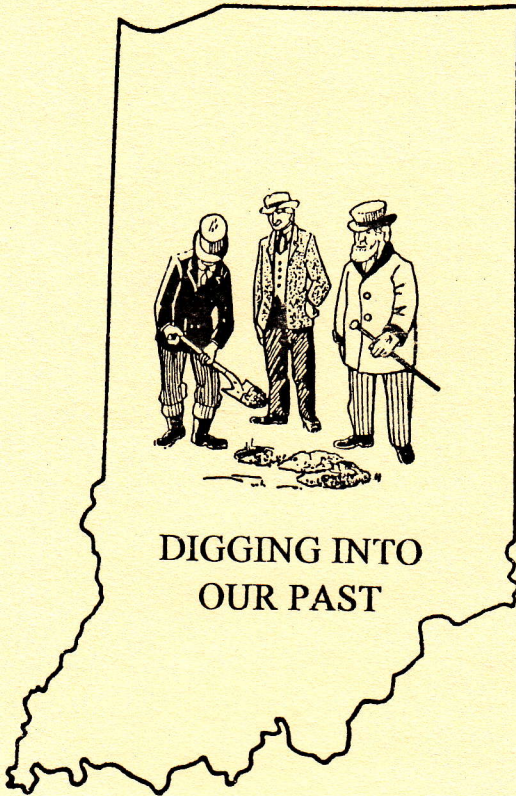


INDIANA CANALS



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INDIANA CANALS

The Journal of the Canal Society of Indiana

Volume 10, Number 3

Summer 1999

ROBERT ENGLISH: A CANAL GATE PATENT

BY THOMAS L. CASTALDI

In May 1999, the Indiana Department of Transportation at the urging of the Canal Society of Indiana removed the remains of the Wabash & Erie Canal Clear Creek Floodgate located three miles West of the Historic Forks of the Wabash Park.

The old floodgate proved to be buried deeper than anticipated, containing more building stone than was previously imagined

In this issue

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and sat upon a heretofore forgotten timber foundation measuring thirty by twenty-four feet.

Originally, it was thought that wooden plank slats inserted between the stone abutments were used to hold or release canal water at a certain level. Removing or adding planks could control the water level in the canal. It was discovered, however, that a single floodgate was hinged to a hollow quoin post attached to the base timbers in line with the towpath and raised or lowered to release water in times of heavy flooding. Below the east or upstream crib on which the abutment was constructed, a culvert was found that would pass water through an escape trunk into a channel that flowed to the river. At each end of this water passage was a cast-iron frame containing a paddle or wicket, a sort of butterfly valve in a vertical position.

Much could be seen of the structure as it was carefully and methodically disassembled by Bloomington, Indiana,

contractor Crider and Crider. From official documents available, the site of the floodgate was known, but a detailed description of how it operated had been forgotten over time. When uncovered, a gate was found in its lowered or opened position and probably left in that manner for the past one hundred years.

"A FEW RODS
BELOW CLEAR
CREEK, A FLOOD-
GATE HAS BEEN
CONSTRUCTED IN
THE TOWING-
PATH...."

A report filed in 1847 by Wabash & Erie Canal Chief Engineer Jesse Williams reads: "A few rods below Clear creek, a flood-gate has been constructed in the towing-path which is opened during

high water for the security of the canal. It is built upon "English's patent," with permanent stone abutments."

Who was English and would the patent reveal how the device operated? Robert English (1808-1869) was an Irishman who arrived in Pennsylvania as a youngster with his parents, according to Thomas Helms' 1884 History of Wabash Indiana.

In 1834 he moved to Lagro, Indiana, as a canal contractor. Here with his brother Michael, the two built and operated a grist mill a short distance up the Salamonie River from its mouth at the Wabash. Together they became prominent grain dealers in Lagro.

E. F. Lucas was General Superintendent of the Wabash & Erie in 1844 when he reported to the Indiana General Assembly that several new lock gates were put in place during the past season and referred to certain improvements. The one he chose to highlight was, "cast-iron frames for the paddle gates to work in." As the superintendent stated, the gate was the first to fail taking the greatest abuse in the overall structure, not to mention the rough handling by the canal men.

"I cannot here omit to mention," wrote Lucas, "that Mr. Robt. English long known as a faithful contractor on the Wabash and Erie canal, has invented a new lock gate, for which he has obtained a patent, and which bids fair from present appearances, to supersede all other improvements of the kind,

LUCAS
RECOMMENDED
THE INVENTION BE
MADE AVAILABLE
FOR ALL GATES
BEING BUILT
THEREAFTER.

both in point of durability and facilities in navigation. Mr. English was permitted to put in one of his new gates, more as a matter of curiosity at the time, but not without the hope that it would at some time prove to be of public and lasting utility. The invention is highly spoken of by eminent Engineers, both in this and other States. The one now in operation is at the first lock above Carrollton."

Further that the gates were adaptable to the, "making of waste weirs to drain the canal to the bottom when it occurs that outlets have to be made in the banks at a considerable cost, and always attended with more or less danger."

In 1845 Lucas reported several large waste weirs were put in place for the purpose of draining the canal to the bottom on those levels of the canal that were prone to damage during flooding, "two of which are on Robt. English's plan of patent gates—one of a large dimension at the Mouth of Clear Creek, a short distance below Huntington. The creek empties into the canal

rather as a feeder; but from some cause or other, the passway for the waste water in times of floods or heavy falls of rain, were not until the last season (1845) sufficiently provided for. The stream has its source in a very hilly county, and at times floods the canal with more than the ordinary quantity of water, which heretofore invariably made heavy breaches in the embankment. There is one other on the same plan on the adjoining level below or West of Clear Creek.”

On July 1, 1841, the U. S. Patent Office Report from the Commissioner of Patents lists Robert English of Lagro, Indiana, as having been granted a patent for his design of a “Canal Lock Gate.” (*See patent and drawings shown on pages 6 through 10, plus the center pages of this issue*). English states in his Letters Patent that he had invented a new and useful improvement in canal locks, particularly in the construction of the upper gate which he called the, “air and water acting sympathetic canal lock gate.” In this instance, “sympathetic” meant that the action of opening the gate vertically occurred because of the influence of power that was created by a combination of air

and water. Instead of manually opening the gate horizontally, as was the custom of the day, an airtight float was used in combination with the gate.

The gate door rested in a “tight chamber” constructed on the deck of the structure. For large devices such as a lock, two heavy doors had to be controlled, one of which held an air float in place that nested into the tight chamber when the door was in the down or open position. The air float was made of “sheet iron or other suitable material.” The lower gate, under which the air float is fixed, was first set in its place by causing its round or quoin post to lie in a horizontal position in the hollow quoin. An upper gate was positioned to rest on the lower gate by fitting its quoin post to a second hollow quoin at the upper end of the lock. Additional mechanisms were then installed to prevent a gate rising too far. In the case of a lock a moving hinged guard or breakwater was placed in the rear of the gates to prevent the water from breaking over into the boats or causing injury due to the sudden surge of water.

A culvert, constructed under the east abutment of the floodgate structure allowed water to pass out of the canal governed by two

horizontally moving valves. An opening on the east side of the culvert introduced or released water from the "tight chamber" in which the floodgate could rest.

To raise and lower or close and open the gate, the downstream or lower valve was closed by turning a vertical crank preventing the escape of the water through the culvert. The upstream or upper valve where it met the canal was opened by a separate vertical crank letting the water into the chamber and causing the gate to rise by the action of the water on the air float which lifted the gate.

To lower the gate, the lower downstream valve was opened by turning the vertical crank handle. At the same time the upstream valve was shut allowing the water to escape from the chamber through the

culvert forming a partial vacuum under the gate, letting water flow over to drain the canal level. Weights could be added to the door if the gate was not heavy enough to descend properly.

In May 1999, however, when the Clear Creek Floodgate was uncovered, no metal float was found, nor was there evidence of a second gate. Since sheet planking was attached to both sides of the gate door and being in a watery environment a watertight fit was likely. It is possible that air trapped within the structure of the door created the necessary "air float" to perform the function of the sheet iron float as described by English. As for not uncovering evidence of a second door, the function of a floodgate required but a single gate. Because of the uniqueness of the design, it is likely also that Mr. English was contracted to install his invention at the Clear Creek Floodgate.

The following five pages, plus the center pages, show the original patent text and drawings for the English patent.

Pg. 6 - A copy of the original patent text.

Pg. 7 - A more legible version of the text.

Pg. 8 - The drawings English made to illustrate his invention.

Pg. 9 - The top view drawing of the English flood gate.

Pg. 10 - The side view drawing of the English flood gate.

Center pages - Tom Castaldi's drawing of the English flood gate at Clear Creek, viewed toward the southeast. The canal is in the lower-left foreground, the river in the upper-right background.

This is not exactly as described in the patent (see text).

UNITED STATES PATENT OFFICE.

ROBERT ENGLISH, OF LAGRO, INDIANA.

CANAL-LOCK GATE.

Specification of Letters Patent No. 2,154, dated July 1, 1841.

To, all whom it may concern:

Be it known that I, ROBERT ENGLISH, of Lagro, in the county of Wabash and State of Indiana, have invented a new and useful improvement in canal locks, particularly in the construction of the upper gate, called the "air and water acting sympathetic canal-lock gate," which is described as follows, reference being had to the annexed drawings, making part of this specification.

Figure 1 is a plan or top view of the lock. Fig. 2 is a vertical section through the center of the lock.

Similar letters refer to corresponding parts.

The nature of this invention and improvement consists in opening the gates vertically by a power produced by a combination of the two elements, air and water, instead of opening the gates horizontally by manual power as in the common mode, an air-tight float being used in combination with the gates in order to effect the object aimed at. For this purpose I construct a tight chamber A at the up stream end of the lock S for the sympathetic gates B, C, and air float D to work in, about fourteen feet deep (for a lock of 20 feet lift) from the top of the lock and in width a little over the width of the lock and about 12 feet long, around which, near the bottom, are formed ledges or offsets E for the gates to rest on when down, and other projecting courses or ledges F above the gates, placed in an inclining position, for the gates to press against, when up, by the rise of the water in the chamber to keep them tight and prevent them from rising too high. The lower gate under and to which the air float D is fixed is first fitted to its place by causing its round or quoin post to lie in a horizontal position in the hollow quoin G. The air tight float D should be made of sheet iron, or other suitable material, and be fitted to the under side of the lower gate in a permanent manner. The upper gate C is next fitted to its proper place in such manner as to rest upon the lower gate by fitting its quoin post to the hollow quoin G at the upper end of the lock. A ledge or strip N is nailed to the under side of the upper gate C to prevent the lower gate B rising too far.

A communication is effected from the canal to the chamber by means of trunks or culverts through which the water is conducted to the chamber A, governed by hori-

zontally moving valves H turned by vertical rods and cranks L, M. The bottom of these trunks should be about 6 inches below the bottom of the canal at the head of the 60 lock.

In order to raise and lower or close and open these sympathetic gates the lower valve H must be closed by turning the crank L which prevents the escape of the water at the side culverts or escape trunk T. The upper valve is then opened by the crank M which lets the water into the chamber and causes the gates to rise by the action of the water on the air float D which lifts the 70 under gate B and this lifts the upper gate C in which position it is held while the lock S is discharging its water, resting against the upper edge of the lower gate, which, in its raised position forms the abutment. 75

In order to let the gates down the lower valve H is opened by turning the handle I, which allows the water to escape from the chamber through the side culverts T, the upper valve being at the same time shut 80 prevent the entrance of water from the canal, a partial vacuum is thus formed under the gates into which they descend, letting the water flow over them into the lock. Should the upper gate not be sufficiently 85 heavy to cause it to descend it must be weighted for that purpose.

A vertically moving hinged guard or breakwater P is arranged in the rear of the gates to prevent the water from breaking 90 or dashing over into the boats or doing any injury by a too sudden flow of the water—said breakwater being self adjustable by the action of the water.

What I claim as my invention and which 95 I desire to secure by Letters Patent is—

1. The arrangement of the vertically moving gates B, C and air float D in combination with the chamber A, trunks T, and valves, H, as a substitute for the common 100 horizontally moving gates—said gates B, C being opened and closed by the combined action of air and water, in the manner herein set forth, or any other substantially the same. 105

2. I also claim in combination with the foregoing the self acting breakwater P as described.

ROBERT ENGLISH.

Witnesses:

B. K. MORSELL.

H. B. ROBERTSON.

UNITED STATE PATENT OFFICE
ROBERT ENGLISH OF LAGRO, INDIANA
CANAL-LOCK GATE

Specification of Letters Patent No. 2,154, date July 1, 1841

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2. I also claim in combination with the foregoing self acting breakwater P as described.

ROBERT ENGLISH.

Witnesses:

B.K. MORSELL.

H.B. ROBERTSON.

R. English.
Canal Lock Gate.

N^o 2,164.

Patented July 1, 1841.

Fig. 1.

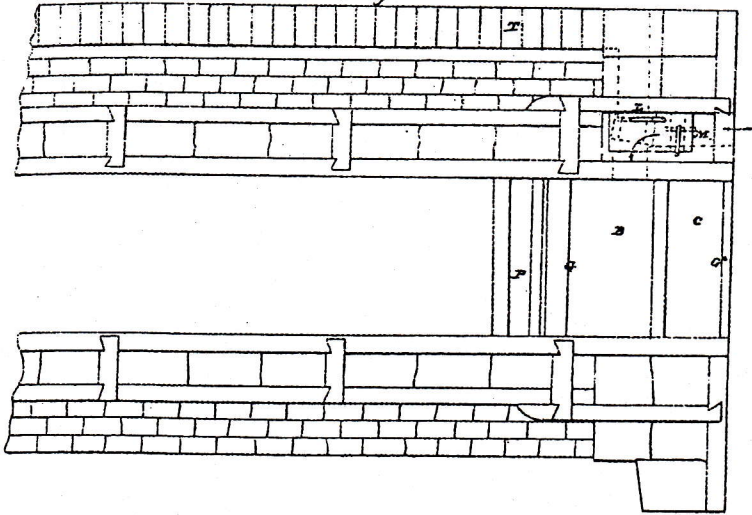


Fig. 2.

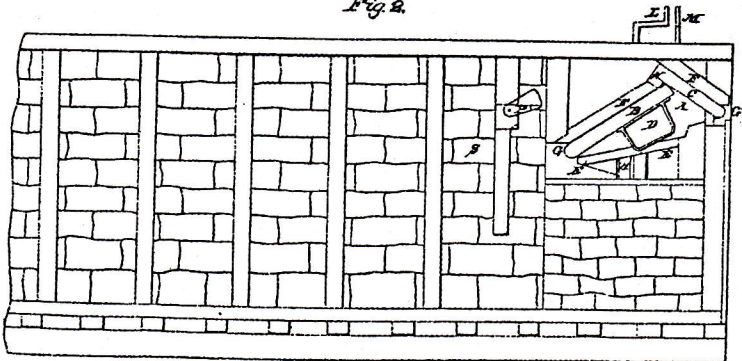


Fig 1.

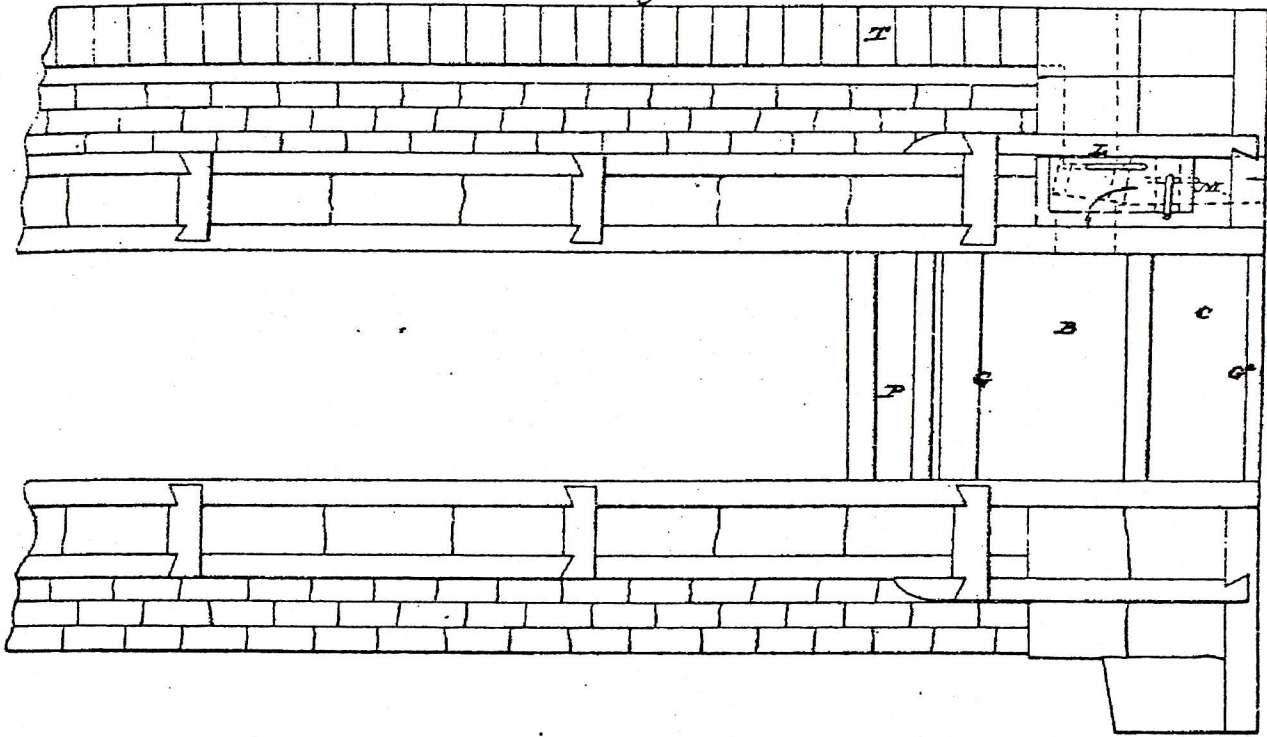
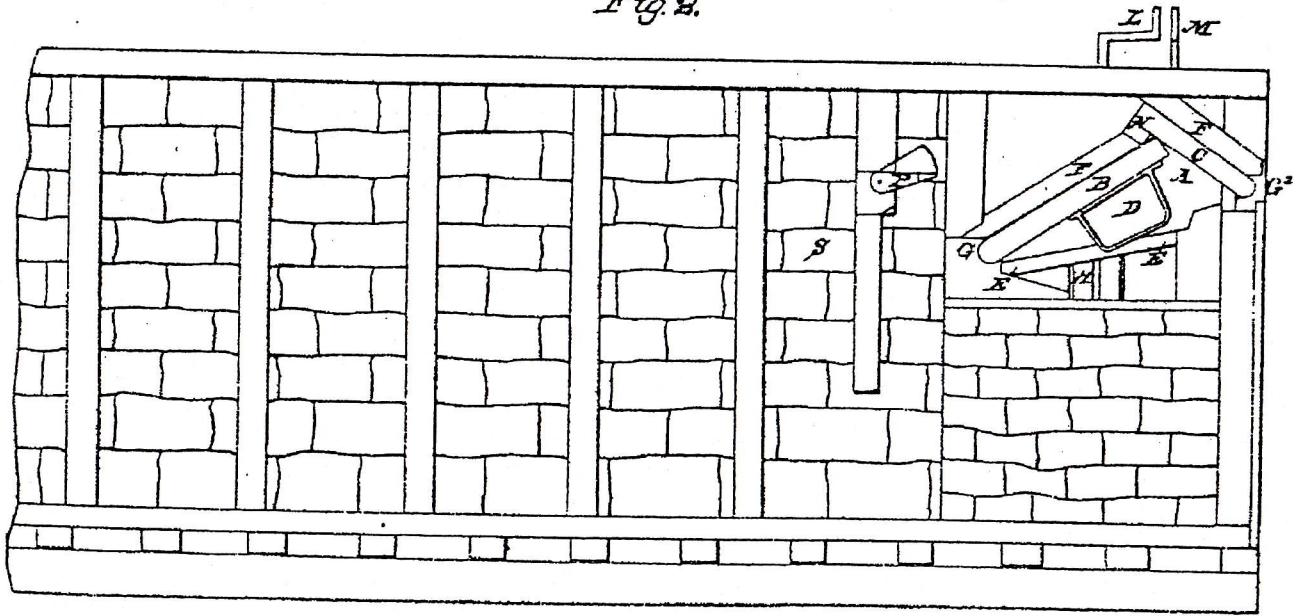


Fig. 2.



THE GRAPHIC CO. PHOTO -LITH. 39 & 41 PARK PLACE, N. Y.

MONTEZUMA

ITS PEOPLE CONNECTIONS TO THE WABASH AND ERIE CANAL

by Charles Davis

As presented here in this article, both a picture of a man and life in Montezuma during the Wabash and Erie Canal is portrayed. A well known Parke County newspaperman, Maurice Murphy of the Rockville Tribune interviewed the famous doctor Benjamin Franklin Hudson and John W. "Uncle Wyck" VanLandingham Tuesday, April 21, 1914. The newspaper man did several stories concerning Parke County history during the early turn of the Century. Nowhere in our Parke County history is given an account more detailed than this article by men who lived their lives during the Wabash and Erie Canal era. It is very rare to find such documented proof. Dr. Hudson and "Uncle Wyck" name several people in this interview. I will provide additional sketches on those named by them and several sketches of others who are not named but who played a significant role with their connections to the Wabash and Erie Canal

The beginnings of the Wabash and Erie Canal have already been documented in a variety of areas such as the building of it, the structures, finances, etc. My goal is to research the people themselves, who have mostly been forgotten, and to expose their lives and livelihoods that connected them to the Wabash and Erie Canal. It involves those who ran stores, those who were blacksmiths, canal boat operators, grain warehouses, doctors and even stage coach drivers. It is very fascinating to uncover those long forgotten individuals who worked hard and benefitted much from the Wabash and Erie Canal.

Rolland Bentley - Canal Boatman

Rolland Bentley, 1870 Census, running Canal boats age 33, born 1837 in Canada. Bentley was married to Lucretia Shewmaker July 20, 1861 by Scot Noel, J.P. (Source: Parke County Marriages) It is reported that Bentley ran Canal boats for E.M. Benson of Benson's Basin. His death wasn't recorded at the Rockville Courthouse. The town of Montezuma has the Oakland Cemetery records which give his death as September 13, 1924. An April 10, 1913 newspaper said, "Rolland Bentley returned to Montezuma after spending the winter at Culver. Mr. Bentley will make his home here this summer. The Rockville Republican of October 21, 1903 says, "The funeral services of Mrs. Rolland Bentley were held at the family residence Monday morning, and were conducted by Rev. Kimberlin, after which the interment occurred at Oakland Cemetery. Mrs. Bentley died of dropsy, age 61 years. Their place of residence is recorded in Parke County Deed Book 84: 485. The Montezuma Enterprise Thurs. September 25, 1924 says,

Rolland Bentley, a former resident, was brought here for burial Saturday morning. His death occurred at an Indianapolis hospital, Friday. The funeral was held at the Brown Undertaking Parlors.

The Rockville Tribune, Wednesday September 24, 1924 was more informative.

The remains of Rolland Bentley, age 90 years, were brought to Montezuma from the Northern Insane Hospital, Saturday. Mr. Bentley lived in Montezuma fifty years and was a well known and respected man in Parke County. He is survived by one daughter, Mrs. Flora Buswell, of Maxinkukee.

No markers are on their graves or those of their children Wilson and Mary. I will make them markers, Lot #41.

J^{oseph} Bows^{her} - Miller

The Parke County Atlas: 355 gives this sketch on Joseph Bows^{her}: "Born 1816, Ohio, Joseph Bows^{her} built the first Grist Mill in Montezuma. He operated it for a few years and lost financially. He died in 1888 in West Union."

Jacob Bows^{her} lived on his father's farm Section 25 in Liberty township. This farm was the spot in which a band of Indians had a village. Its chief's name was John Cornstalk according to the History of Parke and Vermillion Counties. Joseph and his brother Russell built the mill in 1868. It was a burr type and steam operated. The Bows^{her}s sold the mill to Matthew Bridenthall. Bridenthall lost it through the Common Pleas Court. Judgment against Bridenthall was \$6,068.33. Lots #27 and 28 went to public auction by sheriff. Joseph Bows^{her} bid \$4,500 and bought it back September 14, 1874. Book Decree: 81-82. On September 14, 1875 Joseph and Russell Bows^{her} sold the mill on Lot # 28 and Lot #27 to Dr. George McCune for \$6,000 according to Parke County Deed Book: 496. This was a flouring grist mill. This mill operated about five years during the Canal days.

A^{нна} B. Camp^{bell} - Doctor

On page 80 of the same book there is a long story given by the famous John T. Campbell's wife Anna (Dr. Anna B. Campbell) when she came to Parke County. To sum up my point about Wyck VanLandingham, she said this: "After living here about three years my husband suggested I should go to Montezuma to someone's funeral. We went in a public hack driven by Wyck VanLandingham." They ran into some mud holes and were stuck. She states this of Wyck: "After wickedly swearing at them (the horses)

awhile, we rose up, up until we reached land.” It is a great story and happened in 1867 or 1868.

The Rockville Tribune June 2, 1914 says this about Uncle Wyck.

J. W. familiarly known as “Wyck” VanLandingham died last Thursday evening at the home of his daughter Mrs. Rufus L. Cooley of Montezuma. Mr. VanLandingham was eighty one years old, and had lived in Montezuma longer than any other resident, having resided there since 1844. He is remembered to older residents of Parke County as the ferryman at Montezuma before the bridge was built over the Wabash.

Besides his daughter Mrs. Dooley, he is survived by a niece, Mrs. Thomas F. Gaebler of Rockville. The funeral was held at the residence in Montezuma last Sunday afternoon at 2 o’clock, conducted by Rev. J. D. Play, of the Presbyterian Church. Mr. VanLandingham was highly respected by all who knew him, and no man knew more about old times in Reserve township than he.

Henry Hargraves and Sam Farrar - Quarry Operators

“Uncle” Wyck mentions “Wildman’s hollow” during the Canal period, ‘This is the place where I live and have lived all my life. Our old saying from the old days is ‘In Wildman’s Holler, the further you go, the wilder it gets and I live in the last house.’ Across the road from our house was a

limestone quarry in the 1860s-70s. Henry Hargraves and Sam Farrar quarried stone here in Wildman's hollow. The limestone is thin stratus and was used to make many home foundations. One exists next door. It is recorded that we have here in the hollow the best glazing clay in America." Parke County Atlas ST : 34.

T *homas F. Gaebler - Marble Cutter*

Thomas F. Gaebler lived in Montezuma for a while during the canal era. He was a marble cutter and made many headstones for graves including those I've researched. Today his name can be seen on the bases on the stones he made. One of his infant children is buried next to "Uncle Wyck." It is a marble headstone shaped like a small casket and is located in Oakland Cemetery.

There is some confusion in our history of grist mills in Montezuma. The Parke County Atlas: 35 put all the mills in one spot. This was not true. The George W. McCune mill was located on Lot # 28. It was on the corner of Plum and Water streets along the canal. The 1874 plat shows it there and will present the proof.

The other mill was located at the south end of town by the railroad tracks at the site of today's Elevator company. The Archaeological and Historical Survey of Parke County by Geo. Branson gives the wrong dates of persons owning it and also the wrong location of the mill site. E.M. Benson and John G. Davis owned Lots # 27 and 28. Benson came into possession of all lots when he bought out Davis's partnership. Benson sold Joseph Bowsher and Russell Bowsher Lots #27 and 28 April 15, 1867, Deed Record Book 25: 535 for \$1000. This amount shows that some sort of business was already established there at that time.

R *M. Gilkeson - Doctor*

Another famous doctor that practiced in Montezuma was R. M. Gilkeson.

He was in a company called the Parke County Volunteers. It was organized and held for muster in the United States army in 1846 when war was declared. Gilkeson was a Second Lieutenant. This company was enrolled among those on the waiting list by the Adjutant General of the State, but the war ended before they could be reached in the order of priority of organization according to Parke County Atlas: 89. On page 65 he is listed among other doctors who practiced medicine in Montezuma from 1825-1916. On January 7, 1999 I had the utmost pleasure turning the pages of Dr. Gilkeson's account book dated November 3, 1850-January 26, 1854. At the end of the account book, he penned some poetry Here is a sample:

*Thou has wounded a spirit that loved thee,
 had cherished thy image for years,
 Thou hast taught me at length to forget thee,
 In secret, in silence, in tears.
 Like a young bird when left by its mother,
 Its earliest pinions to try,
 Roved the nest will it lingering hover,
 Till its trembling wings can fly.*

Thanks to Mildred Burns I was able to obtain this information on Dr. Gilkeson. Mildred's late husband Robert Burns was the grandson of Joseph Burns, owner of the ferry on the Wabash River mentioned later in this article. Robert salvaged this account book and several historical books from a trash dump years ago when they were thrown away by County officials. Two other books he saved are the Millers Account book, Grist Mill at Armiesburg, 1840-1860 and Goods Sold Ledger 1843-44 from the large mercantile store contained in the mill. Some entries are as follows:

Page 173 November 18, 1840, Joe Burns 6 yards. of flannel \$2.15, Threa and buttons .06.

Page 169 November 16, 1843, William Wildman (of Wildman's Hollow paid \$10.00 in Canal Scrip (Money issued when the state was unable to pay the interest on the money borrowed for canals and other improvements)

Page 164 November 14, 1843 ½ pound of shot and 2 ounces powder .0 each by the famous Christmas Daganet. Christmas made several purchase

there. He was half Indian of the Wea tribe and interpreter for the U. S. Government in their conferences with the Indians.

One account book that pertains to the Canal Era in Montezuma is Joseph Burns' "Ferriage Account book" 1854-1855. Page 72 lists none other than stagecoach driver Caleb Richards. His account reads June 15, 1854 Wagon .30, July 10 wagon.30, November 7 Horse .20, February 6, 1855 1 Load Coal.30, March 27, .10 Cash by Sept. 20.

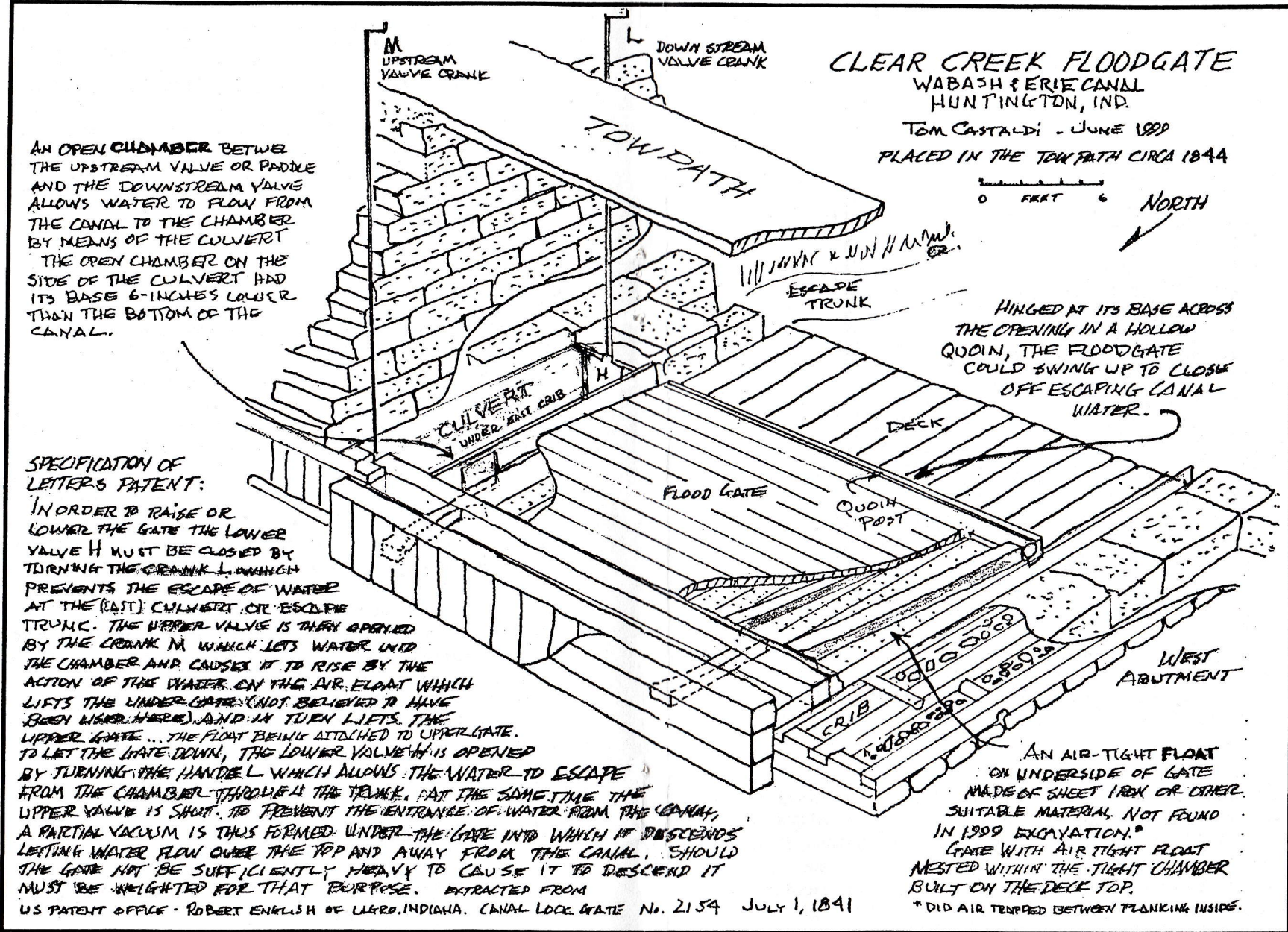
Samuel Denny Hill - Canal Warehouse/Farmer

Samuel D. Hill, information on him is his obituary and Parke County Atlas A: 33. Samuel Denny Hill was born in Circleville, Ohio, Pickaway County, May 18, 1829 and died October 1, 1913 at the age of 84 years. His parents were Dr. Samuel Hill and Margaret Hill. He came to Montezuma but one year old and for 79 years lived at the old homestead (Lot # 18) place on Water Street (along canal), moving from there 4 years ago to the present residence (Lot # 47), scarcely a stones throw from his life long habitation. On April 7, 1856 he was united in marriage to Margaret A. Ensworth, of Circleville, Ohio and went to housekeeping in the old homestead. "Uncle Sam": as he was commonly known by his many friends. Children are Frank E. Hill of Montezuma, James C. and Edwin of Tacoma Washington, and Wm. S. Hill of Cincinnati. At the age of 16 Samuel was employed by E. M. Benson and John G. Davis (Benson's Basin, warehouse on the Wabash & Erie Canal) as a clerk for them eight years. Benson and Davis were dry goods merchants. After the end of eight years Mr. Hill commenced farming. In 1872 he was Reserve township trustee.

Benjamin Franklin Hudson - Doctor

This is the summary of Dr. B. F. Hudson as it appeared in the Montezuma Enterprise Thursday, May 17, 1923.

(continued on page 20)



CLEAR CREEK FLOODGATE
 WABASH & ERIE CANAL
 HUNTINGTON, IND.
 TOM CASTALDI - JUNE 1999
 PLACED IN THE TOW PATH CIRCA 1844

0 FEET 6 NORTH

AN OPEN CHAMBER BETWEEN THE UPSTREAM VALVE OR PADDLE AND THE DOWNSTREAM VALVE ALLOWS WATER TO FLOW FROM THE CANAL TO THE CHAMBER BY MEANS OF THE CULVERT. THE OPEN CHAMBER ON THE SIDE OF THE CULVERT HAS ITS BASE 6-INCHES LOWER THAN THE BOTTOM OF THE CANAL.

HINGED AT ITS BASE ACROSS THE OPENING IN A HOLLOW QUOIN, THE FLOODGATE COULD SWING UP TO CLOSE OFF ESCAPING CANAL WATER.

SPECIFICATION OF LETTERS PATENT:

IN ORDER TO RAISE OR LOWER THE GATE THE LOWER VALVE H MUST BE CLOSED BY TURNING THE CRANK L WHICH PREVENTS THE ESCAPE OF WATER AT THE (EAST) CULVERT OR ESCAPE TRUNK. THE UPPER VALVE IS THEN OPENED BY THE CRANK M WHICH LETS WATER INTO THE CHAMBER AND CAUSES IT TO RISE BY THE ACTION OF THE WATER ON THE AIR FLOAT WHICH LIFTS THE UNDER GATE (NOT BELIEVED TO HAVE BEEN USED HERE) AND IN TURN LIFTS THE UPPER GATE... THE FLOAT BEING ATTACHED TO UPPER GATE. TO LET THE GATE DOWN, THE LOWER VALVE H IS OPENED BY TURNING THE HANDLE L WHICH ALLOWS THE WATER TO ESCAPE FROM THE CHAMBER THROUGH THE TRUNK. AT THE SAME TIME THE UPPER VALVE IS SHUT TO PREVENT THE ENTRANCE OF WATER FROM THE CANAL, A PARTIAL VACUUM IS THUS FORMED UNDER THE GATE INTO WHICH IT DESCENDS LETTING WATER FLOW OVER THE TOP AND AWAY FROM THE CANAL. SHOULD THE GATE NOT BE SUFFICIENTLY HEAVY TO CAUSE IT TO DESCEND IT MUST BE WEIGHTED FOR THAT PURPOSE. EXTRACTED FROM US PATENT OFFICE - ROBERT ENGLISH OF LERO, INDIANA. CANAL LOCK GATE No. 2154 JULY 1, 1841

AN AIR-TIGHT FLOAT ON UNDERSIDE OF GATE MADE OF SHEET IRON OR OTHER SUITABLE MATERIAL NOT FOUND IN 1999 EXCAVATION.* GATE WITH AIR TIGHT FLOAT NESTED WITHIN THE TIGHT CHAMBER BUILT ON THE DECK TOP. *DID AIR TRAPPED BETWEEN PLANKING INSIDE.



Benjamin Franklin Hudson, 1826-1923, was a doctor in Montezuma, IN during the Wabash & Erie canal era. His reminiscences appeared in an article entitled "Old Times in Montezuma" in the Rockville Republican on April 21, 1914, and provided much of the information for this article.

Benjamin Franklin Hudson was born near New Richmond, Ohio, March 16, 1826 and died in Montezuma, Indiana, May 10th, 1923, at the age of ninety seven years, one month and twenty four days. He was one of eight

children, three boys and five girls, three of whom, Mrs. Rhubama Rogers of Dana, Indiana, Mrs. Cleopatra Wiltermoode and Mrs. Rebecca Stokes of Newport, Indiana survive him. He was reared on the old homestead

receiving a common school and academic education, teaching school in the winter and working on the farm in the summer months. He began the study of medicine with Doctors Griffith and Willette of Newport, Indiana in 1851 and three years later took a course of lectures at the Ohio Medical College. In the spring of 1857 he was graduated from the Miami Medical College and located in Montezuma for the practice of his profession the following June. He made his home in Montezuma and very successfully followed the practice of medicine. In 1886 he took a course of Lectures at Louisville, KY. He was a member of the Parke County Medical Association and also a member of the State and Tri-State Medical So. He was twice elected as

Trustee of Reserve Township and served as a member of the Town Council for a period of eighteen years. He was a leader in politics. A Democrat and a strong advocate of the principles since his first ballot was cast. Dr. Hudson was married to Mary E. Stacey, who was a native of Massachusetts, on December 19, 1858, and to this couple one child was born, Mrs. Adah H. Cumberland, who survives him. Mrs. Hudson having passed away about five months ago. Funeral services were conducted at his late residence in Montezuma, Saturday afternoon., May 12, 1923. Rev. J. C. Whitson officiating. He was laid to rest in Oakland Cemetery. O. L. Brown and Son were the Undertakers in charge.

Morris Hughes - Grocer

Morris Hughes was born Port Penn, Delaware May 8, 1814 and came to Parke County in 1842. Hughes was in the Grocery and Provisions business and was a very wealthy man during the Canal days. After the canal ceased he lost his health and wealth.

Jim Reeder remembered the Hughes mansion growing up in Montezuma. It is gone too, as are most of Montezuma's past buildings - and its citizens don't care.

Hughes obituary gives this on his life:

Morris Hughes was born May 8, 1814, and died January 17, 1888, aged 73 years, 8 months and 8 days. Mr. Hughes came from Crawfordsville to Montezuma in 1841, and commenced business with a very small capital, but being very energetic he soon built up a large business and in a few years was doing the largest business of any merchant in the Wabash Valley. We are informed that he was a very liberal man and was always in public improvements, donating liberally toward building churches, school houses. To prove that he was a thorough businessman and very liberal is shown by the fact that he never refused to purchase anything that was brought to him, whether it was marketable or not, he would take it rather than have them take it back home. As we stated last week, Mr. Hughes lost his mind sometime since and has caused his family considerable trouble and as they could not keep him in the house, they thought it would be best to take him to the infirmary where he would be properly cared for. They took him on Thursday the 12th, and he was taken from there to the residence of his son-in-law, W. S. Hill, on Monday of this week where he died on Tuesday morning. (His wife was Julia Constantia Morris died 4-1-1850 age 33 yrs.) The funeral service will be held at the Presbyterian Church today at 2 o'clock, conducted by Rev. J. B.

Logan, after which interment will take place at the old Cemetery." His stone is broken and laying on the ground like most in the Old Montezuma Cemetery.

James C. Johnston - Surveyor/Superintendent W&E Canal

The picture of the home of James C. Johnston of Montezuma. was in my last article about the Brady Hotel. Johnston was a surveyor and superintendent of the Wabash and Erie Canal. Dr. Hudson proves my statement in an earlier article that the canal operated through Montezuma as late or later than 1870. Hudson said the canal ceased there in 1873. The piece of iron Dr. Hudson talks about is a wicket gate and it is in the possession of the Indianapolis museum. This information comes from Jim Reeder of Raleigh, N. C. who donated the wicket to the museum. Mr. Reeder also donated the land in the south part of town that is today's Reeder Park. This is the exact spot where Benson's Basin was on the Wabash and Erie Canal.

James C. Johnston's home was also owned by the Reeder family. Mr. Reeder and I had a phone conversation during which he informed me that he found several boxes of records in the upper part of the house behind wall panels sometime in the 1930s. He said the records were made by Johnston during canal days and that many of them were in like-new condition. He donated part of this collection to the Emiline Fairbanks Library, now the Vigo County Library, to a Miss Crawford. In the Vigo County Library canal file, there are a few pages typed on this. The original papers can't be found and the library staff tell me they know nothing of this donated collection!

James C. Johnston was born in 1814. The 1870 Census gives his nativity in Ireland, lists him as Canal Superintendent with \$3,000. in real estate. He died September 5, 1881, and was buried in Oakland Cemetery Lot # 91 Grave #6. His obituary was short and uninformative. His main office was in Lafayette, Indiana. His wife was Samantha Haynes born 1829, died September 27, 1908. Her obituary is in the Rockville Republican.

page 3. She died at her son's home- William W. Johnston in Omaha, Nebraska. She was brought back home for burial beside her husband. Their children were Erin, William, John E. and Lois.

John Emmet Johnston - Brady Hotel Proprietor

John E. Johnston, the son of James and Samantha, was married to Laura Beel Cochran. Her parents were Margaret and James Cochran of LaPlant House in Vincennes. These two ran the Brady Hotel for a time in the 1870s. John E. was in the grocery-hardware business and was one of the founders of the First National Bank of Montezuma in 1904. John E.'s son was Ralph Johnston.

J. E. Johnson's wife's obituary appeared in the Montezuma Enterprise May 11, 1933 as follows:



Jane Wilson, wife of James Wilson who built the "Brady Hotel" at the start of the Wabash & Erie Canal in Montezuma, IN. (See Indiana Canals, Vol. 9, No.4, Fall 1998)

Mrs. Johnston was born in Montezuma June 2, 1865, daughter of James H. and Margaret Cochran. She was the widow of J. E. Johnston and the mother of Ralph Johnston who preceded her in death by one week.

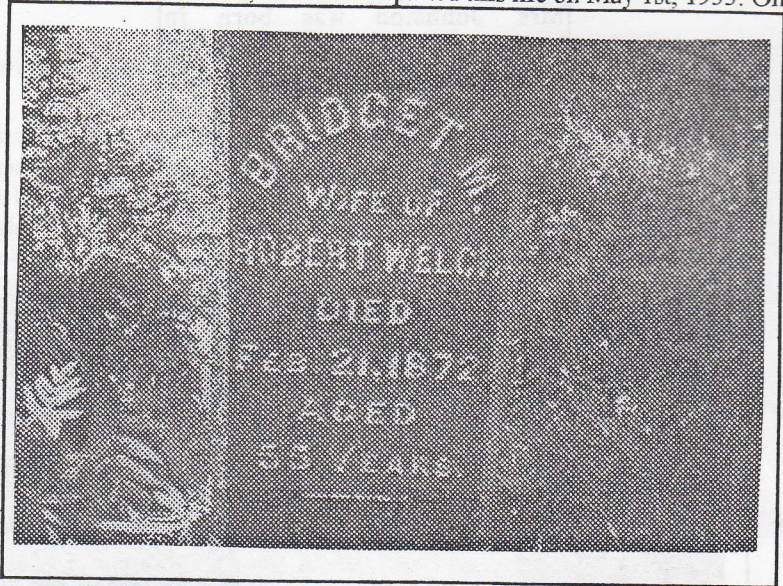


Robert Welch, who died in 1894, was a farmer who bought the "Brady Hotel" for his daughter Anna Brady. He is buried in the Catholic cemetery in Armiesburg, IN.

Ralph William Johnston - Bank Cashier

Ralph Johnston's obituary was in the Montezuma Enterprise May 4, 1933. He was a cashier of the First State Bank of Montezuma. The paper states, "R. William Johnston, son of J. E. and Laura, was born in Montezuma,

Indiana, November 27, 1886 and departed this life on May 1st, 1933. On



Bridget M. Welch, who died in 1872, was the wife of Robert Welch, owner of the "Brady Hotel." She is buried in the Catholic cemetery in Armysburg, IN.

August 21, 1914, he united in marriage with Hildegard Haspel, daughter of John and Thersa Haspel, of Greencastle, Indiana. To this union was born a daughter, Margaret Jane Johnston, who died in infancy." He is buried in Oakland Cemetery.

As we study the obituaries we see that the Johnston name here died out with Ralph. A possibility of the Johnston name being carried on would be with William W. who lived in Omaha, Nebraska, and was the brother of John Emmet. Though the name died out the James C. Johnston home still stands. Currently Ron Thomas lives in it and is very interested in its history.

George McCune - Doctor/Miller

Dr. McCune was also a well known doctor in Montezuma during the Wabash and Erie Canal days. He put out his shingle there in 1865. He served in the Civil War as a surgeon for the 14th Indiana, holding the rank of major. At Antietam he was detailed to take charge of General Hancock when wounded. Born February 12, 1835, he married Sarah Frink of Montezuma. His father was Alexander McCune who owned the Mecca Mills where George was raised. He died February 28, 1891 and is buried in Oakland Cemetery with an undated military headstone. The source of this information about his life is the Rockville Republican, February 25, 1891. Note: E. M. Benson first sold Lot # 28 for \$100. March 21, 1865 to J. Couchman and by Sheriffs auction Benson bought it back for \$100.

Arvilla Jane Mushett - Canal Boat Cook

The obituary of James Mushett's wife, Arvilla Jane, reads as follows:

Montezuma Enterprise

Thursday, April 20, 1916

Answers Call

Mrs. Arvilla Jane Mushett answered the last call, Wednesday morning, April 12, about four o'clock. She had been sick for some time and the end was expected. Funeral services were held at the residence, Thursday afternoon, Rev. E. T. Miles officiating. The remains were laid to rest at Oakland Cemetery. Mrs. Mushett had been a resident of Montezuma for many years and is about the last one

that was identified with the canal days here. She was a cook on one of the boats plying between Evansville and Toledo which made regular stops at Montezuma. After her marriage to the Captain of the boat, James Mushett, they went into a store at Armiesburg which they ran for several years. After leaving Armiesburg they moved to Montezuma, where she buried her husband in 1909, since which time she has lived alone in her residence in the south part of town.

Mrs. Mushett is buried in the same grave as her husband. Both names are inscribed on the same headstone. As I've found out, it wasn't unusual back then for bodies to be buried in the same grave. Two columns over from her obituary in the Montezuma Enterprise is a column entitled Real Estate Transfers. Arvilla Jane Mushett to Maude McLaughlin, lot in Montezuma, \$1.00. This transfer was done February 23, 1916 just before her death. Evidently she had no children or relatives. There is no connection between Mrs. Mushett and McLaughlin. A common sense solution, probably McLaughlin (never married) took care of Mrs. Mushett. McLaughlin also received Mushett's "other valuables" when Mrs. Mushett died. This was recorded in Parke County Deed Record Book 85, 23 February 1916: 181. This deed record gives us the lot number where Mr. and Mushett lived, Lot # 21. Lot # 21 is located on the south corner of Pine and Water streets. I could not find a deed record that places the spot where the Mushetts lived in Armiesburg, but proof of their living in Armiesburg exists and what they did while living there. This was found in the 1874 Parke County Atlas, Wabash Twp.: 41. subscribers lists: Mushett, James, Armiesburg, business: family grocer. Nativity Washington Co., N. Y. When came to Co., 1847.

James Mushett - Canal Boat Driver

James Mushett is mentioned by "Uncle Wyck as "The first man to drive

a canal-boat into Montezuma was James Mushett, who afterward settled there, and whose widow resides there yet." As written in my last article "Brady Hotel," Mushett is buried in the Oakland Cemetery on the bank of the canal. He died in 1909. No obituary exists on him.

Caleb M. Richards - Stage Coach Driver/Constable

What we do know about the Mushetts is that Arvilla met James, worked for him on his canal boat, they fell in love and married. What a courtship! Arvilla was born in 1833. An "old stage-coach, driven by genial Caleb Richards, even during the canal days" is given in the article. (This is the only name for a stage-coach driver in any written history of Parke County that is currently available). The only thing I could find on Richards is in deed abstracts and in a Montezuma Enterprise article of 30 November 1913 that he was Montezuma's Constable in 1850. The first recorded property of Richards' was on the southwest corner of Adams and Jefferson streets, Lot 157, Dec. 15, 1853. He sold it December 28, 1854. His wife's name was Mary Richards. His second property was purchased August 26, 1856 for \$550.00. It was located on the northwest corner of Madison street and Strawberry road next to the Old Montezuma Cemetery. This would have been a good location in those days for a stage-coach stop. It is on Lot #1. \$550.00 was a great deal of money to pay for a lot in those days and lets me presume that the coach business was already established

The following information was submitted by CSI member
Wanda Willis:

Indianapolis Journal, October 21, 1872

Matters About Town

A lot just West of the canal on West Washington Street was sold last week for \$250 per front foot.

Workmen are employed in fitting up the Bates House observatory, which was recently damaged by a horrendous fire.

The United Presbyterians of this city are building a \$10,000 church on the corner of East Street and Massachusetts Avenue.



This antique black coach built in 1820 has a legend that says it was used to transport President William McKinely's pallbearers. It was used as a town-to-town stage until 1887 when the metal-rimmed wheels were replaced with rubber tires and it was used by an Indianapolis transfer company to transport hotel guests to and from depots. Could this have been the coach driven by Caleb Richards?

when he bought it. Two of Richards' infant children are buried in the old Montezuma Cemetery. One died 10-23-1852, the other died in 1851; the stones are marked as daughters of C.M. and M. Richards. This cemetery where many prominent pioneers such as Governor Joseph A. Wright's wife are buried is vandalized a lot. Today the infant Richards' stones cannot be found.

Caleb fell into financial hardships somehow and lost his property by Sheriff's auction to Herman Hulman of Vigo Co. September 19, 1863 for the sum of \$300.00. The deed record wasn't recorded until September 17, 1904, Deed Book 73: 205. The Common Pleas Court Book 3: 286, May 1862 states Sam and John Aikman recovered by judgment of Court, action against C.M. Richards \$119.00 for his damages plus \$11.40. The Court put Caleb's real estate up for auction by Sheriff to pay his debts.

What happened to C.M. Richards? The 1870 Census doesn't list him nor

do death records of the cemeteries. Did he pack his bags and move away? In one of the Rockville library scrapbooks I ran across an undated newspaper picture and article titled "Antique Coach Found in Montezuma Barn." A man named LeRoy Crow (now deceased) who lived south of Lyford bought a coach that dated back to 1820 from Bill Vance of Montezuma. History says it was used as a town-to-town stage until 1887. Could this have been the same coach C. M. Richards drove? Can you envision old Caleb picking up or taking passengers to the Brady Hotel or Benson's Basin dry dock? Or his town-to-town stops to such places as "Mutton Jerk" just south of Armiesburg?

Jedidiah F. Stacey - Produce Dealer/Canal Repairman

Jedidiah F. Stacey 1870 Census: Produce Dealer age 54, born in New York. Stacey was born 1816 and died February 26, 1882. Married Clarinda Lynch. She died March 1, 1888. Mr. Stacey's obituary was short, "he leaves a widow and one child, Mrs. Benjamin F. Hudson (Mary)." They are buried in Lot # 27. Their tall monument is not too far from that of E.M. Benson.

The Parke County Atlas: 33 says, "Prior to that time (Civil War) tombstones were occasionally made by J. F. Stacey in Montezuma." Page 27 says, "J. F. Stacey began buying grain in Montezuma in 1854. He had a warehouse with a capacity of 19,000 bushels."

The Tribune Star 1941 article "Former Trading Post Gained Momentum at Early Date" says: "J. F. Stacey, grandfather of Mrs. Ada Cumberland (Ben. F. Hudson's daughter) who resides here. Mr. Stacey had charge of the aqueducts as well as of the repairing of the canal from Sugar Creek to Armiesburg.

J. Wyck VanLandingham - Ferryman

The Montezuma Reporter March 8, 1889 had this to say during the canal



John Wicklyffe VanLandingham, 1838-1914, operated the ferry across the Wabash River at Montezuma, IN. His reminiscences appeared in an article entitled "Old Times in Montezuma" in the Rockville Republican on April 21, 1914. (Photo by Charles Davis)

era. "Of course Montezuma, like everything else under the sun has changed with time. Twenty-five or thirty years ago this town was what was called a "hard hole," a tough place." Wyck VanLandingham was born in 1833. His father, Thomas died June 3, 1848, the year the canal opened in the area and is buried in the Old Montezuma Cemetery. Portrait and Biography of Montgomery, Parke and Fountain Counties: 303-304 gives this sketch:

"In 1849 Joseph Burns rented and managed a ferry boat over the Wabash river. Two years later he purchased it and operated it until 1892 when the river bridge was built. He married Caroline VanLandingham." Caroline was Wyck's sister. Wyck was the ferryman for the ferry.

In the Rockville Republican August 31, 1881 are the words: "Wyck VanLandingham, our worthy ferryman, saved the life of a little daughter of J. Rariden, who had by means, fallen into the river on Thursday last."

S septimus VanLandingham - Canal Warehouse Manager

Wyck's brother "Septimus managed the large warehouse for Col. E. M. Benson of Benson's Basin during the early years of the Wabash and Erie Canal. Then later he was engaged in the mercantile business." (Parke County Atlas: 27 and 117).



Septimus VanLandingham 1821-1906 was the clerk for E. M. Benson at Benson's Basin, a canal basin in Montezuma, IN.



F. B. Machledt, 1823-1876, was a carpenter on the Wabash & Erie Canal in Montezuma, IN.



The long talked of tunnel in the canal at the Maryland Street crossing, is now commencing and will be completed some time this season. Why not continue the tunnel up to Washington and from there to Market Street?
Matters About Town, Indianapolis Journal
October 30, 1872

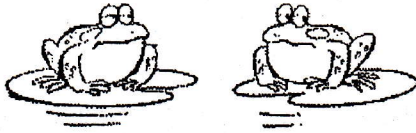
*OTHER PEOPLE**WITH**CANAL CONNECTIONS*

The 1870 Census provides the names of many people and businesses from the halcyon and winding down days of the Wabash and Erie Canal. These people came from all over the country:

Fred Wickens 50, Cooper born Ohio
 Thomas Griffith 54 minister, born Wales
 Mahlon Cook Engineer in Woolen Factory born Tennessee
 G. E. Wilson 35 dry goods merchant born Canada
 Noah Deer 47 Town Marshall born Kentucky
 Israel Armstrong 45 house carpenter born Kentucky
 A. B. Turner 31 shoemaker born Massachusetts
 Edward McCabe Teamster 45 born Ireland
 James Quinlen 24 Grocery Keeper born Ireland
 Thomas Miller 62, Doctor born England
 John Watkins 52 Blacksmith born Virginia
 Wm. McIntosh 46 Blacksmith born New York
 Sam Fleming 27 Blacksmith born Maryland
 W. C. Donaldson 67 Grocer born Kentucky,
 James Jacobs 49 Druggist born Ohio
 David L.A.Mont 49 Taylor (tailor) born Scotland
 Jacob Kuhn 70 Chairmaker born Virginia
 Thomas Russell 35 Hack Driver born Indiana
 John Obrist 45 Woolen factory born New Jersey
 L.M. Rickets 70 Machinist born Kentucky

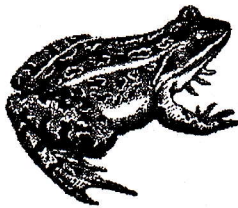
These people weren't multi-culturalists, they were just Americans trying to make a living. While it lasted, the Wabash and Erie Canal provided that living for them.





Editor's note:

In spite of the fine detective work done thus far by Tom Castaldi and others, there are still many unanswered questions about just how the flood gate recently uncovered actually worked. For instance: why was the gate 10 feet high since 5 feet of water would probably been considered a flood and the gate would have been opened? Even at a depth of only 5 feet, how was the gate opened against all that water pressure? Was the outlet wicket capable of releasing enough water to allow the water upstream of the gate to exit, thereby enabling the gate to go down? Tom stated in the June 1999 CSI Newsletter that the current understanding of the flood gate operation and drawings are both "works in process" and they are just waiting for someone to solve the puzzle of how it really worked.



CANAL SOCIETY OF INDIANA

Organized on May 22, 1982 as a not-for-profit corporation, the Canal Society of Indiana was established to bring together those who share a common interest in Indiana's historic canals. The Society helps focus attention on these early interstate waterways through a variety of programs. Its aim is to provide interpretation of the era, to preserve the bed and structural remains, and to support restoration of historic canal related sites.

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