..

“SPRUCING UP” THE CANAL MUSEUM EXHIBITS

By Dan McCain

Greg Smith puts a replica canal boat in the lock chamber on this “water model” of a canal. This “hands-on” operating model is one of the exhibits in the Canal Museum that is being refurbished after the wear and tear of 10 years. Children love and use this model all the time.



The plank walkway that is meant to simulate the feeling that early settlers had when crossing one of the many marshy areas that dotted the landscape is having its “spongy feel” rejuvenated. New cushioning with oak planks laid over it is being installed.



Roy Patrick, a M-W-F volunteer, replaces a plank in the pathway. Our interactive exhibits fascinate visitors from all over the United States and many countries from around the world. During the warmer travel months be-

tween April and November Canal Park averages registered visitors from a dozen states every week.



Boy and Greg test the feel of the spongy walkway after the repairs have been made.



HISTORIC BRIDGE TOUR MAPS NOW AVAILABLE

There is a new brochure available for historic bridge enthusiasts. The Wabash & Erie Canal Association has redesigned and reprinted an earlier Historic Bridge Tour brochure with a county road map showing three routes to see the historic bridges in Carroll county, Indiana. Several of the bridges can be seen right in Canal Park. Three have been moved from elsewhere, refurbished, and placed over the Wabash & Erie Canal as part of Delphi’s trail system. The maps are available at the front desk of the Canal Interpretive Center.

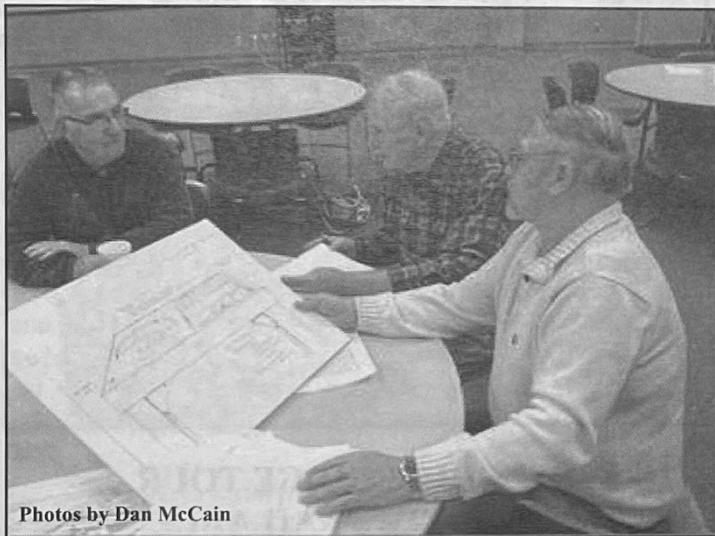
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CARROLL COUNTY WABASH & ERIE CANAL ASSOCIATION'S 2014 FESTIVAL & EVENTS SCHEDULE

Sat. May 17: Transportation Festival	10am-4pm
Sat. Jun. 21: Kid's Day at the Canal	11am-3pm *
Sat. Jul. 5: Canal Days Festival	10am-4pm
Sun. Jul. 6: Canal Days Festival	12n-4 pm
Sat. Aug. 16: Community Services/ Awareness Day *	
Sat. Oct. 18: End of Season Festival	10am-4pm
Sat. Dec. 13: Old Fashioned Christmas	10am-4pm
Sun. Dec. 14: Old Fashioned Christmas	12n-4pm

*These events are not festivals. There are 3-4 events to be added that have not been finalized such as weaving, broom & basket making workshops, a decking ceremony for the bridge, etc.

VOLUNTEER CALL-OUT GETS THE "GEARS TURNING" FOR UPCOMING SEASON

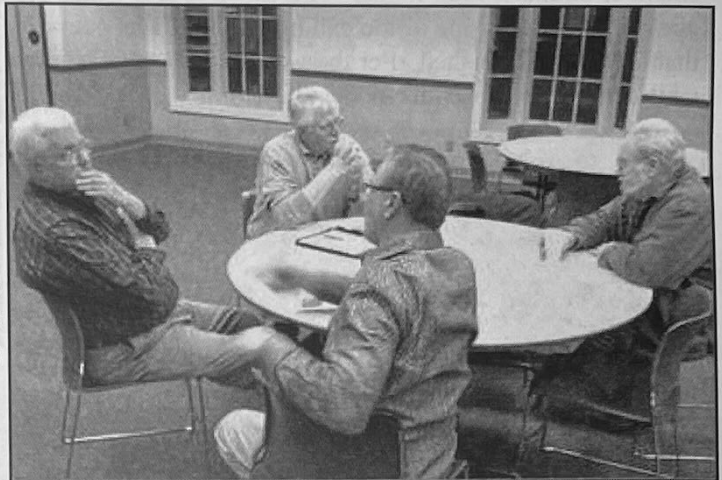


Photos by Dan McCain

Thanks to everyone who came out for our volunteer call-out in February. We always have room for more volunteers, so if you missed it, call us at (765)564-2870 for more information. Here, at one of the individual table discussions that night, our M-W-F volunteers and prospective crew came together. Bruce Crowell explained plans for a gallery in the museum. Dave Smith and Tom Peters joined in the discussion.

Steve Gray (far side) hosted a discussion with several potential boat crew members at one of five tables filled

with current volunteers and curious new attendees. Several of the prospective volunteers switched between tables to explore multiple volunteer opportunities. After the evening's discussions apple dumplings made by a great group of volunteers last fall, then thawed and warmed were served by Janie Smith and Sandy Cripe.



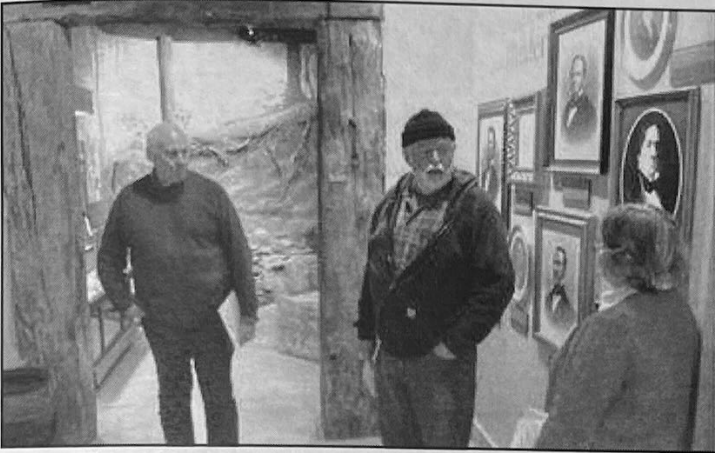
Len Mysliwicz (far right below) explained his plans for revising several galleries of the Interpretive Museum. Len was the chosen planner back in 2002 when the Canal Center was conceived. His imaginative creations gave us a wonderfully interactive museum, and the Canal Association received an award naming it "the best new volunteer driven museum in the US" by the American Association of State and Local Services (AASLHI) in 2005.



Another area of the Museum highlights living conditions of the Irish canal construction laborers at their camp just southwest of Delphi, Indiana. Exciting changes to the former Archaeology Gallery will come as volunteers create the experience of life in a shanty. The gallery will feature

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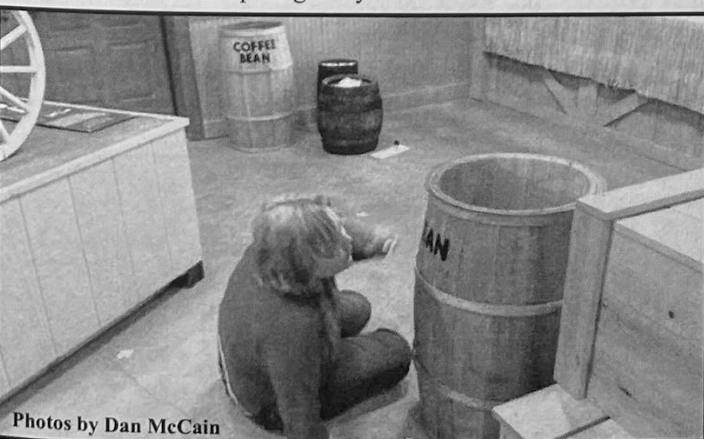
bunkhouse and cooking area interactive exhibits.



Len described his plan for an interactive exhibit that will involve a model 1860s locomotive running circles around a canal boat. It will signify the pace of travel that drew people's support away from the canal travel to the faster and year-round rail travel for both passengers and cargo, signaling the end of the canal era.

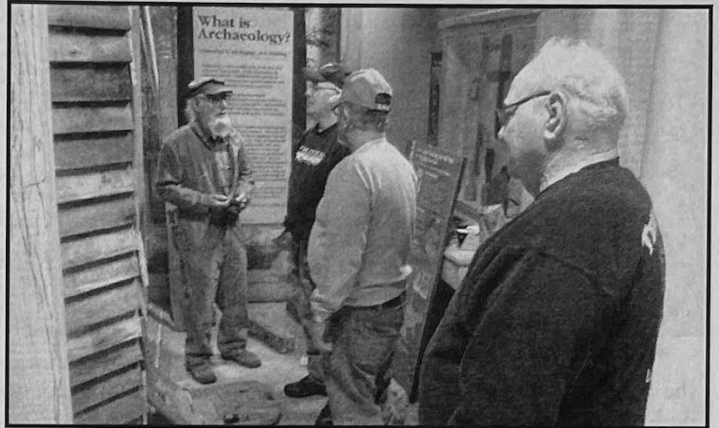


Eager to begin work Canal Board member and school tour group organizer Vickie Sickler lettered barrels of various bulk materials (beans, corn, lime, etc.) in the Interpretive Center's "Welcome to Delphi" gallery.

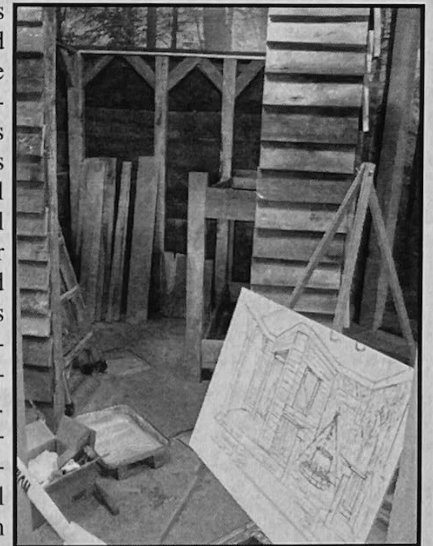


Photos by Dan McCain

As the M-W-F crew assembled at 8 a.m. three half days a week they discussed the objectives of what would be constructed that day. Roy, the senior in the group, started his volunteering back in 1997. With him are Dave Smith, Brice Crowel and Vern Cripe. This Winter has drawn them indoors but most crew members would agree that they would rather be working outdoors on trailside projects.



Following Len's plans seemed easy and creating these interactive exhibits was FUN !! Often used were materials saved from earlier projects and stored in Canal Park. Sometimes plans call for wood, stone, metal or whatever and the guys find the appropriate reuse. This Irish canal worker's bunkhouse could be appropriately called a "shanty". The Canal Society of Indiana is sponsoring this exhibit. Other sponsors will also financially assist with the museum redo. Currently fundraising efforts have netted nearly \$30,000 of our goal of \$75,000.

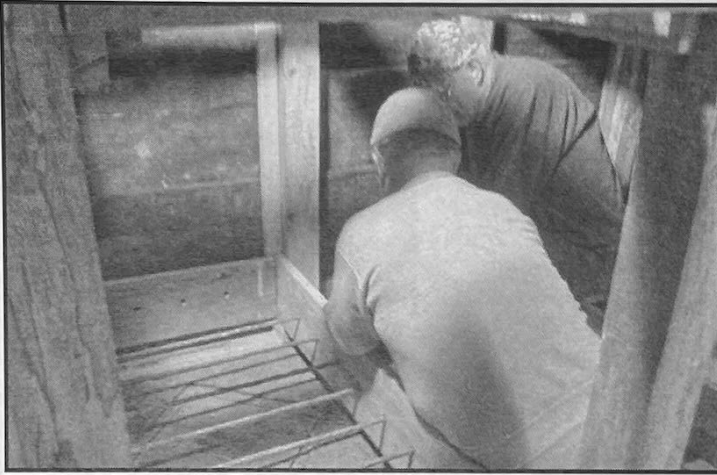


Brice and Roy worked on the roof and sides of the "shanty bunkhouse." The material they are using was from sheeting salvaged from the Burrows Log House when the M-W-F crew disassembled it last Spring. Boards

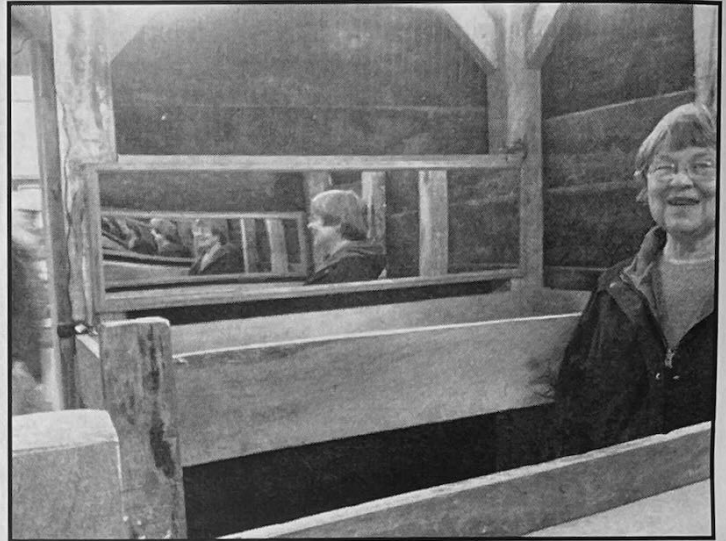


THE HOOSIER PACKET - MAY 2014

were nailed up to replicate how such crude buildings might have been made. Small logs for the rafters were cut from Canal Park's Pioneer Village where there was a surplus of standing trees.



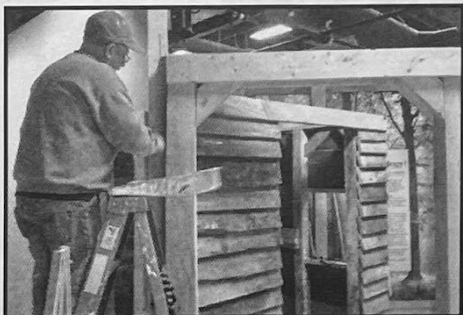
Brice Crowel and Tom Peters strung rope in the base of the bunk to illustrate how rope supported a straw or feather padded mattress. This one of the four bunks will be left without a cover. The other three bunks with mattresses will allow kids to try them out.



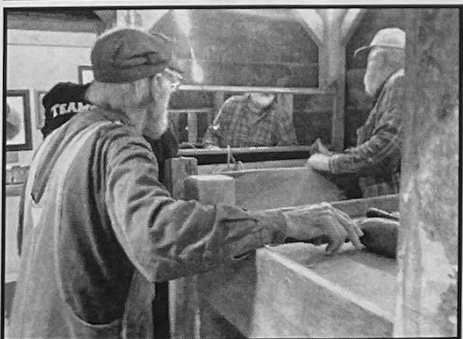
The finish of this Shanty exhibit provides an illusionary display of "a dozen bunk beds." Longtime canal volunteer Mary Crary inspects the crew's craftsmanship.



Dave Smith attached a barrier made out of sticks cut the same time the M-W-F crew "harvested" the roof rafters from the Pioneer Village in Canal Park.



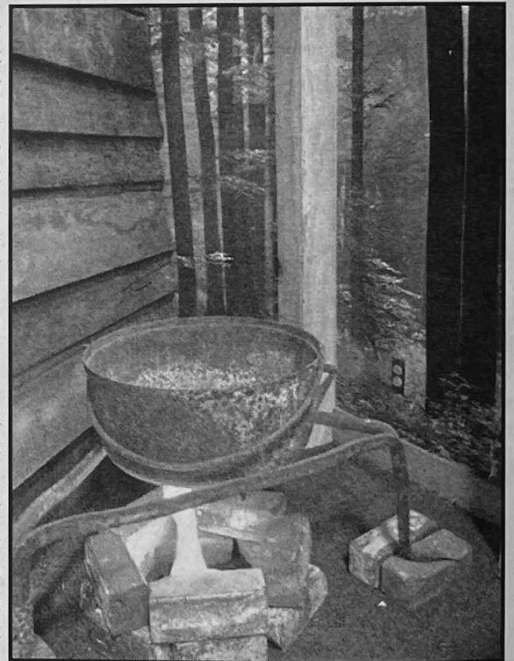
Brice completed painting the wall where portraits of canal builders had been displayed. This space in the Archaeology gallery is now fresh and new with a "construction camp living quarters" interactive exhibit for visitors to enjoy.



Finishing touches were made by Vern, Roy and Al as they attached a pair of mirrors mounted across from each other just above the top bunk level.

Photos by Dan McCain

This life-like fire pit just outside the shanty includes a canal era cooking pot to illustrate what Irish construction workers ate. The fire is illusionary (not hot) with glowing LED lights and a small fan below with a waving silk streamer that looks like a real flame. Artist Terry Lacy will be creating a puzzle with pieces showing the foods that made up a typical meal in the Construction Camp. What do you think 300-600 hungry, hard-working Irishmen had to eat?



Can you believe it? Snow is gone and a traveling family enjoyed a picnic lunch. First of the season! There will be many more great days coming to Canal Park.



WHITEWATER CANAL BYWAY ANNUAL MEETING

Whitewater Canal Byway Association held its annual meeting in the old depot in Gateway Park on U.S. 52 across the road from Old Metamora on Thursday February 20, 2014. The tables were covered with white cloths with a candle centerpiece. A carnation was placed at each seat.

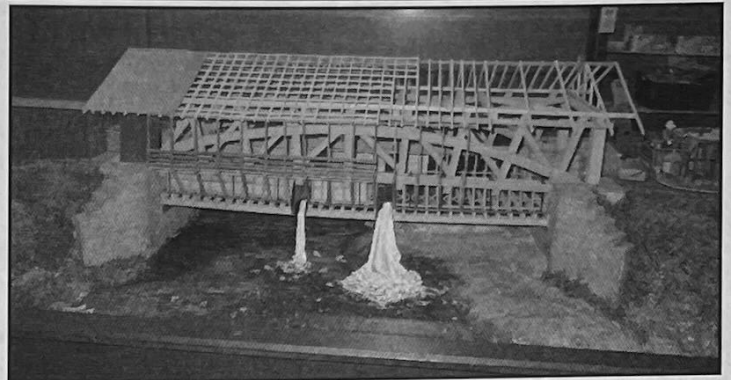
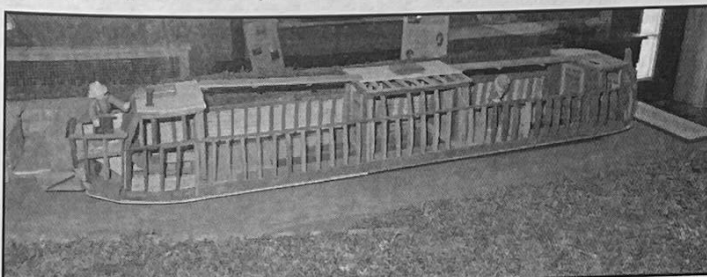
Photos by Bob Schmidt



The delicious meal of a chicken breast and a pork chop with vegetables was served. A variety of delicious desserts was prepared by some of the members.

Following the meal highlights of the group's accomplishments over the past year were presented via PowerPoint by Candy Yurcak, who was in charge of the event. Bob Schmidt, president of the Canal Society of Indiana, also did a PowerPoint presentation about CSI, how it works with local groups such as Whitewater Canal Scenic Byways by providing grants, and how it publishes canal history and genealogy of deceased canawlers. He spoke about canawlers from southeastern Indiana, some of which are buried in Laurel Cemetery. Wayne County Tourism/Mary Walker was presented the "Spirit of the Byway" award for their ongoing help with the organization.

Following the meeting members were given a tour of their new Visitors' Pavilion. There copies of their new Byways guide were available for sale. It is outstanding. The canal models built by Paul Baudendistel and landscaped by Candy are protected by the Lexmar covers funded by CSI.

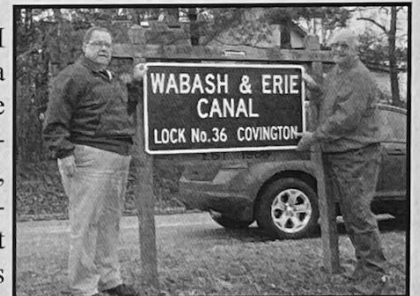


COVINGTON RECEIVES MARKER

Photos by Bob Schmidt



Bob Schmidt, CSI president, delivered a marker for Wabash & Erie Canal Lock #36 in Covington to Terry Bodine, CSI director from Covington, and Carol Freese at her House with the Lion's antique shop on Friday March 28, 2014. After pictures were taken of the marker held by Terry, Carol and Bob, they went to the site where the marker will be placed. It will be near the bridge that crosses the Wabash River. It will direct visitors to a nearby more detailed sign being created by Terry Lacy. The larger sign will be like those along the trails in Delphi and will have a drawing of the lock with information about it. Both markers are funded by CSI with additional funding by the Merchants Association for the detailed sign.



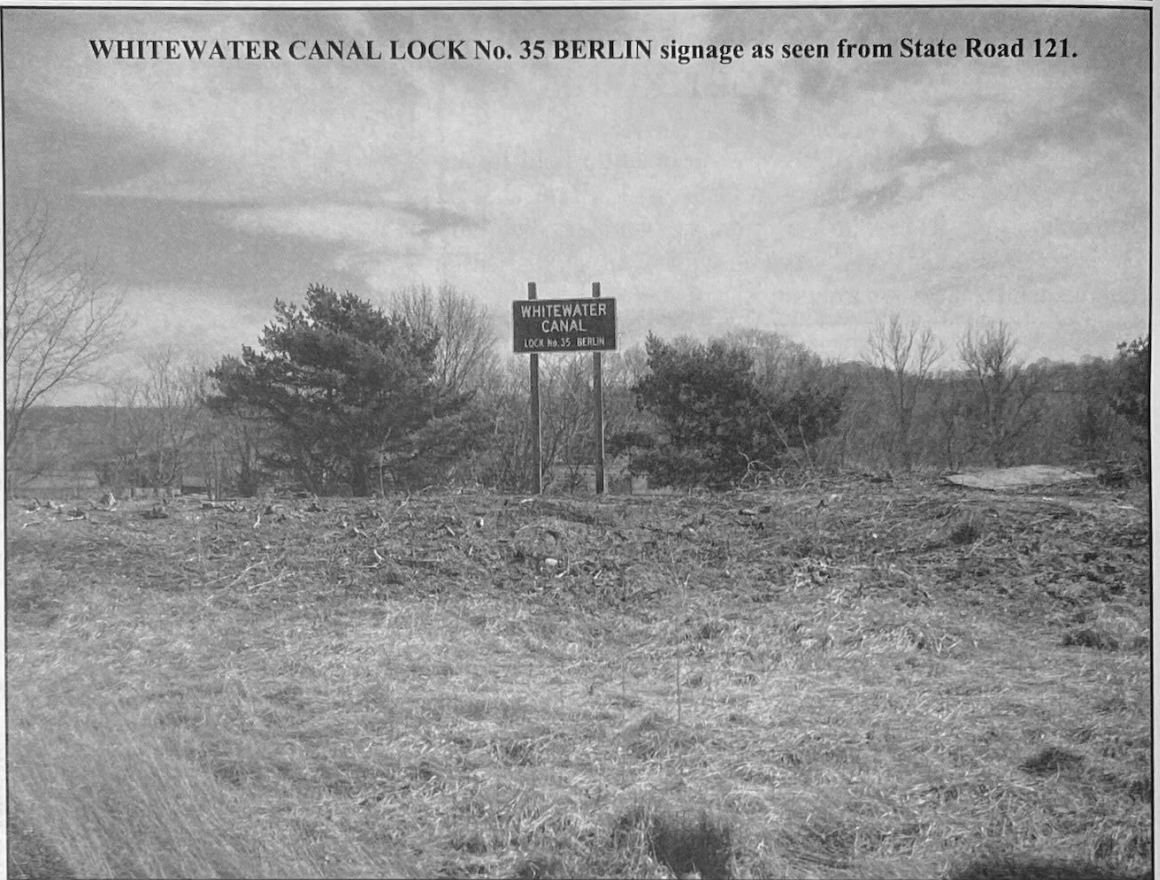
The detailed marker will be placed on on near this existing Welcome to Covington sign. Lock #36 site

**WHITEWATER
CANAL
SIGNAGE
BEING
ERECTED**

The Canal Society of Indiana has funded three 2ft. x 4ft. signs pointing out locks on the Whitewater Canal to be placed along State Road 121 between Connersville and Laurel in south-eastern Indiana and nine 1ft. x 4ft. signs designating the locks along the Whitewater Valley Railroad. John Hillman, CSI member from West Harrison, Indiana, worked with CSI to co-ordinate making the signs. He erected the two shown here on March 18, 2014. The rest of the signs will be put up shortly on posts provided by the railroad.

The signs are made of a composite plastic and aluminum material. They were made by Chip, a member of the Whitewater Valley Railroad who works for CDS signs in Cincinnati, Ohio. They are dark brown with white lettering and are easily seen from the highway and the train that has excursions from Connersville to Metamora.

WHITEWATER CANAL LOCK No. 35 BERLIN signage as seen from State Road 121.



LOCK No. 35 BERLIN signage as seen from Whitewater Valley Railroad train.

