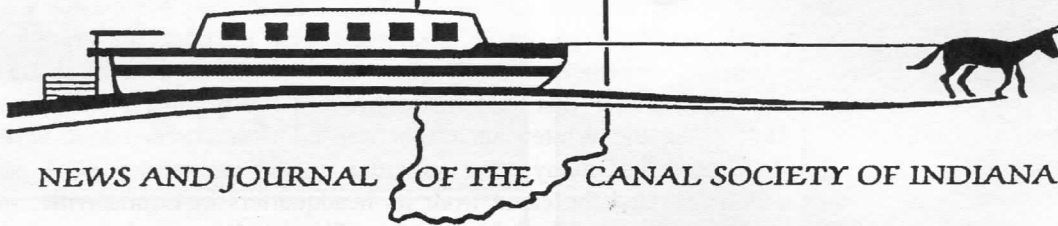


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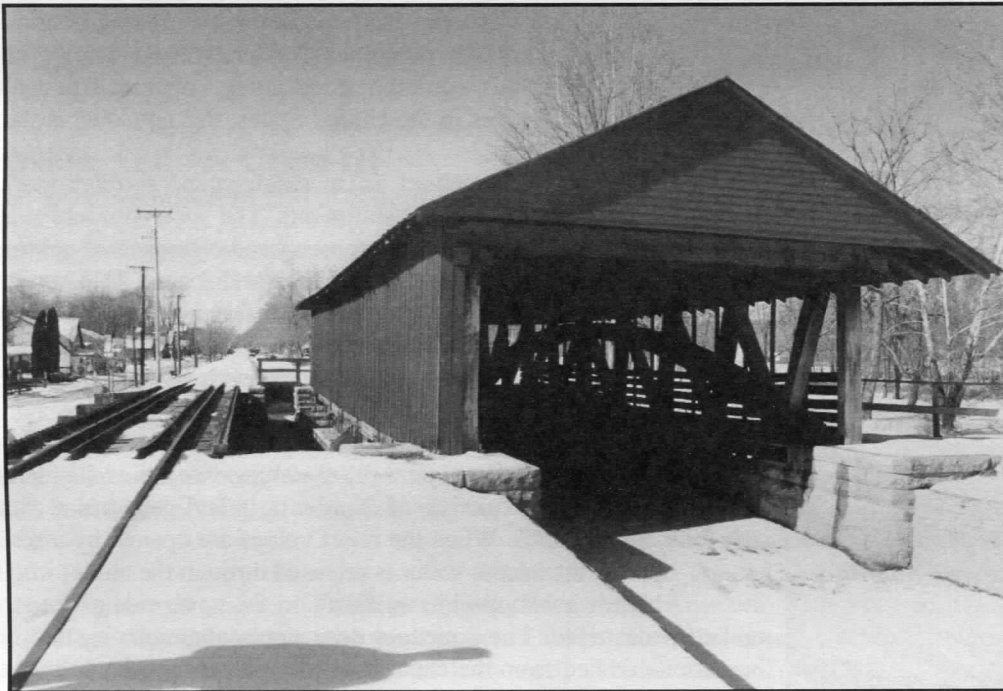


VOL. 14 NO. 10

P.O. BOX 10808 FORT WAYNE, IN 46854

OCTOBER 2015

# INDIANA'S CANAL TREASURE



Now a Historic Landmark, Duck Creek Aqueduct carries the Whitewater Canal over Duck Creek in Metamora, Indiana, and recently received a new steel roof. This 2005 winter photo by Brian Banta shows both the closed and open sides of the aqueduct.

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## NEW ROOF FOR HISTORIC AQUEDUCT

By Robert F. Schmidt

The nation's only surviving covered wooden aqueduct located in Metamora, Indiana, is getting a new roof to protect this unique Indiana canal structure. Workers have been busy in July completing this makeover in time for a special dedication ceremony to honor the fact that the Duck Creek Aqueduct is now on the National Register of Historic Places as a Historic Landmark. There are 96,251 sites on the national register, but only 2,544 are elevated to the status of Historic Landmark.

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## THE HOOSIER PACKET - OCTOBER 2015

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The original aqueduct, which carried the Whitewater Canal over Duck Creek, was built on-site in 1843 using local materials and traditional 19<sup>th</sup> century construction methods. Locally quarried stone was used for its abutments and locally produced lumber was used in the trusses. The original structure was destroyed in 1847 when the Whitewater Canal was hit with a tremendous Spring freshet. The flood destroyed many other structures in the valley as well. A private company, which operated the canal from its headquarters in Connersville, soon had repairs made and the canal back in operation. This rebuild was what remains today in the 70 foot Burr arch truss structure that is now recognized as a National Landmark.

The nearby Metamora Grist Mill was placed on the National Register in 1973. In 1992 the aqueduct was recognized as a National Historic Civil Engineering Landmark and a plaque was placed on a large stone on the canal's southern bank.

The current recognition was the result of efforts by the National Park Service and the Federal Highway Administration's National Historic Covered Bridge Preservation Program. This coordinated effort was in the works for over twelve years. The result of this comprehensive study concluded that although there are about 690 covered bridges in the United States, this aqueduct is the only structure of its kind throughout them.

Duck Creek Aqueduct is a single-span, through-truss, covered-wood-aqueduct on mortared limestone abutments. The superstructure is approximately 90' long, 25' wide, and 25' deep with an overhead clearance of approximately 12'. The trusses are approximately 9'10" to 12' deep and spaced 21'4" on center. The bottom of the aqueduct trough is approximately 10 feet above Duck Creek. The trough or flume is approximately 17'7" wide and 4'6" deep overall. It is constructed of white oak tongue-and-groove boards supported by a series of thirty-five 6" x 16" x 24" transverse floor beams spaced at 2 foot centers.

During times of heavy precipitation the water level in the aqueduct can be regulated by means of four metal relief valves, two on each side of the trough near mid-span. Each relief consists of a pivoting metal gate and a chute made up of ¼ inch-thick metal plates. When the relief valves are opened by inserting and turning a metal T-handle, the excess water is released through the chutes into the creek below.

There is a 4-foot-wide walkway on the north side of the structure to accommodate pedestrians. The aqueduct does not accommodate mule or horse teams so they are unhitched from the canal boat when it reaches the entrance to the aqueduct. The boat then proceeds through the aqueduct under its own momentum and the team is hooked back up on the far side.

The structure is covered with board-and-batten siding on the south side and is open on the north side, where the roof extends 3'9" over the walkway. The portal ends have horizontal wood siding on the gables. The siding is painted red.

The gabled roof is supported on 3" x 4" rafters spaced at 24" on center with their outer ends resting on an 8" x 9" sill. The original roof was wood shingles. Sometime prior to 1934 the roof was covered with galvanized standing-seam metal. In 1949 that roof was replaced again with a modern standing-seam metal roof.

The structure's picturesque and historic setting possesses the feeling of a 19<sup>th</sup> century industrial village, which includes residences, a commercial district, and a grist mill. Since its construction the aqueduct served first as part of a transportation canal system, then as part of a hydraulic canal, and finally as part of the Whitewater Canal Memorial, one of Indiana's earliest historic preservation efforts.

Hopefully Metamora and the Whitewater Canal Scenic Byway will be able to capitalize on this designation in their promotional efforts. A detailed description of the aqueduct can be found online: [www.nps.gov/nhl/news/LC/fall2013/DuckCreek.pdf](http://www.nps.gov/nhl/news/LC/fall2013/DuckCreek.pdf).



## CANAWLERS AT REST

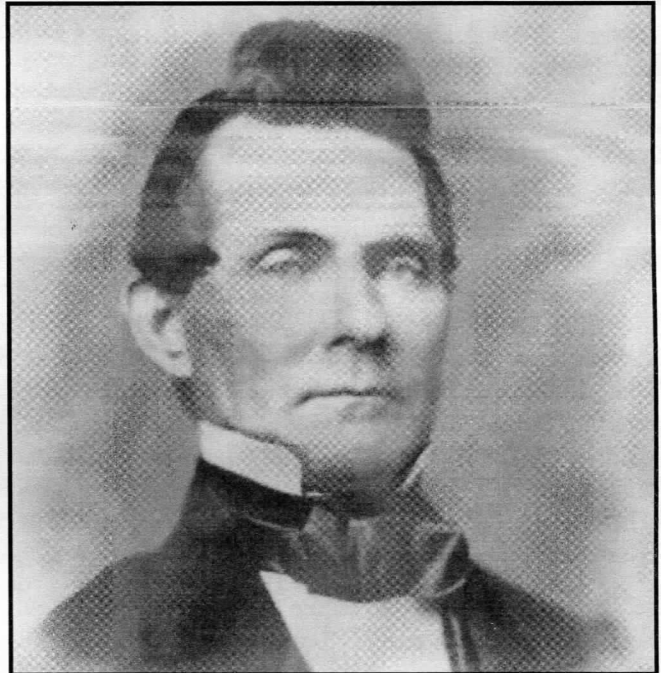
### DAVID KILGORE

Find-A-Grave #7185108

**b. April 3, 1804**  
**d. January 23, 1879**

**By Arthur Andrew Olson III**

Great, great, great grandson of David Kilgore



David Kilgore was born in Harrison County, Kentucky on April 3, 1804 - the youngest of 4 children (Martha, Alfred, James, David) of the Obed and Rebecca Cusick Kilgore family. His early years were spent farming with his parents and siblings near Cynthiana. In 1819, shortly after Indiana became a state and a land office was opened in Brookville, Indiana, Obed and Rebecca moved the family to a nearby parcel of land in Blooming Grove Township of Franklin County.

During the next several years in Franklin County Kilgore rubbed shoulders with individuals who were or became prominent figures during the fledgling years of Indiana politics. On August 23, 1824, at the age of 20, he was commissioned as a Captain in the 7<sup>th</sup> regiment of the Indiana militia, a Franklin County - organized unit - joining such well known county figures as soon-to-be governors Noah Noble (Brigadier General, 6<sup>th</sup> Brigade, 1825) and David Wallace (Captain, 1825, Colonel, 1827). The militia had become more a political proving ground than military organization following removal of much of the Native American population from the southern 2/3s of the state by 1821.

Kilgore began reading law in the mid-1820s and was occasionally tutored/mentored by other prominent Brookville residents: soon-to-be governor James B. Ray (1825-1831) and soon-to-be Supreme Court Justice John T. McKinney. By 1830 he had completed his legal studies and followed yet another Brookville lawyer/judge, Miles C.

Eggleston (presiding judge 3<sup>rd</sup> circuit, 1827-1829), and fellow militia officers John Newland and Powell Scott to Delaware County. Subsequently Kilgore would purchase land and secure land patents for acreage in Mt. Pleasant and Salem Townships (west of Yorktown).

By April 1830 Kilgore had taken up permanent residence in Delaware County and served as Mt. Pleasant Township's first schoolteacher. He married Mary G. VanMatre on July 14, 1831. She was the daughter of Tabitha Harris and Absalom VanMatre [deceased by 1823] —, Tabitha thereafter marrying Absalom's distant cousin and early Mt. Pleasant Township pioneer landholder Joseph VanMatre. Kilgore was admitted to the bar in April of 1831, and commenced the practice of law. Through his Whitewater Valley and militia connections his legal career flourished. He served, for example, as local agent for Connersville attorney Caleb B. Smith (soon-to-be Speaker of the Indiana House and Lincoln Cabinet Secretary) and probate attorney for the estate of Harrod L. Newland (brother to militia colleague John Newland). Kilgore was elected as State Representative for Delaware County and surrounding areas, and served annual terms in the General Assemblies of 1833-34, 1834-35, 1835-36, 1838-39—earning a reputation as an independently minded, articulate member of Indiana's new Whig party. His connection to the Indiana militia also continued, as he was appointed as Brigadier General of the 32<sup>nd</sup> brigade on March 25, 1834.

Legislatively, Kilgore would also figure promi-

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nently is crafting and gaining passage of Indiana's ill-fated Mammoth Internal Improvements Bill of 1836.

### Kilgore & Indiana focus on Internal Improvements 1834-1836

A bi-partisan coalition which Governor Noble had orchestrated around the issue of internal improvements assured a singular focus of the General Assembly of 1834-35—when David Kilgore was re-elected for his second legislative term. The starting point for discussions was the Whitewater canal which would provide a commercial transportation avenue to the Ohio River for farmers of Franklin, Rush, Fayette, Henry, Randolph, Hancock and parts of Wayne, Union and Delaware counties. The General Assembly of the prior year had ordered a preliminary survey of the Whitewater canal, which was presented to the new session of the Assembly in December of 1834.

While the Whitewater political faction was stronger than the contingent pushing for further development of the Wabash and Erie Canal to Lafayette, the absence of well organized and more powerful political parties posed a challenge in gaining legislative success of either project alone. Therefore, most of the legislative session was taken up in a game of legislative “seesaw” with the Whitewater canal as the fulcrum. Every member was willing to vote for it if his own county was not neglected.

As Kilgore reminisced during the Constitutional Convention of 1850, the cumbersome legislative result was unworkable:

“...adding amendment to amendment...we had literally checkered the whole State with imaginary canals and roads of different kinds. That bill, sir, became too ponderous to be carried by its original friends, and those who were the true friends of the State and her best interests, by common consent, had it upon the table to sleep the sleep of death.” According to Logan Esarey in the *History of Indiana*, tabling the bill had been done to provide further time for negotiations with all other interested parties to craft, as Kilgore put it:

“...a well digested system of improvements.”

In a surprise move, however, the Senate passed a bill further ‘prosecuting’ the Wabash and Erie Canal alone and sent it to the House. This led Kilgore to an overnight flurry of political gamesmanship. His goal was to assemble a coalition of representatives sizable enough to amend or defeat the Senate version (with the ulterior motive of assuring inclusion of the Whitewater and Central Canal projects

in particular). Here is how Kilgore characterized it:

“...I will say that I never in my life used more untiring industry than I did on that memorable night, in order to secure strength enough to amend the Senate bill so as to provide for the survey of other works...leaving each to propose a short description of his favorite work; until, with my tally paper to hand, I could count sufficient strength to amend the Senate bill, and thus prepare for a general survey...and to the astonishment of its [the Senate’s bill’s] friends, a sufficient force was there organized to amend or defeat it. I offered the amendment which was subsequently adopted, providing for this ruinous system of internal improvements.”

The outcome of the Legislative session of 1834-35, as a result, was to authorize the surveying of various projects included in Kilgore’s amended bill. The intent was to create a more informed plan/sequence of internal improvements. However, the vision of a well-reasoned plan was not to be. As Kilgore later explained:

“...the survey of the various works, [as] designated, unsettled the public mind, dethroned reason for the time being, and prepared the people for their own ruin. The next session [1835-36] found each one of these various projects amply represented; and each Representative urging the superior claims of his favorite work. We had sought information, we had obtained it, and we were by force of public opinion, required to use the information most profitably, as was supposed, by commencing a SYSTEM, embracing every practicable work which had been surveyed. We were not only required to commence, but each interest being jealous of the others, all had to be prosecuted simultaneously.”

Kilgore was again re-elected to the House for its 1835-36 session, which was destined to pass the so-called “Mammoth Internal Improvements Bill.” Governor Noah Noble signed it into law on January 27, 1836 - carrying appropriations aggregating \$13 Million or one-sixth of the wealth of the State at that time - mortgaging the resources of the State for half a century. Kilgore reflected on the passage in a conversation with a colleague on that evening:

“...whilst others were enjoying the glee and hilarity of the city, we calmly reviewed our action, and the state of the public feeling in relation to it. We looked to the future with fearful forebodings...that in less than five years the joy of the people would be turned into mourning, that they were then looking at the bright-side of the picture only, and that they would soon learn by experience, their precipitate and inconsiderate action.”

The ‘Panic of 1837,’ Indiana’s Internal Improvements



### problems and David Kilgore's adroit political move

As part of President Andrew Jackson's vendetta against the Second Bank of the United States, he had arranged for all tax revenue received after 1833 to be deposited in certain state banks—which became known as “pet banks.” These banks, tempted by the opportunity for substantial income, fanned the flame of land speculation by loaning money freely. To curb growing speculation, Jackson issued his “Specie Circular” in 1836, which directed US land officers to accept only specie (hard currency, coin and/or gold/silver or certain bank notes) in payment for land. This, in combination with Congress' 1836 legislation to distribute government surpluses to the States (and thereby drain the Second Bank of all cash), led to the Panic of 1837.

On May 20<sup>th</sup>, news reached Indianapolis that all eastern state banks as well as the Second National Bank (which had been completely drained of U.S. funds by paying government expenses) had halted specie payment. In contravention of its charter, the State Bank of Indiana also stopped specie payments to preserve its solvency, which action was later ratified by the citizens and merchants of Indianapolis in particular.

The Indiana bank was the only one among all others west of the Alleghenies that did not fail. Specie payments/redemptions began again on August 13, 1838, although the looming Indiana Internal Improvements financial crisis would again bring a halt to specie payment on November 19, 1839. Specie payment would not resume again until June 15, 1842. While members of the business class endorsed the bank's action, the debtor class (including most of the citizens of the state) were hard hit by the suspension of specie payments and the bank's overall failure to provide an adequate supply of currency even as the economy grew substantially. Their discontent and belief that Andrew Jackson's (and his hand-picked successor Martin Van Buren's) economic policies were the cause of the local difficulty translated to increased domination of the Whig Party in the Indiana General Assemblies of 1837-38 and 1838-39.

Whig domination of Indiana's legislature would not last long. The euphoria which accompanied passage of Indiana's Mammoth Internal Improvements Bill of 1836 was soon quelled. Legislators had been so confident canal usage tolls would pay the bills, for example, that no provision for interest payments had been made in the legislation. In the first year of construction, interest had to be paid from loans the state arranged. By December of 1838 then-Governor David Wallace indicated interest due was \$193,350 while

State revenues were only \$45,000. He put it this way:

“If this condition does not startle us, it should at least awaken us.”

Clearly Wallace's message had awakened David Kilgore, who was then commencing his fourth legislative term. Realizing he would be closely tied to the Internal Improvements disaster about to unfold and that his shorter-term electability was nil, Kilgore orchestrated his removal from the legislative spotlight. Less than a month after the session ended on February 18<sup>th</sup>, 1839, he had been appointed by Whig Governor Wallace as President Judge (presiding judge) of the newly formed 11th Judicial circuit - effective March 1<sup>st</sup>. Kilgore was subsequently elected to that post by the General Assembly at the next legislative session on December 5, 1839 and served until the spring of 1846.

Kilgore remained active politically during this time, however, presiding over the Delaware County “Democratic Whig Convention” in May of 1840, serving as a “stump speaker” for presidential candidate William Henry Harrison in 1840 (recruited by Indiana Whig central committee chairman Senator Oliver H. Smith), appeared publicly with Henry Clay during an Indianapolis presidential campaign stop in 1843, and shared the dais with Yorktown founder Oliver H. Smith at a Whig mass meeting there in 1844. He was also elected president of Muncie's recently organized Masonic Lodge #46 in 1843. Later, as war with Mexico loomed in 1846, Kilgore organized a militia company ready to serve in the conflict. He was elected Captain of the “Muncie Guards,” but it mustered too late to serve.

In 1848 Oliver H. Smith orchestrated Kilgore's election to the board of one of the state's earliest and most successful railroads: the Indianapolis & Bellefontaine. While Smith would serve as its first president, Kilgore would become its (and successor lines) longest tenured board member—serving until 1870. Its route through east-central Indiana remains part of CSX Railroad's main line today. Separately, Kilgore's interest in farming and agriculture continued as his estate grew to more than 1000 acres in Mr. Pleasant & Salem Townships and 200 acres in Madison County — with city lots in Muncie and Anderson, Indiana. He was elected President of the Delaware County's Agriculture Society on April 5, 1854. At that same time, his law practice was also thriving as he appeared before Indiana's Supreme Court several times between 1848 and 1855.

Subsequently, after Kilgore was defeated in a bid for Congress in 1849, he was elected as Delaware County's

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delegate to the State Constitutional Convention in 1850-51. This Constitution remains in effect today. He moved away from the Whig party thereafter and joined the short-lived anti-immigrant/anti-Catholic Know Nothings (subsequently American) and a loose confederation of single-issue factions known as the Fusion (or Peoples) parties in the mid 1850s. The Delaware County electorate returned Kilgore to Indiana's House for an additional two-year term in 1855-56. During the first session of this legislature (January 4<sup>th</sup>—March 5<sup>th</sup>), he was elected Speaker of the House under the Fusion banner—the only such speaker ever elected from this party.

By 1856 Kilgore had shifted political parties yet again and was elected to two terms (1857-61) as a Republican Congressman from Delaware County—one of its founding members in Indiana. During his Congressional tenure Kilgore spoke out against the pro-slavery Kansas Lecompton Constitution statehood petition in 1858, introduced an anti-slave-trafficking resolution in 1859, was caught up in a Congressional printing scandal in 1860, and became House floor manager of a sensitively worded proposed Constitutional Amendment in 1861. The so-called Corwin Amendment would have protected 'domestic institutions' within a state—seeking to stem the secession of Southern States without using the Northern-polarizing term 'slavery.' Both it and a last-ditch North/South Peace Conference advocated by Kilgore in February 1861 failed.

Although he did not run to retain his Congressional seat in 1860, Kilgore none-the-less served as one of three Congressmen on the Republican Congressional Executive Committee during 1859-61. Acting on behalf of the Republican Presidential Campaign, which helped elect Abraham Lincoln, Kilgore and other committee members frequently appeared at Republican campaign rallies throughout the border states. After his Congressional term, Kilgore served the balance of 1861 as a Washington-centered advocate on behalf of Indiana's proactive Civil War Governor Oliver P. Morton. In September 1861, he joined with fellow Hoosiers Elizabeth and Caleb B. Smith (then Secretary of the Interior), David P. Holloway (U.S. Commissioner of Patents) and Robert Dale Owen (Ambassador and Congressman) to establish the 'Indiana Hospital' in the U. S. Patent Office. Subsequently renamed the United States General Hospital at the Patent Office, it served a broader cross-section of soldiers. At the same time Kilgore's sons Alfred, Tecumseh, David Jr., George W. and James L. (who may have been his nephew) served in the Union Army during the War—James L. succumbing to disease while serving in Chattanooga in 1864.

In late 1861 Kilgore returned to Delaware County where he tended to his farm and legal practice while remaining active in politics. He continued to work with Oliver P. Morton to gather Delaware County regiments, worked to gain financing for the state and Morton in 1863, was featured speaker at Morton's Indiana 'Union Party' Mass Meeting in 1864 and endorsed Andrew Johnson as Lincoln's running mate in 1865. After serving as an honorary pallbearer during Abraham Lincoln's funeral train's stop in Indianapolis on April 30, 1865, Kilgore supported Johnson's presidency. He was a delegate to Johnson's 'National Union' Convention in 1866—having supported Johnson's 'states rights'—driven Reconstruction policies delaying black citizenship and suffrage to ease the Union back together. Kilgore appeared with Johnson at an Indianapolis rally during Johnson's ill-fated "Swing Around the Circle" in 1866. Johnson's Reconstruction policy flew in the face of Republican abolitionists, which took control of Congress in 1866—leading to Johnson's unsuccessful impeachment in 1868.

In 1865 Kilgore had personally petitioned President Johnson to commute the death sentences of two defendants in the controversial yet seminal Ex Parte Milligan traitor case, pending Supreme Court review. He succeeded. This case is still cited today in assuring civilian access to civilian courts during times of war.

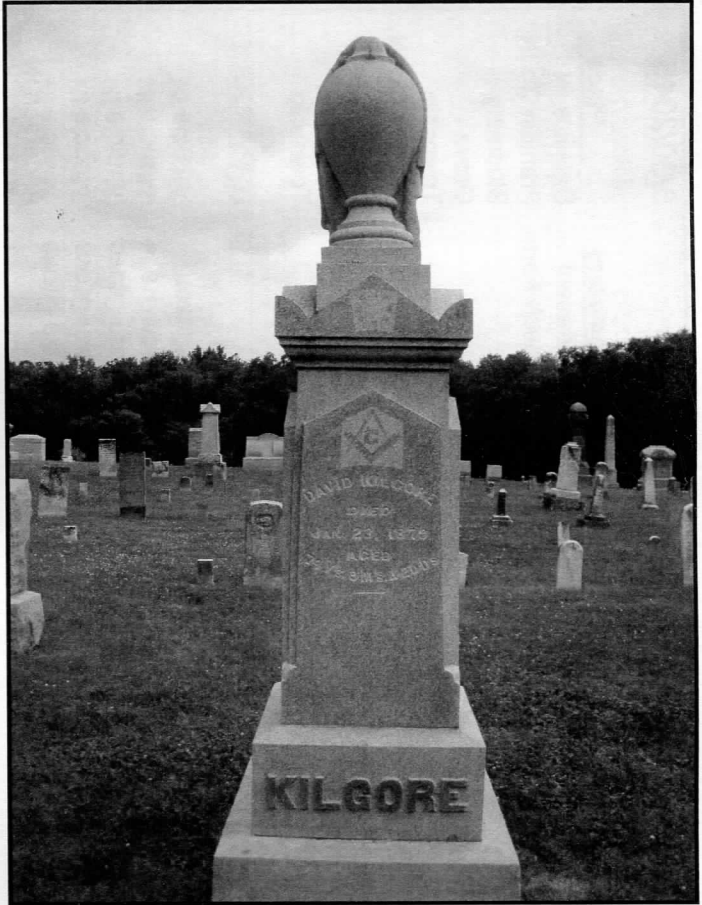
While Kilgore subsequently campaigned for mainline Republicans Ulysses S. Grant and Hoosier running mate Schuyler Colfax in 1868, he continued his independent ways. By 1872 Kilgore was in attendance at the Liberal Republican convention in Cincinnati which nominated newspaperman Horace Greeley for president. The party had been formed in reaction to rampant Grant administration corruption and need for civil service reform. Following Greeley's death Kilgore shifted political alliances yet again, presiding over the newly forming Independent ('Greenbacks') party's first state convention in 1874. The Independents supported farming interests against unfair local railroad fee schedules and Grant's 'hard currency' policies, which triggered the financial Panic of 1873. In his final public act, Kilgore presided over one more old-fashioned mass rally for the Independents in the fall of 1874. Thereafter in his twilight years between 1876-79, Kilgore would serve on the board of Citizens National Bank of Muncie, and as an investor in it was well as the Muncie National Bank and First National Bank of Indianapolis.

David Kilgore passed away on January 23, 1879 after a period of decline. He died at his farmstead in Dela-





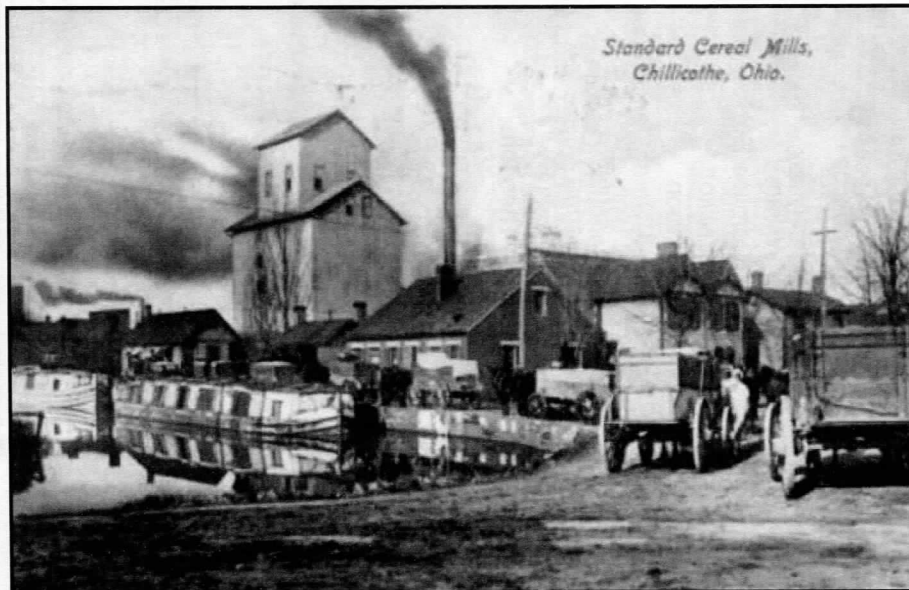
**MT. PLEASANT CEMETERY**  
 Mt. Pleasant township, Delaware County, Indiana  
 Photos by Andrew Olson



**DAVID KILGORE**  
 DIED Jan. 23, 1979  
 AGED 74 ys 9 ms 23 ds

ware County just west of Yorktown and was buried in nearby Mt. Pleasant Township cemetery. He is surrounded by family members including his father Obed, who died in 1853, and wife Mary, who passed away April 9, 1882. His estate was contested for years and was not finally resolved until nearly a decade had passed.

Footnotes have not been included in this article. For a more complete profile of David Kilgore's political life with accompanying footnotes, see Olson's 2012 paper entitled "Pioneer and Civil War Era Indiana Politics: The Political Career of David Kilgore," which is available at the Delaware County Historical Society, Muncie Public Library, Ball State's Bracken Library, Madison County Historical Society, Genealogy Center of the Franklin County Public Library, Indiana Historical Society and The Society of Indiana Pioneers.



**Ohio & Erie Canal Basin  
 Standard Cereal Mills  
 Chillicothe, Ohio**

This old postcard shows grain wagons lined up along the Ohio & Erie Canal basin in Chillicothe, Ohio, waiting to unload their grain at the Standard Cereal Mills. There are two passenger boats in the timber lined basin. It is postmarked September 5, 1909. This is similar to Lafayette, Indiana's timber lined wharf and how grain wagons would line up along it. Neil Soward, CSI member, Ft. Wayne, Indiana

6/30/2015

DAVID KILGORE'S GENEALOGY

Name	Birth	Place	Death	Cemetery	Place
Kilgore, Obediah "Obed"	1771	PA	5/26/1853	Mt Pleasant	Daleville IN
m. Cusick, Rebecca	1778	PA	2/22/1841	Anspach Farm	Franklin Co IN, Blooming Grove Township
Kilgore, Martha 'Patsy'	11/26/1796		10/1/1876	Anspach Farm	Franklin Co IN, Blooming Grove Township
m1. Fletcher, William	2/19/1816		4/12/1866		MO
Fletcher, Hiram	1817				
Fletcher, Eliza	1818				
Fletcher, Jane	2/6/1820	near Cincinnati OH	10/27/1899		
Fletcher, Rebecca					
w2. Harvey, William	1828		1892		Anderson IN
Fletcher, Caroline E	1833		1902		
m. Younts, Milton					
Fletcher, Wilson	1868				
m. Bradwell, Sarah Jane Gross Naylor	1835		1904		
Fletcher, Walter					
Fletcher, Martha	1854				
m. Thornburg	?1801	Harrison Co KY	1838		Pendleton IN
Fletcher, Theodore					
Kilgore, Alfred					
m. Rogers, Mary Polly	1/18/1812	Charlotte NC	1/21/1899	Newton Union Cemetery	Jasper Co IA
Kilgore, James Madison	1833	Madison Co IN	1913		
Kilgore, Wesley	1835	Madison Co IN			
Kilgore, Rebecca	1836	Madison Co IN	1853	Newton Union Cemetery	Jasper Co IA
Kilgore, David	1838	Madison Co IN	1864	Newton Union Cemetery	Jasper Co IA
Kilgore, James	3/5/1802	Harrison Co KY	8/8/1862	Newton Union Cemetery	Jasper Co IA
w. Unknown				Anspach Farm	Franklin Co IN, Blooming Grove Township

KILGORE GENEALOGY



Name	Birth	Place	Death	Cemetery	Place
? Kilgore, James L (may be nephew)	1828	Franklin Co IN	8/5/1864	Chattanooga Natl Cemetery	Chattanooga TN
m. Poe, Nancy	1824				
Kilgore, Amy	1850				
Kilgore, Mary G	1852				
Kilgore, Louisa	1854				
Kilgore, Lemena	1856				
<b>Kilgore, David ( Article Subject )</b>	4/03/1804	Harrison Co KY	1/23/1879	Mt Pleasant	Daleville IN
<b>w1. Unknown</b>					
Kilgore, George Washington	12/15/1825	Franklin Co IN	3/31/1902	Prairie Grove	Cottonwood Falls KS
m. VanMatre, Tabitha	11/2/1834		9/1/1875	Prairie Grove	Cottonwood Falls KS
Kilgore, David Matthew	9/7/1849	Muncie IN	9/10/1849	Mt. Pleasant	Daleville IN
Kilgore, Orintha (McLaughlin)	9/25/1850	Muncie IN	7/14/1904	Beech Grove	Muncie IN
m. McLaughlin, George N.	4/23/1845	Muncie IN	1932	Beech Grove	Muncie IN
McLaughlin, Minne F				Prairie Grove	Cottonwood Falls KS
Kilgore, James P	2/27/1854	Muncie IN	3/6/1931		Peru KS
m. Richmond, Julia	9/5/1842		9/5/1892		Neosho Co KS
Kilgore, Arminda W	1856	Muncie IN	1943	Beech Grove	Muncie IN
m. Priest, Andrew 'Dick'	1849	Muncie IN	1903	Beech Grove	Muncie IN
Priest, Cora	1872		1897	Beech Grove	Muncie IN
Priest, Roscoe C.	1878		1927	Beech Grove	Muncie IN
Priest, Edward	1885		1959	Tomlinson Cem.	Muncie IN
Kilgore, Thomas Meredith	8/7/1857	Muncie IN	5/22/1928		Altoona KS
m1. Samsel, Meredith					
m2. Welch, Dora					
Eddie					
George					
Phoebe					
Bruce					
Baker					
Aeneta 'Nita'					
Kilgore, Sarah Ann 'Effie'	5/4/1860	Muncie IN	9/14/1920		Strong City KS
m1. Hoffman, Richard					
m2. Moses, _____					
Jennie					
Dawn E.					

KILGORE GENEALOGY

THE HOOSIER PACKET - OCTOBER 2015

Name	Birth	Place	Death	Cemetery	Place
Kilgore, Mary E	3/1862	Muncie IN	8/19/1862	Mt. Pleasant	Daleville IN
Kilgore, Hugh	5/30/1867	Muncie IN	9/24/1920		Kansas City KS
m. Samsel, Clara A. Margaret					
Kilgore, Eva M	11/16/1869	Muncie IN	1920	?Beech Grove	Muncie IN
m. Mote, Harry T.					
Kilgore, Nancy 'Emma'	1/20/1873	Muncie IN	?		
m. Brinley, Edward T. Bessie					
? Kilgore, James L (may be nephew)	1828	Franklin Co IN	8/05/1864	Chattanooga Nat Cemetery	Chattanooga TN
m. Poe, Nancy	1824				
Kilgore, Amy	1850				
Kilgore, Mary G	1852				
Kilgore, Louisa	1854				
Kilgore, Lemena	1856				
m2. VanMatre, Mary G	10/24/1814	Clinton Co OH	4/09/1882	Mt Pleasant	Daleville IN
<u>Kilgore, Henry C</u>	9/17/1831	Delaware Co IN, Mt Pleasant Township	12/05/1831	Mt Pleasant	Daleville IN
<u>Kilgore, Alfred</u>	4/07/1833	Delaware Co IN, Mt Pleasant Township	8/22/1871	Beech Grove	Muncie IN
m Shoemaker, Susan	9/2/1836		11/5/1917	Beech Grove	Muncie IN
Kilgore, Charles Willard	2/20/1855	Delaware Co IN, Mt Pleasant Township	4/19/1919	Beech Grove	Muncie IN
m. Hess, Adaline	1855	Henry Co IN	4/30/1929	Beech Grove	Muncie IN
Kilgore, Alfred Milton	8/05/1879	Delaware Co IN, Mt Pleasant Township	12/1/1941	Beech Grove	Muncie IN
m. Simmons, Gertrude	1884		11/14/1969	Beech Grove	Muncie IN
Kilgore, Mary "Molly" G	1859	Delaware Co IN, Mt Pleasant Township	12/6/1918	Beech Grove	Muncie IN
m. Davis, Vernon	1854		7/5/1909	Beech Grove	Muncie IN
m. Templer, James N	9/2/1836	Xenia OH	11/5/1917	Beech Grove	Muncie IN

KILGORE GENEALOGY



<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>
<u>Kilgore, Obed</u>	2/18/1835	Delaware Co IN, Mt Pleasant Township	3/09/1890	Mt Pleasant	Daleville IN
m, Helvie, Lorinda E Kilgore, Mary E	1842 9/27/1861	Miami Co OH Delaware Co IN	9/01/1863	Mt Pleasant	Daleville IN
<u>Kilgore, Absolom V</u>	3/25/1837	Delaware Co IN, Mt Pleasant Township	10/27/1866	Mt Pleasant	Daleville IN
<u>Kilgore, Tecumseh</u>	5/25/1839	Delaware Co IN, Mt Pleasant Township	11/14/1876	Mt Pleasant	Daleville IN
m1. Goodpasture, Maria Kilgore, Albert	9/19/1835 8/29/1860	OH Wabash Co IN	11/01/1872 8/7/1923	Mt Pleasant Dexter Cemetery	Daleville IN Stoddard Co MO
m. Goodpasture, Lillian	2/10/1863		9/26/1927	Dexter Cemetery	Stoddard Co MO
Kilgore, David O Kilgore, (infant)	3/1867 1868	Delaware Co IN Delaware Co IN	10/10/1867 8/25/1868	Mt Pleasant Mt Pleasant	Daleville IN Daleville IN
Kilgore, Clarence	1871	Delaware Co IN	8/22/1920		
w. Grice, Martha	8/10/1858	Delaware Co IN			
Kilgore, Tecumseh	2/19/1875	Delaware Co IN	11/22/1959		South Bend IN
m. Bodenhorn, Lavina Kilgore, Martha m. Euler, Stuart Euler, Janet	1878				
Kilgore, Leslie Bernard 'Barney'	11/9/1908	Albany IN	11/14/1967	The Princeton Cemetery	Princeton NJ
m. Throp, Mary Louise	1911		4/13/2005	The Princeton Cemetery	Princeton NJ
Kilgore, Kathryn Kilgore, James Bernard 'Jim'					
m, Lawrence, Denise m. Salow, Kim					
m2. Dilts, Mary E Kilgore, Franklin Taylor	1850 3/12/1876	Chesterfield IN Delaware Co IN	5/11/1892 12/22/1946	Elim Ridge	Spring City TN Muncie IN

KILGORE GENEALOGY

**THE HOOSIER PACKET - OCTOBER 2015**

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>
m. Patterson, Blanche Mary	1878		1964	Elm Ridge	Muncie IN
<u>Kilgore, David Jr</u>	6/27/1841	Delaware Co IN, Mt Pleasant Township	7/25/1917	W Maplewood	Anderson IN
m. Saunders, Sarah Olive 'Olive'	1/08/1846	Delaware Co IN	9/06/1909	W Maplewood	Anderson IN
<b><i>Kilgore, Mary Orlena "Lena"</i></b>	8/25/1864	Delaware Co IN, Mt Pleasant Township	2/29/1944	W Maplewood	Anderson IN
<b><i>m1. Connelly, David Perry</i></b>	12/5/1862	Franklin Co IN	8/04/1888	W Maplewood	Anderson IN
Connelly, Ralph	12/15/1884	Franklin Co IN	1/15/1955	Forest Lawn	Los Angeles CA
m. Long, Christle B.	12/25/1887	Portland IN	11/21/1965	Forest Lawn	Los Angeles CA
Connelly, Mary Matilda (Henderson)	2/13/1908	Indian Hills IN	2/17/1983		Tacoma WA
Connelly, Virginia A. (Gereke)	12/11/1910		10/19/1989		Marion OR
Connelly, Rose (Brooks)	1/1/1912	IN	7/1987		Hawaii
Connelly, Ralph Robert	11/29/1913		1/27/1991		
Connelly, Alfred 'Fred'	4/17/1886	Madison Co IN	2/17/1955	Mt Pleasant	Daleville IN
m. Johnson, Dorothy 'Dot' P	5/4/1889	Madison Co IN	1/1/1977	Mt Pleasant	Daleville IN
Connelly, Lena Francis (DeBusk)	9/8/1908	Delaware Co IN	6/8/1997		Fairborn OH
Connelly, James Perry	2/11/1911	Madison Co IN	12/16/1974	Mt Pleasant	Daleville IN
<b><i>m2. Nelson, Elbert Franklin</i></b>	7/16/1861	Madison Co IN	7/27/1930	Maplewood	Anderson IN
Nelson, Benjamin Marshall Sr	8/06/1895	Anderson IN	8/13/1977	Elm Ridge	Muncie IN
m. Tucker, Pansy Gladiola	8/22/1896	Chesterfield IN	12/25/1974	Elm Ridge	Muncie IN
Nelson, Margaret Elizabeth Mae	10/02/1917	Anderson IN	2/12/1999	Elm Ridge	Muncie IN
m. Garten, William Fred	3/21/1918	Indianapolis IN	4/3/1974		Indianapolis IN
Garten, Jane Raye		Indianapolis IN			
m. Hamilton, Winthrop W		Auburn NY			
Nelson, Lejeun Antoinette 'Jane'	11/16/1923	Anderson IN	1/05/2007	Kenilworth	Kenilworth IL
m1. Olson, Arthur Andrew Jr 'Art'	12/28/1921	Chicago IL	4/05/2000	Union Church	Kenilworth IL
Olson, Arthur Andrew III 'Andy'		Evanston IL		Union Church	
m. Kistler, Kristen Brown		Warren OH		Kenilworth	Kenilworth IL
Olson, Benjamin Tucker Sr. 'Tuck'		Chicago IL		Union Church	

**KILGORE GENEALOGY**

**THE HOOSIER PACKET - OCTOBER 2015**

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>
m. Wiseman, Cheryl Yevonne		Quincy IL			
Olson, Stephen Lawrence 'Steve'		Evanston IL			
m. Hess, Dinell Lynn		Pittsburgh PA			
m2. McMahon, Harry Jr	1/11/1918		8/13/2005		
Nelson, Patricia Ann	2/17/1925	Anderson IN	12/27/1927	Saunders Cemetery	Delaware Co IN, Salem Township
Nelson, Benjamin Marshall Jr 'Benn'	1/28/1929	Anderson IN	8/13/1996	Anderson Memorial Park	Anderson IN
m. Livingston, Eleanor Lee 'Lee'	1/9/1928	Rayland OH	7/18/2001	Memorial Park	Anderson IN
Nelson, Peggy Lou	3/14/1931	Anderson IN	8/28/1992	Saunders Cemetery	Delaware Co IN, Salem Township
m1. Shores, Jerry Ben	12/16/1930	Anderson IN	9/8/2001		Anderson IN
Shores, Marc Benson		Anderson IN			
m1. Stone, Karla					
m2. Creek, Kathy					
Shores, Rebecca Ann		Anderson IN			
m1. Plummer, David		Muncie IN			
m2. Parsons, Ronald Leo					
m3. Plummer, David		Muncie IN			
Shores, Lisa		Anderson IN			
m1. Robbins, Mark					
m2. Evans, Wayne					
m2. Shude, F William					
Nelson, Kathryn C	8/25/1897	Detroit MI	9/1/1993 1946	Mt Pleasant	Oscoda MI Delaware Co IN, Mt Pleasant Township
m. Woodruff, Herbert R					
Woodruff, Charles H 'Chas'	3/19/1918				
Woodruff, Juanita May	9/9/1920				
Woodruff, Robert 'Bobby'	12/30/1923				
<b>Kilgore, Katie O</b>	8/22/1869	Delaware Co IN	3/12/1870		
<b>Kilgore, Alfred</b>	9/29/1871	Delaware Co IN	3/16/1906		Anderson IN
m. Hoover, Mary	8/??/1876				
Kilgore, Mary	10/??/1896	Delaware Co IN			

**KILGORE GENEALOGY**



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Name	Birth	Place	Death	Cemetery	Place
Kilgore, Alfred	6/22/1899	Delaware Co IN			
<b>Kilgore, Obed</b>	10/11/1876	Anderson IN	1939	W Maplewood	Anderson IN
m. Rummel, Harriet	1875		1949	W Maplewood	Anderson IN
<b>Kilgore, Byron</b>	2/13/1882	Anderson IN	8/29/1959	Crown Hill	Indianapolis IN
<b>m1. Strelbeck, Doratheia</b>	9/19/1880	Indianapolis IN	9/14/1922	Crown Hill	Indianapolis IN
Kilgore, David Byron	9/17/1904	Indianapolis IN	1/20/1991	Byron Cemetery	Greene Co OH
m. Pavasaris, Rose Spring	1902	Waterbury CT	6/10/1994	Byron Cemetery	Greene Co OH
Kilgore, Rosemary	12/3/1934	Ft. Defiance AZ	9/25/2013	Dunn Burying Ground	Dane Co WI
m. Otte, Roger	5/12/1932	Shegoygan WI	12/11/1997	Dunn Burying Ground	Dane Co WI
Kilgore, David Simon	7/29/1938	Chinle AZ	5/27/2013		Lisbon OH
m1. Hamilton, Joyce					
m2. Rutecky, Cindy					
m3. Wyant, Elizabeth					
Kilgore, Martha "Marty" Celeste		Flagstaff AZ			
m. Riddle, Robert		Orlando FL			
Kilgore, Mary Angel (twin)		Flagstaff AZ	10/17/1943		Coconino Co AZ
Kilgore, Frederick Herman	8/21/1906	Anderson IN	5/6/1978	Acton Cemetery	Marion Co IN
m. Houston, Eathel	10/30/1911	Centralia IL	10/1987	Acton Cemetery	Marion Co IN
Kilgore, Dorothea Ann					
m. Nicholas, ?					
Kilgore, Ronald Obed (twin)	4/29/1936	Indianapolis IN	9/16/2013	Calvary Cemetery	Marion Co IN
Kilgore, Donald (twin)	4/29/1936	Indianapolis IN	12/24/1986	Acton Cemetery	Marion Co IN
Kilgore, Fredericka Irene	6/29/1940	Indianapolis IN	6/19/2013	Forest Lawn	Marion Co IN
m. Stephens, J. C.					
Kilgore, Norma Jean		Indianapolis IN			
m. Presnell, DeWayne					
Kilgore, Karen Coleen		Indianapolis IN			
m. Gary Fulk					

KILGORE GENEALOGY

Name	Birth	Place	Death	Cemetery	Place
Kilgore, Obed Theodore	12/04/1908	Anderson IN	12/16/1966	Crown Hill	Indianapolis IN
m. Evans, Doratha	10/15/1904		6/1985	Crown Hill	Indianapolis IN
Kilgore, Byron Jr.	9/21/1911		3/??/2000		Ft Wayne IN
m1. Strickler, Mary Margaret	1912		1951	Crown Hill	Indianapolis IN
Kilgore, Byron William "Bill"					
m. Bresbach, Linda					
Kilgore, Barbara					
m. Harris, Walter					
Kilgore, Diane		Indiana			
m. Bottum, Bruce		Lafayette IN	11/28/2013	Grandview Cemetery West	Lafayette IN
Kilgore, Daniel Christopher					
m. Robertson, Claudia					
m2. Stemshorn, Francis Piperit	1917				
Stemshorn, Doug (step-child)					
Stemshorn, Carol (step-child)					
Kilgore, Larry Obed					
m. Scott, Elissa A	11/11/1913		8/31/1962		
Kilgore, Charles Tecumseh.					
m. Knox, Pauline	1/22/1915		9/6/2002		
Kilgore, Brenda					
m. Baldauf, ?					
Kilgore, Charles "Buzzie"	1/23/1946		5/13/1988		
Kilgore, Eddie					
m. Nichols, ?					
m2. Walker, Betty	9/17/1901		5/7/1998		
Kilgore, Robert Walker	1/17/1925	Indianapolis IN	5/31/2007	Linden Cemetery	Linden IN
m. Bridges, Mabel	1926		4/25/2000	Linden Cemetery	Linden IN
Kilgore, Robert Steven					
Kilgore, Larry Lee					
Kilgore, James Scott					
Kilgore, David Byron					
Kilgore, Bon		Indianapolis IN			
m1. Gividen, Rena M		Indianapolis IN			

KILGORE GENEALOGY

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Name	Birth	Place	Death	Cemetery	Place
Kilgore, Bonnie Jean					
m. Tony Madley					
Kilgore, Robert Mark					
m. Donna Brittain					
m2. Browning, Sharon					
Kilgore, Michael A.					
m3. Kring, Linda					
Kilgore, Phyllis Olive	3/29/1928	Indianapolis IN	1/16/2011	Calvary Cemetery	Carmel IN
m. Aliff, Robert					
Aliff, Mark					
Aliff, Margo "Terry"					
m. Suttner, ?					
Kilgore, Jack Lee "Jackie"		Indianapolis IN			
m. Bros, Della					
Kilgore, Kyle					
Kilgore, Drew		Indianapolis IN			
Kilgore, Donna Marlene					
m. Bruce, Henry					
Bruce, Henry	3/29/2015				
Bruce, Debra Lynn					
w3. Dunkin, Elizabeth 'Betsy'	5/31/1820		4/20/1892	Mt Pleasant	Daleville IN
Kilgore, Mary Louisa	5/02/1841	Delaware Co IN	6/19/1914	Mt Pleasant	Daleville IN
w1. Goodpasture, Jessie	4/10/1826	Warren Co OH	6/30/1899	Mt Pleasant	Daleville IN
Goodpasture, California	12/25/1860		7/02/1944	Mt Pleasant	Daleville IN
m. Harman, Edmund	5/18/1857	Delaware Co IN	4/1/1936	Mt Pleasant	Daleville IN
Harman, Addie					
m. Chambers, John Q					
Harman, Nellie					
m. Chambers, Casper					
Harman, Lavina					
m. Shockley, William					
Harman, John W.					
m. Plummer, Pearl					
Harman, Grace					
m. Schlagel, Roy					
Harman, Clara					
m. Pugsley, Walter					

KILGORE GENEALOGY



CANAL BOAT BUILDING

"Canal Boats. — The subscribers have established a Boat Yard, for building Canal Boats at Rochester, on the White Water Canal. Two of the Company are regular ship-builders of long experience, and will be engaged in the construction of boats in a few weeks. They solicit the patronage of the public. They have good lumber ready, and boats will be built on reasonable notice. The business will be transacted under the style of 'T. Morse & Co.'

"T. MORSE,  
 "U. KENDALL,  
 "S. COFFIN,  
 "B. G. CHILD."

This advertisement appeared in a newspaper published in October, 1842. T. Morse & Company was located in Rochester, Franklin county, Indiana. The town was platted by John Ward in September 1837 after he learned that the Whitewater Canal\* would pass through this area. It became a very important point along that waterway.

Rochester's name was later changed to Cedar Grove. The name change may have been because there was another town named Rochester in Fulton county, Indiana. Cedar Grove was incorporated in 1907.

A large number of boats used on the Whitewater Canal were built at Rochester. Boat building was at one time quite a profitable industry for the town.

The first boat completed at the T. Morse & Company yard was a packet called the "Native." Its master was Stephen D. Coffin. It arrived in Brookville, Indiana on July 3, 1839. The following day it "took a merry party of excursionists to Case's dam, three and one-half miles below town." Thereafter it made "regular trips between Brookville and Lawrenceburg, leaving the former at six-thirty A. M. on Mondays, Wednesdays and Fridays, arriving at the latter place the same evening; on the return, it left Lawrenceburg at six-thirty A.M. on Tuesdays, Thursdays and Saturdays, arriving at Brookville on the same day. The fare was one dollar and twenty-five cents and one dollar and fifty cents, the state receiving thirty-seven and a half cents out of each fare," according to August J. Reifel's *History of Franklin County, Indiana*.

Elsewhere in the above book, Josiah McCafferty, who lived half way between Brookville and Rochester/Cedar Grove and was one of the last captains to operate a boat on the Whitewater Canal, reminisces, "The 'Native' was a passenger and freight boat and was fitted up in a manner that was gorgeous for those days. There were two cabins and large state rooms ranged on the side, the same as is now seen on passenger steamers. Stephen Coffin was the builder and captain, and when he started out on a trip he always made a good deal of fuss about it."

In "November 1843 the 'Native,' in charge of Capt. Crary, reached Lawrenceburg at dark with a grand excursion from Brookville. During the night the [canal] bank bursted [burst] and left the merrymakers eight miles above Brookville [actually it was above Metamora] and they walked into town."

\*Construction of the Whitewater Canal began in 1836.

Name	Birth	Place	Death	Cemetery	Place
Harman, Kerney					
Harman, Edmund Jr.					
Harman, Edna					
Harman, Infants (2)					
m2. Remington, Joseph	3/16/1832		10/22/1882	Mt Pleasant	Daleville IN

Legend: 'm': 'married'; 'w': 'with' (not married)

KILGORE  
 GENEALOGY

OUR HISTORIC CANALS

RESTORE ? PRESERVE ? REMEMBER ?

CANAL COMMENTS—64

By Terry K. Woods  
CSI member, Canton, Ohio

Back in the late 60s when I first really became active in the Canal-Era History thing, the obvious goal of most of us was to remember that time, that era and to help others to also remember it. Then, we worked almost exclusively to preserve the memory, lore and history of the Canal Era in our local regions. We tried to prevent the useless destruction and obliteration of the remaining canal artifacts where ever possible, or course, but for the most part, our efforts were focused on presenting the fascinating story of an era, a way of life, of the canal boatmen (and women) of our locality.

Probably sometime during the 1970s, the prospect of converting canal right-of-ways and lands into recreational areas became popular. It wasn't a new idea, as I've recounted the project in the late 30s that converted a ten mile section of the Ohio Canal in Stark County into a (short-lived) State Park. But this new effort seemed to minimize the history and stories of the people of the canal era and concentrate on using the actual canal lands in a different context.

Biking and hiking trails were built along the routes of many of the old canals. Sometimes they were built on the actual towpaths, sometimes they were not. Occasionally a canal artifact was preserved or even reconstructed. Often they were ignored, bypassed, or in the case of many of the water-control structures, destroyed during the construction of these trails.

Many avid canal enthusiasts, nationwide, yearn to see more of the country's 19<sup>th</sup> century transportation canals restored to perform as actual working waterways.<sup>1</sup> Two U. S. examples of those immediately spring to mind. There are the 500+ miles of New York's renamed Erie Barge Canal. And there is also the 157-mile-long canalized Muskingum River, complete with working 19<sup>th</sup> century locks in Ohio. There are undoubtedly others, if you know of any, I hope you can inform me of them, with some details.

Most of the "Directors" of the recreational lands along our canals, though, are now quite leery of overseeing re-watered canal sections. Just as active play-ground areas have nearly disappeared from many "Park Lands" due to the fear of law suits from possible injured parties, watered canal

channels seem to fall in this same "fear zone."

I still advocate water in canals wherever feasible. But when feasibility plays second to the "fear zone," what is left? There is still the Remember part—not just by the "buffs," but by the general populous. Many of the State Canal Societies have speakers available to "tell the story" of their local Canal Era at the slightest provocation. The large majority of these societies provide two or more yearly tours and/or symposiums. The names and contacts of these organizations may be found in the American Canal Society's excellent web-site - [www.americancanals.org](http://www.americancanals.org).

A World Canals Conference is held yearly on some canal in the world. This is a three to five day event filled with conferences, tours, exhibitions, etc. The next one to be held in the continental United States will be at Rochester, New York in September 2017 and will celebrate the 200<sup>th</sup> anniversary of the beginning of the Erie Canal.

There are also a number of canal museums within the various canal areas. I hope to have a column describing some of those in the near future. Remembering is good and with me still a prime part of this hobby.

Next we come to the area of restoration or preservation. Restoration of entire canal artifacts, be they locks, aqueducts, water-control structures or even stretches of canal channel, become excellent tools for remembering and installing a sense of what the boatmen knew and experienced during our Canal Era. But restorations are expensive, usually require special knowledge and craftsmanship to plan and complete, and require an organization to oversee and maintain the restored artifact once it is finished.

Also in this area, there has to be something said about historical accuracy. When a canal artifact is restored, is it enough to make it sort of resemble what it did in canal days, or is a resemblance not good enough? The City of Akron, as an example, has "restored" several lock structures within its city limits, the City of Newark has one also. The Cuyahoga Valley National Park has rebuilt an operating aqueduct using a "modern" design. There are probably many more. In many cases (not all) they resemble cartoon caricatures of the real thing. Do they help or hinder us in the "Remember" part of promoting the history of Ohio's Canal Era? Also, I'm not sure if the cost of building these cartoons is any less than it would be for an historically accurate structure.

Preservation is akin to Restoration in that it takes a

commitment of time and money to procure an artifact and ensure it's "safety" and continued existence. It also requires an organization to oversee and maintain the structure through time. Though the initial cost may be less than a restored artifact, after-cost and commitment will probably be about the same. I want to reiterate that we mustn't limit our thinking for restoring or preserving canal artifacts to those constructed only of stone or concrete. A canal's channel and towpath are artifacts too, and a canal channel, wet or dry, should be considered for preservation or restoration.

Each time the State of Ohio Canal Lands Advisory Committee is asked to rule on the transfer of a section of the rapidly dwindling canal lands from the State to a private or community entity, I see reasons advanced for approving or

disapproving the transfer solely on if a biking or hiking trail can be built on it. After reading and digesting the above, I hope we may also think in terms of how that parcel could fit into our goals of Remembering, Preserving or Restoring.

I hope that this column will give you all something to think about. I'd like to hear your thoughts on the subject of Remembering, Preserving, Restoring when it come to the history of the State's and Nation's Canal Era.

<sup>1</sup>Restoration or Preservation by Robert F. Schmidt, president of the Canal Society of Indiana, is the title of a paper in a 2012 issue of the Society's excellent, monthly publication. I've used his excellent work as a starting point for some thoughts of my own.  
(T.K.W.)

**RESPONSE TO  
OUR HISTORIC CANAL  
RESTORE? PRESERVE? REMEMBER?**

By John C. Kilgore, P.E.

John C. Kilgore P.E., Manager of Facilities Engineering for Cleveland Metroparks sent the following response to Terry K. Woods article:

I have had this conversation a number of times over the years. Without going so far back as to ask the fundamental question "Why are we doing this?" The following is my personal opinion:

1. The goal for both preservation of existing structures and future acquisitions, in a sustainable fashion, must be more than purely educational - the canal must be put back into "service". Not per it's original 19<sup>th</sup> Century intent, but creating 21<sup>st</sup> Century human powered transportation opportunities along the former alignments —both land and water (canoes and kayaks). The public, who would ultimately fund the subject efforts, must feel a connection to, and a need for, the facility in order for it to survive. The wild success of the towpath trail in CVNP and CMP Ohio & Erie Canal Reservation speaks to this idea. Now it is possible to ride a bike from Harvard Road in Cleveland all the way to Dover, almost all of it on the towpath. By converting the canal, it can be saved.

2. The water part is a much bigger challenge. The goal of restoration should be a fanatical but practical adherence to original materials and designs on the visible surfaces with modern structural elements underneath to make said structures much more sustainable than the originals were. A de-

cision would have to be made on whether the crumbling concrete repairs done in the 1900's should be retained to maintain historical accuracy or should be removed and new stonework installed. Since the canals were evolving facilities throughout the operational period, the goal of restoring hydraulics being the higher purpose could be argued. When thinking about restoring the Walhonding aqueduct the photos of the original wooden structure in winter come to mind, as well as the level of ongoing maintenance required if it was re-built in wood.

3. The canals were constructed through a wilderness without regard for negative effects on the surrounding natural resources. In our time we can not plan that way, so there will likely be historical items that can not be put back in place the way they were originally constructed. More watered sections of the canals will probably mean devising new ways to supply them. The tension between accurate historic restoration and natural resource preservation will drive many compromises.

4. Whenever a property containing elements of a canal becomes available it should be evaluated for purchase or easement by a local park agency or non-profit society. If it fits in a long-term plan for developing a towpath trail and/or watered section, or it has a structure that has historical value on it's own, it should be made part of the public domain.

5. Every decision to bring back parts of a canal to operational status must be made with sustainability of maintaining it a primary concern. One only needs to look at the unfortunate status of Pompeii, Italy, to see what can happen. The engineering challenges appear to be much eas-



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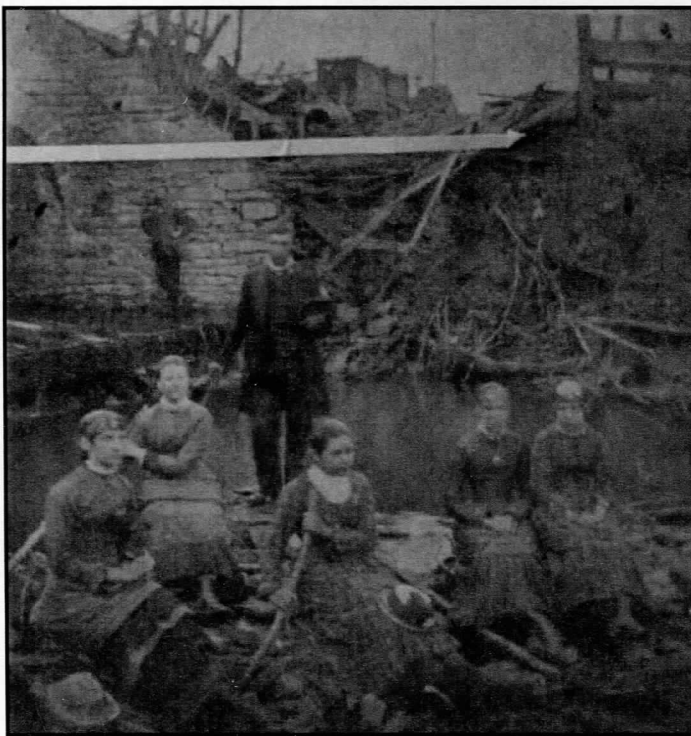
ier to solve than the financial structure of a canal maintenance and improvement program.

6. Finally, there are places where it just isn't likely to happen - think about all the levels that are now occupied by State and Federal highways as well as railroads.

As for me, I can not think of anything I would

rather do professionally than manage a project to re-water a section of canal with historic accuracy and make it available for canoeing. Everyone with this hobby will have their own sphere of interest, the aggregate of which constitutes a huge body of knowledge available to the larger community. It would be great if all the original documents were scanned and compiled into an on-line searchable database.

John C. Kilgore, P.E.



WHITEWATER CANAL CULVERT  
AT MILTON, INDIANA

This photo was one half of a stereo card found on E-bay by CSI member, Sue Simerman, of Ossian, Indiana. The line across the picture was put in by the seller.

The back of the card reads:

“Bill Klinger in rear  
Charles Griffith—Sunday School teacher  
Left to right:  
Molly Rathermal (Clee)  
Flora Needhouse (Clark)  
Cora Brown  
Valeria Diek  
Rose Werkings (Ohmit)

Aunt Flo's Sunday School Class of the old Union Church, Milton, Indiana, taken at the old canal locks, about 1883.”



As you can see, the picture on the left is a culvert and definitely not a lock. It is the culvert built to carry the Whitewater Canal across City Run, a large creek, in Milton, Indiana. Just a little further down the canal is located Lock #50. The Sunday School class obviously had an outing to see the lock and the culvert.

You can see the timber foundation exposed well above the creek. When the timbers on which the stone rests are not covered with water they deteriorate. Over the years this culvert has fallen in at its center. Over a hundred years later, it looks like the photos above and below.

Photos by Bob Schmidt



FROM TIMES PAST

Dawson's Daily Times, Ft. Wayne, IN  
 March 29, 1859

EDITORIAL CORRESPONDENCE.

P., Ft. W. & C. R. R.  
 March 28, '59

DEAR TIMES:

The Eastward Train, due at Fort Wayne a 1 o'clock this morning, as also that one at 12:10 to-day, having been behind and not reaching that point before the departing time for the latter train, a special train was dispatched at 12:15 to-day Eastward, on which I embarked with other passengers and many stockholders, en route for Pittsburgh, to attend the election of Directors for this road. Those stockholders not having passes, except myself, obtained half-fare tickets, but considering tht justice had been stilted by an order imposing the least tax on a stockholder (as I am) on the business of the road, I could not, with a due respect to myself, take a ticket that half way *acknowledges* a right to pass free, and on the other hand half *denies* the right and demands pay. This innovation on justice, fair dealing and good faith, others may accede to, but as for me it looks like too small a sum to sell out one's self if ever so necessary. The fare between Fort Wayne and Pittsburgh is \$9.65, and hence those who took a half fare ticked have sold out for that price, which exercise of an unwarranted authority, on the part of Tom DePee acting President, has fixed on their sense of justice. I am led to give due weight to what John Quincy Adams once said, and which is by the prestige of his great name almost entitled to the dignity of a maxim, "*Every man has his price,*" and while I have seen some men struck off at a very high figure, I have seen others "going off like hot cakes" at a very low price. I have seen men, judges of high courts of judicature, law-makers of talent and practical sense who would spurn to be bid off as merchandize, be the sum ever so great, but these very men have been known to be as emphatically bribed by a Railroad pass as a scoundrel would have been by value received.— And the transactions of this day show that some men have as effectually compromised their honor for \$9.65 as those who have undisguisedly taken a price. Our conductor to-day, in obedience to a niggardly order, demanded full fare from me, which I paid; but it was as "bread cast on the water." I intend it shall come back. The cars are so shakey that I cannot here discuss the gross injustice practiced on stockholders going on business of the Road who are receiving no dividends, and whose stock has no exchangeable value, by taxing them for fare, while the most inferior employee of the road, a brakeman for instance, under pay goes free to visit his family, &c. I presume that Tom de Pee has been

reared in a school where a different system of etiquette had attained, and I really wonder that he had not demanded of those who accepted half fare tickets, or rather who sold out for \$9.65, a release of all damages which might occur to them or their baggage while using that ticket over the road. He certainly did not consummate the original plan as indicative of the school in which he graduated, his *alma mater*. The punctilio of such a system I dislike to see innovated, but worse I hate to see men who are worth more than \$9.65, let themselves charge owners at one half of Tom dePee's appraisal, and if I were lawyer enough to hurt, and could raise the question of the *Constitutionality* of such a sale I would do it in Indiana, under the democratic safety valve Constitution.

We have just left Van Wert and learned, by lighting while there, that the cause of the detention of the regular train was the breaking of an axle, but that the regular train left Fort Wayne at 1:10 Eastward, and is therefore following us closely.

The road bed is in a good condition when we consider how much rain has fallen recently.

Delphos, is at hand and I am led to look back to the time when it was known as Section Ten of the Miami extension of the Canal, and how it looked even years after when it was known by its present name as the town of all that region with its printing office, its large hotel &c. But the changes which have come since are strange, the Canal which was once so important to this region has sunk into comparative insignificance by the leveling influence of the Railroad, though a soulless and overreaching corporation whose moral unaccountability has infected its agents from the upper to the lowest, and is a part of that moneyed power which is controlling legislation, corrupting the judiciary, and establishing a system of commercial and business dishonor that is unchristianizing as fast as all the lessons of the clergy Christianize, resolving every question by the power of gold, and which, I opine, will one day have to be restrained by indispensable legislation.—We have now passed Lima, where the Dayton & Michigan Railroad crosses this, as it pushes its course toward Toledo, and to which point it soon will be finished, thus connection Toledo & Cincinnati by a direct line.

Having thus extended my jottings over so many miles and so much paper, I begin to think of closing the task for to-day, and prepare to mail this at Forrest, as the only chance before we meet the Mail train for the West. It wn'd do to think too long so I close with a promise for the morrow, and till then adieu. J.W. D.

Dawson's Daily Times, Ft. Wayne, IN  
 April 5, 1859



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### THE LOWER DIVISION OF THE WABASH CANAL

The *Evansville Journal* gives the following synopsis of the arrangement made between citizens residing upon the southern division of the canal and the trustees in reference to the future maintenance and management of that portion of the canal:

There was a respectable and deeply interested crowd in attendance last evening to hear the report of the Committee of Managers, in relation to the contract made with the Canal Trustees. The conditions of the contract were as follows:—For the purpose of preserving the canal in navigable condition, the Trustees transfer the management and assign all the net tolls and water rents collected on the canal between Newburg and Evansville to Z. H. Cook and M. A. Lawrence, of Vanderburg; G. Morgan of Pike; J. H. Miller, of Warrick, and M. G. Brett, of Daviess, a Board of Men agree, for the term of four years, on condition that said managers and their associates shall put and keep said canal to good repair and navigable condition within the limits of the city of Evansville to the town of Newburg. The managers are also to fulfill all the obligations of the Canal Company in regard to bridges crossing the canal on county roads.

All the revenues as collected are to be deposited in the nearest branches of the State Bank, to the credit of the Trustees, who are to preserve them as a distinct fund belonging to the Evansville division. The ordinary expenses of managing the canal are to be paid by the resident Trustee on the certificates of the Division Superintendent. All repairs and work affecting the permanent structure of the canal, is to be done under the direction of the President, Engineer, and the Superintendents appointed by the managers; and the cost thereof to be paid on the certificates of the managers, Superintendents, and on the request of this Engineer. The toll collectors are to be selected by the Board of managers and appointed by the Trustee. The Division Superintendents are to be nominated by the managers, subject to the approval of the Trustees.

The only contribution which the Evansville division shall be subject to, for the expenses of the general trust, is \$500 annually for compensation to a clerk, to keep the accounts and records of that division in the office of the Trustees. As the managers will have the control of the expenditures on the Southern part of the canal, they are required to produce duplicate vouchers of their payments and the costs incurred.

The Trustees transfer to the managers for the use of the canal, the repair boats, mules, horses, and tools now belonging to this division of the canal, with the stipulation that they return articles of like kind and value at the end of four years.

No associate or subscriber is to be held liable for anything beyond his subscription, and the managers are responsible only for the faithful application of the funds that may come into their hands.

The tolls shall be regulated from time to time, so as to bring the largest revenue to the canal.

The through tolls shall be regulated by the Trustees with a due regard to the interests of the Southern Division, but the regulation of the tolls on the local trade from Newberry to Evansville, is left to the managers.

If the Trustees desire to amend the contract before the expiration of four years, they can do so by repaying the amount of advances due the managers.

But the losses or profits of the Canal for the entire four years, if not resumed by the Trustees as above stipulated, shall belong to the managers and their associates. No objections shall be made by the Trustees to any change in the Board of Managers. The materials for repairs, now on hand, may be used by the managers.

The contract was approved by the meeting and the report accepted, and a subscription opened on the spot to raise the means to repair the Canal.

The Board of Managers were constituted a committee to draw up articles of association based upon their contract with the Trustees, and to take the necessary steps to obtain subscriptions to the amount needed.

This *dernier resort* is timely; and had an occasion transpired fifteen years ago, by which the old, weak backed, time serving and mercenary suckers had been choked from this great artery, there would have been a great many thousands of dollars in the hands of the owners of the Canal which would have this day served as a fund to rely on, instead of crying for help from private sources. Greediness, selfishness, and indifference to public interests, while good salaries have been paid, have well nigh ruined the W- & E. Canal; and let the public awake to a true knowledge of their condition even now. Had individual enterprise managed it, it would have been wealthy *this day*.

Canal Society of Indiana  
Spring Tour  
**HAGERSTOWN EXTENSION**  
April 8-10, 2016

Steve Alford All AMERICAN Inn  
New Castle, IN 765-593-1212  
\$50+tax Block of Rooms released March 28, 2016



**SAMUEL CONNER**

**AND HIS WABASH & ERIE CANAL CONNECTIONS**

By Charles Davis

Samuel Conner was born November 6, 1819 in Garrard, Kentucky to Caleb and Susannah Teter Conner. His father married his mother in Garrard on May 4, 1815. She was the daughter of William Teter and grew up in Garrard county her first 19 years. Caleb Conner had been born in Kentucky in 1796 where learned the trades of a millwright and blacksmith. He and his family moved to Montgomery county, Indiana around 1828 and he was a pioneer of the county. There he entered land from the government on May 30, 1828 in sections 17 and 18. On this land he started a farm. On October 10, 1829 Caleb and partner, Thomas Glen, bought the east half of the northwest quarter of section 7, 79.67 acres, in Brown township. There they built a grist mill on Indian Creek.

The location of the mill was about 2 miles southwest from where Indian Creek empties into Sugar Creek. On the west side of Sugar Creek at the juncture of the two creeks is a cave that was used by the Miami Indians. This was written about in the *Rockville Tribune*, April 22, 1886. The cave is now in the Pine Hills Nature Preserve that borders Shades State Park on the east.

He and Susannah were the parents of seven sons and three daughters. He was interested in politics and was first a Whig and later a Republican. He served in the office of Justice of the Peace. Being civic minded he donated land for burials on which Freedom Cemetery sits at Waveland, Indiana. Upon his and Susannah's deaths, they were both buried in Freedom Cemetery.

Samuel Conner, our subject, learned the trade of a carpenter. He married Elizabeth Deer in 1839. They moved to Parke county around 1839-1840. They had nine children born to them.

Samuel's first land purchase in Parke county was in Howard township in 1841. Deed Record 8/42 He then sold this land in 1849. D.R. 11/159 It seems that they moved around a lot in search of work. In the 1850s Samuel was located in Reserve township, Parke county according to the 1850 census. He is listed as a carpenter with wife and four children. Deeds show he bought and sold many properties along with lot #90 in Montezuma, Indiana.

When they started construction of the Wabash & Erie Canal in Parke county, Samuel was hired as a contrac-

tor using his trade. Canal construction started in the county in 1844. It was opened up for use through here in 1848. According to the 1860 census, Samuel was the "Lock Tender." He bought the northeast and southeast fraction of section #1 on January 3, 1860. D.R. 20/180 This is located in Reserve township and contained 33.14 and 57.22 acres. The land was purchased at auction at the county courthouse and sold because of delinquent taxes against John Manwaring. The purchase price was \$16.90. The Wabash and Erie Canal ran through this land that was north of the Manwaring Canal Basin, Sugar Creek Aqueduct #11 and Lock #38. Samuel's home would have been a short distance from the lock.

I found the following note of the amount owed to Samuel Conner by the Canal Trustees in the Rockville Library in a drawer under the heading of Wabash & Erie Canal. This, along with many other documents, were found in the walls and floors of Canal Superintendent James Johnston's house and were in the possession of James Reeder. Reeder had told me before his death that he had donated several boxes of these documents to the library. This and a few others copied on the following pages are all that remain.

W. & E. Canal to Samuel Connor  
Bo(a)rding Number of Meals

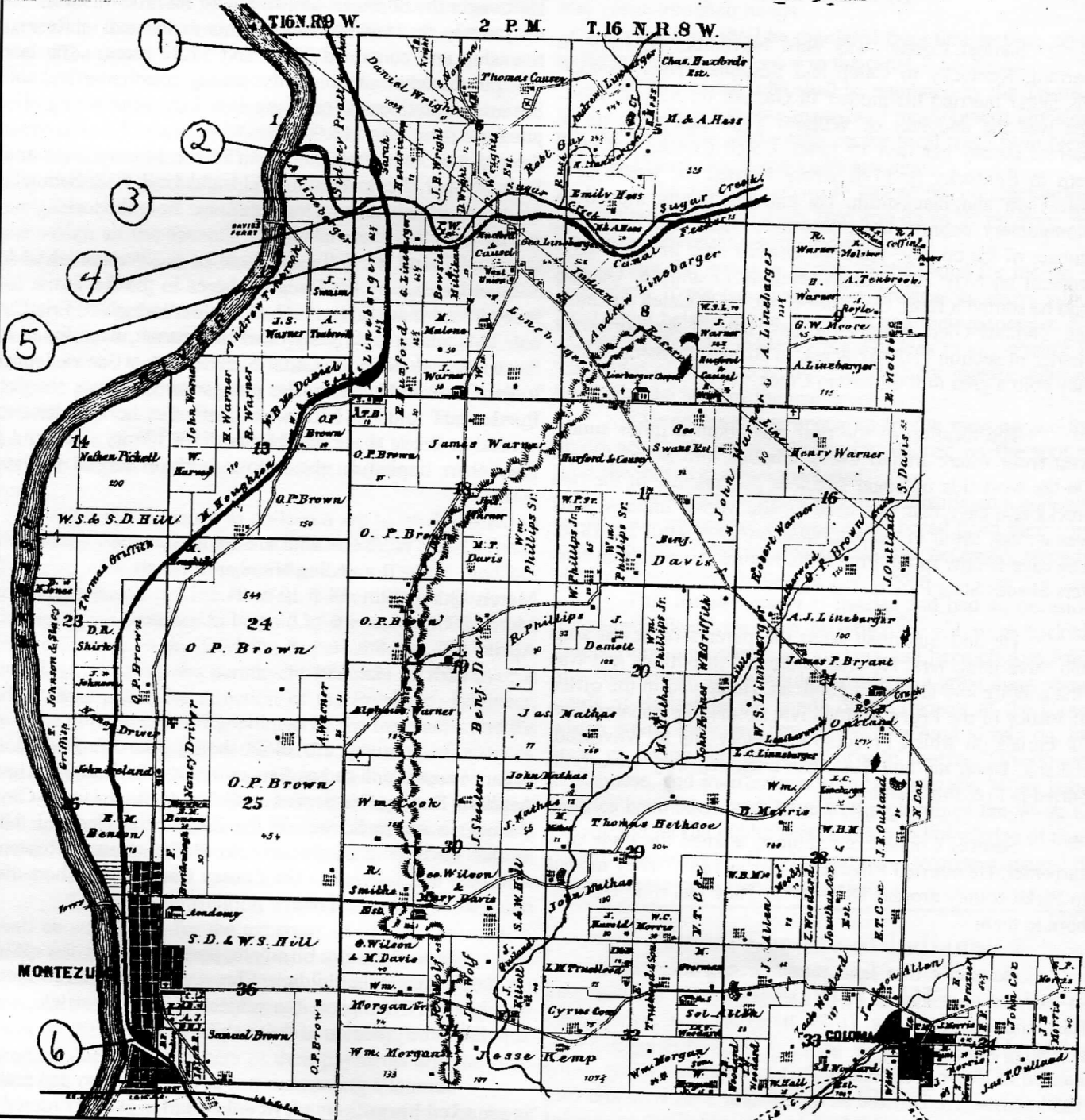
March 13th to 19th	58 at 10 cents.....	5.80
March 29th	6 " " " .....	.60
April 5th to 9th	56 " " " .....	5.60
" 14th to 18th	38 " " " .....	<u>3.80</u>
		\$15.80

On February 25, 1862, shortly after the Civil War began, Samuel enlisted as Sergeant of the Indiana 9th Light Artillery Battery. He served until his death at Union City, Tennessee where he was in the Regimental Hospital. His mortal remains were brought to Parke county, Reserve township and interred in the Causey Cemetery, a short distance from where he lived.

Samuel's wife, Elizabeth, passed away in the spring of 1861 leaving six children. She was buried next to Samuel. John C. Thompson, the subject of a future article, was appointed the guardian of these children.

Samuel's gravestone was severely broken and nothing marked his military service. I (Charles Davis) ordered a government military headstone several years ago and placed it on his grave as a thank you for his service. Thus concludes another man's life and his Wabash and Erie Canal connections.

MAP OF RESERVE TOWNSHIP



Reserve Township, Parke County,  
Indiana

- 1. Land owned by Conner
- 2. Manwaring Basin on W&E Canal

- 3. Aqueduct #11 on W&E Canal
- 4. Lock #38 on W&E Canal
- 5. Sugar Creek Canal Feeder
- 6. Benson's Basin in Montezuma for W&E Canal



Samuel Conner  
SERG 9 IND BATTERY  
CIVIL WAR

Louisa Conner Davis  
1860-1937  
Daughter of Samuel Conner

James F. Davis  
1849-1929  
Husband of Louisa Conner

**Wabash Erie Canal**

**Material Collected by James Reeder  
Montezuma from original documents**

List of property belonging to the Trust on District No. 5  
W&E Canal Jan. 1, 1859

On Repair

18 Bed comforts \$9.00	8 sheets \$1.60	10.60
9 Bed ticks \$2.70	7 pillows \$1.40	4.10
1 Small coal stove		4.00
1 Hatchet & candlestick		.85
2 Long handled augers		1.25
1 2 inch auger		1.25
5 Long handled shovels		5.00
2 Scoop shovels & chains		4.00
21 lbs. Nails		1.25
1 Cook stove nearly new		16.00
1 Table bench		2.50
8 Boot stools		3.00
1 Dish		.20
18 Plates .90	12 cups and saucers .60	1.50
2 Dish pans \$1.21	1 Coffee Mill .20	1.55
17 Knives	10 forks	1.25
1 Water Cask		1.25
9 Wheel Barrows		18.00
12 Shovels		9.00
1 Crow Bar		1.75
2 Picks		1.50
1 Old axe .50	1 Wood saw .75	1.25
2 Wrenches		.50

3 Wooden Buckets	.60
500 Ft. Wheeling plank	3.75
One repair boat and lines rebuilt in 1858	400.00
Forward	\$495.00

Left in Covington

34 Shovels left in Collector's office	17.00	
18 Wheel Barrows	18.00	
2 Good barrows at Mr. White's	4.00	
1 Pick .75	1 bucket .25	1.00

Left with Lock tender (Coal Creek)

6 wheel barrows	12.00		
1 at Irons	2.00		
7 Old wheel barrows	3.50		
3 Augers \$2	4 stone barrow frames \$2	4.00	
2 Doz. Shovels new	25.00		
16 Shovels nearly new	16.00		
24 Shovels	14.00		
23 Shovels old	4.60		
20 Bed ticks	4 Comforts	6.60	
1 Set of blocks and rope	10.00		
18 Plates, 20 cups	30 saucers	2.20	
20 Knives	13 forks	33 iron spoons	1.50
10 lbs. Bolts		10.00	
1 Let iron for Lock gates		46.40	
		\$730.95	
About 200 lbs. of old aqueduct iron in Montezuma		40.00	
Worth 2 cents, 1 old level worth		25.00	
1 old Compass		25.00	
		\$820.95	

(papers continued on page 28)



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**SAMUEL CONNER'S FAMILY**

Compiled by Charles and Mary J. Davis

<u>Name</u>	<u>Birth</u>	<u>Place</u>	<u>Death</u>	<u>Cemetery</u>	<u>Place</u>	<u>Marriage</u>	<u>Place</u>
Conner, Caleb	1796		9-12-1884	Freedom	Waveland IN	5-04-1815	Garrard Co KY
m. Teter, Susannah*	1798		1872	Freedom	Waveland IN	5-04-1815	Garrard Co KY
Conner, Samuel	11-06-1819	KY	10-02-1863	Causey	Union City IN	12-05-1839	Montgomery Co IN
m. Deer, Elizabeth**	10-03-1816		3-23-1864	Causey	Parke Co IN	12-05-1839	Montgomery Co IN
Conner, William H.	9-06-1840		9-27-1840				
Conner, Susan	9-21-1841		1-25-1920	Evergreen	Ben Hill GA	10-19-1858	Parke Co IN
m. Stever, Davis	2-02-1832		10-25-1919		GA	10-19-1858	Parke Co IN
Stever, Vinson Vernon							
Stever, Samuel	1861		1899			3-24-1887	Vermillion Co IN
m. Dowdell, Agnes						3-24-1887	Vermillion Co IN
Stever, Lizzie	1864						
Stever, Sarah Ann	1866						
Stever, Davis Elmer	1867						
Stever, Joseph Allen	4-05-1871			Fitzgerald	Ben Hill GA		
Stever, Susan B.	1873						
m. Coates, Otho						2-12-1893	Parke Co IN
Stever, Caleb Rutherford	4-24-1876		8-10-1966		OH	2-12-1893	Parke Co IN
Conner, Hettie Ann	8-07-1843		8-19-1926	Mt. Hope	Independence KS	1-11-1865	Parke Co IN
m. Pratt, Sidney Alonzo	12-26-1835		3-27-1908		Montgomery Co KS	1-11-1865	Parke Co IN
Pratt, Myron Allen	9-01-1862		1-21-1926	Ephlin	Lib. Twp Parke IN	7-29-1884	Parke Co IN
m. Pilkenton, Josephine A.	12-13-1865		11-16-1928	Ephlin	Lib. Twp Parke IN	7-29-1884	Parke Co IN
Pratt, Golda Evaline	4-04-1886		4-28-1944	Ephlin			
Pratt, Chloe Dulcia	7-16-1888		9-10-1930	Ephlin			
m. Bond							
Pratt, Alma May	6-??-1892		5-03-1918				
m. Swaim							
Pratt, Herman Hill	12-14-1895		7-??-1944				
Pratt, Edison A.	9-10-1865		2-25-1945	Miller		7-15-1888	Parke Co IN
m. Rodenbaugh, Emma E.,	7-06-1879		10-07-1930			7-??-1888	Parke Co IN
Pratt, Clyde L.	4-20-1889		3-09-1938	Miller			
Pratt, Hattie Ellen	9-03-1899		1-26-1925	Miller			
m. Farley							
Pratt, Zina A.	2-05-1867		3-14-1933		Missouri KS		
Pratt, Hiram Wilson	10-??-1868				Lived Golden CO		

# THE HOOSIER PACKET - OCTOBER 2015

Pratt, John	12-01-1869	12-25-1947	Independence KS
Pratt, Samuel	1874		
Pratt, Olive W. Alice Nona m. Breweington	3-17-1882	6-24-1952	
Conner, Arthur***	1843	1884	
Conner, Nancy J.	8-07-1845	5-27-1863	11-25-1866 Parke Co IN
Conner, Allen****	12-14-1847	1-27-1926	11-25-1866 Parke Co IN
m. Hadley, Retta	1851	1920	
Conner, Francis	1867		
Conner, John*****	8-23-1850	1884	3-29-1866 Parke Co IN
m. Newton, Linnea			3-29-1866 Parke Co IN
Conner, Mary Elizabeth	9-21-1851	1863	
Conner, Louisa	3-10-1860	5-23-1937	11-25-1877 Parke Co IN
m. Davis, James F	10-??-1845 VA	10-29-1929	11-25-1877 Parke Co IN
Davis, Mable J	6-14-1881	5-05-1950	
m. Massey			
Davis, Charles F.	8-??-1883	2-25-1947	
Davis, Ethel Florence	2-28-1886	1-04-1927	
m. Bales, Benjamin F.	3-07-1882	1-04-1927	
Davis, Raymond R	8-31-1888	8-??-1977	
Davis, Jessie C.	7-??-1890	1929	3-03-1916 GA
m. Sims, Elizabeth			3-03-1916 GA
Davis, James S.	2-03-1894	12-22-1963	Ben Hill GA
* parents Teter	1776 GA	1823	Garrard KY
m. Ross, Nancy Ann	1775 KY	1840	Montgomery Co IN
**parents Deer, Andrew	2-22-1780 VA	1840	Montgomery Co IN
m. Dekoph Sussanah	10-07-1781 Spain	1840	Montgomery Co IN

\*\*\* US Civil War Vet PVTR Ind. 53rd

\*\*\*\*Stone cutter in Parke Co

\*\*\*\*\*Civil War 85th Ind. Inf. Widow filed for pension 7/27/1887 MO, an invalid in Maine

## THE HOOSIER PACKET - OCTOBER 2015

(continued from page 25)

Trustees Office

W. & E. Canal  
Terre Haute, Feb. 12, 1851

Dear Sir:

I enclose, for your information and guidance, two orders of the board of Trustees, adopted at the semi-annual meeting in December 1850.

They explain themselves. These orders were deemed essential to create uniformity in the repair service, and to avoid the multiplication of small accounts, and when practicable to lessen them.

The allowance for board of hands employed on repair boats, it will be seen, is the same amount heretofore paid, with but a single exception. That sum has been deemed ample by the various superintendents, and is so by the Board.

Very Respectfully  
Your Obedient Servant  
Thos. Dowling  
Res. Trustee

Jas. Johnston, Esq.  
Sup. Dis. No. 6  
Terre Haute, Ind.

### Orders for 1850-51

Ordered that the several Superintendents be allowed \$1.75 per week for the board of hands employed in the repair service, to be charged in their abstracts, which is understood to cover the cost of furnishing the bedding, cooking utensils, table furniture and fire wood, the Trust furnishing only the Repair Boat and necessary stoves, each Superintendent to have the use of the articles now on hand belonging to the above enumeration, as given in his schedule made up on the first October last and reported by the chief Engineer, leaving the same value of like articles on the boat in case he should at any time leave the service: Provided, that in case of any extraordinary break of other large repair, requiring suddenly a large increase of force, the Superintendents may at their discretion, either purchase the additional articles necessary for boarding, reporting the same to the Trust office and making afterwards the best disposal thereof, under the advice of the Resident Trustee; or the Superintendent may in such cases, if he thinks it more economical, procure boarding at the neighboring farm houses upon the best terms practicable.

Ordered that hereafter, on the first of October in each year, a minute comparative schedule of all tools, boats, materials and other property on each district belonging to the trust, be re-

ported to the Resident Trustee by the Superintendent showing the number of all such articles on hand, with the value thereof at date, and also the number and value of same class of articles on hand the year previous with the number purchased in the meantime.

I certify that the foregoing is a true copy of orders adopted by the Board of Trustees of the Wabash and Eire Canal, on the eighteenth day of December 1850.

Witness the seal of the said Board of  
Trustees this twenty eighth day of  
January 1851.  
S. G. Dodge  
Clerk

Ordered, that in case of injury to any crop by the occurrence of a break in the canal, it shall be the duty of the Superintendent in charge, immediately thereafter to inspect the premises and if possible come to an understanding with the owner as to the value of the injury, but; if no such agreement can be made, then the Superintendent shall call in two judicious men to inspect and estimate the damages with a view to the preparation of testimony; the fact in either case to be reported to the Resident Trustee.

### No. 389

In view of the extension of navigation during the present season as far south as Maysville, and the prospect of opening the entire line to Evansville by the close of next year, it is deemed proper at this time to make a new arrangement of the districts for the purpose of superintendence fixing the length and terminal of each with reference to economy and efficiency in the repair service and for this purpose it is.

Ordered that Districts No. 1, 2 & 3 remain as heretofore established; that District No. 4 be extended south to the Shawnee Feeder; District No. 5 to extend from Shawnee to the lock opposite Clinton; District No. 6 from Clinton to the lower lock at Splunge Creek Reservoir, including Eel River Feeder; District No. 7 from Reservoir Lock to Owl Prairie (when this portion of the Canal shall have been completed) including the Reservoir; District No. 8 from Owl Prairie to the Patoka Locks; District No. 9 from the Patoka Locks to Evansville.

Ordered that A. J. Morley be appointed Superintendent of District No. 4; James Johnston of District No. 5, and Richard Strout of District No. 6.

### No. 403

Ordered that each superintendent of repairs be instructed to examine frequently the several canal bridges in his district at the crossing of the State or county roads, inspecting very carefully their condition and working such repairs to the floor and other parts thereof from time to time as may be necessary to keep said bridges in good and safe condition.



NEWS FROM DELPHI

MEET MASTER GARDENER LINDA COOPER

Volunteers at Canal Park in Delphi include some very talented gardeners. Master Gardener, Linda Cooper, has directed volunteers in developing the Canal Boat's Dockside garden.



The volunteers have also developed a Medicinal Garden located next to the Kitchen Garden and adjacent to the Fouts Log House. It exhibits plants that early settlers and canawlers would have used during the Canal Era.

This garden is inside a picket fence built by Peter Cooper and Steve Busch. Soil was placed in the raised beds before the medicinal plants were planted. The plants were then labeled. This "walk-in" garden is a delight to see.



Unfortunately, much to our dismay, vandals have been removing some of the newly planted perennials. If any readers would care to donate money to replace those that were taken, we would appreciate it. We have a tight budget for plants this year.

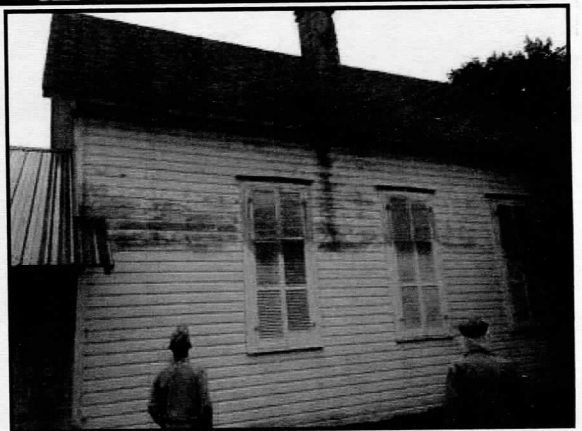
We have reported this heisting of plants to the police. We will be looking at adding security cameras in the future as budgeting allows.

CHURCH MAY BE FUTURE VOLUNTEER PROJECT

Five blocks from Canal Park is a small German Lutheran Church that may possibly become a project for the Monday-Wednesday-Friday volunteer crew. Its owner, Carl Treece, wants to donate it to the park. Crew members went to the site and found the building to be sound, but its roof is failing. Carroll County Wabash & Erie Canal, Inc. would love to accept the church and move it to the park. This would depend on getting a grant for moving the building, making structural improvements and replacing the roof.



When finished it could have many uses for visitors and clients of the park.

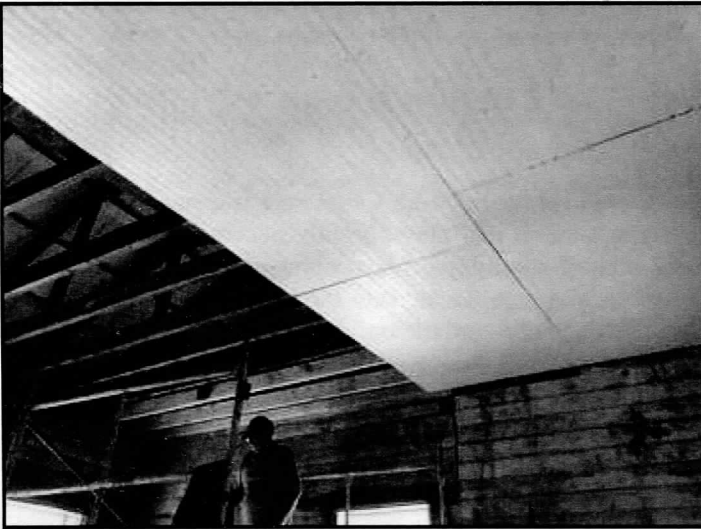


## THE HOOSIER PACKET - OCTOBER 2015

### WORK CONTINUES ON DEPOT

From Dan McCain

The M-W-F crew is working inside the Leiters Depot building. They are finishing the ceiling trim and getting ready to paint the walls. This building is located near the railroad tracks at the back of the park.



### GO SEE IT MAP

Artist Terry Lacy has developed a new graphic panel that has been placed front and center of the Canal Interpretive Center lobby in Canal Park. It shows 18 historic attractions/points of interest that are usually found on one of the trails and is marked on the map.



Linda and Bob Barth, members of the American Canal Society, the Canal Society of New Jersey and the Ca-

nal Society of Indiana, checked out the new panel when they visited the Canal Center in July. The Barths also spent a day in Fort Wayne at the Canal Society of Indiana's headquarters.

The Go See It map was sponsored by the Andersons Grain Company. We thank them for their donation and Terry Lacy for creating the map.

### CLEANING UP DURBIN MONUMENT

Photos courtesy MVHC

Members and friends of the Maumee Valley Heritage Corridor met on Saturday, August 15, 2015 at 9:30 a.m. in Texas, Ohio, to clean-up the Durbin Monument. The monument is a rare landmark and a unique bit of canal history in the Maumee Valley.



James Durbin, constructed the Wabash & Erie Canal (later to become part of the Miami & Erie Canal) through this north-western part of Ohio. He was responsible for building a double arch culvert over Bad Creek in 1842 and was so proud of his work that he erected a marker several feet from the edge of Old U.S. 24 (South River Road or current State Route 424). He bought land nearby in 1845 when "The Alamo" was being defended in San Antonio, and platted a village, which he named Texas, Ohio. He hoped it would become the Henry county seat. It did become an important canal era town.

Instead Napoleon, Ohio became the county seat. James' brother, Thomas Durbin, had a brick yard in Texas that shipped bricks by canal boat to Napoleon to build the county court house. This added insult to injury to the citizens of Texas and especially to James Durbin.



The Ohio Department of Transportation has recently restored eight canal structures along Old U.S. 24. They have rebuilt this impressive double arch culvert over which today the highway passes. However, nothing was done to remove the overgrowth around the marker. Passing motorists can barely see the monument or let alone read some of the lettering on its base. It reads: "Sec. No. 53. W. & E. C. Completed in 1842 by James Durbin."



Since the marker sits alongside the Maumee Valley Scenic Byway, the Maumee Valley Heritage Corridor took on the project of cleaning up the area. Hats off to them!

To visit the marker we suggest parking along County Road 4 that intersects with Old U.S. 24. Then watch out for traffic as you walk to the marker. The double arch culvert can be seen by entering the nearby trailer park.

### FASTER, CHEAPER PLAN FOR BUCKEYE LAKE

All seemed to be doom and gloom when it was announced this spring that water in Buckeye Lake, an original canal reservoir for the Ohio & Erie Canal located near Columbus, Ohio, could not be raised to the recreational level for boating due to weakening of its dam over the years from building homes, docks and other structures partially into it. The 180-year-old, 4.1-mile-long dam could fail and ways of repairing it had to be sought. Businesses depending on tourism and others would be hurt during its rebuild that could take as long as 5 years. Even the pontoon boat ride scheduled for CSI's joint fall tour with the Canal Society of Ohio had to be canceled.

Recently the area residents and businesses received news that a faster and cheaper way to fix the dam has been found. However, the Ohio state budget only allows \$25 million for its repair. A state budgetary committee must approve the rest of the money for the project. Luckily the estimate for the new dam is now around \$110 million instead of the previous estimate of \$150 million.

Engineers think that with the new plan the water level can be raised much sooner as well. However, they did not give dates for raising the water or the dam's completion.

The plan is a technique used at New Orleans and elsewhere. They will use compacted soil and cement columns to create a barrier in front of the existing dam. Then this barrier will become part of a new dam.

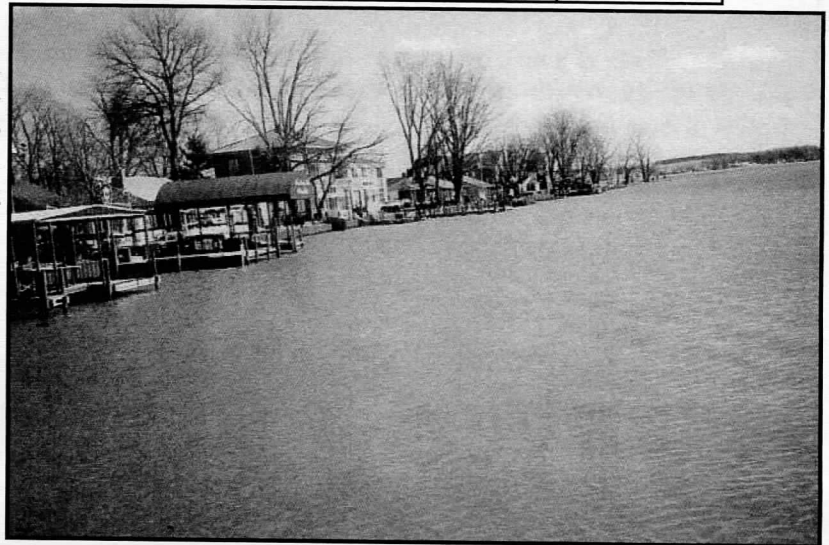
The project would have two phases. The first would take measures to reduce the risk to public safety and cost around \$35 million dollars. The second would complete the 4.1-mile-long dam and cost about \$65 million.

One newspaper article in the *Journal-News* of Hamilton, Ohio said the "state has selected Garrett Fleming's Concrete Deep Soil Mixing design ... This process creates an earthen bank fortified by a grid of concrete and soil mix drilled into the embankment."

A bidding process was set in place with all bids due in to the Ohio Department of Natural Resources by August 20, 2015. The firm successful in receiving the contract was to be notified by August 23 and start construction by October 20, 2015.

John Geyer, CSI member, Hamilton, Ohio

View of Buckeye Lake - taken in 2008 by Linn Loomis





# THE HOOSIER PACKET - OCTOBER 2015

Two Ohio State Format Markers read:

## BUCKEYE LAKE

After the summit level of the canal became inactive in the 1890s, the State developed Licking Summit Reservoir (Buckeye Lake) for recreation. The lake has 3,800 acres of water, 35 miles of shoreline, and twenty islands. Millersport, Buckeye Lake Village, Thornport/Thornville and Hebron all developed as a result of the lake and canal system. Buckeye Lake Park, a popular regional resort, operated until the mid 1960s. Today the lake area has become the water recreation center of central Ohio, providing boating, swimming, fishing, water skiing, golfing, picnicking, and ice sports. The lake extends into three counties—Fairfield, Licking and Perry.

## BUCKEYE LAKE PARK "The Playground of Ohio"

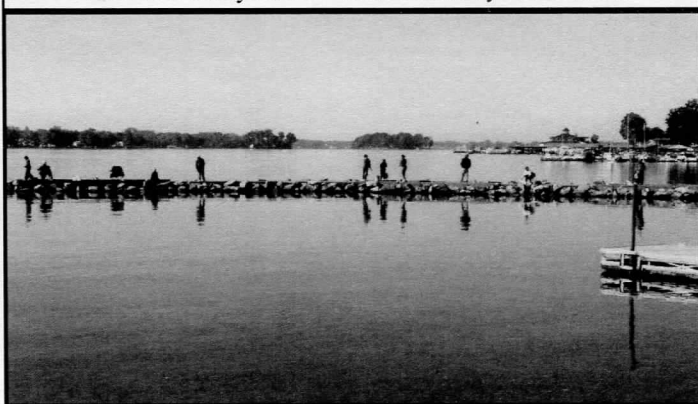
Using a four-mile long dam, the state of Ohio impounded the Licking Summit Reservoir in the mid-1820s to supply water for the Ohio and Erie Canal. In 1894, the state renamed it Buckeye Lake and developed it for recreational use. The Columbus, Buckeye Lake, Newark Traction Company developed an "electric park" here, bringing in excursionists on interurban cars between 1904 and 1929 and creating one of the region's most popular resorts. Hotels and summer cottages proliferated on leased ground. Nine acres in size, the park featured daily free admission during the summer.

Side Two

## BUCKEYE LAKE PARK "The Playground of Ohio"

Promoted as offering "every amusement consistent with good morals and behavior," Buckeye Lake Park featured the "Dips" roller coaster, a 100-by-200-foot swimming pool, a roller skating rink, and dozens of other attractions. During the park's heyday in the 1940s, many big bands including those of Guy Lombardo, Glenn Miller, and Tommy Dorsey with his singer Frank Sinatra, played at the Crystal Ballroom and Lake Breeze Pier Ballroom. The park declined in the 1960s and was subsequently acquired by the state. The adjacent fountain is the last remaining feature of Buckeye Lake Park.

View of Buckeye Lake—taken in 2005 by Bob Schmidt



## CANAL SOCIETY of INDIANA MEMBERSHIP APPLICATION New Renewal

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