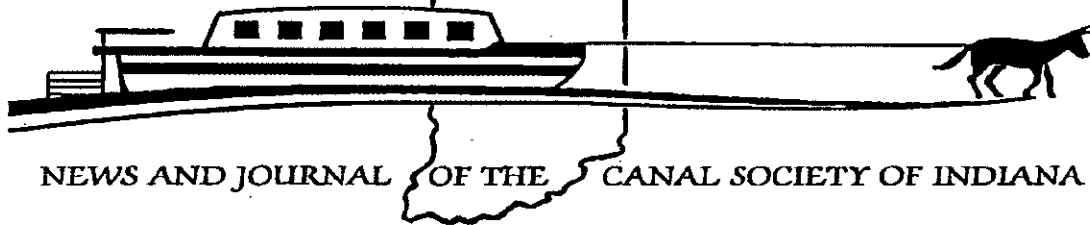


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## ONCE ABOARD THE "BLUE MOON"



Forty-five canawlers and friends cruised the Tennessee River at Chattanooga aboard the "Blue Moon" on CSI's fall tour.

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### **ABOARD THE BLUE MOON**

By Carolyn Schmidt

Canawlers arrived in Chattanooga, Tennessee on Thursday night to get a good night's rest and be ready for a six hour cruise aboard the "Blue Moon" on the Tennessee River on Friday morning, September 23. We boarded the boat at 8:30 a.m. and were greeted by Captain Dave Anderson and his crew of three. To our disappointment, he announced that the towboat "Bear Cat" had just arrived at the Chickamauga Lock, had to push through 10 barges one at a time, and would not be finished in time for us to go through the lock, which was 7½ miles away. We asked if we could go west

EDITOR: CAROLYN SCHMIDT

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through the Nickajack Lock. He said it was over 20 miles downstream and could not be reached in time to make the round trip.

Dave said that the Chickamauga Lock is still an old lock that will only accommodate 1 barge and tug at a time. It has a forty foot lift. Studies have been made and a cofferdam built for a new lock that will take out four of the dam's flood gates and be 110 x 600 feet. At this time the project is on hold for lack of funds. Meanwhile the concrete in the old lock is "growing," a term used when the concrete absorbs water and narrows the lock. The concrete is now 4 feet wider/12 feet longer than when poured. He said he'd take us as close to the Chickamauga Lock gates as possible.

As we arrived at the downstream gate of the lock we saw several barges tied to pilings waiting for the rest of the tow to be pushed through. Going closer we saw a small work boat near the side of the lock, red and green lights used to signal when the lock was ready, signs for the no wake zone, and the cofferdam. We could see the superstructure of the towboat in the lock. Dave said that 34,000 barges are moved on the river each year. Although tows are usually 3 barges wide and 5 barges long, at this lock they must be broken up, which means thousands of lockages a year.

The barges carry corn, wheat used locally in Little Debbie's, Moon Pies, and Crystal Hamburger Buns, scrap metal, salt from which chlorine is made, minerals, etc. We saw silos for Quaker Oats (closed) and Cargill.

The old Chickamauga Dam was basically built to

control flooding in Chattanooga. The greatest flood in recent years was in 1973. The second largest in 200 when the river's speed was 10-12 knots versus the normal 1½ knots, caused it to be closed to traffic. Dave said the Tennessee River is a wild river while the Ohio River is a more peaceful river. The Tennessee River is 625 miles long and about 25 feet deep where we were cruising. Our boat drew 3½ feet of water.

The Nickajack Dam was built to flood the gorge of the Tennessee River and make it navigable. It had an area of rotating water called the "suck" that swamped boats before the Tennessee Valley Authority built the dam.

After turning around at the lock we headed downstream to the gorge. Along the way we saw a deer, flocks of wild turkeys, turtles, bald eagles, osprey, heron, egrets, and many other species delighting our bird watchers. We also saw a blue heron rookery that once had 40 active nests. Dave explained that adult bald eagles have white heads while their young have dark heads. They should not be mistaken with buzzards or vultures, which are in the hawk family. He also said that there are catfish, paddlefish, crappie, bass, sturgeon, buffalo fish, carp, sun fish, etc. in the river. Fisherman along the banks were trying to catch them.

Captain Dave talked about the river, dams, wildlife, and sixty-six sacred Cherokee Indian sites. His crew set out a barbeque lunch with an assortment of cakes and brownies. Luckily we were eating our lunch inside when the rain really came down. After lunch some took a quick nap in the sunshine. (continued p. 21)

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# CANAWLERS AT REST

## HERMAN RUDOLPH SCHWEGMANN

b. May 27, 1821  
d. April 14, 1880

By Carolyn I. Schmidt

Herman Rudolph Schwegmann\* was born in Prussia in 1821 and lived in Hanoverstadt. He later immigrated to the United States. After the Wabash & Erie Canal had been opened from Lafayette, Indiana to the Indiana/Ohio state line, Herman located in Fort Wayne in 1840. He found employment as a cook on a canal "state boat." A state boat is a work boat that is maintained by the state. The boat was engaged in repairing the canal on the division from Dixon Lock [Dickey Lock at Roanoke, Indiana] to Peru, Indiana.

Oehmig Bird (3-19-1813, 1-21-1875), of Fort Wayne, was the engineer and paymaster on this division of the canal. Herman always spoke highly of Oehmig and how he discharged his duties to the state and to the laborers engaged in the public service with scrupulous fidelity. Later in 1847-48 Oehmig also held contracts for excavation of sections 18 and 163 south of Terre Haute, for Lock gates and mitre sills in section 163, and, along with Patrick Cummins, for excavation of section 69 south of Terre Haute.

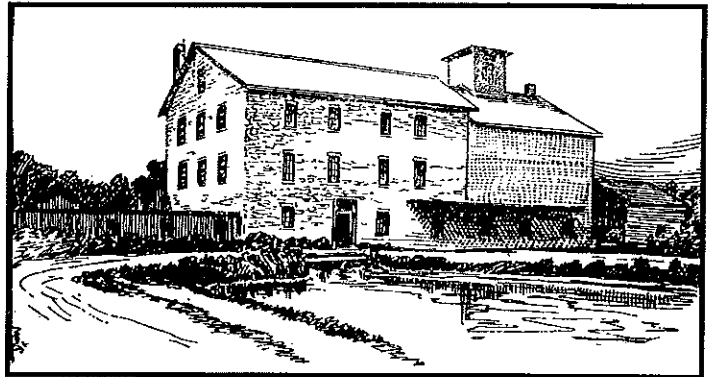
Herman attended the public school at Lagro while the canal was closed for the winter of 1840. He sawed wood and took on other labor to pay his board. When the winter was over he returned to his job aboard the canal boat.

On November 23, 1841 Herman returned to Fort Wayne and was engaged as a clerk for J. W. Townley & Co.. He remained in their employ until August, 1845.

\*At some time after arriving in the United States the family dropped the letter "n" from the end of their name and became Schwegman.

In 1846 Herman formed a partnership in a firm known as Hill, Wilson & Company. Their store was stocked with general merchandise and was located on Columbia Street. That year Christian Tresselt came to Fort Wayne and was employed by Hill, Wilson & Company for four years. This is where he became acquainted with Herman.

In 1848 Herman Schwegman became John Orff's new partner in a firm established as Orff and Schwegman. They sold general merchandise. Orff had previously been the junior partner in the firm of Chittenden & Orff. However, in 1847 Mr. Chittenden, the senior partner, had died in New Orleans after having been a sutler selling food and liquor to the soldiers in the Mexican War. Orff later ran the old stone mill, sometimes known as Edsall's Mill or Empire Mill, on the canal.



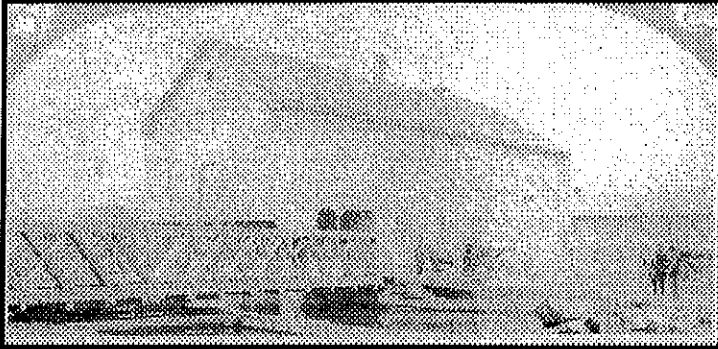
Orff's Mill  
With  
Mill's head race from the Wabash & Erie Canal

The U.S. Federal Census of 1850 showed Herman Schwegman, a merchant, living in the household of John and Hannah Orff. Herman was 27 years old and John was 29. Also living with them were their daughter Emily age 1, Elizabeth Orff age 59 and Henry Orff age 23, a clerk.

In 1850 Christian Tresselt left Hill, Wilson & Company and became a clerk in The City Mill. Following that he was a captain on a canal freight boat. In 1851-1854 he was a partner in the dry goods business with George Wilson

Sometime In 1852-53 Herman returned to Germany and attempted to induce his parents to immigrate to Fort Wayne, but they refused to leave their native land. While in Germany he married Matilda Siemon in Berlin. He brought Matilda and her sister, Elizabeth Siemon, back to Fort Wayne reaching there on April 19, 1853. That July the partnership of Orff and Schwegmann was dissolved. Herman purchased the interest of Orff. From July 1853 until 1869, Herman was a successful merchant.

Christian Tresselt met and fell in love with Elizabeth Siemon, Herman's wife's sister. Christian married Elizabeth in 1854 at Fort Wayne. In 1855 he became Herman R. Schwegman's partner for a year before returning to The City Mills.



The City Mills  
With  
Turn-bridge over the Wabash & Erie Canal on the left

Herman and Mathilda Schwegman had seven children:

- Emma L. b. circa 1854
- Adelia b. circa 1857 (also Adelhiet, Adela, Adelpha)
- Lydia b. 01-19-1859, d. 10-31-1895
- Clara A. b. 08-29-1860, d. 08-20-1941
- Paul R. b. 11-??-1862, d. 02-04-1917
- John F. b. circa 1865, d. 06-13-1943
- Gustave A. b. circa 1868, d. 01-19-1946

In 1855 Herman hired Claude F. Eme to work in his store. Much like Herman, Claude had previously spent two seasons working on a canal "state boat." He worked for Herman for 14 years. Then in January 1870 Claude went into partnership with Henry Rohs and Frederick Reinking in another dry goods business. That firm lasted until 1882.

The Census of 1860 showed Herman Schwegman, a dry goods merchant with real estate valued at \$5,000 and a personal estate valued at \$5,000. Living with him were his wife Matilda; his children Emma, Adelpha (Adelia) and Lydia; Rudolph Schwegman age 24; Theda Beth age 21; Caroline Auganor L. age 18; Lucy Huseman age 15; Wm B Walters age 45; Sphelia Walters age 30; the Walter's children Eliza, Mary, and Charles Walters; and Rosanera Peters age 14.

In 1866 Christian Tresselt worked with the Siemon Brothers, and in 1870 was a partner in the firm of Hoagland, Tresselt & Co., proprietors of The City Mills. The mills shipped their flour via canal boat. After Pliny Hoagland died, Christian became the owner of The City Mills in 1884. It then became known as C. Tresselt

& Sons.

The Census of 1870 showed Herman, a dry goods merchant, with real estate valued at \$10,000 and a personal estate of \$5,000. Living with him were his wife Matilda, and his children Emma, Adelhiet (Adelia), Lydia, Clara, Paul, John and Gustave.

Whether it was the loss of Claude Eme or for some other reason Herman began to have money problems in his dry goods business. For years he had believed those with whom he had done business in New York were his friends. He had paid his obligations as they matured. But as money became tight, he became embarrassed. Although his failure resulted partly from an untimely and injudicious crowding by his creditors to pay his bills, his own irregular business habits were what overtook and destroyed him. If he had judiciously carried out his business, he would not have encountered financial reverses.

In 1871 Herman withdrew from business. It was always his aim to deport himself honorably toward all with whom he had business transactions.

On July 6, 1876, Herman's oldest daughter, Emma, married August Senne. They were married in Allen County, Indiana. Emma died on May 31, 1918 in Martin County, Indiana.

Herman Rudolph Schwegmann died on April 15, 1880. He was buried in the 1834 Old Concordia Lutheran Cemetery in Fort Wayne located at 1146 Grant Avenue between Jefferson and Washington Streets. The north side of the tombstone marks the grave of Herman and the south side marks the grave of his wife, Mathilda.

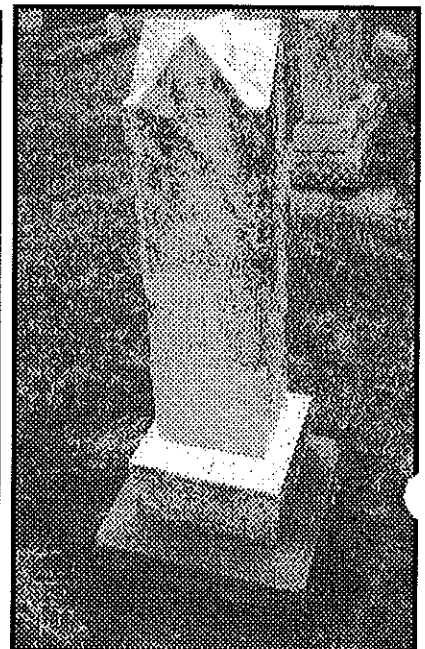
(north side)

**Herman Schwegman**  
geb. 27 May 1821  
gebt. 14 April 1880  
58 y, 3 m, 26 d

(south side)

**Mathilda Schwegman**  
geb. 9 Sept. 1823  
gebt. 21 Feb. 1900

Photo by Bob Schmidt



The *Fort Wayne News* of April 17, 1880 simply said that Rudolph Schwegman was buried yesterday. He was only 58 years old. His address was given as Clinton & Jefferson. At one time he had been the Fort Wayne commissioner of patents.

The 1880 Census showed Mathilda Schwegman being the head of the household with Adela (Adelia) age 22, Clara age 19, Paul age 17, John age 15, and Gustave age 12 living with her. The Fort Wayne City Directories from 1883-1899 show Mathilda, widow of Herman Rudolph Schwegman, residing at 35 E. Jefferson Street.

Adelia Schwegman was married to Henry L. W. Meyer. The wedding took place in Allen County, Indiana on May 17, 1882.

Mathilda Schwegman, born in Germany on September 9, 1823, died on February 21, 1900. She was 76 years old. She was buried in Old Concordia Lutheran Cemetery in Fort Wayne. Her son Paul then became the head of the household living with his sister, Clara; brothers, John and Gustave; and Sophia L. Klusman. After Paul died in 1917, Gustave became the head of the household with his brother, John, and sister, Clara, living with him.

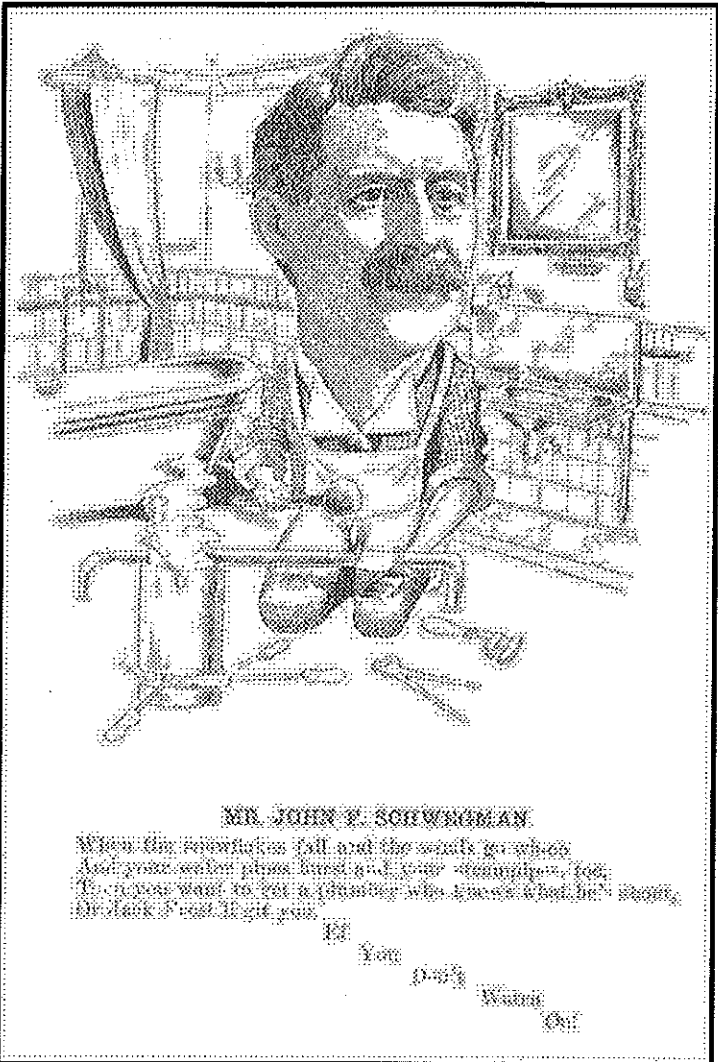
Clara and Lydia Schwegman never married. They are buried in the Old Concordia Lutheran Cemetery in Fort Wayne.

Herman and Mathilda's three youngest sons are buried in Section 8 Lot 58 of Lindenwood Cemetery in Fort Wayne:

Paul H. Schwegman died at the age of 54y, 2m, 14d. He was a travel agent with Root & Company.

Gustave A. Schwegman died at the age of 75y, 5m, 25d. He was a cashier at Old National Bank in Fort Wayne in 1905.

John F. Schwegman died at age 81y, 3m, 27d. He was a plumber as seen in this advertisement at the right:



MR. JOHN F. SCHWEGMAN

When the snowflakes fall and the winds go wh-oo  
 And your water pipes burst and your steampipes, too,  
 Then you want to get a plumber who knows what he's about,  
 Or Jack Frost'll git you,  
 Ef You Don't Watch Out.

**MR. JOHN F. SCHWEGMAN.**

When the snowflakes fall and the winds go wh-oo  
 And your water pipes burst and your steampipes, too,  
 Then you want to get a plumber who knows what he's about,  
 Or Jack Frost'll git you,  
 Ef You Don't Watch Out.

"The Sentinel" of Fort Wayne published a series of these cartoon advertisements in the newspaper and eventually printed the collection as *Men of Affairs in Fort Wayne*.

*Men of Affairs in Fort Wayne*. Ft. Wayne, IN: The Sentinel, 1907

"One of the Old Business Men of Fort Wayne - His Rise and Fall," *Fort Wayne Weekly Sentinel*. April 2, 1879.

U.S. Federal Census: 1850, 1860, 1870, 1880

*Valley of the Upper Maumee River*. Madison, WI: Brant & Fuller, 1889.



Sources:

*Fort Wayne City Directories*: 1883-1899.

*Fort Wayne News*. April 17, 1880.

Griswold, B. J. *The Pictorial History of Fort Wayne, Indiana*. Chicago, IL: Robert O. Law Company, 1917.

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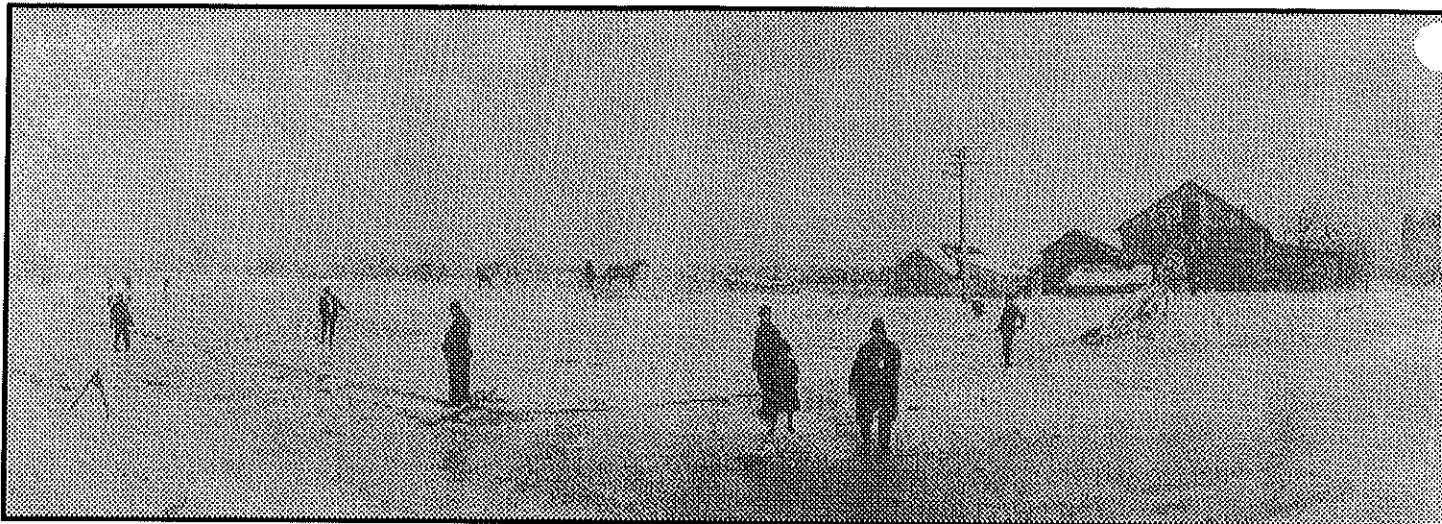


Photo of cutting ice on the canal is used courtesy of Wayne Bank and the Boyd family. The building on the right of the ice photo is the Cambridge City ice house. Note the ramp used to take ice up to the top door for storage.

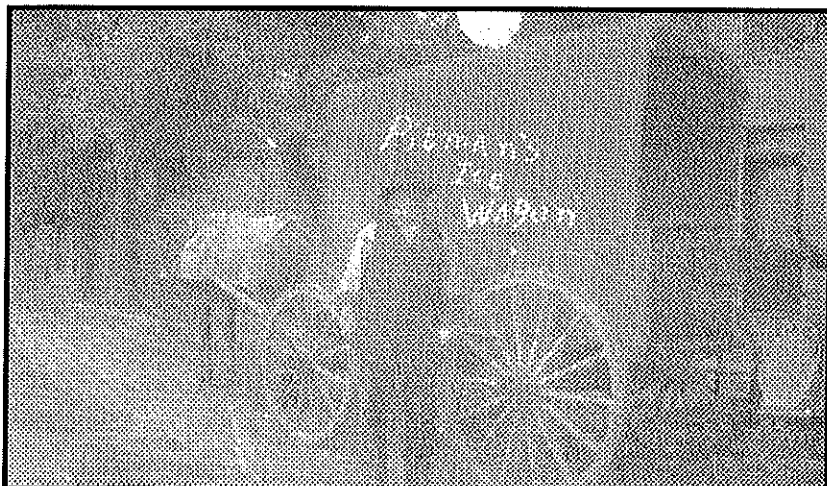
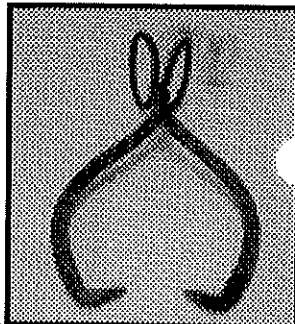


Photo of Lee Pitman courtesy of the Cambridge City Library History Room

Ice tongs were used to carry the ice into the homes of his customers. They were made of hand forged iron.



## REMEMBERING THE ICE MAN

By Jill King

This article appeared in the August 11, 2010 issue of *Western Wayne News* and is printed here with the permission of its author. When it speaks of the lower canal it is referring to the Whitewater Canal at Cambridge City, Indiana, from the National Road south. When it speaks of the upper canal it is referring to the Hagerstown extension that Hagerstown merchants funded to join the Whitewater Canal at Cambridge City and take canal boats up to Hagerstown.

"While every man has his wife, only the ice man has his pick." — *National Road Traveler*, June, 1956.

An article in the 1954 *National Road Traveler* described this job that is now obsolete — the job of the ice man: "...Natural ice was harvested in the dead of winter from thickly frozen stream and ponds [also canal ponds and basins]. It was stored in windowless, thick-walled ice houses, and packed in sawdust. The manufacture of artificial ice came along shortly and ice factories boomed. Many of us can remember the ice man who drove through our alleys and shouted, 'Ice, Ice today, Lady?' And those who believe in saving things may have some of the old ice cards, which were hung in win-

dows or on porch posts. From his high perch on the wagon he could see the sign, and with ice tongs clanking, he pulled from his wagon the required cake of ice. If the kitchen door inadvertently was locked, he would stomp his feet, and shout, 'ICE MAN!' Some housewives put newspapers down on kitchen and pantry floors when the ice man was expected. But even with all the nuisance of tracked up floors, it was an enviable convenience to have an ice box, and no longer needed to store butter and milk in the well-hole, hanging from strings, which sometimes broke or slipped off the nail."

The Cambridge City area's best-known ice man was Leonidas Lycurgas Pitman. The local newspaper referred to him as "Lee" but he was affectionately referred to as "Pa" by his friends. Born in Milton, Indiana, in 1834, Pitman was an ice man for fifty-three years.

Obviously well-liked in the community, the ice man received much free publicity in the pages of the local paper:

7-20-1871 "When you want to buy ice don't forget

that that sold by Lee Pitman is clear enough to make the lenses of an opera glass." lished April 1, 1926:

11-20-1871 "Lee Pitman hereby warns everybody not to throw stones, blocks, or anything else on the ice he intends cutting this winter, for it is a great injury to his saws, as well as being of other disadvantages to him."

6-24-1875 "Pitt, the ice man, goes early every morning on his icy round. His ice clear as crystal and delivered promptly, is a luxury too cheap to be slighted."

8-11-1877 "Ice delivered to your door for ½ cent per pound by Lee Pitman."

4-25-1878 "Lee Pitman, the ice man is prepared to furnish ice in large quantities this season, as well as in small lots. Orders for 500 pounds and upwards will receive prompt attention."

1-27-1881 "Lee Pitman fell on the ice this morning and received severe internal injuries."

8-6-1896 "Lee Pitman lost his canvas account book on Monday."

6-20-1901 "It is Lee Pitman's ice that will do you good." And on the same page, "It is Lee Pitman's ice you want during June weather."

3-12-1904 "Lee Pitman has 700 tons of ice to deal out to his Cambridge City customers this summer."

12-29-1904 "Lee Pitman put up many tons of ice last week off the upper canal. It was about 8 inches thick."

5-25-1904 "Lee Pitman has a new ice wagon that is as clean and pretty as his ice."

7-20-1905 "Better not lose any time establishing diplomatic relations with Lee Pitman, the ice man," and, "There never was better weather for picnics. It is just the time when Pitman's ice tastes best."

6-25-1908 "It takes Pitman's ice these torrid days to make life worth living."

3-17-1910 "Lee Pitman, the veteran ice man, has adopted the cash basis and says ice books must be paid cash in advance."

8-13-1914 "Pitman's ice counteracts August."

1-7-1915 "Lee Pitman put a cake of ice in front of the *Tribune* office Tuesday that was 13 inches thick and weighed 190 pounds; and it was all ice, too, taken off the upper canal." And later in the same issue, "When Lee Pitman finished filling his ice houses the last cutting was 11 inches thick."

2-1-1917 "Lee Pitman, 84, and the oldest active ice man in the State, had a light stroke of apoplexy last week, and for a time it was thought to result seriously, but he has since improved and bids fair to recover his health. A good rest and we believe Mr. Pitman will be able to mount the ice wagon again."

1-28-1918 "O. C. Rowe, the ice cream manufacturer, has purchased tools, good will, &c., of Lee Pitman and will cut ice on the upper canal this winter, where Mr. Pitman has had the possession the past fifty years."

"Dear Sir and Friend: Sitting close to a fire on this bleak winter day, a man in his seventieth year has just read of your recent injury and wishes to extend to you his heartfelt sympathy. More than a half century has passed since a young lad came to your office in Cambridge City, told you of his plight and asked to borrow one dollar that he might get to his home that night and relieve the anxiety he felt sure his mother would feel on account of his absence. I am that "Lad" and although many years and disappointments, many favors and rebuffs have been accorded me since then, I have never forgotten your confidence in this (to you) stranger. With best wishes for your early recovery, I remain, your friend. Lee Allison."

The ice man died April 21, 1926 at the age of 91 years, 7 months, and 11 days.

In an earlier *Hoosier Packet* we published the following mentions of Pitman. They were found in the *Cambridge City Tribune* by Phyllis Mattheis.

2-1913 "Lee Pitman has put up several hundred tons of ice off the upper canal. It runs in thickness from 6-8 inches."

3-1914 "Lee Pitman has put up about 500 tons of very good ice in his house. He has capacity at least 400 tons more."

12-1914 "Lee Pitman is cutting 8 inch ice off the upper canal. He has a large force of men at work and hopes to fill his house before the thaw comes."

1-1916 "Lee Pitman is taking 8 inch ice of the upper canal."

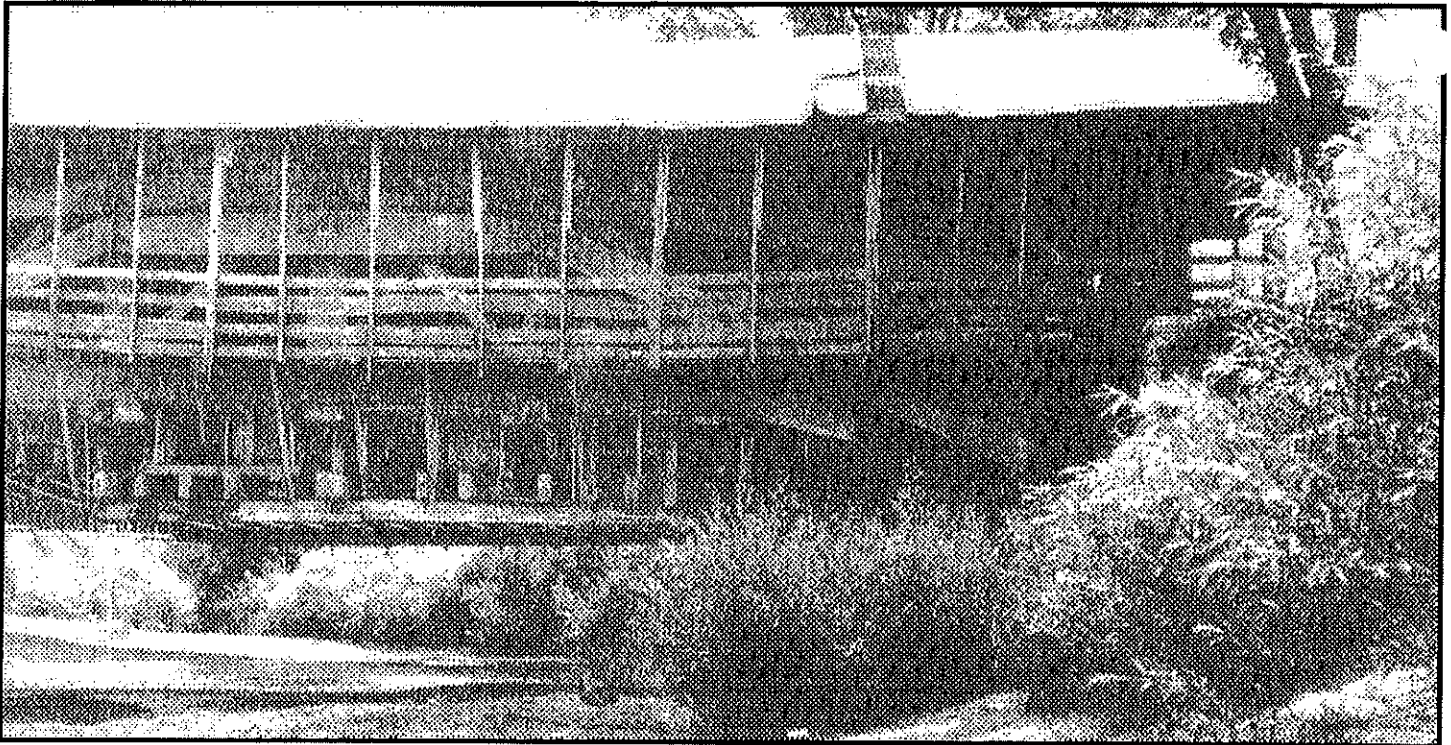
1-1918 "Acting upon the advice of the government, Lee Pitman is storing a vast quantity of 17 x 20 inch natural ice in his houses along the upper canal. The government is urgent in this matter and says that the unprecedented demand for ammonia by the army and navy indicates a shortage of this chemical so widely used in producing ice and in refrigerators."

10-1918 "Lee Pitman is retiring after 52 years in the ice business, unless the ice on the upper canal gets too thick and no one takes the job off his hands."

## METAMORA'S NEW B&B

Clayborn House B&B in the old Walker Brothers distillery warehouse in Metamora has opened for tourists. Its five bedrooms are plush, light and spacious. The house itself is tastefully decorated and the building overlooks Towpath Park and the Grist Mill. The price per night is in the \$100 range. During Metamora's Old Time Music Festival on Labor Day weekend and other special events rooms in Metamora are hard to find. This new venture appears to have a promising future.

A touching letter, received by Mr. Pitman, was passed along to the *Cambridge City Tribune* and pub-



Duck Creek Aqueduct as it appeared ca. 1935. The polygonal arch was added around 1865 and removed in 1948. Historic Photo

## PRESERVING THE WHITEWATER CANAL AND ITS HEADQUARTERS

By Bob Schmidt

Sometimes as we work to preserve canal remains and history, it is easy to become frustrated when more cannot be done at once and that we don't have more people interested in our work. Preservation can be a single event that receives funding to preserve a site and expand membership. However, historical preservation generally doesn't operate with a largess of funds or many individuals. It proceeds slowly along from generation to generation as seen in the Whitewater Canal.

The Whitewater Canal was originally built from 1836-47 and operated until the early 1860s. Later the right-of-way was used by the railroad, but the canal itself was still operated in the 1920s for power generation in Connersville. The Brookville and Metamora Hydraulic Company supplied water from the Laurel feeder dam to mills in Metamora and Brookville via the Whitewater Canal. Due to lack of maintenance by the company, the bottom dropped out of the Duck Creek Aqueduct in October 1939, stopping the flow of water to Brookville. Local citizens expressed their alarm in an article in the *Indiana Historical Bulletin* Vol. 16 No. 10 in October 1839 saying: "It is apparent that this unique relic of the old canal will before long entirely disappear if steps are not taken to preserve it as a public work. Its disappearance would be a loss to the public as well as to its owners. It is one of the chief attractions of Frank-

lin County and is visited by many people from other parts of Indiana as well as from other states." The article goes on to call for the county to take title of the canal with the hopes of eventually making the canal part of a state historical site like was done southwest of Toledo with the (Miami) Wabash and Erie Canal.

The local citizens took action to save the Whitewater Canal. A small group from Brookville laid pipes across the span of Duck Creek so that water continued to flow beyond Metamora. On May 11, 1941 a group of 70-80 interested citizens lead by Charles Wesler of Batesville and Cornelius O'Brien of Lawrenceburg toured the Whitewater Canal as well as the Cincinnati & Whitewater Canal from Cincinnati to Connersville.

Later that year on October 12<sup>th</sup> forty cars filled with one hundred twenty-five people from the Indiana Historical Society toured the Whitewater Valley. Some had picnic lunches but others ate at the Laurel restaurant. The tour concluded with a visit of the home of former congressman Finly Grey and his wife Alice, who lived in the old canal headquarters in Connersville. People came from as far as Florida, Arkansas and Texas to take this tour. After seeing all this interest in the canal the local citizens throughout the valley rallied to the cause of canal preservation and met in Connersville on October 21, 1941 to establish the Whitewater Canal Association of Indiana. Members of the executive committee included Finly Gray, Luther Feeger of Richmond, Cornelius O'Brien of Lawrenceburg and Mrs. Donald Teetor of Hagerstown, John Hillenbrand of Batesville and oth-



representing towns of eastern Indiana. Later in 1947 Eli Lilly became one of the directors of the association.

After several meetings on goals and objectives the Whitewater Canal Association was officially established on June 10, 1942 as a non-profit organization. In addition to preservation and restoration of the canal, the group sought to have the site made into a state park. There were few state parks in southeastern Indiana at the time, but the Indiana Department of Conservation wanted to acquire, without expenditure to the state, a large, unbroken area with a single natural entrance at which admission fees could be collected. In September of that year, the canal association faced another challenge. A break occurred in the Laurel feeder dam and temporary repairs were required.

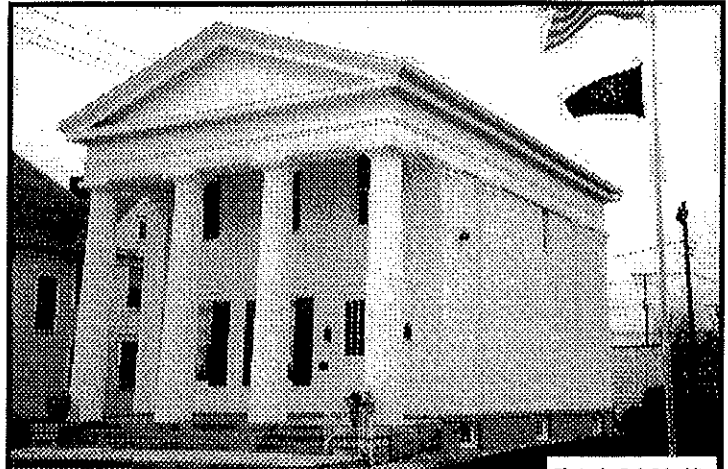
Indiana was also wanting to control flooding in the Whitewater valley. Studies were performed and one of the alternatives was to dam the west side of the Whitewater River, which would have destroyed the canal.

The push for a state park changed slightly in 1943 when the National Park Service donated 230 acres for the Versailles state park south of Metamora thus remedying the immediate need for a recreational park in southeastern Indiana. However, there was still a need for flood control.

Brookville, Indiana is the point where the east and west forks of the Whitewater River combine. The great flood of 1913, which destroyed canals in Ohio, almost wiped Brookville off the map. The state finally decided that the east branch of the Whitewater River should be developed for flood control. Eventually the Brookville Dam and reservoir were built and completed in 1974.

Later in 1943 the Indiana General Assembly authorized a study of the Whitewater Valley for the development of a state park. In December 1944 the Department of Conservation announced its plan for a Whitewater State Park on the east branch of the Whitewater south of Liberty. The plan also included the Whitewater Canal on the west branch. The park would include the canal from the Feeder Dam at Laurel to Brookville. At this point in 1945 the Canal Association, who had acquired ownership of the canal, transferred ownership of this part of the canal to the state. Also that year Governor Gates signed a bill for the restoration of the canal.

Although the Whitewater Canal is designated as a state historic site, it is associated with the Whitewater State Park. Money made from the park helps pay some of the canal's bills.



Photos by Bob Schmidt

## CANAL HOUSE

1842 Built as Headquarters of The Whitewater Valley Canal Co.

1854 Savings Bank of Indiana

Home of:

Dr. S. W. Vance 1857-1936  
Congressman and Mrs. Finly H. Gray 1936-1947

1947-1971 V. E. W. Post 571

1971-1975 Restored by Historic Connersville, Inc.

PROPERTY OF HOOSIER STATE SOCIETY  
NATIONAL SOCIETY OF HISTORIC BUILDINGS

By 1949 most of the structures on the canal within the site had been repaired and Milford E. Anness, state senator, Columbus attorney and Metamora native, got the Indiana legislature to provide \$10,000 for dredging the canal. Mr. Anness, a charter member of the Canal Society of Indiana, died in 1992.

The headquarters for the Whitewater Canal was built at Connersville in 1842. In 1854 it was sold to The Savings Bank of Indiana and then sold again in 1857 to Elisha Vance whose son turned the building into a private residence. It remained in the Vance family until 1936 when congressman and former Connersville mayor, Finly Gray and his wife, Alice, purchased the home, completed extensive restoration and furnished it with period antique furniture. As mentioned earlier Finly also was instrumental in saving the Whitewater Canal and was a member of the canal association. The Gray's loved the canal and the Whitewater Valley. Their only daughter died in 1940 at age 38. They donated 240 acres south of Connersville to the Indiana Audubon Society in her honor for the Mary Gray Bird Sanctuary.

Alice Gray died in 1943 and Finly died in 1947. All three are buried in the Connersville Dale Cemetery. Finly's will provided for an additional 600 acres to the bird sanctuary and gifted the Canal House to the Audu-

bon Society. Unable to justify the expense of the building the society sold it to VFW Glen Sample Post 571, which operated from it for several years.

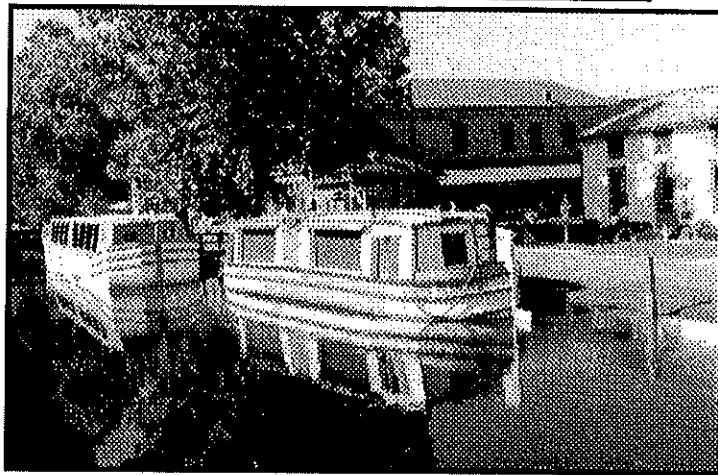
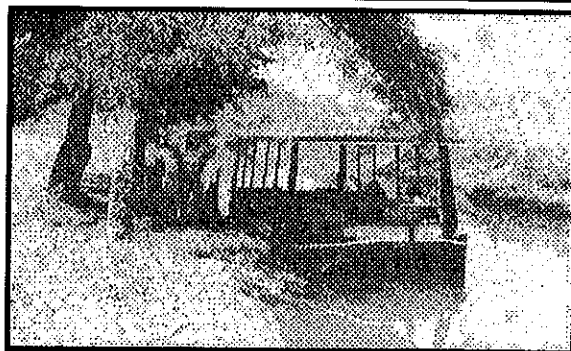
Historic Connersville, a historical preservation group, was organized in 1965 with the objective of acquiring the Canal House from the somewhat reluctant VFW. They launched a statewide effort to raise \$50,000 and successfully acquired it on May 22, 1971. Extensive restoration really didn't get underway until April 1976, when Robert K. Gray, Finly's nephew, retired and was able to lead the project to completion in 1978.

The Canal Society of Indiana had their initial tour of the Canal House in October 1982. Then twenty-seven members of the newly organized state canal society viewed the restored headquarters of the Whitewater Canal Company.

A section of the old Whitewater Canal was saved by local citizen action and turned over to the state. The site was maintained and improved during the 1950s, but there was no historical interpretation with a canal boat on the canal. The first attempt to actually get a boat on the water didn't occur until July 1964. A 30 passenger excursion boat with a gasoline engine took tourists from the Metamora Rest Park just east of Metamora on U.S. 52 up to and through the Millville lock. Although the boat locked through the Millville lock it did not proceed as far as the Duck Creek Aqueduct or into Metamora itself. There was a desire by many persons connected with the canal to provide a more realistic 19th century experience.

During the canal era the first canal boat from Lawrenceburg to reach Brookville in June 1839 was named the Ben Franklin. Although built on a much smaller scale than the original, a boat was built by Rainbow Construction of Geneva, Indiana in 1980. Rainbow Construction also built the hub for the waterwheel at Lock #25, built new gates for Lock #24, and repaired the Laurel Feeder Dam over the years. Rainbow's boat was launched at Metamora in April 1981 and christened the Ben Franklin II in honor of that first boat. This 44-ft-long boat was made of wood and lasted about as long as historic canal boats did. After 10 years this boat became water logged and rotten so it was replaced in 1990 with the Ben Franklin III, a 75-ft-long fiberglass canal boat. It was built in Pascagoula, Mississippi. This canal boat has lasted 20 years and is still in use at the site today. (see the CSI Newsletter April 2000).

After 1964 the original Whitewater Canal Association felt that their mission to save the canal had been accomplished and disbanded. Other groups have emerged to promote the Whitewater Valley.



Top: The "Valley View," a 30-passenger fiberglass boat was the first boat to operate on the section of the Whitewater Canal State Memorial. It was launched on July 16, 1964. Historic Photo  
Bottom: The Ben Franklin II in the foreground was replaced by the Ben Franklin III, which still operates on the canal in Metamora. Photo by Louise Larsen

In 1972 the Whitewater Railroad was formed as a not-for-profit group. The volunteer group operates a rail line on the old towpath. In 1983 they formally purchased the right-of-way they had been leasing from the Penn Central railroad. Today they operate weekend passenger service from Connersville to Metamora and a shuttle excursion service 2 miles below Metamora.



Whitewater Valley Railroad in Connersville, Indiana. Photo by Gene Paschka

Western Wayne Heritage was formed in 1986 to promote the canal and the history of Wayne County. In 1998 they undertook the preservation of the Vinton



Vinton House, old National Road and Whitewater Canal Inn in Cambridge City, Indiana. Photo by Bob Schmidt

House, a 36-room, three-story brick, stage and canal inn built in 1847-48 in Cambridge City.

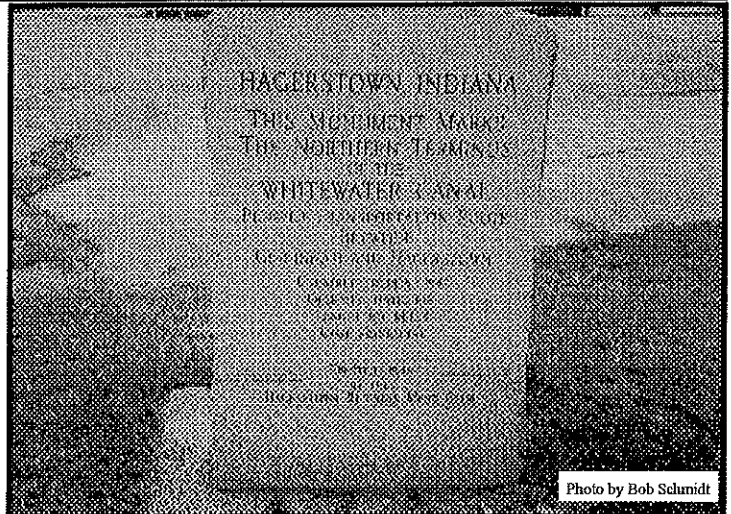
In 1991 the State of Indiana proposed developing an 8-mile-long crushed stone Whitewater Canal Trail from Metamora to Brookville through the cooperation of the Department of Natural Resources' Division of Outdoor Recreation and the Indiana State Museum and Historic Sites. A study was made and the developmental plan handed out. Some work was done and a dedication held on October 3, 1992 of about 2½ miles of trail. Unfortunately due to land acquisition and funding the trail was never completed.

In 2004 Whitewater Canal Trail Inc. was established to build a biking/hiking trail from Metamora to Brookville. This group has made great progress and continues today completing portions of the trail and sites along the way. This group has placed a marker at the beginning of the trail in Metamora commemorating the original members of the Whitewater Canal Association. The Canal Society of Indiana provided funding for it.

In 2008 Whitewater Canal Scenic Byways Inc. was formed. Its goal was to promote the Whitewater Valley by pulling together preservation efforts being carried through out the valley and to promote tourism.

As we review this history of canal preservation in the Whitewater valley, it is obvious that the work is both carried on from generation to generation and from the local to the state level. As one phase ends another one opens. Always a new group wants to learn more about Indiana's canal era and wants to do their part in preserving its history. Without this continuum our history would be lost to just some dusty pages in a book. Financial funds usually follow local enthusiasm. It is the CSI mission to stoke the fire of canal interest throughout the state.

**Thanks to all of you who continue to work endlessly to preserve canal history in your community.**



## WHITEWATER CANAL TERMINUS

Sitting beside a bridge over the western branch of the Whitewater River on the east side of Hagerstown, Indiana and on the south side of SR 38 is a marker for the northern terminus of the Whitewater Canal. Be on the lookout for it because it is easily missed.

This is not the typical Indiana State Format Marker, which usually points out historical treasures of the state. This handsome granite tablet was erected under the sponsorship of the Hagerstown Businessmen's Club and was dedicated with formal ceremonies on Wednesday June 5, 1846. Inscribed on the monument are the words:

### Hagerstown, Indiana

**This monument marks the northern terminus of the Whitewater Canal pioneer transportation route between Cincinnati and Hagerstown, constructed 1836-1847. Operated until 1861. Length 101 miles. Cost \$2,000,000. Erected 1946 by the Hagerstown Businessmen's Club.**

During the ceremony, "Lewis S. Bowman, of Indianapolis, formerly of Hagerstown, gave the dedicatory address in which he reviewed the history of the canal; Macy Nicholson, chairman of the club's memorial committee, unveiled the monument, presenting it to James M. Knapp, of Hagerstown, state personnel director, who accepted it on behalf of the state and the Whitewater Valley Canal Association. Members of the memorial committee included, in addition to Mr. Nicholson and Mr. Knapp, Edwin V. O'Neal, Frank M. Cory, and Howard M. Dirks, president of the club. John P. Goodwin, of Brookville, president of the Whitewater Valley Canal Association, was a guest."

*Indiana History Bulletin. Vol.23, No. 7, July 1946.*

**EVANSVILLE'S CHANNELS OF TRADE AND THE SECESSION MOVEMENT 1850-1865**

the coming of the first train which was scheduled to arrive at eleven o'clock. The engine was completely covered with flags. Judge Samuel Hall, president of the company and builder of the railroad, made a speech from the tender of the engine. Not one in a hundred of those present had ever seen a railroad engine before.

Darrell Bakken, CSI member from Bloomington, Indiana, donated a copy of Daniel W. Snepp's 1928 booklet "Evansville's Channels of Trade and The Secession Movement 1850-1865" to the CSI archives in 2002. Permission to reprint it at a later date was granted by Judith Q. McCullen, Assistant Editor of Indiana Historical Society Press, in late 2002. The eighth installment follows and is quoted in its entirety:

THE RAILROAD

In 1852 the company decided to extend the road to Vincennes, a distance of fifty-three miles from Evansville, and beyond that to Terre Haute and Crawfordsville. At Vincennes the Evansville and Illinois Railroad connected with the Ohio and Mississippi Railroad, a trunk line from Cincinnati to St. Louis. In December, 1854 trains were running between Terre Haute and Evansville, a distance of one hundred nine miles. At Terre Haute, the Evansville and Illinois Railroad joined with the Terre Haute and Indianapolis Railroad to the east and with the Terre Haute, Alton, and St. Louis Railroad to the west. By means of the Evansville and Illinois — the name of which had been changed to the Evansville and Crawfordsville Railroad — intersecting these great east and west trunk lines, Evansville was brought into direct communication with the North and East with a quite noticeable effect upon its commercial growth.

Shortly after the incorporation of Evansville as a city in 1847, its business men of vision saw that some means of transportation leading north was indispensable to the city's progress. The "Mammoth" internal improvement bill of 1836 had promised to furnish Evansville with canal connections with the Great Lakes and eastern cities, but the construction of this canal had progressed so slowly that Evansville's citizens grew impatient and started a movement for a railroad.

In April, 1860 the citizens of Evansville were asked to contribute \$10,000 of the \$20,000 needed to insure the extension of the Evansville and Crawfordsville Railroad to Attica where it would form a junction with the Toledo, Wabash, and Western Railroad. This system, when completed, would connect Evansville with the Great Lakes and eastern cities by a more efficient means of transportation than the Wabash and Erie Canal. This railroad would also tend to divert the southbound freight from St. Louis to Evansville. The project to extend the railroad to Attica at this time proved unsuccessful.

In March, 1849 the board of commissioners of Vanderburg(h) County ordered an election to determine whether or not the people of the county wished to subscribe \$100,000 worth of stock in the Evansville and Illinois Railroad, as it was then called. The vote stood six hundred twenty-four to two hundred eighty-eight in favor of purchasing the \$100,000 of stock in the enterprise. In June the county auditor bought five hundred shares, and fifteen hundred more shares were to be bought at a later date. The county treasury at this time was low so the treasurer had to negotiate a four months loan for \$1020.50 at the Evansville Branch Bank, the proceeds of which were to go for part payment on the five hundred shares of stock. This amounted to little more than two dollars per share down. The county raised the balance by issuing \$99,000 in six per cent, bonds during the month of December, 1849. The city of Evansville also subscribed \$100,000 of stock to the proposed railroad.

The Evansville and Crawfordsville Railroad were financially successful. Two passenger trains and as many freight trains as needed to handle the traffic were run daily. All trains made direct connection with the intersecting roads at Vincennes and Terre Haute. The service on the railroad was so superior to the Wabash and Erie Canal that business gradually shifted from the canal to the railroad. It is contended today by the great railroad corporations of our country that if one takes everything into account, he will find that the railroad is a more economical means of transportation than the canal.

On January 21, 1850 the charter of the Evansville and Illinois Railroad was amended to provide for the intersection of this railroad with the Ohio and Mississippi Railroad at Vincennes instead of at Olney.

Each successive year of the Evansville and Crawfordsville Railroad marked a gradual growth of trade with the North. The following figures will show the extent of tobacco shipments to Evansville over the railroad.

Grading and construction work began on the new road in 1850, three years before the Wabash and Erie Canal reached Evansville. The work progressed so rapidly that two years later trains were running between Evansville and Princeton. The story is told that a great throng of people assembled in Princeton to watch for

In 1857.....	200 hogsheads
1858.....	1,500 hogsheads

1859.....3,200 hogsheads  
 1860.....7,000 hogsheads  
 1867.....33,656 hogsheads

The increasing annual receipts of tobacco is a fair criterion whereby one may judge the growing importance of this railroad to the business of Evansville.

The importance of the Evansville and Crawfordsville Railroad, on the eve of the Civil War, in saving the "pocket" district of Indiana for the Union, is difficult to determine. Services on the lower Wabash and Erie Canal had declined until it could be used for shipments to local points only; markets to the South were entirely destroyed and traffic on the rivers was extremely hazardous. The only hope of trade at this time was with the North and East, and to these points the railroad furnished the means of transportation.

In the early fifties there was much agitation on the part of certain influential citizens of Evansville and Indianapolis for a direct railroad connecting the two cities. Out of this agitation, in 1854, there grew a company with Oliver H. Smith, of Indianapolis, president and Willard Carpenter, of Evansville, vice-president and general manager. Mr. Carpenter hoped by means of the "Straight Line" Railroad to connect Indianapolis with Evansville, which would be in turn connected with the South by means of the Henderson and Nashville Railroad, the tracks of which were at that time being laid in Kentucky. Work was soon started, and during the years 1855 and 1856 the grading was completed from Evansville to Washington, Indiana, a distance of fifty-five

miles, at a cost of \$475,000. The road bed was made ready for the rails. These were not available in the United States in those days; but were imported from England.

Mr. Carpenter sailed for England with his pockets filled with bonds, expecting no trouble in securing the necessary iron for the tracks. He made purchases at the Peabody Bank in London, but the negotiation fell through when pamphlets attacking the proposed railroad and its promoters came to the attention of the parties concerned. These had been circulated through the instrumentality of John Ingle, then president of the Evansville and Crawfordsville Railroad. Carpenter finally made a contract with Verse, Perkins & Col, "agreeing to pay to them \$12,000 of mortgage bonds per mile upon the roadbed; \$100,000 of real estate bonds and \$100,000 of Evansville city bonds which the city had subscribed but had not delivered. All except the city bonds he had with him." Opponents of the project, however, prevented the council from issuing and delivering the bonds. Carpenter's credit was shattered; he was unable to gain public confidence, and the principal result of the enterprise was the loss of money and land which had been subscribed, much of it by small property owners. There is every reason to think that if it could have been carried out on a sound basis it would have given Evansville communication with the region to the northeast, and possibly with the South, which would have accelerated its commercial growth.

*(To be continued in the next issue of The Hoosier Packet)*

## FEDERAL GRANT TO FUND WHITEWATER VALLEY SCENIC BYWAY PLAN

More than \$6.6 million in grants to fund an array of highway-related efforts in Indiana have been rewarded. This investment in infrastructure will create jobs and should improve the quality of life for Indiana residents as well as strengthen the state's economy.

Requests totaling nearly \$13 billion poured into the Federal Highway Administration (FHWA) from every state, Puerto Rico and Washington, D.C. in June. This was more than 30 times the funds available.

When the fiscal year budget was passed by Congress in April 2011, it directed that funds to support projects that maintain the nation's roads and bridges, improve roadway safety and make communities more livable be discretionary. Therefore, FHWA awarded these funds through a competitive process.

Indiana received funding for the following projects:

PROJECT	AWARD
Adding 80 new parking spaces at rest area on eastbound leg of I-70 interchange in Greenfield	\$2,761,403
Construction of bridge on Prairie Street over railroad with related road alignment in Elkhart	\$1,956,601
Construction of road, secondary access at I-94/US 421 interchange in LaPorte County	\$1,304,400
Training to help Indiana Department of Transportation prepare Disadvantaged Business Enterprise firms to compete for federal highway contracts	\$ 365,887
Rehabilitation of Bakers Camp Covered Bridge in Bainbridge	\$ 185,000
Development of a corridor management plan for the Whitewater Canal Scenic Byway in Wayne and Franklin Counties	\$ 50,500
Development of a corridor management plan for the River Road Scenic Byway in Tippecanoe County	\$ 50,367
<b>TOTAL</b>	<b>\$6,674,158</b>

(See page 19 for further information)

**FROM TIMES PAST**

*Fort Wayne Times & Press*  
August 8, 1846

Death of Mr. Vermilyea. The Board of Directors of the Fort Wayne Branch Bank had the following proceedings:

BRANCH BANK, FT. WAYNE, August 4th, 1846

At a meeting of the Directors of the Branch at Fort Wayne of the State Bank of Indiana, on Tuesday the 4th last, Mr. Bayless rose & states that he felt it to be a melancholy duty to notice the death of his neighbor and friend, Mr. JESSE VERMILYEA, who had held the responsible position of Director in this Bank without interruption since its first organization, and who departed this life on Saturday last. Mr. Bayless further remarked that the urbanity of manner, the gentlemanly deportment, and the efficiency of character that had ever marked the conduct of the deceased as a director of the Bank, and endeared him in the affections of every member of this Board; that as a citizen he was patriotic, liberal, intelligent and enterprising; as a neighbor, obliging, hospitable, kind; as a husband and father his worth could only be appreciated by those who had the happiness to sustain those relations to him; and that his general bearing and influence in society, and standing as a member of this Board, indicate to us the propriety of testifying to his worth as a citizen, and manifesting the estimation in which he was held by the members of this Board: he would therefore move the adoption of the following resolutions.

Resolved, That in the death of Mr. Vermilyea, this institution has lost an efficient, consistent and honorable member, and while we desire to submit without a murmur to the dispensation of an all wide and overruling Providence, we mourn the loss of our departed friend and brother.

Resolved, That a copy of these proceedings be forwarded to the widow and family of the deceased, with the assurance that we sincerely sympathize with them in their affliction.

SAM'L HANNA, Pres't

*Fort Wayne Times & Press*  
August 8, 1846

DIED — At his residence in Aboite, on Saturday last, Mr. JESSE VERMILYEA, aged about 40 years.

Mr. Vermilyea had been long a resident of this county, and was extensively known, and universally respected and beloved. His death was very sudden. On Friday, we understand, he was about his usual occupation, and observed that he felt remarkably well. That evening he was taken with a slight chill, but it excited no alarm, and but little attention, until about one o'clock on Saturday, when it was discovered that he was rap-

idly sinking. Messengers were then dispatched with all possible haste for medical aid, but before it arrived the vital spark had fled. So true is the sacred admonition, that "in the midst of life we are in death."

Mr. Vermilyea will long be embalmed in the kind remembrance of this community; for his amiable and excellent traits of character were familiar to all. It may be truly said that all were his friends — enemies, he had none.

*Fort Wayne Times & Press*  
August 15, 1846

TO TRAVELERS, The route between Buffalo and Cincinnati by Steamer and Canal Packet, is one of the best in respect to accommodations that can be found in the west. On the Lake a daily line of excellent Steamers, with officers who know their duty and perform it, plies between Toledo and Buffalo. These Steamers are the INDIANA, TROY, CHESAPEAKE, HARRISON, BUNKER HILL and GEN. WAYNE. Besides these is the noble Propeller Globe, which leaves Toledo every Monday and returns every Saturday.

On the Miami & Erie Canal, a daily line of Packets (Doyle and Dickey's) make trips with perfect regularity, and there are better Packets — No where.

This memorandum is made for the benefit of travelers who know too little of this route.

N. B. A tri-weekly line connects with Doyle & Dickey's at the Junction, and plies regularly between the Junction and Lafayette. — Toledo Blade.

We take much pleasure in adding our testimony in favor of the excellent accommodations furnished by the "Red Bird Line," that connects with Doyle and Dickey's at the Junction, and plies tri-weekly between that point and LaFayette. The Boats are of the first order, and make the trips with great regularity, affording facilities to the traveling public that are invaluable. The enterprise should be liberally sustained.

*Fort Wayne Times & Press*  
August 15, 1846

Drowned. — On Tuesday evening last, Stephen Caspar, one of the waiters on board the packet boat Albion, was drowned in the canal near Fairport [in east Allen county, Indiana]. It appeared in evidence before the coroner, that he was sleeping on the deck, and on being suddenly aroused, got up partially awake and walked overboard. The boat was immediately stopped, but the unfortunate man was drowned before assistance could be rendered. His body was soon after recovered; but the vital spark had fled. — *Sentinel*

*Fort Wayne Times & Press*  
August 15, 1846

St. Mary's Feeder. — The Legislature at its last session, passed an act directing a survey for an additional Feeder of the summit level of the Wabash and Erie

Canal, and also for one to be introduced below Logansport. Capt. Cleveland, an experienced Engineer from Ohio, was appointed to this service. — He has just completed the survey of the St. Mary's Feeder, extending from Muldoon's Mill to this city. The distance is twelve miles, and the route favorable.

The necessity for an additional supply of water on this level, was early foreseen, and the plan originally contemplated for procuring it, was by means of a reservoir on the Aboite. The St. Mary's was not formerly taken into consideration as a source of an additional supply, for the reason that during the summer and fall, when the supply was needed, that stream was usually very low, & unable to afford it. Since the construction of the Great Reservoir, however, near the town of St. Mary's, on the head waters of this river, from the leakage of that great artificial basin or from some other cause, the St. Mary's has, become more durable, affording a good supply of water through the season. A Feeder from this stream has, therefore, been suggested as a substitute for the Aboite reservoir. — Whether the increased quantity of water now afforded by the St. Mary's can be relied upon, or whether it is liable to be cut off by the action of Ohio, we are not informed; this will, of course, be satisfactorily ascertained before the work is commenced. As the Ohio portion of the W. & E. canal, extending from the State line to the Junction, is dependent upon this summit for a supply of water, there is little doubt but an arrangement might be effected with Ohio, by which its continuance would be secured; and if this could not be done, we are informed that the location for a reservoir upon the St. Mary's is quite as favorable as that upon the Aboite. Besides this, the inhabitants in the vicinity of the former are very anxious to have the Feeder, so much so that they are willing, we learn, to take the reservoir with it if necessary; while those on the Aboite are very hostile to the projected improvement being located in their neighborhood.

A navigable Feeder extending from this town to Muldoon's Mill would be a great convenience to the enterprising citizens in that vicinity, and also to those in a considerable part of Adams county. It would be a great injury to the valuable mill privileges of Mr. Browning and Mr. Fairfield, for which compensation would have to be made, but that would be a trifle when compared with the benefits that might be expected to flow from the work. This Feeder, when constructed, will probably empty into the basin west of Ewing's warehouse.

That some measures should be immediately adopted to procure an additional supply of water on this summit, seems manifest to all who have paid any attention to the subject. — It is the invariable law of all streams that they fail sooner as the regions of country which they respectively drain become cleaned up, and the thousands of little channels and rills from which they are fed, are cleared of the obstructions which originally restrained the free egress of the water. The fluctuations

from high water to low become greater and more sudden, as the facilities for the water to drain off quickly are increased. This fact is more particularly observable in level countries, like our own, than in hilly or mountainous ones; it has been very remarkable in Ohio and Western New York. In both, multitudes of mill seats and other water privileges, that were valuable in the early settlement of those countries, have become comparatively worthless from the cause we have alluded to. It is a well known fact that the St. Jo. has been gradually falling from year to year, and that it is not the same stream that it was when the canal was constructed. Hence the inadequacy of water, and the necessity for a supply from some other source.

Every available drop of water has, for a long time, been turned into the canal; while for the last two weeks, it has been too low for the passage of heavily loaded boats, and yet, during that time no water has been drawn off by the mills, and only five or six boats per day have passed. When the fall business commences we hardly know how navigation will be maintained at all. The best remedy, whatever it may be should be resorted to, and that speedily — the purpose of these remarks being to call public attention to the subject. — Last summer, it will be recollected, as well as this, there was much complaint from the Boat interest, and it was that which led to the survey of the new Feeder.

*Fort Wayne Times & Press*  
August 15, 1846

To Contractors — A notice from the Superintendent of the W. & E. Canal for the reception of proposals for the rebuilding of several locks, in the vicinity of Huntington, will be found in our paper to-day. It is a job worthy the attention of contractors. We may be under a mistaken impression, but it does appear to us that if these locks were let separately, instead of all in one contract, it would be better policy. It would, at all events, give contractors of small means, who are equally worthy and capable, a chance as well as the wealthy capitalist.

*Fort Wayne Times & Press*  
August 22, 1846

Valuable Mills for Sale. The valuable Mill property belonging to Fairfield & Freeman, 4½ miles south of town. This property consists of a flouring Mill with three run of stones in good order, a first rate new saw mill with a house attached to it to make shingles, lath and other machinery; also a dwelling house, stables, a house for country customers and every convenience; and about nine acres of land, and another privilege on the east side of the river. This stream affords plenty of water at any season of the year; and its location makes it the best mill property in the west. As Mr. Freeman's health is too poor for him to attend to the business and

it not being convenient for me to do so, it will be sold very low; the terms of payment will be made easy, as I am not in want of much cash, and should like to keep a few "shot in the locker." Persons wishing to purchase please call on the subscriber. ASA FAIRFIELD

*Fort Wayne Times & Press*  
August 29, 1846

NOTICE TO CONTRACTORS. SEALED PROPOSALS will be received at the Canal Land Office in Peru on Friday the 25th day of September next, for removing Locks No. 2, 3, 5, 6, 7 and 8 on the Wabash and Erie Canal west of Fort Wayne, and substituting cut stone Locks in their stead — Lock No. 2 is the upper lock in the town of Huntington, and Lock No. 8 is situated about five miles west. [This was using the lock numbering system from the summit at Fort Wayne. When using the numbering system from the IN/OH state line, the lock numbers would be 5, 6, 8, 9, 10 and 11. Lock 2 would be Lock 5 Tipton's Lock, Lock 8 would be Lock 11 Cheesbro's Lock. Lock No. 4 or 7 was built on the combined stone plan and didn't need to be replaced.] The stone for the new Locks may be procured at the Salamonie or the Georgetown quarries, or at the quarry on the land of the undersigned, and must be purchased by the Contractor. Three of the said new Locks (to be designated hereafter by the proper officer) must be completed by the 20th of April 1848, and the other three by the 20th of April 1849. The work now to be let will all be embraced in one contract, and let to one individual or company.

Plans and specifications will be exhibited at Peru a day or two previous to the letting, and all necessary information given. [This project was never done.]  
S. FISHER.

*Fort Wayne Times & Press*  
September 5, 1846

Notice to Contractors. SEALED proposals will be received at Northport, Noble county, on Friday the 11th day of September next until 3 o'clock P.M., for the completion of the Northport feeder dam, in pursuance of a law of last winter on the subject.

An estimate of the amount of the different kinds of work to be done, will be exhibited at the time and place of letting. The undersigned will be in attendance to give any explanations that may be required. Payment will be made in Canal land Scrip, usually denominated "White Dog."

It is expected that the State will, prior to the day of letting, obtain ground on which to use the water power — should this not be the case, the contract will not be awarded until ground is obtained. Bids must be so low as to bring the aggregate cost of the work within the appropriation otherwise it cannot be let. S. FISHER, Gen. Sup't W. & E. Canal

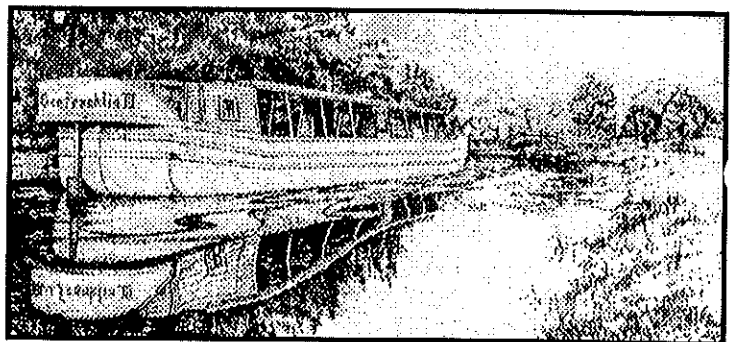
*Fort Wayne Times & Press*  
September 5, 1846

A Crash. — On Sunday last, as a large drove of Cattle was crossing the Goshen Road canal bridge in this city, when about one third of the drove was over and the bridge crowded full, it broke down, precipitating twenty or thirty head of cattle into the canal below, amid the falling timbers, plank, &c. Singular as it may seem, only one of the cattle appeared to be hurt, and that one not badly. It is, perhaps, well that the bridge fell, for it was old and rotten, never having been renewed since its first construction at the opening of the canal. We see as yet no step taken for its rebuilding, and, we learn, there is some doubt whether it belongs to the city, county, or state to do it. It should be attended to by some one, and that without delay.

While rebuilding this bridge; the Common Council will, of course, see that the South abutment is removed further from the canal, out of Canal street, so as to afford an unobstructed passage from Jones' building to Nichols' warehouse. To effect this, it will be necessary to remove the unsightly shell known as "Work's Old Warehouse," which should have been done long ago, as it is all kinds of a nuisance, and no use to any one.

*Fort Wayne Times & Press*  
September 12, 1846

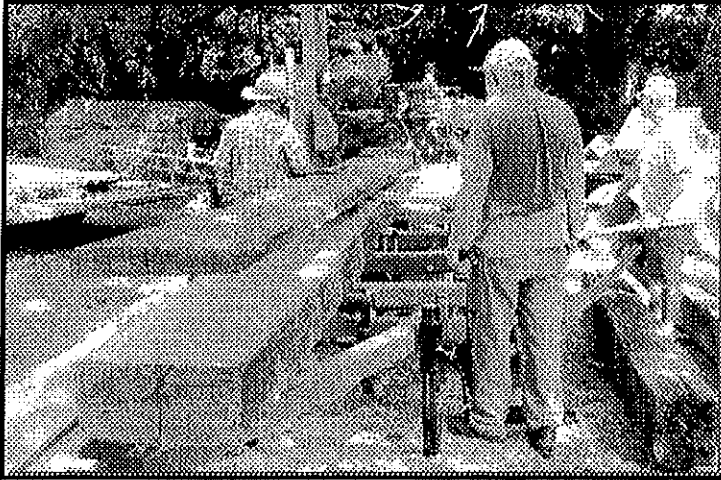
WABASH AND ERIE CANAL. — The *Toledo Blade* says the business of this noble channel is augmenting so fast that fears are entertained of deficiency of water on the Fort Wayne level. Some inconvenience has already been felt from this course — not enough to obstruct navigation, but the level has not been kept quite up to the mark so as to render the navigation as easy as is desirable. The *Blade* does well in urging upon the authorities of Ohio and Indiana prompt attention to this matter. The supply of water ought to be put beyond any probable contingency. The Wabash and Erie Canal, with proper care, will become one of the most important channels of inland commerce in the country, and it is very desirable, not only for the convenience of commerce, but the interests of the States directly concerned, that the Canal be placed and kept in such a condition as to invite to the trade of one of the greatest and most fertile valleys of the West. — *Buff. Com. Adv.*



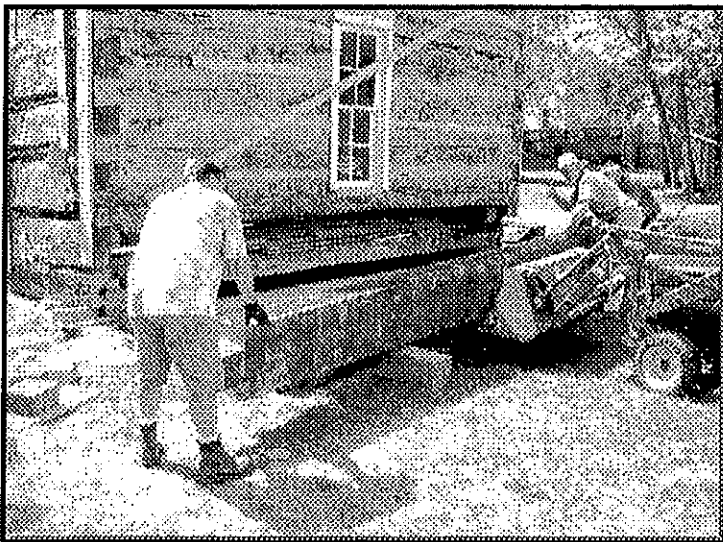


## NEWS FROM DELPHI

### VOLUNTEERS MAKE WORK PLAY



Volunteer sawyer Rollin Graybill peels off a slab from one of the old Gronauer Lock timbers from New Haven, Indiana. A massive amount of timbers were being stored in a warehouse and one semi load was given to us by the New Haven Area Heritage Association. The top thinner slab will become bench material for inside the Fouts Way Station while the thicker piece will be used in log replacement during cabin restoration.

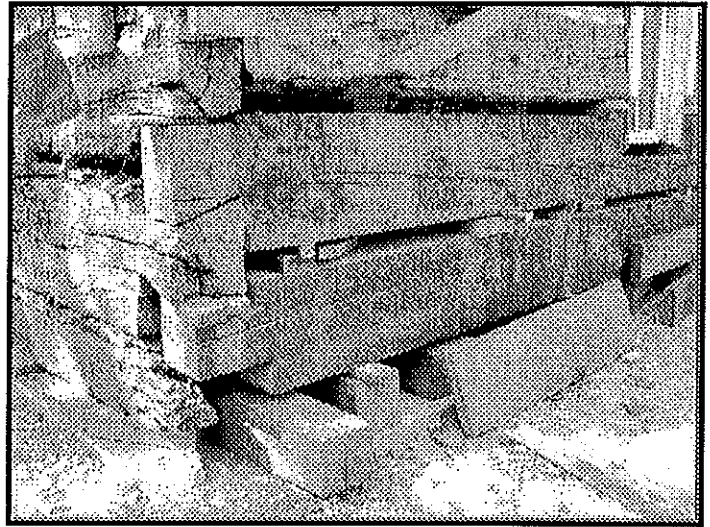


Volunteers placed a sill log in the end of the Fouts Way Station during restoration. All four sill logs were the most in need for removal. These old lock timbers were perfect for meeting this need.

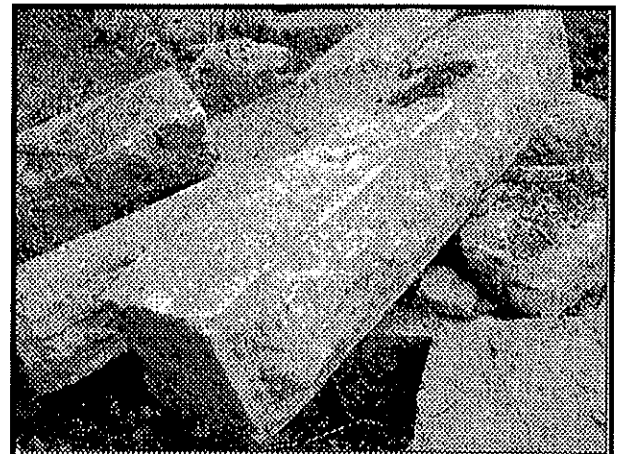
Clay Sledd chipped away at the sawed side of an old timber to make it look more like an adz had been

used. That side will be on the inside of the log house.

In the restoration process replacement logs are being inserted. One by one replacement timbers are placed from the bottom up as the corners are jacked apart to relieve the resting tension. One at a time the bad logs are replaced all around the four sides.



With two semi loads and two days work we were able to transport these canal era stones from the Forks of the Wabash site near Huntington. They had been in the nearby Clear Creek Floodgate that was removed during construction of the Hoosier Heartland Highway a decade ago. Thanks to them for making possible a future restoration of an interactive lock exhibit along the VanScoy Towpath Trail.





Judy O'Bannon brought Gary Harrison and the WFYI film crew to Canal Park to film activity of the M-W-F volunteer crew. This will become part of her Rural Preservation program to be aired sometime in the future on PBS.

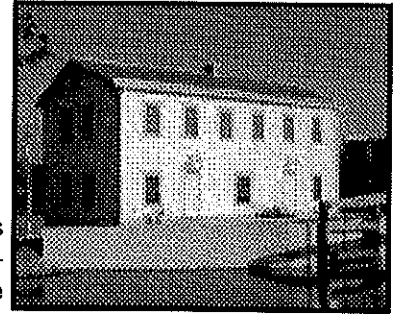


Ed Gruber arranged for his son to take the WFYI photographer up to view the canal from the air.



The Bill Fouts family came to inspect our ongoing restoration work. Bill spearheaded the challenge to get the structure moved from France Park to Canal Park. Originally the Noah Fouts house had been in Deer Creek Township, Cass County. Now it is in Deer Creek Township, Carroll County.

## LOCKKEEPER'S HOUSE SITE OF CANAL PROGRAMS



The Lockkeeper's House Canal Visitors Center on the Miami & Erie Canal in New Bremen, Ohio, was the site for a series of three programs in September and October. The programs were sponsored by the Heritage Trails Park District and the Southwest Auglaize County Chamber of Commerce. They were held on 3<sup>rd</sup> Tuesdays from 7-8:30 p.m. and were free to the public.

The first program on September 20, 2011, was entitled "The Miami and Erie Canal: Past, Present and Future" and was presented by Neal Brady, director of the Miami and Erie Canal Corridor Association (MECCA). He took participants on a journey through time along the canal, which cuts through Auglaize County for 26 miles and is still very much in use today.

Traveling at 4 miles per hour was a wonder of transportation back in the 1840s. In the early years of Ohio statehood, the Miami and Erie Canal brought economic development to this region by opening the wilderness to modern travel.

The Lockkeeper's House is a great place to learn about the past importance of the canal and enjoy it in the present. There are artifacts from the canal as well as pictures from that era on display. Located adjacent to Lock One North, which has been restored to its 1910 appearance with a concrete water control structure and wooden lock gates matching the original gates to reflect the historical workings of the lock, you can imagine the lockkeeper rushing from his home to raise/lower the water in the lock so that the canal boat could continue on its way with goods or passengers.

Seen under construction on CSI's "Pilgrimage to MECCA" tour in 2009, the building is located at Lock One North on 22 S. Water Street. It was built in the footprint and image of the original Lockkeeper's house, which stood on that spot for more than a century. It opened in June of 2010.

## FROGAPOLOOZA

On Friday, September 9, 2011 from 6-9 p.m. members of the Little River Wetlands\* Project in Fort Wayne, Indiana mingled fun and serious fundraising in one "un-frog-gettable" evening —Frogapoloosa. For this fun event with a wetland wildlife theme, everyone was invited to wear something green (business casual dress) to celebrate LRWP's greening up of the local environment.

Guests arriving at 6:00 p.m. enjoyed a silent auction and cash bar followed by dinner, a live auction, and program. Tickets were \$100 per person, \$800 per table for eight.

\*These wetlands are adjacent to Eagle Marsh and the new Towpath Trail of the Wabash & Erie Canal on the west side of Fort Wayne.

## CENTRAL CANAL REGATTA

The third annual IUPUI Regatta was held on September 24, 2011. The Regatta, a half-mile canoe race on the downtown Central Canal in Indianapolis boasts local bands and artists, a family fun area and local food vendors. Kicking off at Fairbanks Hall, 96 teams of up to eight IUPUI students, faculty, staff and alumni journeyed down to the USS Indianapolis basin and back. The event was free and there were lots of fans cheering on their teams.



CSI has received memorials in honor of

Nate Tagmeyer

from

Thomas & Marsha Dawkins  
Hearthstone Ensemble  
Daniel & Bernice Tagmeyer  
Lea Woodrum

This money will be used for canal projects throughout Indiana. It will help us fulfill our mission of "Interpretation, Preservation & Restoration" by partnering with local groups and funding portions of their projects. Thank you.

## WHITewater CANAL BYWAY ASSOCIATION AWARDED \$60,000 GRANT

The Whitewater Canal Byway Association has been awarded a \$60,000 grant from the National Scenic Byway Program to establish a Whitewater Canal Scenic Byway Corridor Management Plan. In a press release, WCBA President Candy Yurcak said, "There are several objectives this grant will help us pursue," including developing an interactive map and pursuing the objectives arrived at during a Whitewater Valley Regional Conference in Connersville in 2009.

The interactive map will allow visitors and locals to identify any recreational or historical activity in the Valley. For example: one of a couple who visits the Valley might want to golf and the other might want to shop for antiques. The Map will allow them to find a location that has both. There will also be a complete listing of B&Bs and hotels available.

Pursuing the 2009 conference's findings is important because many ideas were developed over the day-long session, but, due to lack of funding, they had to be shelved. "This grant will allow us to reinvigorate those participants and give them a way to get back and be involved with the Whitewater Canal Scenic Byway again," Candy said.

Other key points of the corridor management plan include developing a phased management plan as well as an asset management plan. The grant will also fund a preservation protection plan and allow the association to conduct community outreach meetings to stimulate public interest in the Byway. Several of the technical requirements required by the grantors are already completed.

The association applied for the grant on May 27, 2011 and the State gave it a #1 priority level, which showed how important the Byway Association's mission is to Indiana. This top priority helped the National Scenic Byway Program's decision to award the grant. This is federal money that requires a twenty percent local match, which the organization has already covered.

Because it is federal money, a Local Public Agency (LPA) is needed to be the Grant Administrator. After a Tuesday morning meeting with the Dearborn County Commissioners, Dearborn County agreed to serve as the LPA. During the meeting the Commissioners commended the Whitewater Canal Byway Association for its efforts and offered assistance to the WCBA if needed.

When the Whitewater Canal Scenic Byway Corridor Management Plan is complete, it will make it possible for the WCBA to apply for either national designation of the Whitewater Canal Scenic Byway or for designation as an National Heritage Area.

(Note press releases don't agree. Page 13 says \$50,500)

## GRAND OPENING OF FORT WAYNE'S TOWPATH TRAIL

On September 29, 2011 from 4:30 to 6:30 p.m. citizens gathered at the new pavilion on Engle Road for the grand opening of the initial four phases of the Wabash & Erie Canal Towpath Trail and a beautiful new two-acre trailhead. Fort Wayne Trails, Inc., which was created in January 2011 by combining several existing trail organizations, set up a gala celebration with Mayor Tom Henry, Commissioner Linda Bloom, Senator David Long and many others speaking at the event.

Towpath Trail spans several miles between the Lutheran Hospital campus and downtown Fort Wayne, weaving through beautiful neighborhoods, scenic marshlands and areas of commerce. With its completion, 50 miles (of a total of 66 miles) of Fort Wayne Trails are now continuously connected.

The new trailhead at Engle Road features a map, kiosk, special commemorative sculptures and educational signage about the trails and neighboring Eagle Marsh. Other temporary signs (factoids) were placed along the trail for the event.

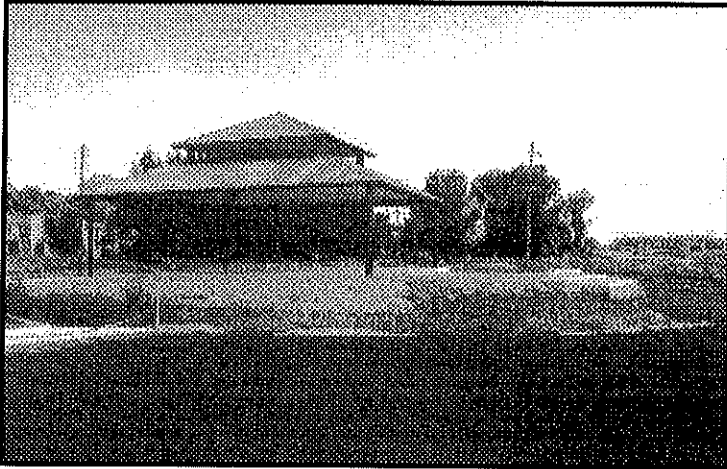
Live music was provided by Classic Voice. Casa Ristorante furnished free food and drink in a food tent. A few bicycles were ridden-in from downtown and from the southwest arriving in time for the ribbon cutting ceremony. More cyclists probably would have come except a storm was forecast. And storm it did — right at the time of the ceremony. Rain poured down, the wind blew, and small exhibit tents went flying.

CSI president, Bob Schmidt, displayed Nate Tagmeyer's hand carved canal boat and passed out CSI brochures prior to the ribbon cutting ceremony. His exhibit was near a tent that displayed an interurban replica. He had to help hold that tent down.

Almost everyone fled for shelter. The planned wetland and trail tours to be led by Fort Wayne Trails and the Little River Wetlands Project and the bikes provided by Fort Wayne Outfitters & Bike Depot were almost forgotten.

It is planned to extend the 66-mile trail network in all directions from the city's center to connect communities,

attract economic development and improve overall livability throughout Fort Wayne.

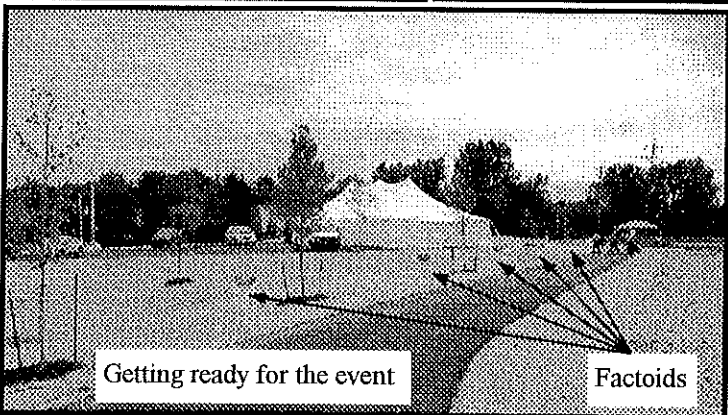
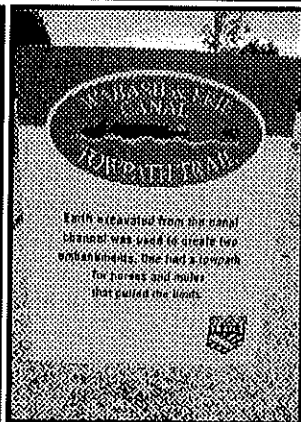


Above: A few weeks before the grand opening, the trailhead kiosk was being prepared for displays and the parking lot for Towpath Trail was ready for a final layer of paving. Dedicated bikers and hikers were already using the trail along Eagle Marsh in Fort Wayne, Indiana before it was completed.

Below: Dawn Ritchie and Roger Goodland show one of the educational signs that is about building the towpath trail.

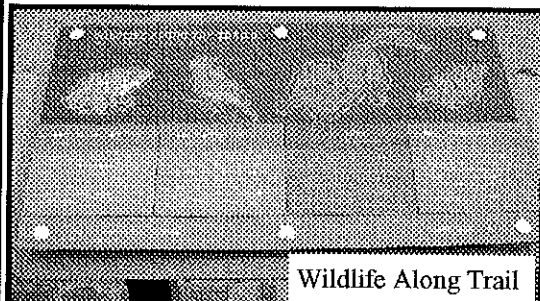
One of the factoids placed along the trail for opening day was about building the canal's towpath and berm banks.

The food tent was set up near the trail head. Photos Bob Schmidt



Getting ready for the event

Factoids



Wildlife Along Trail

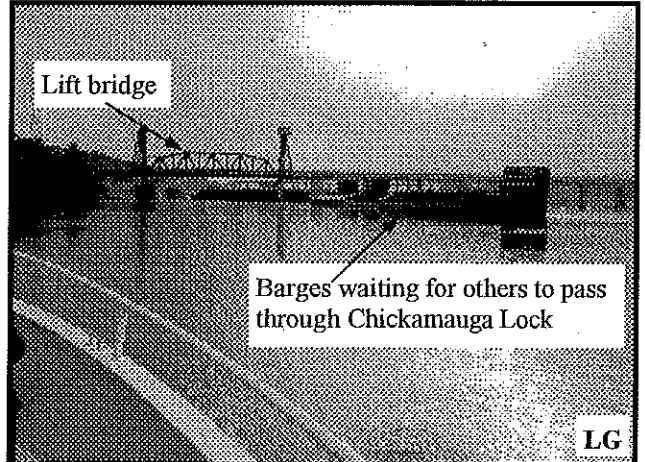
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Lift bridge

Barges waiting for others to pass through Chickamauga Lock

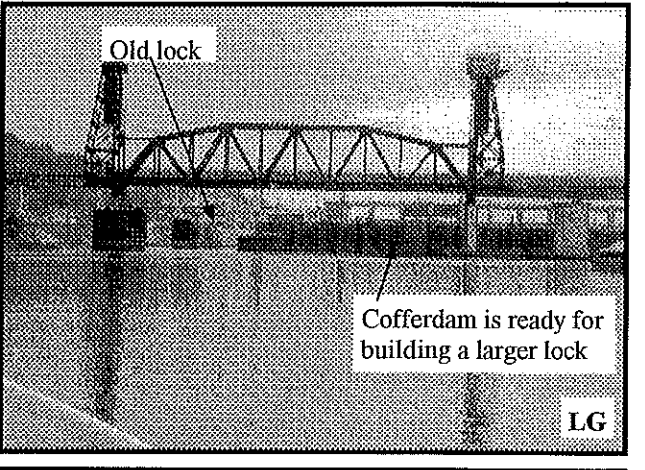
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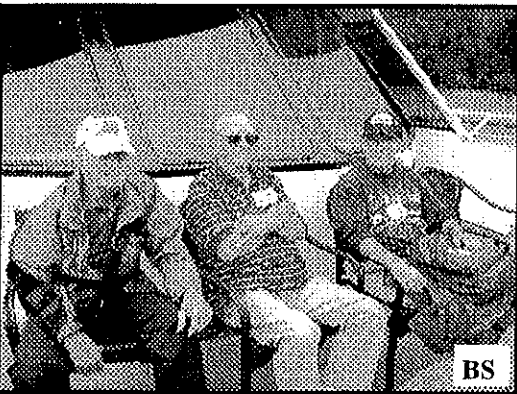
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Old lock

Cofferdam is ready for building a larger lock

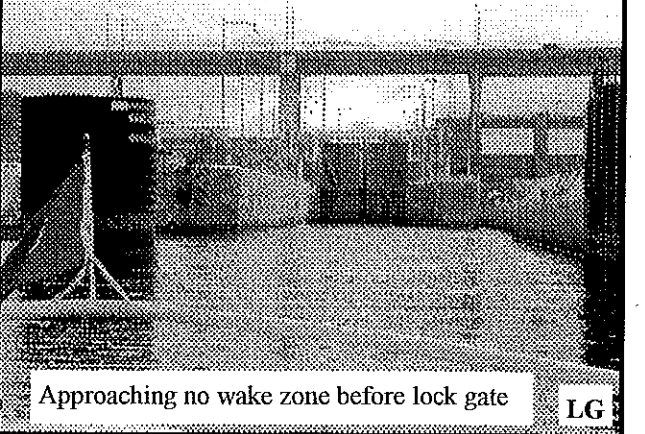
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Approaching no wake zone before lock gate

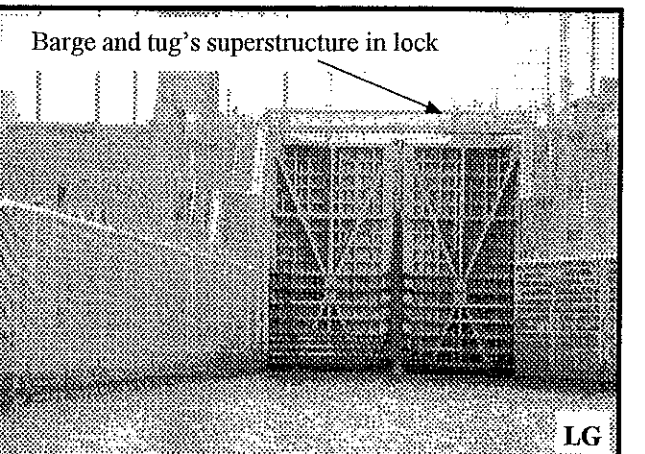
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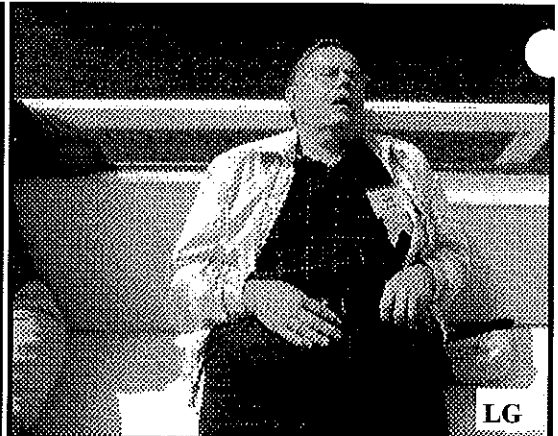
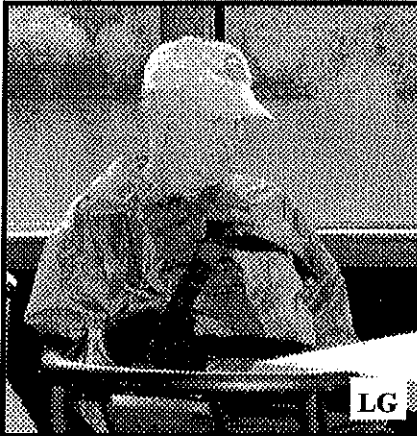


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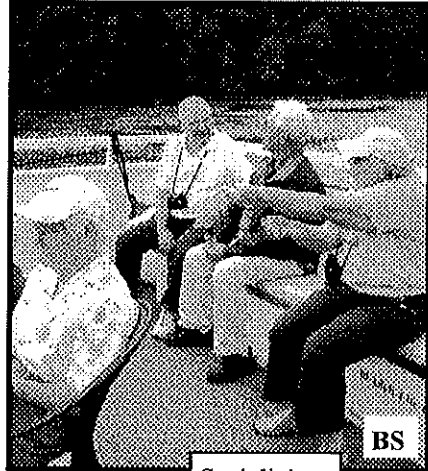
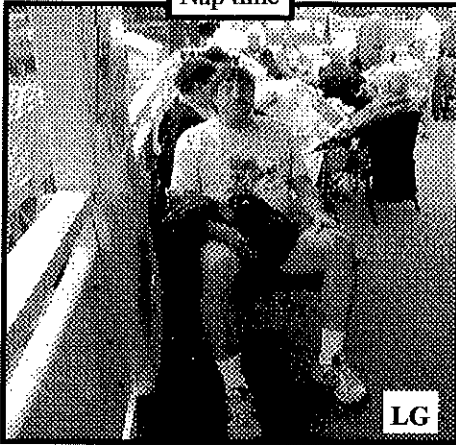


Barge and tug's superstructure in lock

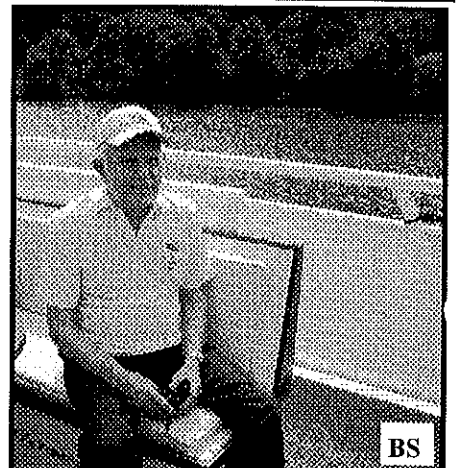
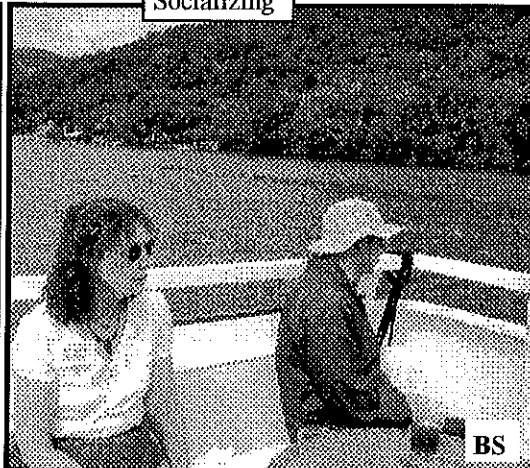
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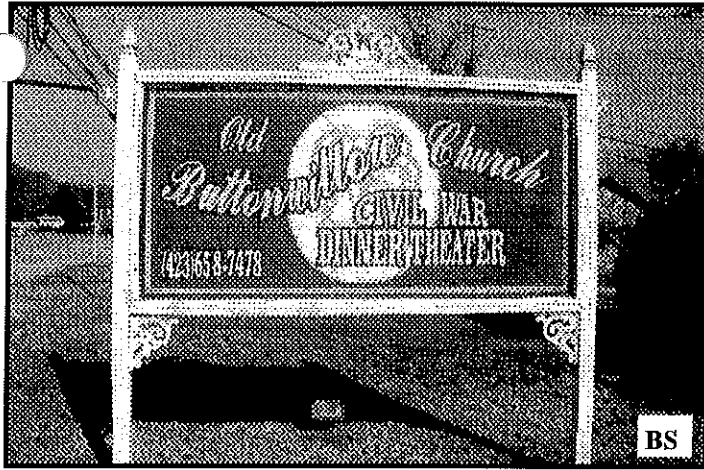


Nap time



Socializing





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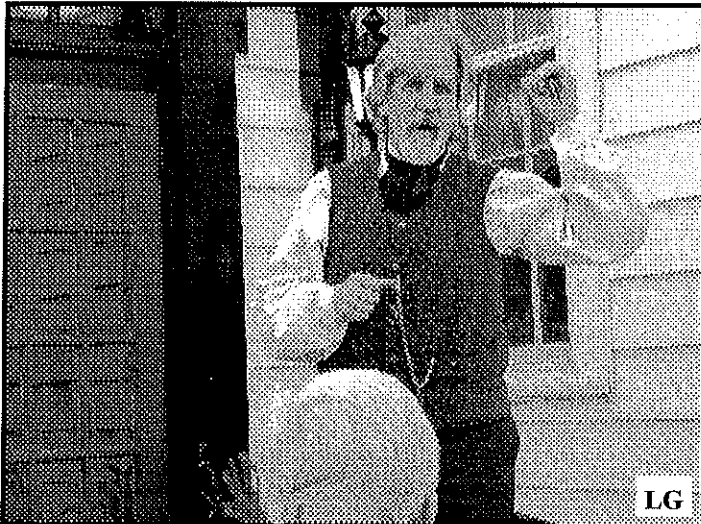
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We left our Saturday activities in plenty of time to get to Buttonwillow Church in Whitwell, Tennessee for dinner and a Civil War theater production. We gathered in the church yard and were greeted by Steve Ripson, owner and actor, whose production is endorsed by the History Channel. We had an opportunity to shop in the well stocked gift shop before dinner and at intermission. Other groups also attended the production and were seated to the side of CSI.

Plates were heaped with baked chicken, corn bread stuffing, carrots, green beans, biscuits, and blackberry cobbler prepared according to old southern recipes. Steve and his wife, Allison, used his original document research to explain what caused the Civil War and other historical events. We learned that some words had different meanings during that era and eating utensils were somewhat different than those used today. The program was interesting and informative.

THE HOOSIER PACKET – NOVEMBER 2011



DK



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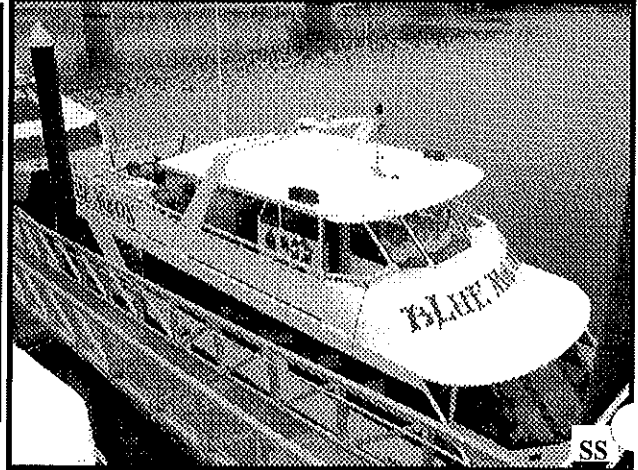
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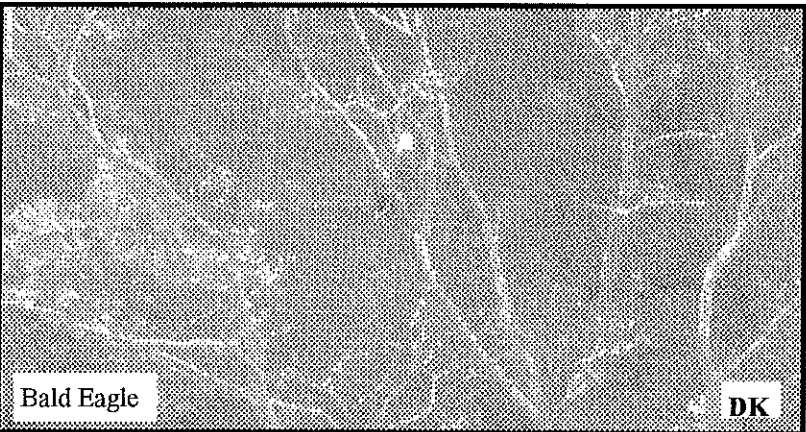
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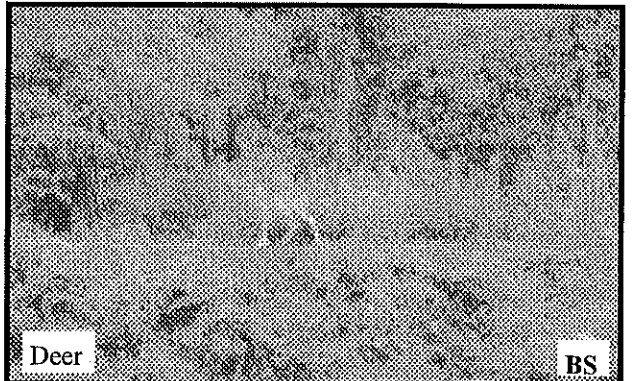


SS



Bald Eagle

DK



Deer

BS

This tour was different for Canal Society of Indiana members with us only planning the river cruise and the dinner theater. We allowed time following the cruise on Friday afternoon and evening and before the theater on Saturday morning and afternoon for them to take in all Chattanooga had to offer.

On Friday afternoon several members went to the Tennessee Aquarium where a visitor starts at the top of the building to see turtles, etc. that are found along the river banks and streams and then progresses down through the building seeing the fresh water fish at the various depths they would be found in the river. Marine species were seen in another building.

Others went to the Hunter Museum of American

Art to view the exhibits. They were impressed by the Victorian building at the site. Both venues could be reached by foot, but those of us seeking venues further away like the Choo Choo took the free city trolley.

On March 5, 1880 the first passenger train left the Cincinnati, Ohio depot for Chattanooga opening the first link in public transportation from the North to the South. Operated by the Cincinnati Southern Railroad, America's first municipal railroad system, it was nicknamed the "Chattanooga Choo Choo." The old depot for the Choo Choo had interesting architecture and offered a variety of dining experiences. On a trolley ride around the rail yard we learned about all the railroad companies that used the yard. In one of the yard's buildings we saw an enormous model train layout, which had every-

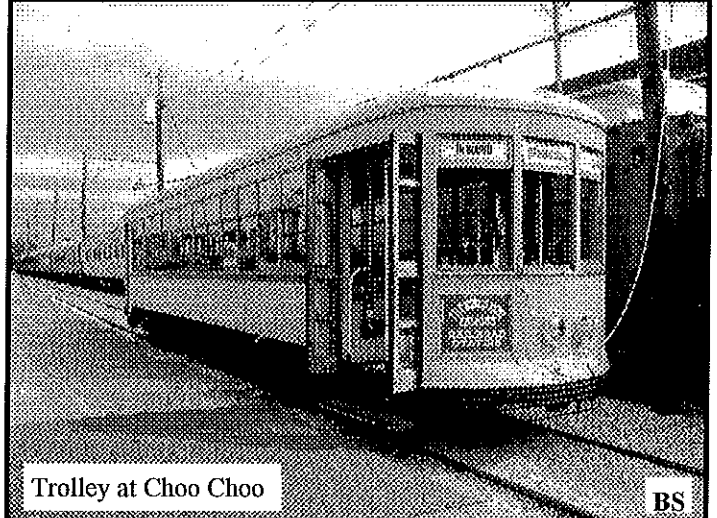
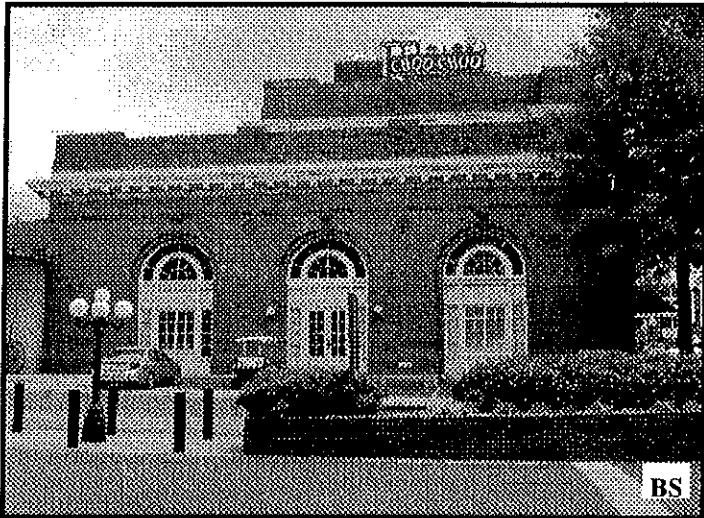


thing from a hearse by cemetery to a train wreck, out-  
houses to manufacturing plants, and teeny tiny animals  
to large mountains, all of which represented something  
or some place in the Chattanooga area.

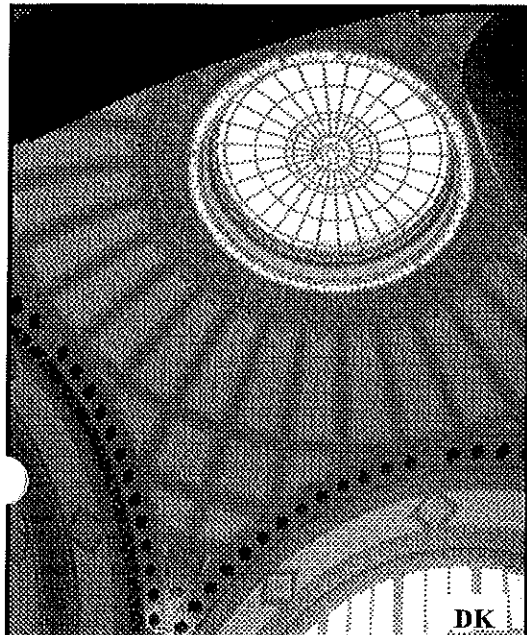
Photographs in this article were taken by:

LG = Lowell Goar  
BS = Bob Schmidt

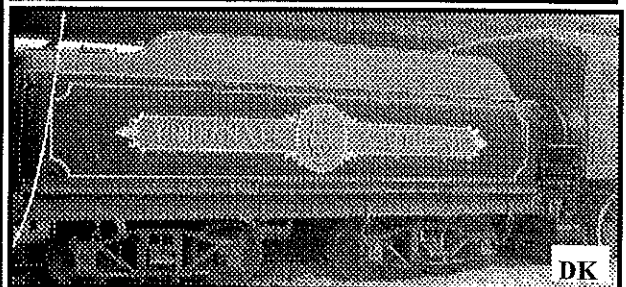
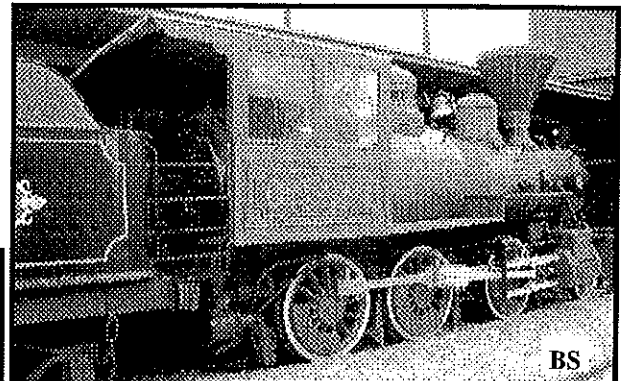
DK = David Krieg  
SS = Sue Simerman



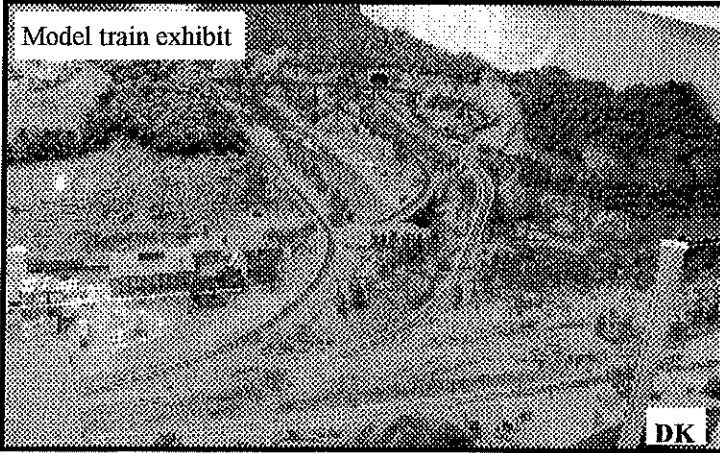
Trolley at Choo Choo



CHATTANOOGA  
CHOO CHOO



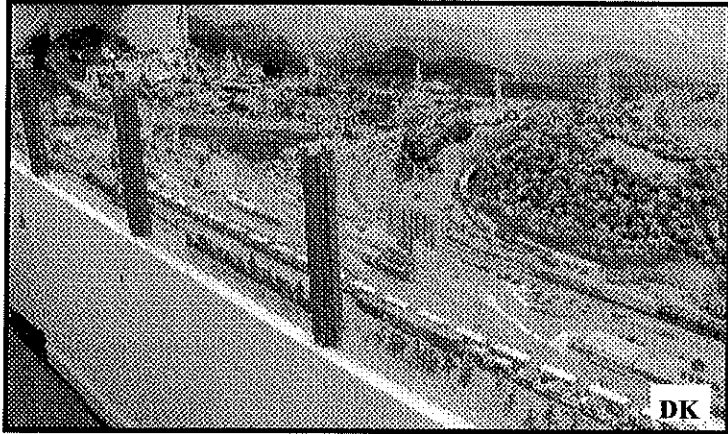
Model train exhibit



DK

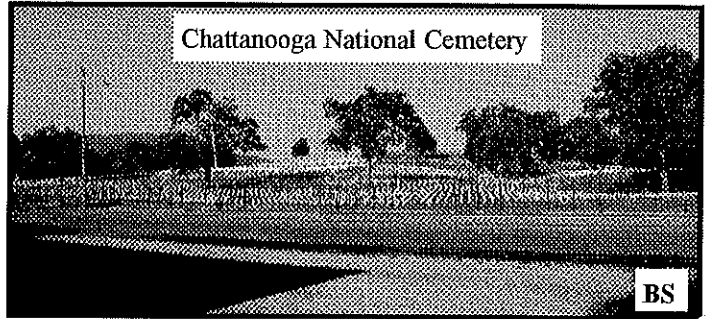
Saturday morning the sun was shining and the sky was blue when several canawlers went to the Chattanooga National Cemetery, a Federal cemetery second only to Arlington, to see the monument to Andrew's Raiders. Union soldiers captured "The General" and attempted to take the locomotive north on April 12, 1862. They were captured by Confederates and some were hung. Ohio erected the monument to them in 1890.

Some canawlers rode the Chattanooga incline on Friday night to see the city lights below, but most of us saved it for Saturday morning to take us to Point Park at the top of Look Out Mountain where a Civil War battle took place in November 1863. Although the last part of the ride to the top was at an angle of 70+ degrees, it was very gentle and not at all scary.

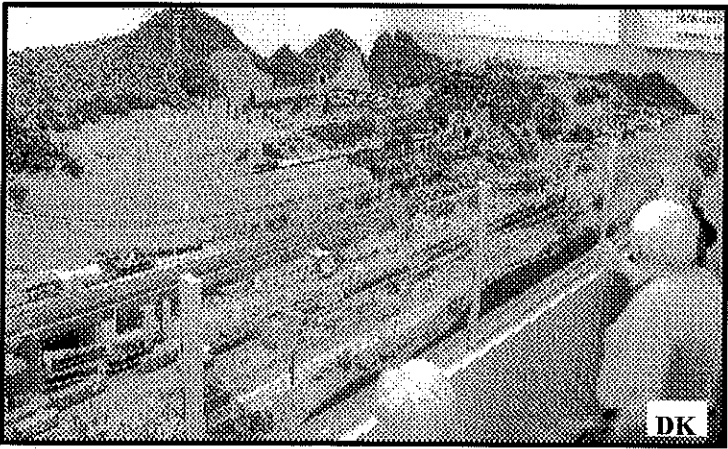


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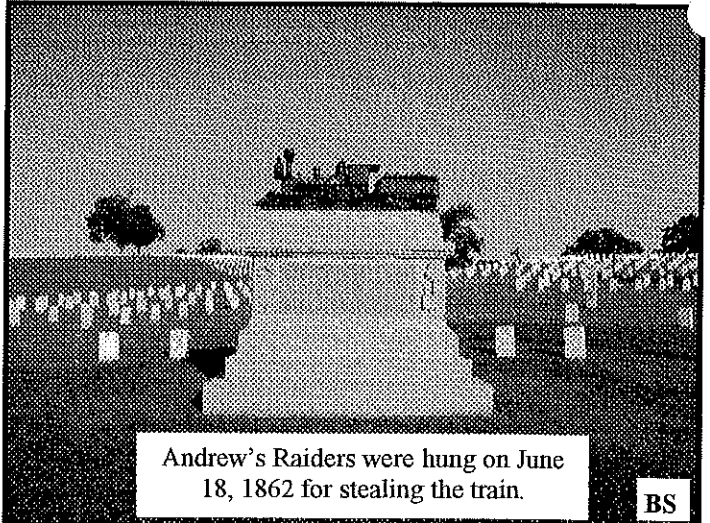
Chattanooga National Cemetery



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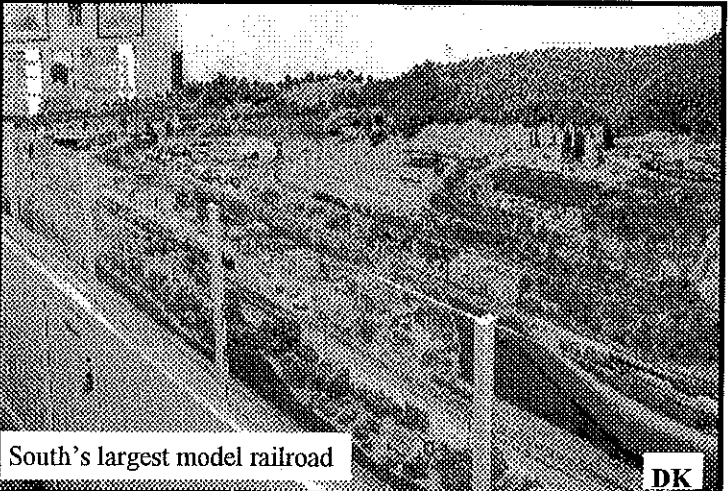


DK



Andrew's Raiders were hung on June 18, 1862 for stealing the train.

BS



South's largest model railroad

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Chattanooga Incline

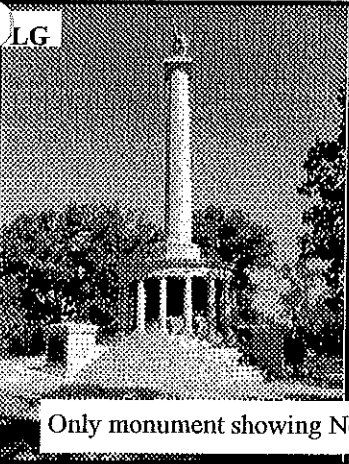
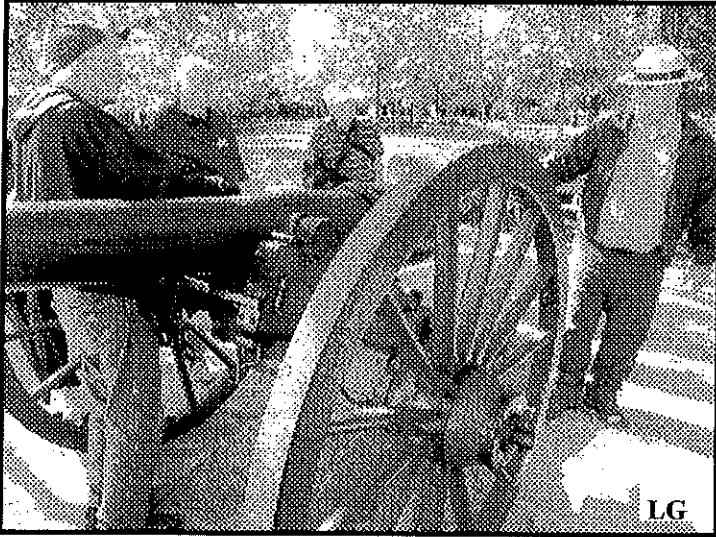
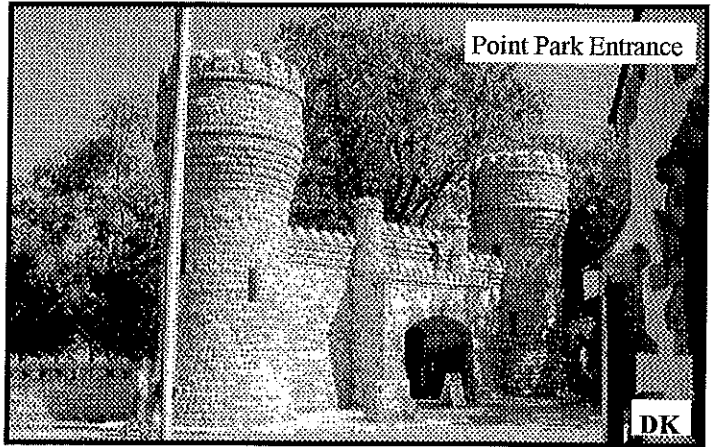


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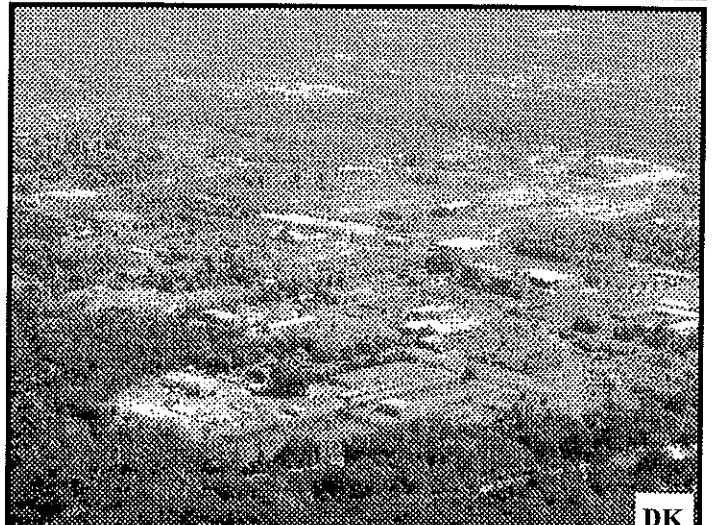
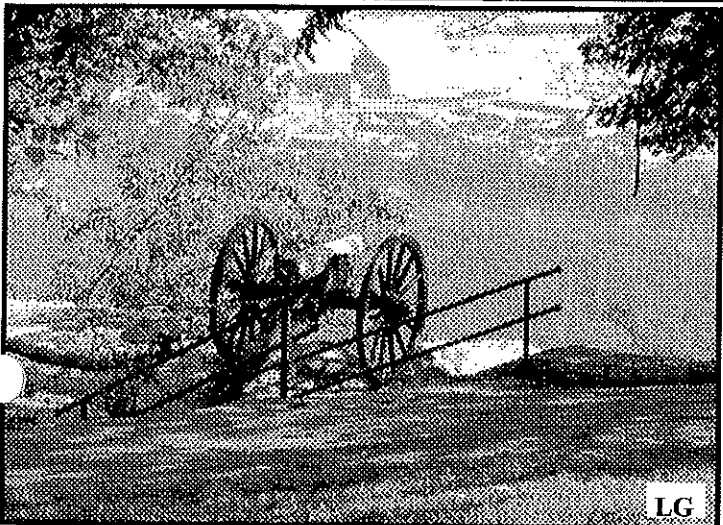


DK

At the top of the incline was a privately operated electrical map of the Battle of Look Out Mountain. Some canawlers saw it, but most of us went to Point Park, which is operated by the National Park Service. There a docent really brought the battle to life with his interpretation of the event. We also walked around the point viewing other monuments, memorials, and cannon, and were impressed by the wonderful view the park provided of Chattanooga below the mountain.



Only monument showing North & South shaking hands



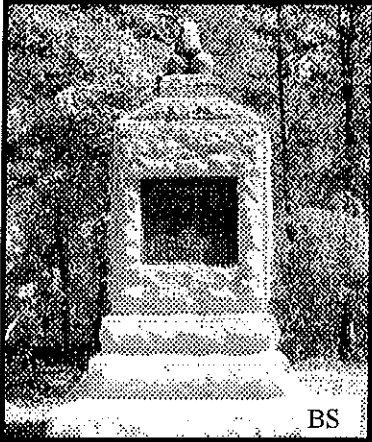
# THE HOOSIER PACKET - NOVEMBER 2011

There was so much to see and do around Chattanooga that when we saw each other we would tell them that they had to go see something. Some enjoyed the cave and falls at Ruby Falls and others Russell's Cave in Alabama. Some had lunch with their grandchildren. We went to the Chickamauga Battlefield in Georgia to see where our ancestors had fought in the September 1863 battle along Chickamauga Creek. We saw many monuments in fields and woodlands representing both the North and South and drove along lanes where soldiers once marched.

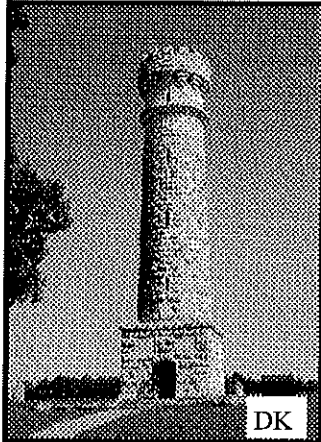
## ONCE ABOARD THE BLUE MOON

September 23-24, 2011

Planners: Frank Timmers, Bob & Carolyn Schmidt  
 Hotel: Fairfield Inn & Suites by Marriott, 40 Starview Lane, Chattanooga, TN 37419 (423) 664-4222  
 Boat: "Blue Moon Cruises" Ocoee Adventure Company, LLC. 1-888-993-2583  
 Tour Logo and Slogan: Carolyn Schmidt  
 Tour Literature: Frank Timmers, Carolyn Schmidt  
 Maps and Mailings: Carolyn Schmidt  
 Budget: Bob Schmidt  
 Name Tags and Thank You Notes: Carolyn Schmidt  
 Friday: 6 hr. cruise on Tennessee River at Chattanooga, TN through locks with lunch onboard, evening activities on own  
 Saturday: Activities and lunch on own, Civil War Dinner Theater at Buttonwillow Church, PO Box 37, Whitwell, TN. 37397  
 Tour attendees:  
 Total 45 AL-2, CA-2, IN-27, IL-4, OH-10  
 Sally Bancroft, Karl & Demaris Black, Irma Davis, Tom & Diane Fledderjohann, Leland & Bonnie Lou Gamson, Lowell & Jerry Goar, Nancy Gulick, Web & Dot Hall, Gerry & Jean Hulslander, David & Bernie Kreig, Dick & Martha Kudner, Gerry & Phyllis Mattheis, Pat & Connie McCammon, Gene Mennen, Terry & Sally Meyers, Mike & Tom Morthorst, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Bruce & Kay Sheldon, Steve & Sue Simerman, Linda Taylor, Michael Thrall, Frank & Mary Timmers, Larry Turner, Charlie & Bonnie White, Chuck & Ann Whiting



BS

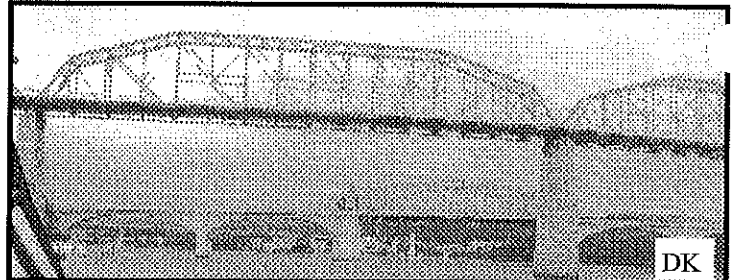


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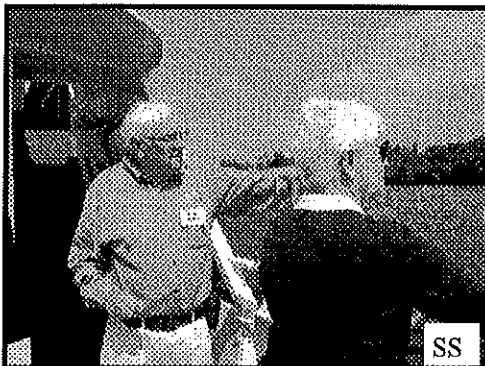
32nd Indiana Infantry

Where Eli Lilly Sr. fought

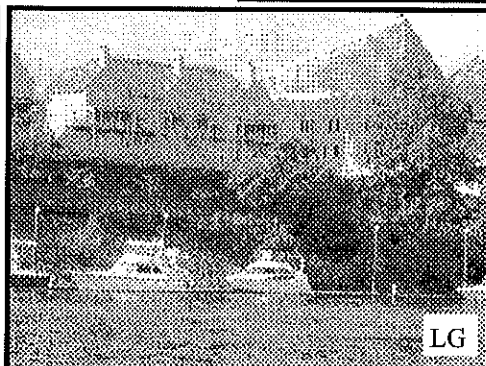
We rested after all the day's activities and then drove to the dinner theater. We arrived back at the hotel around ten o'clock. We said farewell on Sunday morning to those returning home or extending their trip. Everyone had a great time. We look forward to CSI's 30th Anniversary Tour on the Whitewater Canal.



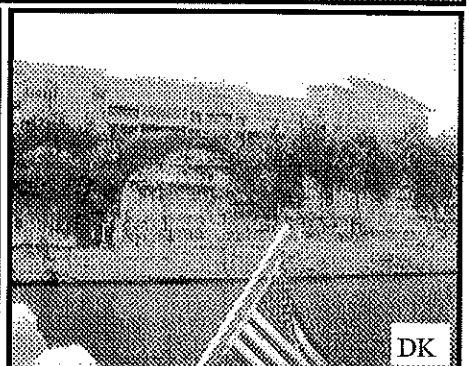
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SS



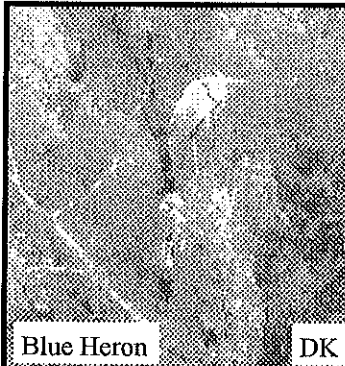
LG



DK

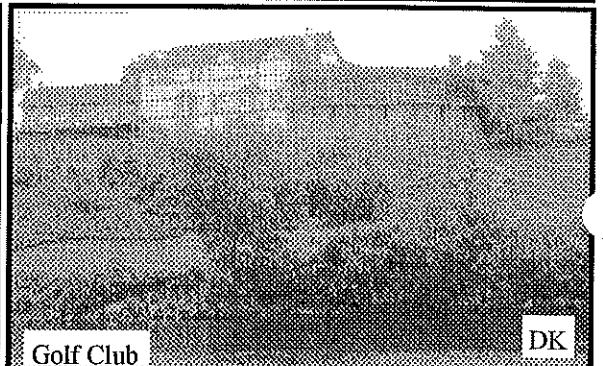


SS



Blue Heron

DK



Golf Club

DK